

VILLAGE OF PINECREST

VISION PLAN UPDATE

September 30, 2022

MHCP COLAB

MKSK

PINECREST FLORIDA

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Acknowledgments

Special thanks go to the Pinecrest Parkway Citizens Committee and others who participated in developing this plan update.

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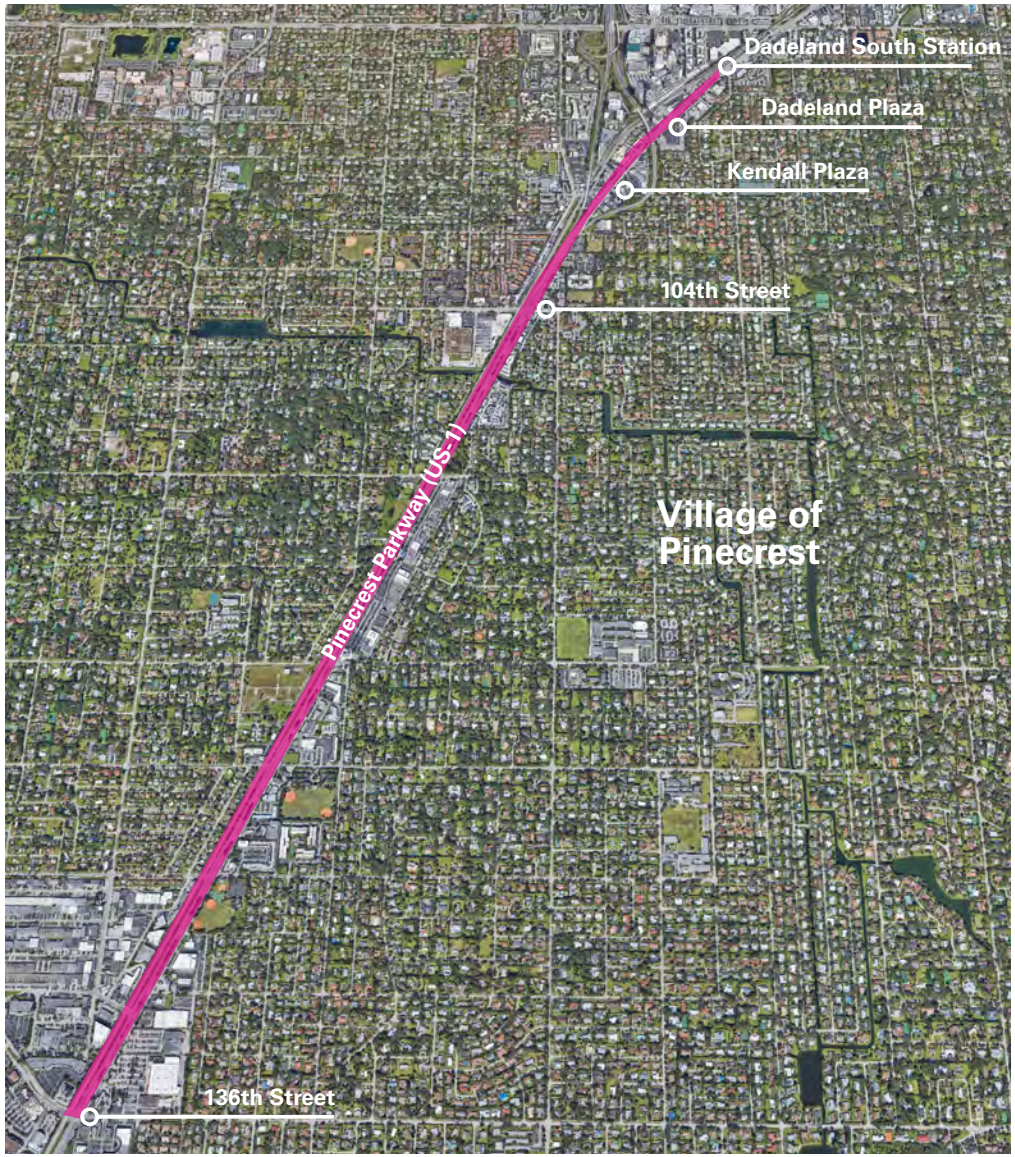
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This project was funded by the Village of Pinecrest.

This document was prepared in coordination with representatives from the local community, Village Council and Village staff.

A special thank you to all that participated in Pinecrest Parkway Citizens' Committee meetings, the Visioning Session and surveys.



1 Overview

Why a Vision Plan Update Now?

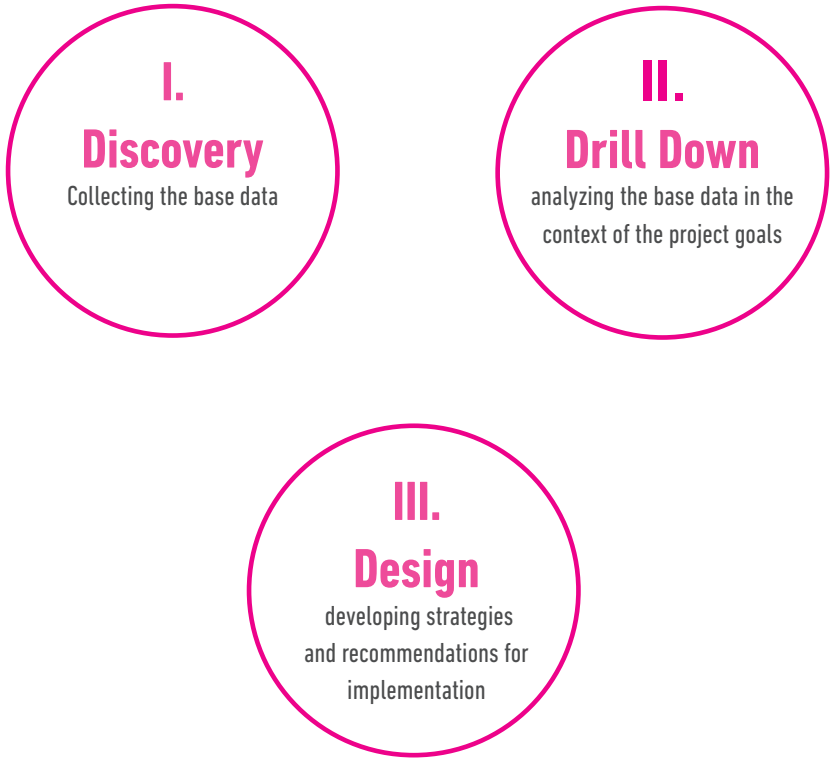
Pinecrest is returning to the visioning process to update the 2012 Pinecrest Parkway (US 1) Vision Plan in light of Miami-Dade County's planned South Corridor Bus Rapid Transit (BRT) along Pinecrest Parkway (US 1) including two new stations at SW 104th and SW 136th Streets. These new BRT stations provide an opportunity for the Village to revisit the original Vision Plan and the land development regulations along the corridor and around the stations. The Village Council established the Pinecrest Parkway Citizen's Committee (PPCC) composed of professional architects, planners and landscape architects to shape this vision under the guidance of planning and urban design consultants from MHCP COLAB and MKSK.

Through this process, the Village Council is addressing topics that include: How should the Village commercial corridor grow in the context of the planned Bus Rapid Transit?

What will Pinecrest Parkway (US 1) look like in 40 years and beyond? How can we preserve the Village's overall character and how can the corridor develop in a way that supports this character? Historically, the Village Council has incorporated input from residents and consultants as part of the process to foster community outreach as it pertains to master planning and comprehensive planning updates. This process was branded as "Inspire Pinecrest" Community Conversations in 2017. The Vision Plan Update will include the entire Pinecrest Parkway corridor, the North Pinecrest Business Alternative Districts (NPBAD)--which are the only areas where the Village presently allows a mix of uses--and the transit station areas at SW 104th and SW 136th Streets.

Planning Approach

The project followed a three phased approach to developing design recommendations including:



In addition, the Vision Plan Update focused on:

1. Clarifying the Process In The Context of the County Rezoning

- Setting a baseline for understanding the process.
- What are the requirements for approval? How will it impact the community?
- Messaging and communications to the public.

2. Understanding How Transit Supportive Zoning Districts Can Shape the Village's Future 10, 20, 30 Years

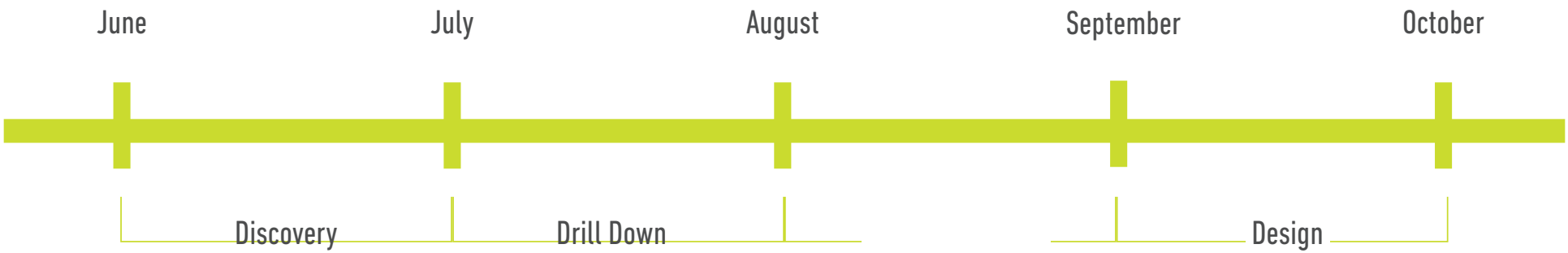
- Completing your own vision for your community while promoting transit oriented development (TOD).
- Evaluating what is and isn't working.
- Understanding placemaking opportunities.

3. Visualizing the Different Scenarios

- Testing and modeling potential build-outs.
- Protecting and enhancing character.

Overall Timeline

The work was developed in partnership with the Pinecrest Parkway Citizens' Committee over a four-month period in 2022.



- Discovery review of existing conditions and previous efforts
- PPCC Meeting #1: Project kick-off and overview- **June 9**
- PPCC Meeting #2: Developed project overview talking points and frequently asked questions posted on the Village's website and distributed- **June 21**
- PPCC Meeting #3: Presented findings from Discovery Report- **July 19**

- Presented massing studies of what can be built under the current code- **July 19**
- Developed build-out scenarios for station areas
- Individual Council member meetings
- Update to Village Council at Council Meeting

- PPCC Meeting #4: Presentation of build-out scenarios for station areas- **August 10**
- Visioning Session for community- **August 30**

- Develop Draft Vision Plan based on public input
- PPCC Meeting #5: Discussion + Conclusions - **September 15th**
- Joint Workshop with PPCC and Village Council: Present final Vision Plan - **September 21st**
- Council Presentation - **September 22nd**
- PPCC Meeting #6 - **September 27th**
- Village Council meeting to present Vision Plan- **October 11**

Visioning Process

On January 31, 2022, the Village Council held a workshop during which it directed a Pinecrest Parkway Citizen's Committee to be established to engage residents in the Pinecrest Parkway (US 1) visioning process. The Village Council formally appointed the seven-member citizen's committee on April 12, 2022. The new committee will work closely with the Village's planning consultant, MHCP COLAB, the architecture and design team MKSK (hired on May 11, 2022) and Village's professional staff to develop the Pinecrest Parkway (US 1) Vision Plan Update and provide various design scenarios.

SMART Plan Corridor Development

The SMART plan is a six-corridor countywide transportation plan which includes the US 1 corridor and the current busway. The $300M plan is equally funded by the County, State and Federal government with an expectation of a baseline population to support future ridership. The County has given South Dade municipalities two years to provide alternative plans for zoning and land use along the South Corridor and around the confirmed transit stations. For Pinecrest, this includes the existing Dadeland Metrorail station, a new BRT station at SW 104th Street and a new BRT station at SW 136th Street. Concurrent to this process, the County has developed a Rapid Transit Zone (RTZ) ordinance which outlines desired densities and intensities for all SMART plan corridors and transit stations within unincorporated Miami-Dade County. The Village is not obligated to meet these minimum densities and intensities.

What is the timeline of the Vision Plan Update?

The project is an estimated six-month process estimated to be completed in late fall 2022 subject to changes related to Covid and the hurricane season.

What is the timeline of the County's Rapid Transit Zone (RTZ)?

In 1996, Miami-Dade County introduced rapid transit station sites to be developed in accordance with community urban center comprehensive planning policies which provide minimum thresholds and densities for new development.

In 2016, the Miami Dade County Board of Commissioners endorsed the SMART Plan for a regional transportation system comprised of six SMART Plan corridor alignments including the South Corridor along US1 south of Dadeland Station.

In September 2018, the County approved a Comprehensive Plan ordinance that included rapid transit zones (RTZ) and corridors (SMART corridors) for unincorporated Miami-Dade County.

In Spring 2021, the County submitted a draft ordinance to explore merging RTZs and SMART corridors for incorporated Miami-Dade County.

In March 2022, the South Dade Municipal Coalition provided a formal response requesting the ability to develop their own land development regulations that are consistent with the Countywide transit system and promote transit-oriented development.

In June 2022, the County presented a revised ordinance at first reading with new minimum standards for RTZs and SMART corridors in unincorporated Miami-Dade County and the option for new development in incorporated Miami-Dade County to build to this new

What is the 2012 Vision Plan and what are the recommendations?

standard in place of the municipal zoning.

In April 2012 the Pinecrest Village Council initiated a process for the creation of a vision and community consensus for the future development, redevelopment, beautification, and enhancement of Pinecrest Parkway (US 1). This effort stems from the Council's completion of a five-year Strategic Plan in 2010 and a subsequent update to the Plan in March 2012. A critical recommendation of the updated Strategic Plan was to develop a Vision Plan for Pinecrest Parkway.

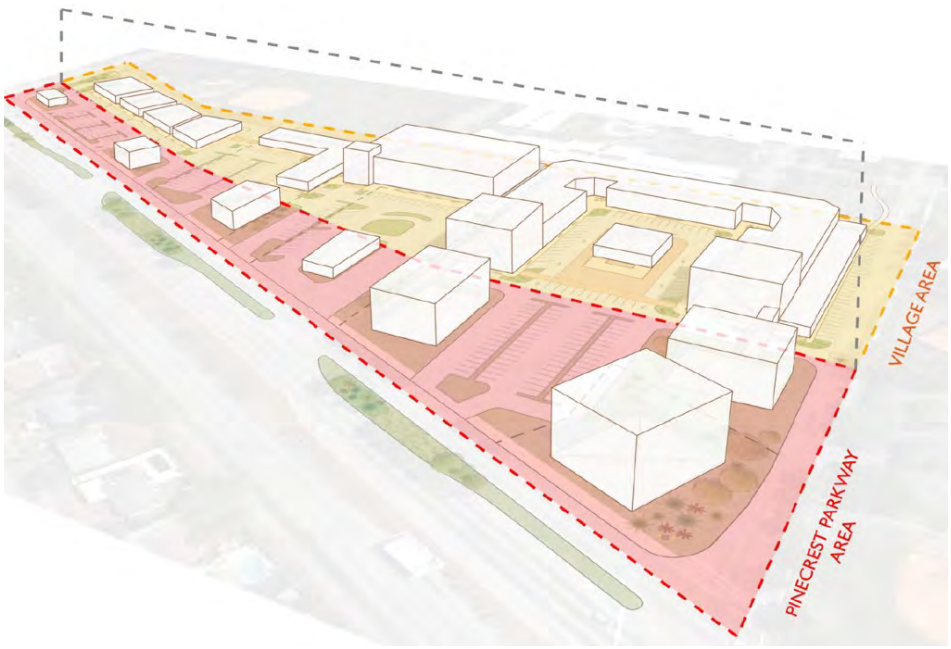
The Vision Plan articulated the following guiding principles and goals:

- Create a distinct Pinecrest brand (identity)
- Encourage environmentally-efficient redevelopment of neighborhood-focused retail
- Protect neighborhoods, and provide for appropriate transitions between residential and nonresidential areas
- Connect and create a sense of unity for commercial properties

The Vision Plan identifies the Pinecrest Parkway Corridor as a unique local destination with a mix of uses appealing to all residents with a dual nature as both a regional thoroughfare and local Main Street. Through a series of strategic interventions and incentives, the Corridor will operate within two distinct areas: the "Pinecrest Parkway Area" and the "Village Area."

Commercial properties located in the 40% frontage area fall under the "Pinecrest Parkway Area." This area allows for continued access along the Parkway and is characterized by a series of iconic buildings or features set in a naturalistic landscape, consisting mostly of stand-alone retail and/or office developments.

The "Village Area", which is characterized by any part of the property that lies east beyond the 40% mark, caters specifically to local residents of Pinecrest. An alternate interior road allows easy access from the residential neighborhoods without the need for travel along the busy Parkway. Additionally, a continuous series of "Village Walks" link all commercial fronts and allow for safe and easy movement between properties on foot or on bicycle. Cross-access easement agreements are critical as properties are redeveloped to take advantage of incentives.



A cohesive material and color palette easily identifies the entire property as belonging to the Village of Pinecrest. Clusters of pine trees, live oaks, palms, and other native plantings are grouped throughout and serve as markers for entrances at both the front and rear of the property. Green walls help screen backs of buildings, while a unique trellis design is repeated at key moments or to mark a connection to a nearby Village park.

Why do we need to update the Vision Plan?

It's been 10 years since the Vision Plan was adopted. Since then the County endorsed the SMART Plan and announced locations for transit stations along the Pinecrest Parkway (US 1) which is an opportunity to reconsider the Vision Plan. The Pinecrest Parkway Citizen's Committee will help reframe the discussion with a focus on landscape, signage, interconnectivity, open space and building envelope.

What is the SMART Plan and why do we need it?

The Strategic Miami Area Rapid Transit (SMART) Program intends to advance six of the People's Transportation Plan's (PTP's) rapid transit corridors, along with a network system of Bus Express Rapid Transit (BERT) service, in order to implement mass transit projects in Miami-Dade County.

The South Dade TransitWay Corridor (South Corridor) is one the six rapid transit corridors of the Strategic Miami Area Rapid Transit (SMART) Program. The corridor runs 20-miles in length and connects numerous municipalities which represent some of the fastest growing communities in Miami-Dade County.

This corridor extends from the Dadeland South Metrorail Station to the SW 344th Street Park-and-Ride/Transit Terminal and provides a mobility connection between the Miami Central Business District and the Village of Pinecrest, the Village of Palmetto Bay, Town of Cutler Bay, City of Homestead, and Florida City.

Fully implemented SMART Program Corridors will help commuters save time when compared to existing transit service or driving. Positive impacts from the SMART Program are anticipated in the following main areas of the transit system:

- New opportunities for Transit Oriented Developments (TOD's) along SMART Program corridors (more housing, retail and office developments that are near transit stations).
- An expanded and interconnected network of premium transit services that connect to more key destinations.
- Improved reliability and on-time performance as the existing transit network is optimized to better feed the SMART Program transit corridors.
- More job opportunities in the transportation industry as new transit corridors are planned, designed, constructed, and implemented.
- Real-time arrival and departure information signage at transit stations.
- New transit stations/terminals and park-and-ride facilities to support new SMART Program corridors.

What is planned for the South Corridor? What is bus rapid transit?



The South Dade Bus Rapid Transit Project is being designed and built by Obrascón Huarte Lain (OHL), a Spanish multinational construction and civil engineering company. Once completed, BRT will provide rail-like travel time, iconic stations, level boarding through all doors, and pre-paid fares for speedy access. BRT will also provide enhanced safety features and other upgrades along dedicated lanes with multi-layered service lines on the TransitWay. It will include two end-of-line terminals at Dadeland South and SW 344 Street; 14 new iconic, state-of-the-art transit stations, which will serve both the BRT Limited and All-Stop Routes; and 16 additional stops for the All-Stop Route on South Dade TransitWay.

When will it be operational?

The project is funded and design build services began February 2021 and the project broke ground in June 2021. Construction is scheduled to be completed in late fall 2023.

How will construction impact my commute?

The project will be staged within the busway with little to no impact on traffic.

2 Community Outreach

Community Meetings

Overview

Throughout the vision plan update process the Pinecrest community was engaged in a variety of formats. The Village Council appointed an eight-member committee of architects, urban planners and landscape architects who were residents of Pinecrest, to guide the visioning process and to endorse the recommendations of this vision plan update. The planning process included six meetings with the Pinecrest Parkway Citizens' Committee (PPCC) in which members were presented various findings and recommendations from the discovery, drilldown and design process and provided their comments and input on the presentation materials. These meetings were held between July and September, 2022. Each meeting was open to the public and included public dialogue and input. The first meeting set the project goals and intentions. The second meeting confirmed the project talking points and frequently asked questions which summarized the project history, needs and planning process. The third meeting presented findings related to the current zoning code and case studies of zoning solutions from other communities that are near transit stations or have compact development. It included three dimensional studies of what could be built under the current code.



Pinecrest Parkway Citizens' Committee Meeting



Preliminary concepts are presented at a Pinecrest Parkway Citizens' Committee Meeting

The fourth meeting provided a summary of themes which guided the process. It also included a summary of design considerations related to architecture, open space and streetscape. The consultant team presented a variety of concepts for new development around the existing transit station at Dadeland North and South and the planned stations at 104th and 136th streets. These studies were used to evaluate potential development scenarios and recommendations for zoning changes that are included in this master plan.

During the fifth meeting, the PPCC was presented preliminary Vision Plan recommendations for each theme that could be implemented through the zoning code. These recommendations were revised to reflect the PPCC input and presented at a joint meeting with the PPCC and the Village Council for additional discussion and direction. The comments from the joint meeting were presented to Village Council with public comment.

The Village held a sixth and final meeting with the PPCC to finalize the findings and recommendations for the Vision Plan Update.

Visioning Session

Preparation and Execution

In addition to these meetings, the Village consultant collected additional public input through a community survey, one on one meetings with Village staff, individual meetings with leadership and communication with members of the community. However, the largest endeavor was the Visioning Session with an open house format. The event, which took place on August 30th at Leslie Bowe Hall in Evelyn Greer Park, consisted of interactive boards with different images of open and public spaces, architecture and streetscape, a survey regarding development and plans and three-dimensional images for each of the station areas. It provided an overview of the project history and process and included an oversized map of the existing zoning and three-dimensional drawings of what could be built under the current code. The visioning session was meant to give people the chance to dig in deeper in the topic and also attract other residents to participate. For four hours, residents were able to discuss their concerns and ideas with the consultant team and ask questions about the process and outcome.



Discussions with residents about concepts



Interactive boards with sticker exercise

Meeting Dates

PPCC Meeting #1: - **June 9**
PPCC Meeting #2: - **June 21**
PPCC Meeting #3: - **July 19**
PPCC Meeting #4: - **August 10**
Visioning Session for community - **August 30**
PPCC Meeting #5: - **September 15**
Joint Workshop #6: - **September 21**
Council Presentation - **September 22**
PPCC Meeting #7 - **September 27**
Village Council meeting to present Vision Plan- **October 11**



Presenting concepts for discussed areas



Passeos open up to courtyards



Worth Avenue and Royal Poinciana Way, Palm Beach, FL



6-story buildings transition to 3 and 2-story buildings

3 Discovery

Case Studies

Discovery includes learning and evaluating zoning solutions from different cities. The following case studies provide examples of different methods for building around transit stations and transition areas from commercial corridors with adjacent multi-family and single family residential. Variations in building footprints, upper-level setbacks, build-to lines, parking requirements, and open space requirements provide different outcomes for building massing and bulk, in addition to height, density and Floor Area Ratio (FAR). Each provides solutions that are unique to their communities, but provide insight as to how Pinecrest can evaluate and transform its own zoning code in the context of the planned transit stations and the South Corridor Bus Rapid Transit.

Palm Beach

Worth Avenue and Royal Poinciana Way in Palm Beach are the main commercial corridors in this upper scale community. Worth Avenue is relatively low-scale, and the subsequent surrounding districts scale up in height and density. The commercial area directly north of Worth Avenue has requirements for incremental side and rear setbacks and ten-foot-wide pedestrian walkways to create better transitions to the multi-family residential. In addition, Worth Avenue uses design standards with requirements for parking in the rear, a continuous street edge with ground level building setback lines, arcades, and courtyards. There is also a provision for off-street parking within 500 feet of a property.

Boca Raton

Mizner Park in Boca Raton was a master planned project in a community redevelopment area and is part of a Downtown Development of Regional Impact (DDRI) which has strict regulations that are approved at the state level to limit negative regional impacts. In order to protect the adjacent to 8,250 square foot single family residential lots and to create proper transitions, the project was required to build a 3-story residential buffer strip across the street first, before developing the entire property. Additional transitions from six-story residential and office to two and one-story retail ensure that buildings are not bulky and large and create comfortable spaces for people.

Kansas City, Missouri (MAX BRT)

The MAX BRT has two different BRT lines that run through commercial corridors adjacent to multi-family and single family residential. The transit-oriented development (TOD) policy guides future TOD growth around the 29 stations with transition zones and overlays that provide different levels of buffers, screening and setbacks to transition between taller commercial along the station area to low scale multi-family and single-family homes. A designated protected zone minimized views of the commercial with rear upper level setbacks and transition density areas transition from multi-family to duplex and single family. This ensures that development around the station relates well to surrounding development.

DART Dallas, TX

Dallas is a suburban community with commercial corridors that are served by the Dallas Area Rapid Transit lines. Dallas has also created a set of TOD guidelines within ¼ mile of to encourage a mix of building types, public spaces and off-street parking. Taller buildings are places closest to transit station with a transition in height when abutting lower density and intensity development. Buildings are located at the setback line or build-to line and oriented towards public spaces and streets and auto-oriented uses that do not generate much pedestrian activity and discourage walking a restricted.

Coral Gables, Douglas Station

This is example is a good illustration of things to avoid when trying to achieve a village scale, like Pinecrest. The underlying zoning provides for a very large building footprint that covers 90% of the lot with very few upper-level setbacks and parking exemptions. The City offers additional height and FAR bonuses for Mediterranean style and architectural design and additional setback and parking exemptions for even larger, bulkier buildings.



Boca Raton 6-story residential steps down to 2 and 1-story



Trader Joe's Office Building on US 1 is a product of code allowing large footprints and setback exemptions.

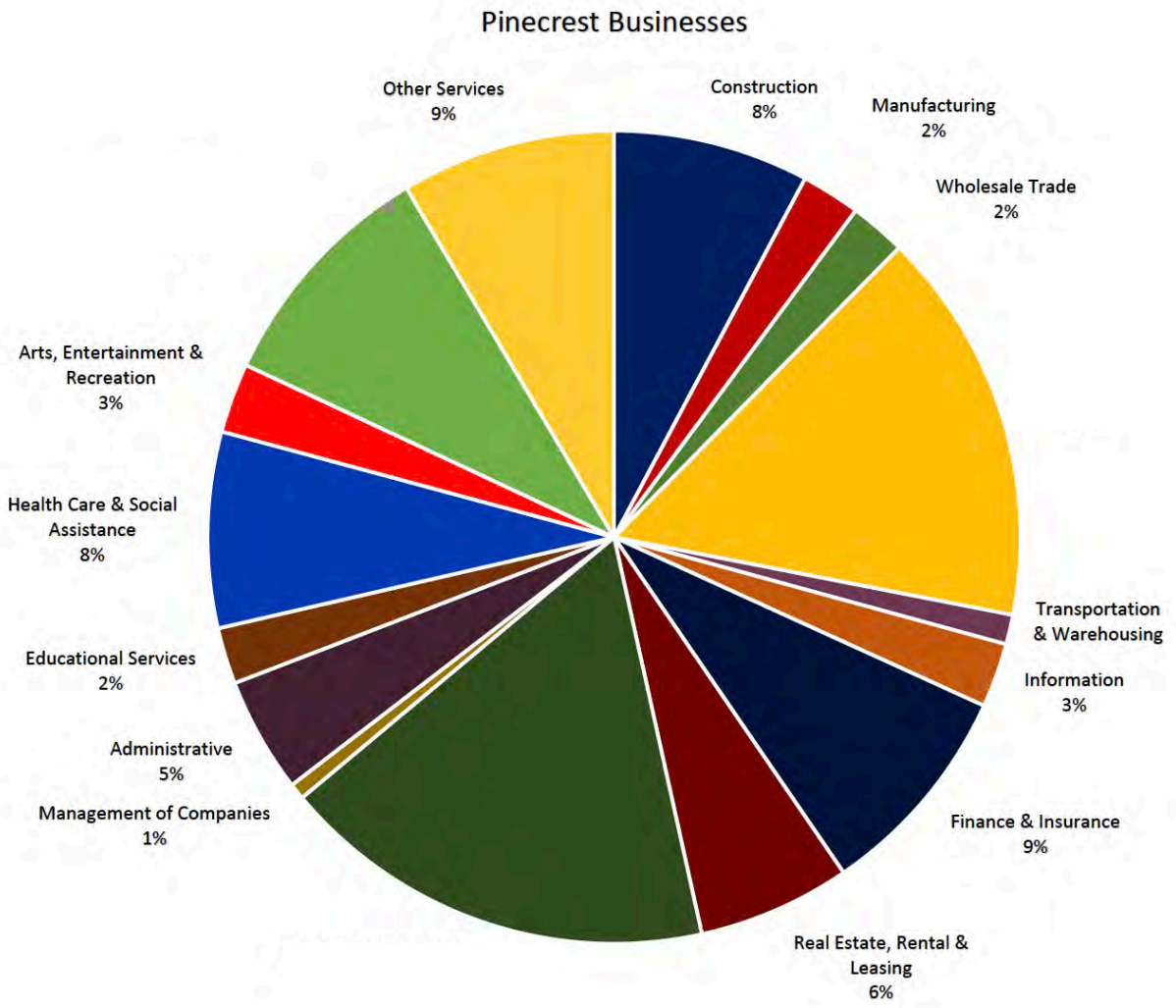
Demographics: Market Study

Summary of Opportunities

The Village lacks a main street for residents and should explore opportunities for mixed-use redevelopment, particularly adjacent to transit stations.

The Village of Pinecrest engaged a consulting firm to conduct a market study analysis for Pinecrest Parkway in 2021. The study concluded that generally, residents in Pinecrest enjoy very high incomes, but are spending discretionary income outside of Pinecrest. When compared to Miami-Dade County as a whole, Pinecrest residents age 45+ are especially productive in terms of income earned with an average household income of $223,219.

Additionally, 95% of residents commute outside of Pinecrest and the average daily traffic counts exceed 100,000 cars. Therefore, there is an opportunity to add high quality retail, restaurants and professional office space to serve the needs of local residents.



Filling the Gap

- High disposable income is spent outside of Pinecrest.
- Demand for more restaurants. Eating establishments account for only 6.7% of overall business.

There are 1,177 businesses in Pinecrest.
Source, Pinecrest Market Analysis Report

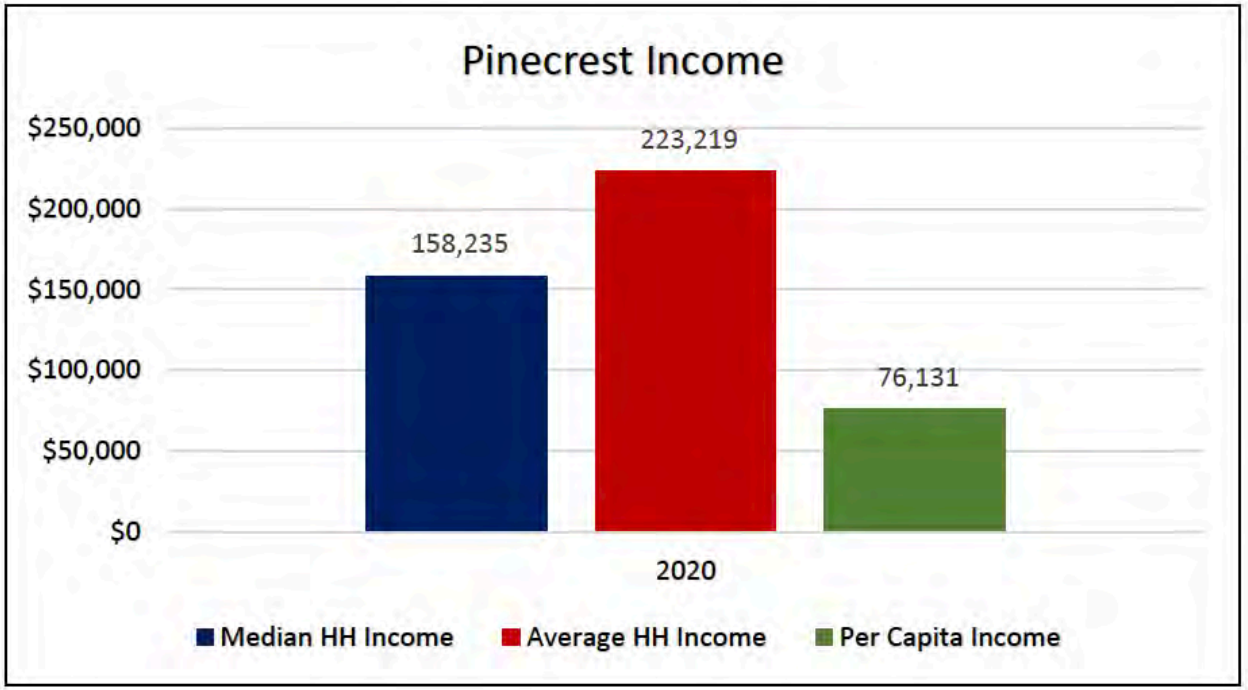
Income

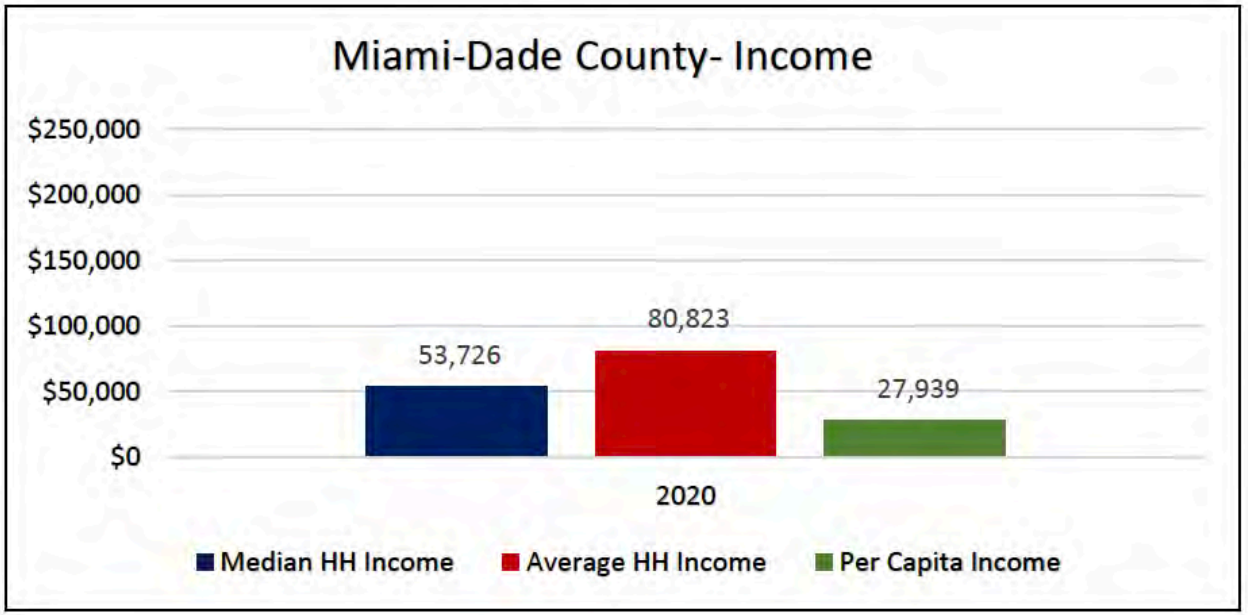
When compared to Miami-Dade County as a whole, Pinecrest residents age 45+ are especially productive in terms of income earned.

Exceptionally high income levels are observed in Pinecrest when compared to Miami-Dade County as a whole.

Median household income:
$158,235

Average household income:
$223,219





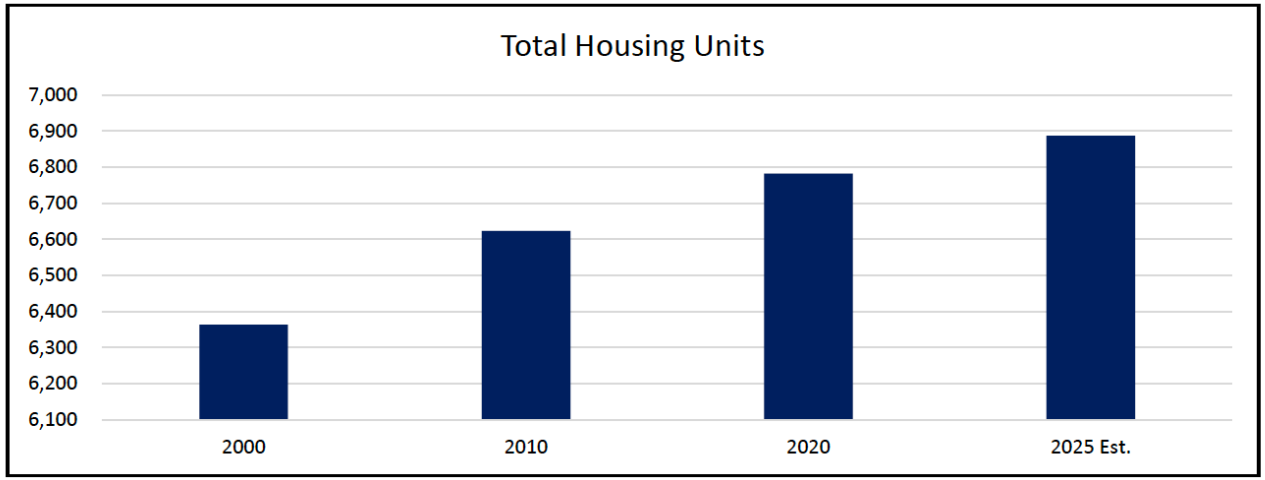
Source, Pinecrest Market Analysis Report

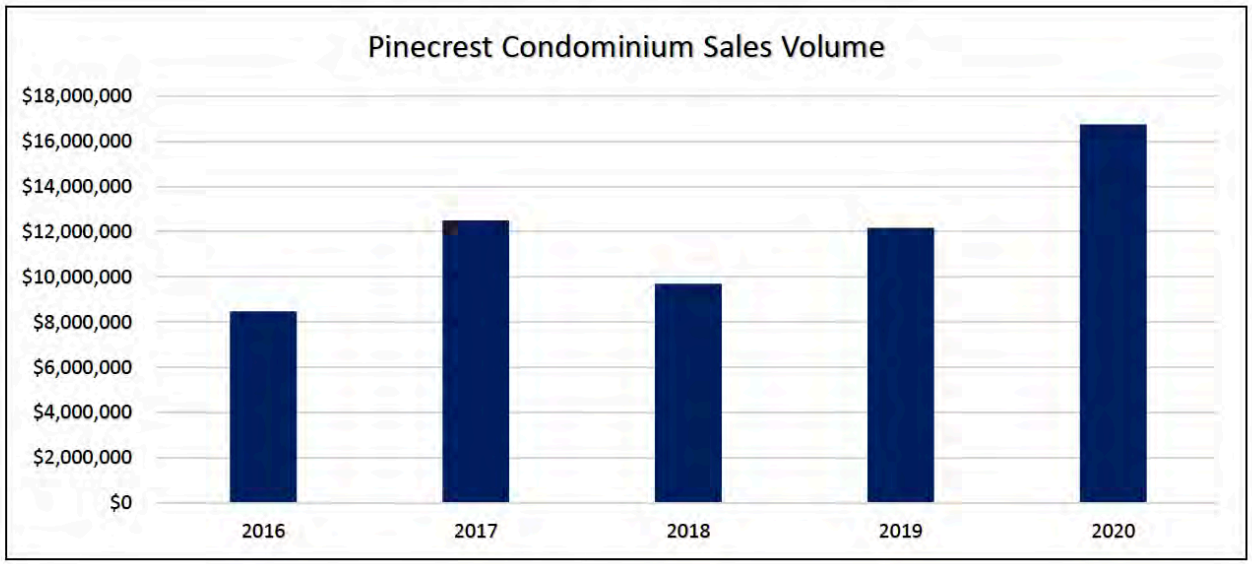
Residential Demand

While demand is high, the housing supply has seen limited growth.

The Pinecrest condo market saw a large increase (36%) in sales volume from 2019 to 2020.

In addition, the study found that demand for new residential, office and retail is high, but there is limited supply of available land. Condo sales and rentals have also increased. While demand is high, the housing supply in Pinecrest has seen limited growth (+159 units since 2010). The Pinecrest condominium market saw a large increase (36%) in sales volume from 2019 to 2020. Pinecrest has seen a slight upward trend in renter occupied housing, increasing from 17.5% in 2000 to 23.8% in 2020.





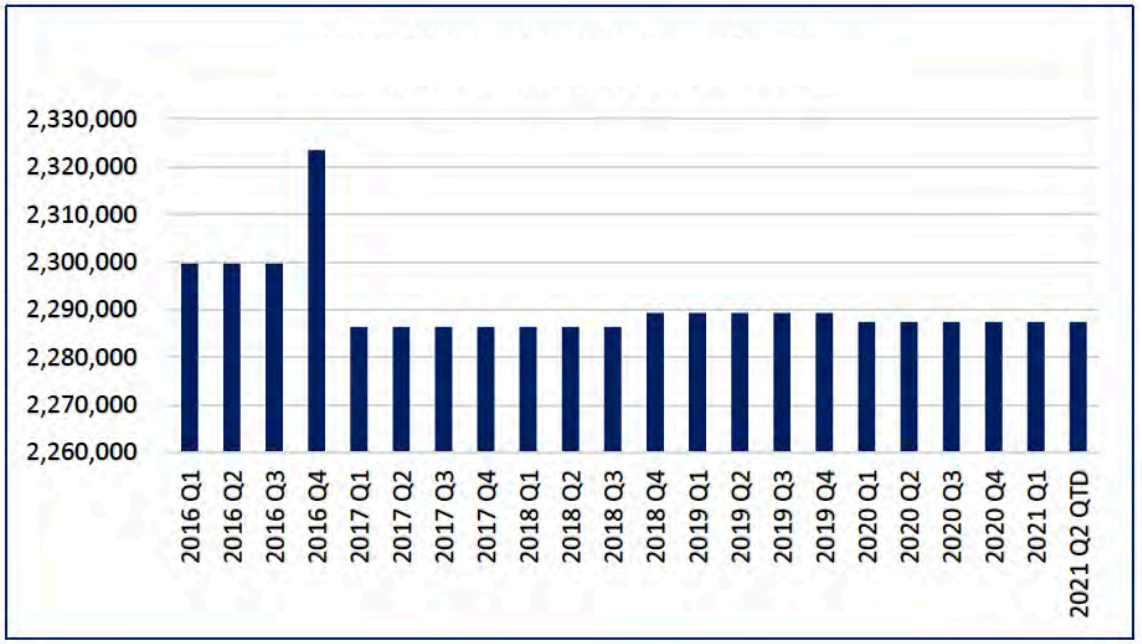
Source, Pinecrest Market Analysis Report

Retail and Office Trends

The total inventory of retail space within the Pinecrest market is just under 2.3 million square feet.

The total inventory of office space is just over 440,000 square feet.

The total inventory of retail space within the Pinecrest market is just under 2.3 million square feet. Limited product (just under 27,000 square feet) of new product has been delivered since 2014. The total inventory of office space in Pinecrest is just over 440,000 square feet. No new office product has been delivered since 2016. There was a strong demand for office space in Pinecrest until the COVID-19 Pandemic which resulted in an increase in vacancy rates from 4% in 2020 (second quarter) to 6% in 2020 (fourth quarter).

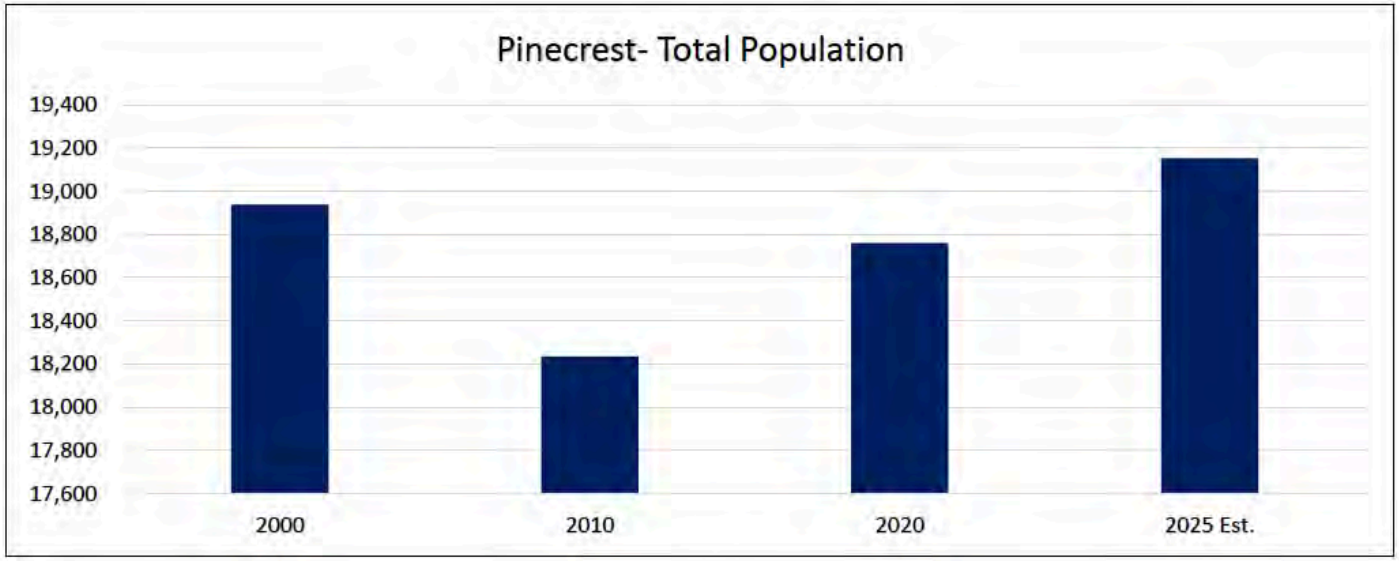


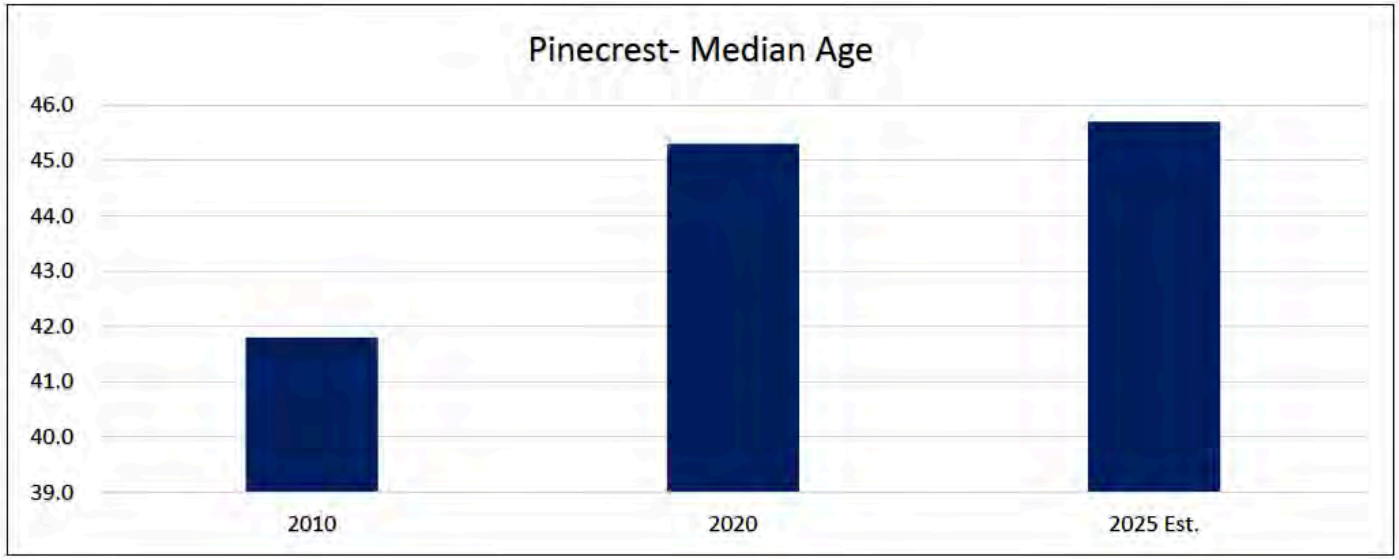


Source, Pinecrest Market Analysis Report

Population Trends

The population of the Village of Pinecrest in 2020 was 18,388 (U.S. Census). The current population estimate is 18,419 (University of Florida, Bureau of Economic and Business Research). There has been a positive population growth of 5.1% from 2010 to 2019. The median age in Pinecrest rose from 41.8 in 2010 to 45.3 in 2020.





2020 population:
18,388

2021 population estimate:
18,419

Source, Pinecrest Market Analysis Report

Existing Land Development Regulations

Pinecrest Parkway is regulated by three sets of zoning standards—the underlying commercial zones, the North Pinecrest Business Alternative Districts and the Pinecrest Parkway development standards. To update the Pinecrest Parkway Vision Plan, all three sets of standards have been evaluated.

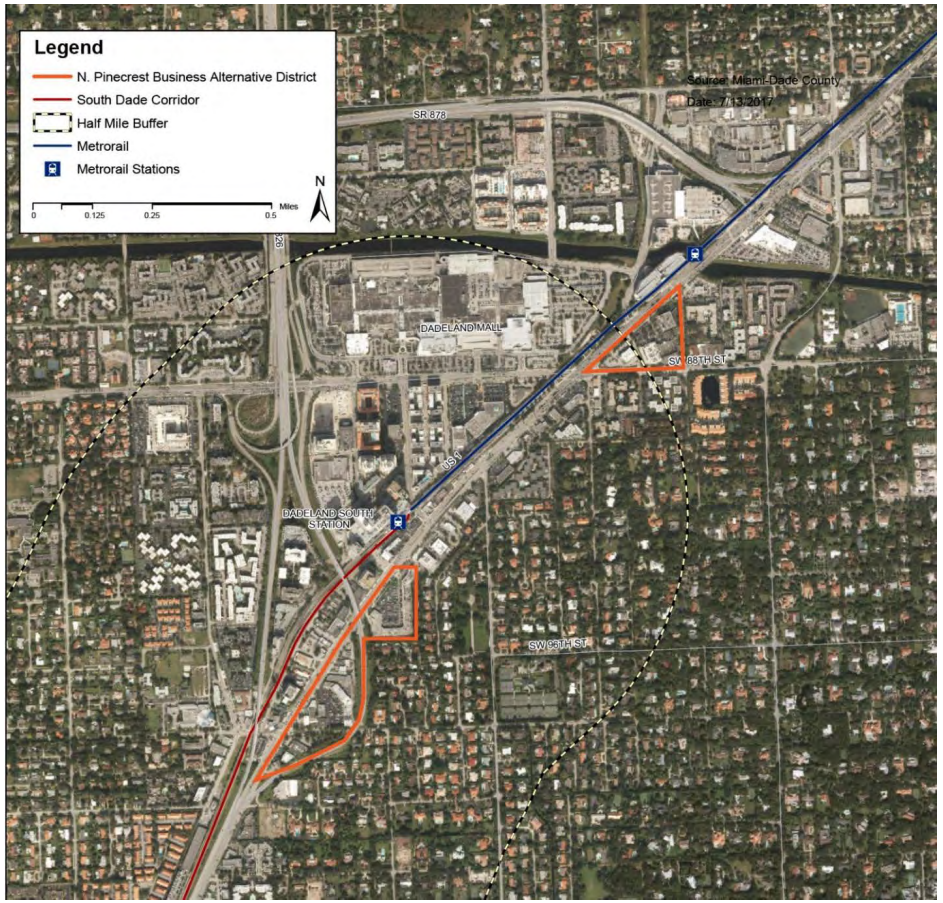
The initial "Inspire Pinecrest" effort to update the Pinecrest Parkway Vision Plan considers changing and adapting the underlying vision to include the station areas at SW 104th Street and SW 136th Street to allow a mix of uses including residential. Currently residential is only permitted in the North Pinecrest Business Alternative (NPBAD) Districts and RU-5. The Village initially considered adding these districts to the planned station areas and expanding the district located to the north of SW 88th Street to include the existing multi-family residential Monterey Gardens, Dadeland Grove, and Gardens of Pinecrest, located in close proximity to the Dadeland North Metrorail Station.

Pinecrest Parkway

The underlying commercial zoning on Pinecrest Parkway permits two to four-stories, up to .73 FAR, high parking requirements, 40% lot coverage and 50 du/acre in RU-5 and accessory parking structures.

North Pinecrest Business Alternative Districts

The North Pinecrest Business Alternative Districts permit two-stories commercial and two-stories for mixed uses, 12 du/acre, and FAR up to .73 and 25% for residential as a conditional use. The Pinecrest Parkway Corridor Development Standards require an 8-foot landscape buffer adjacent to Pinecrest Parkway, village walks, and additional requirements for signage, street furniture, lighting, architectural styles, gathering spaces, pervious paving for parking, and electric charging stations. Baptist Health, Lexus of Kendall and Pinecrest Shops Shopping Center are three developments built under the new plan.



There are currently three North Pinecrest Business Alternative Districts (NPBAD). This plan considers adding two more areas at 104th street and 136th street. The NPBAD permit the following:

- 2-story commercial + 2-story mixed use
- 12 du/acre
- FAR up to .73
- 25% for residential as a conditional use

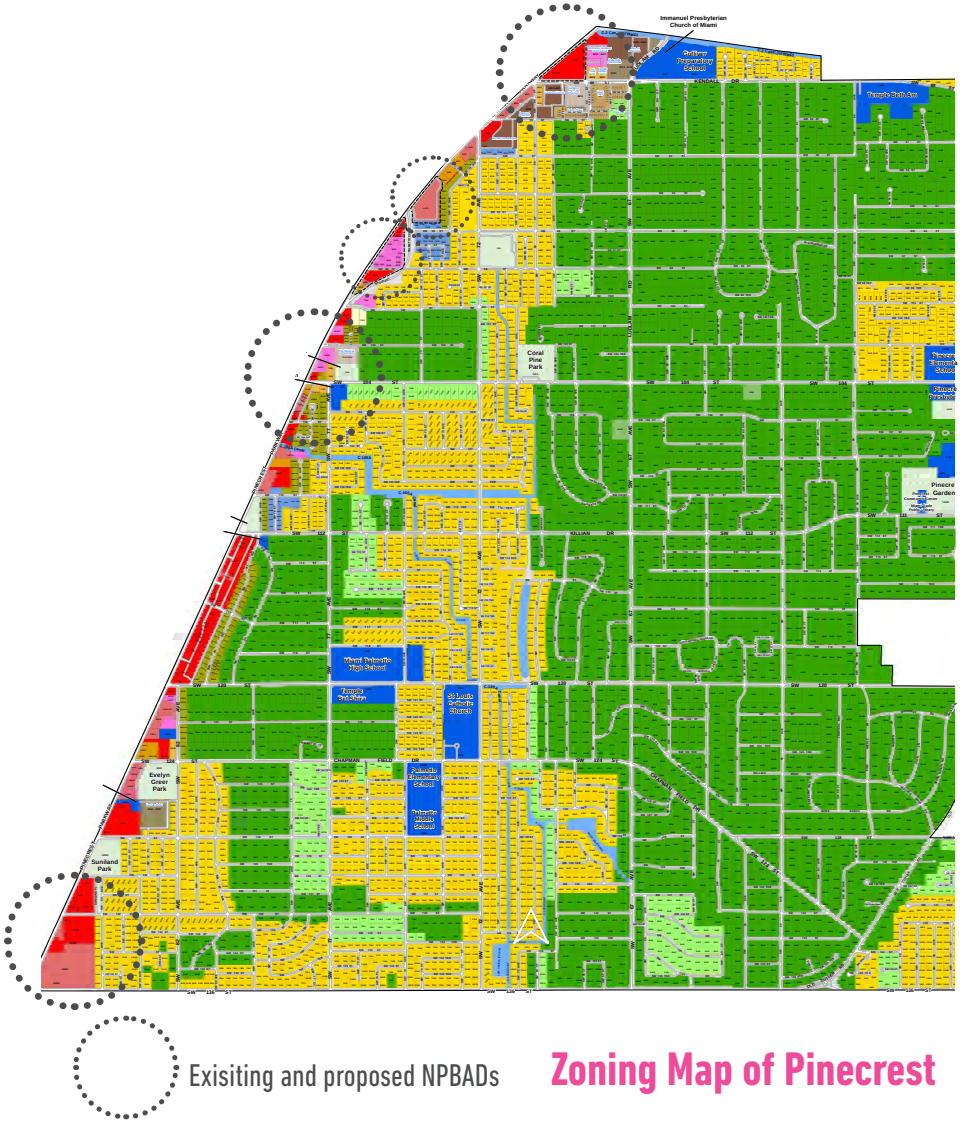
Discovery Findings

In the next 30 to 40 years, Pinecrest Parkway will continue to evolve, but there are some restrictions that currently limit the potential for redevelopment along Pinecrest Parkway including:

- High requirement for open space.
- Very high parking requirements.
- Parking required between buildings fronting Pinecrest Parkway.
- Structured parking is a conditional use and unclear height.
- Residential limited to 25%.

Detailed Summary Elements

1. Residential use is not currently permitted in most zoning districts along the corridor.
2. The Comprehensive Plan caps allowed Floor Area Ratio (FAR) at 0.73.
3. Except in the North Pinecrest Business Alternative District and the Office Development (RU-5) zoning district, the Village does not allow residential development to occur in other areas designated for commercial development.
4. NPBAD
   - Density is capped at 12 du/acre in the North Pinecrest Business Alternative Districts (NPBADs), but outside the NPBADs, allowable densities are 23 dwelling units per acre in the RU-4L multi-family residential zoning district, 36 du/acre in the RU-4M multi-family residential zoning district, and 50du/acre in the RU-4 multi-family residential zoning district.
   - The NPBADs permit up to 25% residential use. Residential is a conditional use permitted after a public hearing. No more than 25% of FAR can be residential.
   - New development in the NPBADs must have 75% of the development on the ground floor. Covered parking is an approved ground floor use so 75% of ground floor uses can be covered parking. This does not create an interesting walking environment and is not pedestrian friendly.
   - The Pinecrest Parkway (US 1) Vision Plan adopted in 2012 excludes the NPBADs.



Exisiting and proposed NPBADs

Zoning Map of Pinecrest

Zoning Studies

- Incentives for building to the NPBAD alternative development standards instead of the underlying zoning include increased FAR to .73 for 4-stories. Mixed use is limited to 2-stories and residential is limited to 25% of the total building. Most commercial zones can go up to 4-stories except within the for BU-1 district where height is which is limited to 2-stories.
- Parking structures are permitted as a conditional use.

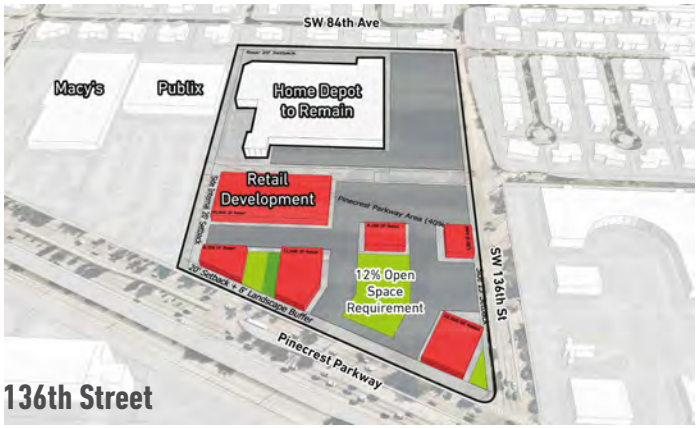
Pinecrest Parkway standards do not permit parking in the back of any commercial property or in areas between commercial and residential uses.

Where Do We Go From Here?

The massing studies to the right illustrate the findings described on the previous page. The Village's Land Development Regulations include limited incentives for redevelopment. The Village is in a position to leverage momentum of the planned premium bus rapid transit line and new transit stations, and update its Vision Plan to incorporate planned improvements into the updated plan. Updates to the plan should include proper transitions from commercial to residential properties, more meaningful standards for open space and landscaping, upper-level setbacks and massing to ensure that buildings are developed at a village scale, and a hierarchy of internal streets to establish building orientations and optimal circulation patterns for pedestrians, bicyclists, and motorists.







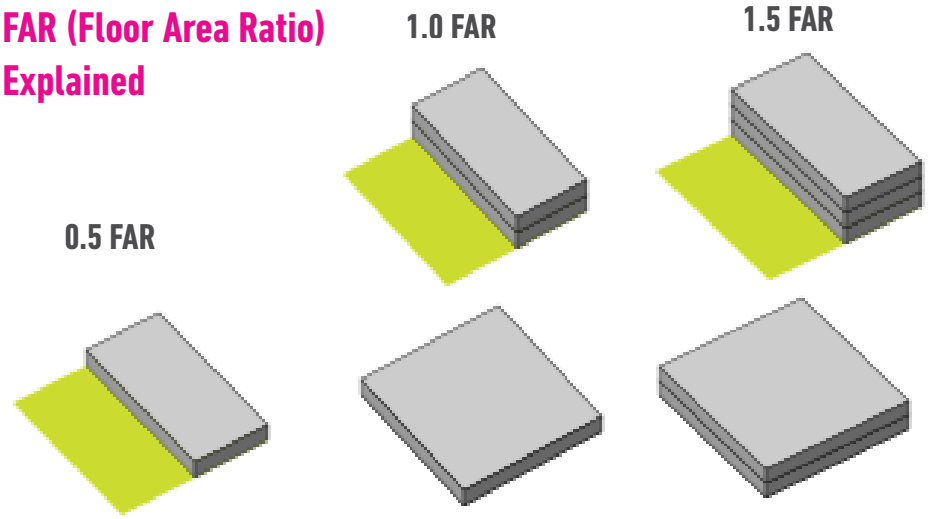
4 Drilldown

In Drilldown we evaluated a different vision for the future to achieve a 1.0 Floor Area Ratio (FAR). The following pages describe different scenarios for fully building out the areas around the stations in consideration of key characteristics. These concepts were presented to the community at tthe PPCC and at the Visioning Session.

- Character and style
- Open Space
- Streetscape
- Parking requirements
- Parking garages

FAR is the total amount of building area permitted in relation to the total lot area. The diagrams below illustrate this ratio with the lot area shown in green and the building area shown in gray.

FAR (Floor Area Ratio) Explained

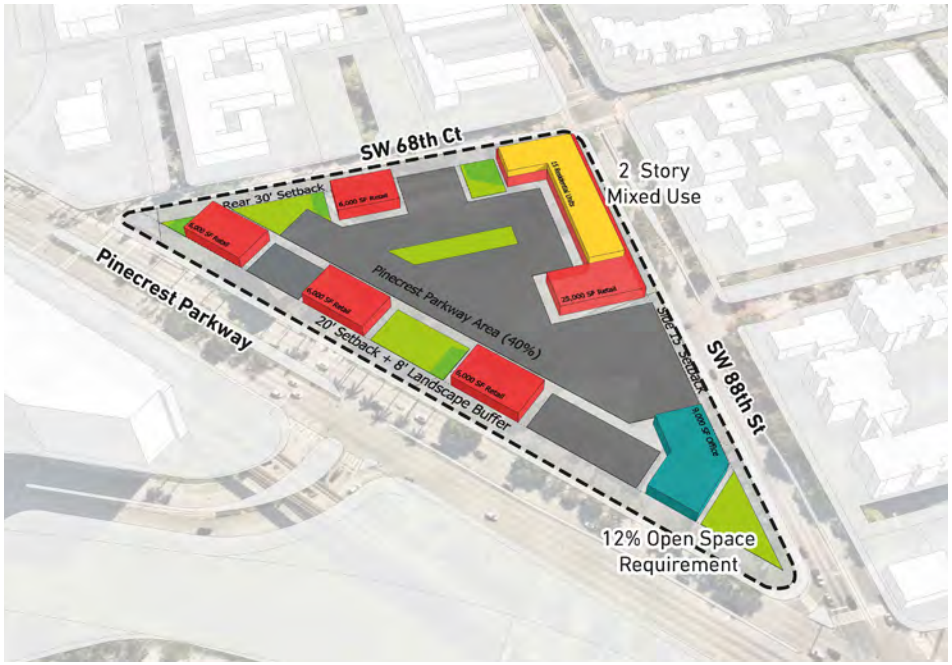




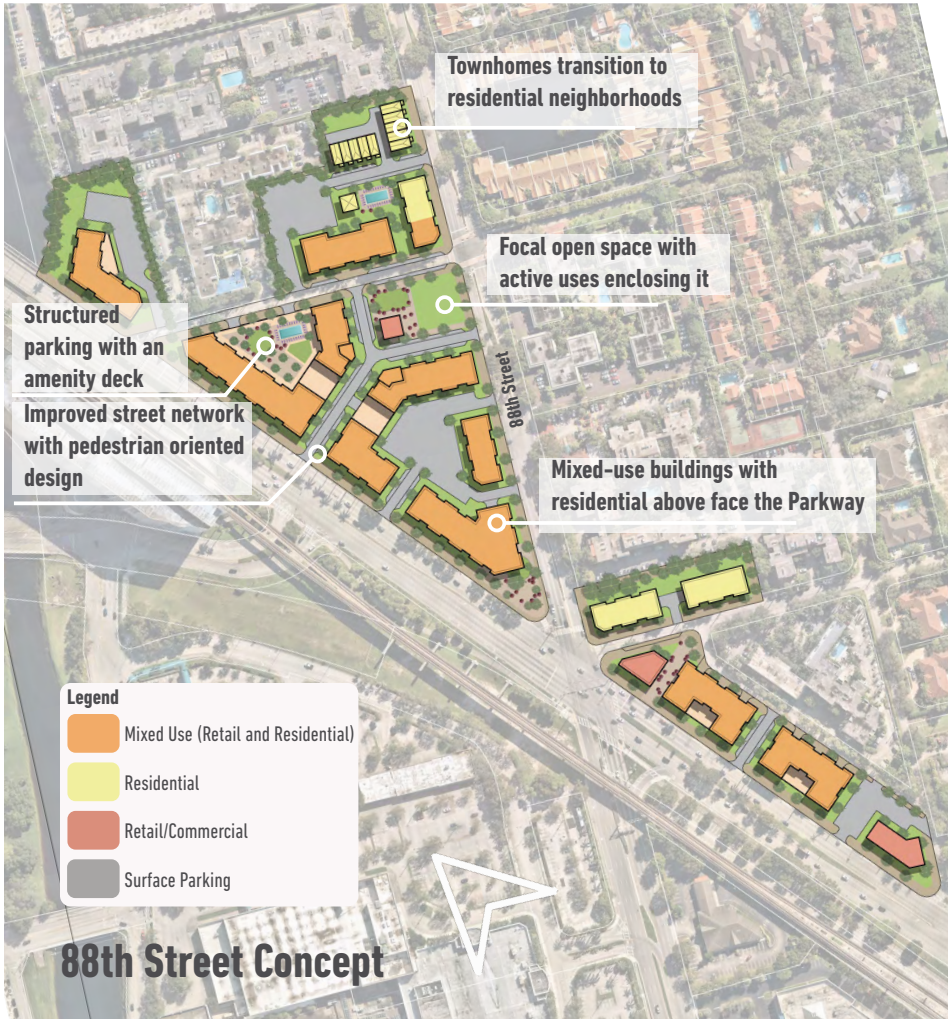


88th Street Station Area

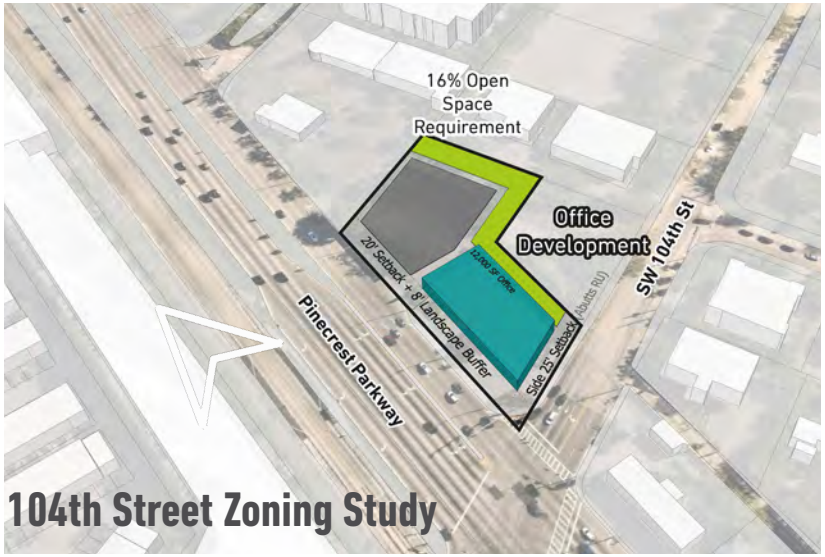
The following images compare what could be built under the current zoning code with a proposed concept for the station area around Dadeland North and South Stations at 88th Street. Parking shown here is mostly underground.



Conceptual Plan

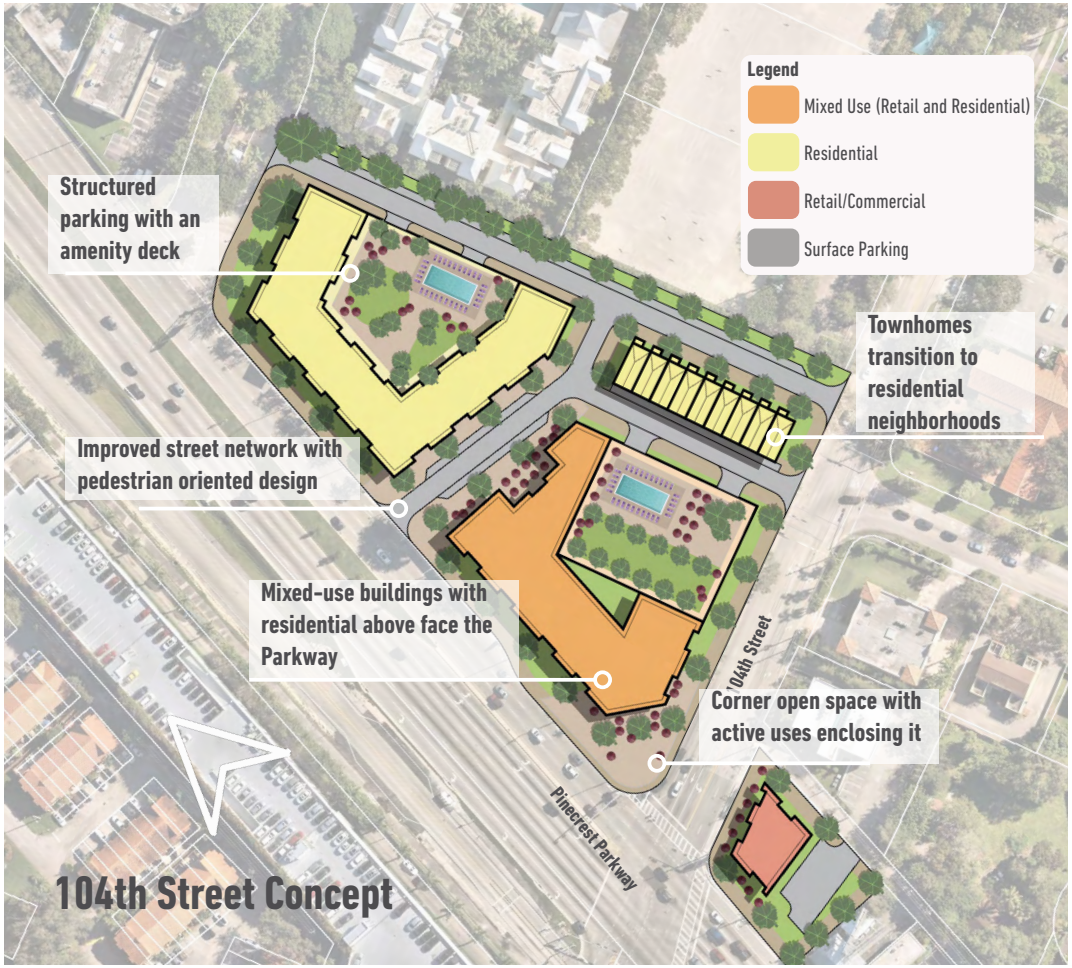


104th Street Station Area



The following images compare what could be built under the current zoning code with a proposed concept for the station area around 104th Street which will be part of the South Corridor Bus Rapid Transit line. Parking is all above ground.

Conceptual Plan



136th Street Station Area Concept A

Conceptual Plan



The following images show a proposed concept for the station area around 136th Street and aerial views of the plan. This concept considers how the area could develop if the Home Depot remains. Some parking is underground.

3D Views





136th Street Station Area Concept B

Conceptual Plan



The following images show a proposed concept for the station area around 136th Street and aerial views of the plan. This concept considers how the entire area could be redeveloped. Some parking is underground.

3D Views





5 Vision Statement, Themes and Recommendations

Based on the various concepts and ideas presented at the Visioning Session and community input, the Pinecrest Parkway Citizens' Committee developed the following statement of how Pinecrest Parkway should grow in the future.

Pinecrest Parkway is a beautiful, appealing, efficient, sustainable corridor offering a variety of activities, events and services in a mixed-use setting. Commercial, housing, offices, entertainment, open spaces co-exist in a tropical and informal setting designed for Village residents and outside shoppers without affecting adjacent residential communities. It encourages the use of public transportation, including rapid transit, in a mid-density setting. Development here enhances the quality of life. Informal spaces provide a place for residents to work, eat, entertain, participate in educational activities and encourage public art. Here, activities take place at different floor levels including roofs and open terraces with abundant landscaping.

Development combines different architectural styles and promotes high quality architectural design and parking for shoppers and residents. Pedestrian oriented development provides wide and safe sidewalks, protection from the weather, abundant window shopping with transparency at the ground floor, plazas located at key locations, internal courtyards and multi-level parking structures that are screened from view.

Development provides for a mixture of incomes and age groups and offers a variety of daytime and nighttime activities and events to enhance the quality of life and encourage pedestrian connections to residential areas. The Parkway will create a new identity for the Village of Pinecrest.

Vision Plan Themes

The Vision Plan Update is organized around a series of common themes. These themes were identified by different stakeholders throughout the visioning process including community members that participated in outreach sessions and public meetings, the PPCC members and the leadership. The recommendations on the following pages are specific to each theme and can be implemented through the Village Land Development Regulations and the Comprehensive Plan. Below is a summary of each theme.

1. **Capitalize on Market Opportunities with a Mix of Uses**
   Grow and attract new uses identified in the 2021 Market Study including office, and eating establishments. Consider allowing mixed-use commercial and residential condominium development adjacent to Pinecrest Parkway in close proximity to transit stations.

2. **Provide a Clear Framework for Development**
   Provide guidance for transit-oriented development at station areas and development along the corridor in terms of zoning.

3. **Provide an Environment for High Quality Design in Any Style**
   Allow for creative design with parameters for additional oversight.

4. **Enhance the Public Realm Around Transit Stations**
   Create standards for different types of open spaces to enhance placemaking opportunities in a sustainable way.

5. **Ensure Transitions Between Existing Residential and Commercial Development**
   Develop standards for existing and new development with sufficient buffers to transition down to existing residential.

6. **Define a Character for Pinecrest Parkway and Brand the Corridor**
   Articulate how open space, scale, architectural style and streetscape can create a specific character for Pinecrest Parkway.

7. **Enhance Connectivity for Pedestrians and Bicycles**
   Develop a street hierarchy around the station areas to improve pedestrian connections and create safe and interesting spaces for walking and biking.

Things that Aren't Supporting Redevelopment



88th Street



104th Street

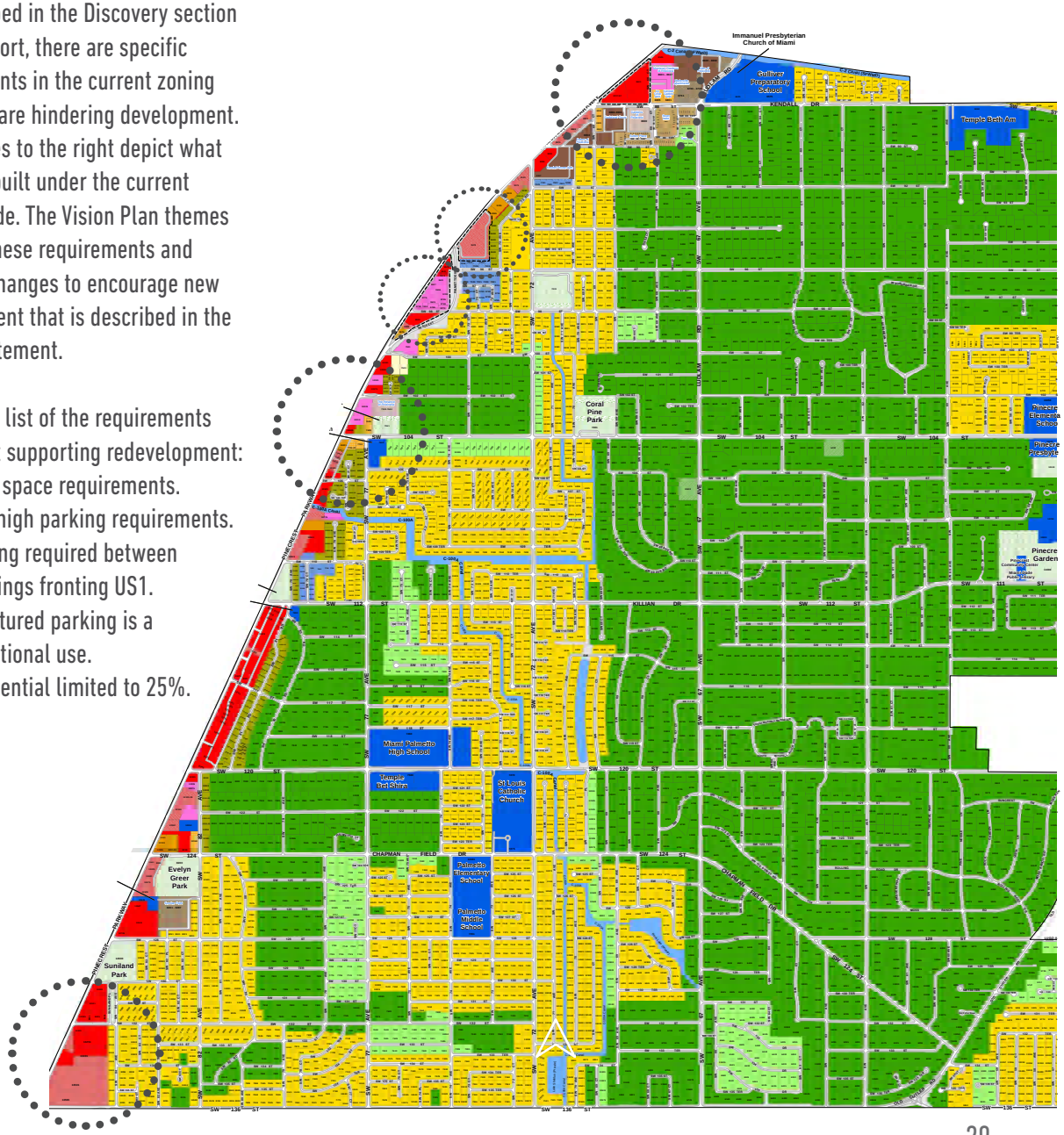


136th Street

As described in the Discovery section of this report, there are specific requirements in the current zoning code that are hindering development. The images to the right depict what could be built under the current zoning code. The Vision Plan themes address these requirements and propose changes to encourage new development that is described in the Vision statement.

Below is a list of the requirements that aren't supporting redevelopment:

1. Open space requirements.
2. Very high parking requirements.
3. Parking required between buildings fronting US1.
4. Structured parking is a conditional use.
5. Residential limited to 25%.



01 Capitalize on Market Opportunities with a Mix of Uses and Create Destinations

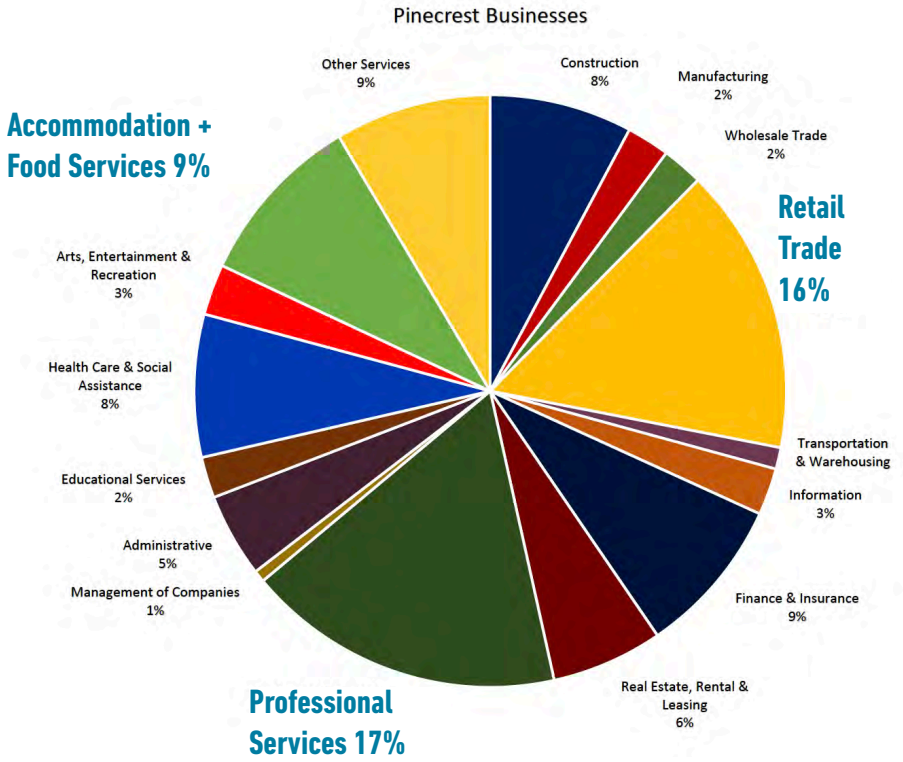
Grow and attract new uses identified in the 2021 Market Study including office, and eating establishments. Consider allowing mixed-use commercial and residential condominium development adjacent to Pinecrest Parkway in close proximity to transit stations.

Provide the right mix of uses

- Increase the residential percentage from the current maximum 25% to a base of 25-35 dwelling units per acre.
- Encourage a mix of unit sizes in multi-family residential to support an intergenerational community
- Residential is not permitted on the ground floor in mixed-use buildings.
- Do not permit surface parking as a primary use

Opportunities for filling in the gap

- Very high-income levels represent high discretionary income that local businesses can leverage, but current spending is occurring outside of Pinecrest.
- There is high demand for restaurants and retail, but residents are going elsewhere for a main street shopping experience.



02 Provide a Clear Framework for Development

Provide guidance for transit-oriented development at station areas and development along the corridor in terms of zoning.

Focus development around Transit Overlay Areas (TOAs)

- The Transit Overlay Areas will allow a mix of uses with further oversight
- Increase base FAR to 1.0
- Base height is 4-stories, 51 feet with bonuses for specific improvements
- Height is measured to the top of the finished floor
- Maintain existing setbacks
- Parking is required behind buildings, interior to buildings or in shared parking structures
- Change traffic signalization and access and egress controls
- Provide a minimum lot size for mixed-use development

Change parking requirements for TOAs

- Allow shared parking per Urban Land Institute standards
- Reduce parking ratios to:
  - 1 per residential unit regardless of the unit size
  - 1 space per 500 sf of restaurant, office or retail
  - 1 space for every hotel room

Pinecrest Parkway Overlay (PPO)

- Maximum height 4-stories, 51 feet
- Maintain existing setbacks
- Reconfigure parking and open space
- Change traffic signalization and access and egress controls



The PPCC recommends allowing a mix of use along the entire Parkway, including in between the TOAs for minimum lot sizes.

03 Provide an Environment for High Quality Design in Any Style

Allow for creative design with some parameters for additional oversight.

Develop measurable design criteria.

- Require minimum 55% transparency on the ground floor in the TOAs on primary pedestrian streets
- Require active uses that are open to the public on the ground floor in the TOAs on primary pedestrian streets
- Develop minimum standards for building articulation to avoid blank walls and encourage creative designs
- Encourage articulation at the penthouse skyline
- Buildings should be of high quality design and construction with an emphasis on durable and local materials

Requirements for parking structures

- Require building liners for all parking structures on avenues and primary pedestrian streets or facade treatments for lots that are too narrow to fit liners
- Require facade treatments for parking structures on secondary streets
- Loading should occur inside parking structures
- Permit garage entrances from secondary streets only

Create measures for additional oversight with peer reviews.

- Develop a mechanism for review that ensures good designs without restricting creativity
- Allow administrative flexibility in architectural approvals



Incentivize good development and specific designs with bonuses.

- Provide bonuses for a maximum total height of 6-stories, 73 feet, and 1.5 FAR for projects that provide at least four of the following:
  - Building a buffer road along the back of parcels
  - Dedicating or providing easements for new streets
  - Walking paths and bike trails
  - Mature canopy trees along all streets minimum 10' caliper
  - Additional parking reductions for residential
  - Rooftop amenity deck with landscaping/green roof
  - Sustainable design- LEED certified or comparable certification
  - Colonnades at ground floor

The PPCC recommends allowing 6 to 8 bonus floors at the five TOAs for providing specific improvements. Underground parking should not be a requirement for bonuses. Create a peer review board for all projects.

04 Enhance the Public Realm Around Transit Stations

Create standards for different types of open spaces to enhance placemaking opportunities in a sustainable way.



Create open space standards around transit overlay areas.

- Site open space shall be aggregated as usable pedestrian-oriented public space instead of a leftover "green" perimeter.
- Require all projects provide a certain percentage of open space which may include:
  - Courtyards/Pocket parks
  - Passageways
  - Plazas
  - Parks
- Provide definitions for courtyards, arcades, plazas, passageways and parks to include vegetation, seating, public art, shade, wayfinding and standards for fronting active uses
- Build-to zones should align with a walkable and pedestrian friendly public realm

Create streetscape standards around station areas.

- Streets shall have wide sidewalks, shade trees, landscaping, a furniture zone, on-street parking and safe crosswalks at intersections
- Select a variety of signature trees to create a natural and lush tree canopy
- Connect to pedestrian pathways in between transit overlay areas
- Include standards for sustainable streetscape elements

05 Ensure Transitions Between Existing Residential and Commercial Development

Develop standards for existing and new development with sufficient buffers to transition down to existing residential.

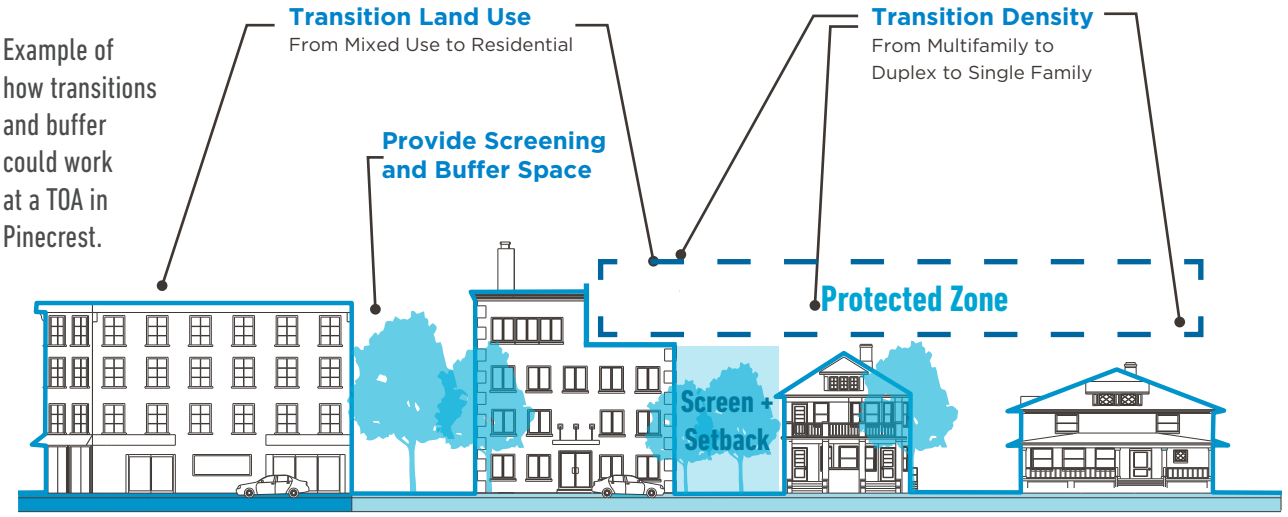
Standards to protect adjacent single family.

- Support existing setbacks on multi-level buildings
- Support existing front, side and rear setbacks
- Require townhomes or lower density residential abutting existing single-family residential and decrease allowable height
- Require landscape buffers in rear when abutting single-family

Additional standards to limit noise and activity behind buildings.

- Requirements for existing structures
- Limit hours of operation for loading and trash removal to during the day
- All loading should occur internal to buildings either in parking structures or courtyards
- Limitations on noise of air conditioners with a timeframe for compliance

Example of how transitions and buffer could work at a TOA in Pinecrest.



06 Define a Character for Pinecrest Parkway and Brand the Corridor

Specify how open space, scale, architectural style and streetscape can create a specific character for Pinecrest Parkway.

Standards to define the corridor character.

- Along the property line,
  - The 20' setback with the 8'-10' shaded landscape zone along Pinecrest Parkway and then a 10' for a sidewalk/multi-use path. The sidewalk may need to have an access easement if on private property.
  - Build a demonstration project for new streetscape at Wayside Park
  - Create a signature "yellow" sidewalk for Pinecrest
  - Recess surface and structured parking 20' to hide from view
  - Select a variety of signature trees to create a natural and lush tree canopy
  - Maintain sign standards and develop lighting standards
  - Open spaces should be required at a minimum of 25% per site regardless of use

- In medians, cluster saw palmettos and slash pines at key nodes, including 112th street within the median and at entrances with coral stone obelisk. Install gateways or monument signs in the medians



07 Enhance Connectivity for Pedestrians and Bicycles

Develop a street hierarchy around the station areas to improve pedestrian connections and create safe and interesting spaces for walking and biking.



Standards for streets and block size

- Develop a street hierarchy as follows:
  - Avenues- main streets for cars,
  - Primary pedestrian streets have minimum active ground floor use requirement,
  - Secondary streets have garage entrances and back of house access
  - Residential streets
  - Eastern edge alleyway
- Provide standards for minimum lane width, parking strip, amenity zone and landscape zone for all street types
- Maximum block size and incentives for dedicating ROW for new streets

Standards for loading and driveways

- Identify standards for parking and structured parking depending on the street type
- Loading access from secondary streets only
- Garage entrances from secondary streets only

Standards for sidewalks and trails

- Trails standards for location and width and landscaping
- Sidewalks- minimum 12'- 16' on primary pedestrian streets and 8'-12' on secondary
- Require connections through multi-use paths through and behind Pinecrest Parkway to connect existing residential properties

6 Conclusions

The themes and vision statement are the culmination of a year long effort to suggest a future for Pinecrest Parkway in the context of the County's SMART Plan and Rapid Transit Zoning. The effort began with the Village's Inspire Pinecrest initiative and continued with a deeper dive into the development potential, using zoning as a guide.

The recommendations from each theme can each be implemented through the Village's zoning code by creating Transit Oriented Overlay Zones and amending the Pinecrest Parkway overlay zone, and through updates to the Comprehensive Plan. Other recommendations like demonstration project at Wayside Park, can be added to the Village's Capital Improvement Plan and implemented over time.

7 Appendix

The appendix includes:

Discovery Report

Pinecrest Parkway Citizens' Committee Presentations:
July 19
August 10

Visioning Session Boards

Discovery Report

07.22.2022

Table of Contents

I. Project Summary and Frequently Asked Questions

II. Discovery Summary

III. Discovery Findings

I. Project Summary:

INTRODUCTION

Pinecrest is returning to the visioning process to update the Village's Pinecrest Parkway (US 1) Vision Plan, originally prepared, and adopted by the Village Council in 2012. The Village began the process of updating the plan in 2021, taking into consideration Miami-Dade County's planned South Corridor Bus Rapid Transit (BRT) improvement project that includes two new stations that will be located adjacent to SW 104 Street and SW 136 Street. The planning process will include a review of the Village's Land Development Regulations impacting development along the corridor and around the stations. The Village Council established the Pinecrest Parkway Citizen's Committee (PPCC) composed of professional architects, planners, and landscape architects to shape this vision under the guidance of planning and urban design consultants from MHCP COLAB and MKSK.

Through this planning process, the Village Council is addressing topics and questions that include:

- How should the Village commercial corridor grow in the context of the planned Bus Rapid Transit improvements?
- What will Pinecrest Parkway (US 1) look like in 40 years and beyond?
- How can we preserve the Village's overall character, and how can the corridor develop in a way that supports this character?

Historically, the Village Council has incorporated input from residents and consultants as part of the process to foster community outreach as it pertains to master planning and comprehensive planning updates. This process, known as "Inspire Pinecrest", has included various opportunities for extensive public participation and "Community Conversations". The Vision Plan Update will include the entire Pinecrest Parkway corridor, the North Pinecrest Business Alternative Districts (NPBAD), which are the only areas where the Village presently allows a mix of uses, and the transit station areas at SW 104th and SW 136th Streets.

VISIONING PROCESS

On January 31, 2022, the Village Council held a workshop during which it directed a Pinecrest Parkway Citizen's Committee to be established to engage residents in the Pinecrest Parkway (US 1) visioning process. The Village Council formally appointed the seven-member citizen's committee on April 12, 2022. The new committee will work closely with the Village's planning consultant, MHCP COLAB, the architecture and design team MKSK (hired on May 11, 2022) and Village's professional staff to develop the Pinecrest Parkway (US 1) Vision Plan Update and provide various design scenarios. It is expected that the visioning process will be completed by late fall 2022.

SMART PLAN CORRIDOR REDEVLOPMENT

The SMART plan is a six-corridor countywide transportation plan which includes the US 1 corridor and the current busway. The $300M plan is equally funded by the County, State and Federal government with an expectation of a baseline population to support future ridership. The County has given South Dade municipalities two years to provide alternative plans for zoning and land use along the South Corridor and around the confirmed transit stations. For Pinecrest, this includes the existing Dadeland Metrorail station, a new BRT station at SW 104th Street and a new BRT station at SW 136th Street. Concurrent with his process, the County has developed a Rapid Transit Zone (RTZ) ordinance which outlines desired densities and intensities for all SMART plan corridors and transit stations within unincorporated Miami-Dade County. The Ordinance, approved by the Board of County Commissioners at first reading on June 1, 2022, would exclude single-family residential neighborhoods and otherwise require municipalities to allow future redevelopment of commercial properties within the defined Rapid Transit Zones at minimum floor area ratios ranging between 0.5 and 1.5, depending on their location in proximity to the defined transit corridors and "Urban Centers". A minimum floor area ratio of 1.0 would apply to the majority of commercial properties in Pinecrest, and a floor area ratio of 1.5 would be allowed within the small portions of the defined "Urban Centers" that extend into Pinecrest near SW 136 Street, adjacent to the Dadeland South Metrorail Station, and the area south of the Snapper Creek Canal, although mitigating measures can be required as necessary to protect adjoining single-family residences east of the US 1 corridor. The Village has formally requested that the County amend this ordinance language to allow municipal plans to take precedent over the County minimum standards for RTZs and SMART corridors.

VILLAGE PARTICIPATION

Residents have been encouraged to attend future in-person or virtual meetings. The upcoming meeting calendar will be available on the Village website. Residents may also write to inspirepinecrest@pinecrest-fl.gov, or email the Village Council at council@pinecrest-fl.gov, Mayor Joseph Corradino at JCorradino@pinecrest-fl.gov, or the Village Manager at manager@pinecrest-fl.gov.

Frequently Asked Questions (FAQs)

PROCESS

1. What is the timeline of the Vision Plan Update?

   The project is an estimated six-month process estimated to be completed in late fall 2022, subject to any changes that may be related to Covid or the hurricane season.

2. What is the timeline of the County's Rapid Transit Zone (RTZ)?

   In 1996, Miami-Dade County introduced rapid transit station sites to be developed in accordance with community urban center comprehensive planning policies which provide minimum thresholds and densities for new development.

In 2016, the Miami Dade County Board of Commissioners endorsed the SMART Plan for a regional transportation system comprised of six SMART Plan corridor alignments including the South Corridor along US1 south of Dadeland Station.

In September 2018, the County approved a Comprehensive Plan ordinance that included rapid transit zones (RTZ) and corridors (SMART corridors) for unincorporated Miami-Dade County.

In Spring 2021, the County submitted a draft ordinance to explore merging RTZs and SMART corridors for incorporated Miami-Dade County.

In March 2022, the South Dade Municipal Coalition provided a formal response requesting the ability to develop their own land development regulations that are consistent with the Countywide transit system and promote transit-oriented development.

In June 2022, the County presented a revised ordinance at first reading with new minimum standards for RTZs and SMART corridors in unincorporated Miami-Dade County and the option for new development in incorporated Miami-Dade County to build to this new standard in place of the municipal zoning. The Village has formally requested the County amend this ordinance language to allow municipal zoning to take precedent over the County minimum standards for RTZs and SMART corridors.

ORIGINAL VISION PLAN

3. What is the 2012 Vision Plan and what are the recommendations?

In April 2012 the Pinecrest Village Council initiated a process for the creation of a vision and community consensus for the future development, redevelopment, beautification, and enhancement of Pinecrest Parkway (US 1). This effort stems from the Council's completion of a five-year Strategic Plan in 2010 and a subsequent update to the Plan in March 2012. A critical recommendation of the updated Strategic Plan was to develop a Vision Plan for Pinecrest Parkway.

The Vision Plan articulated the following guiding principles and goals:

- Create a distinct Pinecrest brand (identity)
- Encourage environmentally efficient redevelopment of neighborhood-focused retail
- Protect neighborhoods, and provide for appropriate transitions between residential and nonresidential areas
- Connect and create a sense of unity for commercial properties

The Vision Plan identifies the Pinecrest Parkway Corridor as a unique local destination with a mix of uses appealing to all residents with a dual nature as both a regional thoroughfare and local Main Street. Through a series of strategic interventions and incentives, the Corridor will operate within two distinct areas: the "Pinecrest Parkway Area" and the "Village Area."

Commercial properties located in the 40% frontage area fall under the "Pinecrest Parkway Area." This area allows for continued access along the Parkway and is characterized by a series of iconic buildings or features set in a naturalistic landscape, consisting mostly of stand-alone retail and/or office developments.

The "Village Area", which is characterized by any part of the property that lies east beyond the 40% mark, caters specifically to local residents of Pinecrest. An alternate interior road would allow easy access from the residential neighborhoods without the need for travel along the busy Parkway. Additionally, a continuous series of "Village Walks" would link all commercial fronts and allow for safe and easy movement between properties on foot or on bicycle. Cross-access easement agreements are critical as properties are redeveloped to take advantage of incentives.

A cohesive material and color palette easily identifies the entire property as belonging to the Village of Pinecrest. Clusters of pine trees, live oaks, palms, and other native plantings are grouped throughout and serve as markers for entrances at both the front and rear of the property. Green walls help screen backs of buildings, while a unique trellis design is repeated at key moments or to mark a connection to a nearby Village Park.

4. Why do we need to update the Vision Plan?

It's been 10 years since the Vision Plan was adopted. Since then, the County endorsed the SMART Plan and announced locations for transit stations along the Pinecrest Parkway (US1) which is an opportunity to reconsider the Vision Plan. The Pinecrest Parkway Citizen's Committee will help reframe the discussion with a focus on landscape, signage, interconnectivity, open space and building envelope.

SOUTH CORRIDOR BUS RAPID TRANSIT (BRT)

5. What is the SMART Plan and why do we need it?

The Strategic Miami Area Rapid Transit (SMART) Program intends to advance six of the rapid transit corridors, along with a network system of Bus Express Rapid Transit (BERT) service, in order to implement mass transit projects in Miami-Dade County.

The South Dade TransitWay Corridor (South Corridor) is one the six rapid transit corridors of the Strategic Miami Area Rapid Transit (SMART) Program. The corridor runs 20-miles in length and connects numerous municipalities which represent some of the fastest growing communities in Miami-Dade County.

This corridor extends from the Dadeland South Metrorail Station to the SW 344 Street Park-and-Ride/Transit Terminal and provides a mobility connection between the Miami Central Business District and the Village of Pinecrest, the Village of Palmetto Bay, Town of Cutler Bay, City of Homestead, and Florida City.

Fully implemented SMART Program Corridors will help commuters save time when compared to existing transit service or driving. Positive impacts from the SMART Program are anticipated in the following main areas of the transit system:

- New opportunities for Transit Oriented Developments (TOD's) along SMART Program corridors.
- An expanded and interconnected network of premium transit services that connect to more key destinations.
- Improved reliability and on-time performance as the existing transit network is optimized to better feed the SMART Program transit corridors.
- More job opportunities in the transportation industry as new transit corridors are planned, designed, constructed, and implemented.
- Real-time arrival and departure information signage at transit stations.
- New transit stations/terminals and park-and-ride facilities to support new SMART Program corridors.

6. What is planned for the South Corridor? What is bus rapid transit?

The South Dade Bus Rapid Transit Project is being designed and built by Obrascón Huarte Lain (OHL), a Spanish multinational construction and civil engineering company. Once completed, BRT will provide rail-like travel time, iconic stations, level boarding through all doors, and pre-paid fares for speedy access. BRT will also provide enhanced safety features and other upgrades along dedicated lanes with multi-layered service lines on the TransitWay. It will include two end-of-line terminals at Dadeland South and SW 344 Street; 14 new iconic, state-of-the-art transit stations, which will serve both the BRT Limited and All-Stop Routes; and 16 additional stops for the All-Stop Route on the South Dade TransitWay.

7. When will it be operational?

The project is funded. Design-build services began in February 2021 and the project broke ground in June 2021. The project has just been extended and the new scheduled completion date is Spring 2024.

8. How will construction impact my commute?

There are some expected traffic impacts on US1 for single lane closures but those will not be occurring around the clock. Specific details will be forthcoming once they are finalized.

II. Discovery Summary:

Pinecrest Parkway is regulated by three sets of zoning standards—the underlying commercial zones, the North Pinecrest Business Alternative Districts and the Pinecrest Parkway development standards. To update the Pinecrest Parkway Vision Plan, all three sets of standards have been evaluated.

The effort to update the Pinecrest Parkway Vision Plan considers changing and adapting the underlying vision to include the station areas at SW 104th Street and SW 136th Street to allow a mix of uses including residential. Currently residential is only permitted in the North Pinecrest Business Alternative (NPBAD) Districts and RU-5. The Village initially considered adding and these districts to the planned station areas and expanding the district located to the north of SW 88 Street to include the existing multi-family residential Monterey Gardens, Dadeland Grove, and Gardens of Pinecrest, located in close proximity to the Dadeland North Metrorail Station.

The underlying commercial zoning on Pinecrest Parkway permits two to four-stories, up to .73 FAR, high parking requirements, 40% lot coverage and 50 du/acre in RU-5. The North Pinecrest Business Alternative Districts permit two-stories commercial and two-stories for mixed uses, 12 du/acre, and FAR up to .73 and 25% for residential as a conditional use. The Pinecrest Parkway Corridor Development Standards require 8-foot landscape buffer and village walks and additional requirements for signage, street furniture, lighting, architectural styles, gathering spaces, pervious paving for parking and electric charging stations. Baptist Health, Lexus of Kendall and Pinecrest Shops Shopping Center are the three developments built under the new plan.

Below is a more detailed summary of regulations that govern Pinecrest Parkway including the underlying zoning and the two overlays:

- North Pinecrest Business Alternative District (NPBAD)
- Pinecrest Parkway Area

Table 1: Summary of Where Residential is Permitted

Future Land Use Element Except in the Office (R-5) land use designation, the Village shall not allow residential development to occur in areas designated for commercial development.
Land Development Regulations The NPBAD district is intended to encourage a sense of defined space which includes a mix of uses including office, retail, personal services, restaurants and residential and increased pedestrian activity and reduced reliance on cars. A developer may choose to develop the property based on either the underlying zoning categories or based on the provisions of the "alternative" district.

Conditional uses: All permitted uses incorporating a mix of residential, commercial or office uses.

Dimensional regulations: 2 story buildings can have mixed use (residential use, with retail and office); residential uses shall not occupy more than 25 percent of total floor area.

Residential Districts (Dadeland Area)
RU-2 duplex
RU-3 low intensity multi-family 9 3/10 du/acre
RU-4L 23 du/acre (Dadeland area)
RU4-M 36 du/acre (Dadeland area)
RU4- 50du/acre (Dadeland area)

Parking Standards

Applicability Of Pinecrest Parkway Corridor Standards

NPBAD Exception

Pinecrest Parkway (US 1) Corridor alternative development standards shall not be applicable to properties located within the North Pinecrest Business Alternative District (NPABD).

Exceptions to Underlying Zoning

All dimensional regulations are pursuant to the underlying zoning district for each property with the following exceptions:

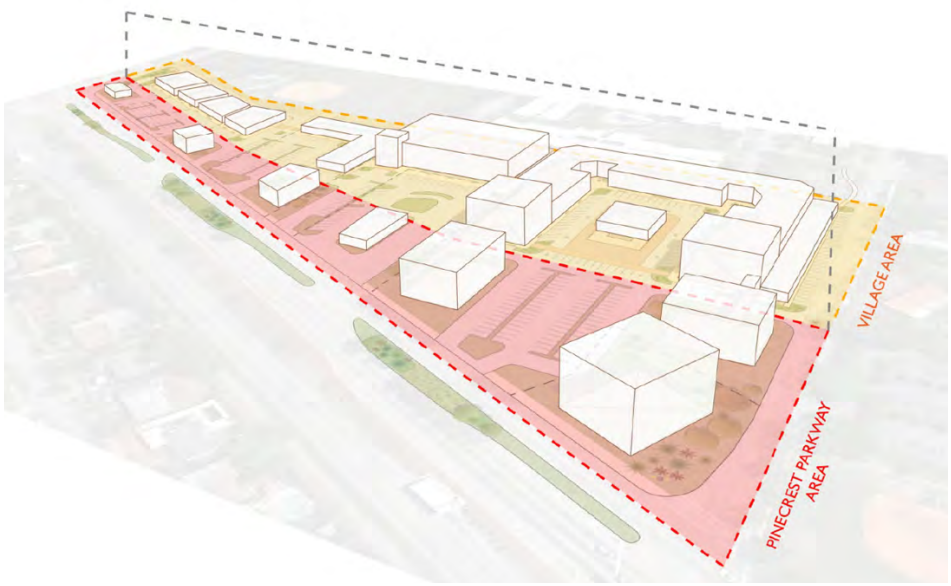
1. Impervious surface ratio may be increased by 5%
2. Green space may be decreased by 5%
3. 8 foot landscape buffer is required
4. 15% of parking shall be porous pavement
5. 1 electric vehicle 2,240-volt charging station.
6. Creative landscaping

Requirements

Other standards to be met as described in the Pinecrest Parkway Vision Plan include:

1. Pedestrian and bicycle connectivity- village walks
2. Lighting
3. Signage
4. Gathering spaces- pocket parks and plazas
5. Village area and Pinecrest Parkway area
6. Florida vernacular architecture
7. 15% of parking area to be pervious material
8. Buffer walls and landscape buffers from rear of property

Height Requirement:
The height of the back building is scaled with the horizontal distance of the buffer (setback) to maintain a view angle that does not exceed residential expectation of compatibility.

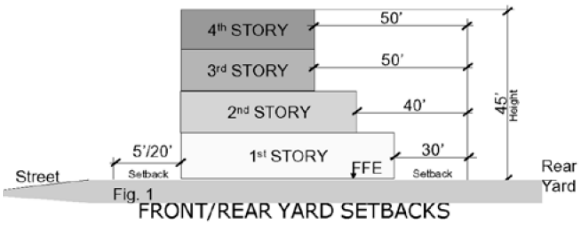
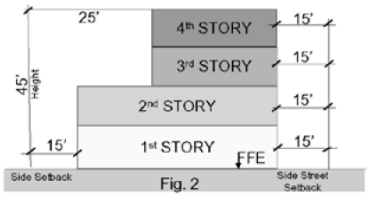


The "Pinecrest Parkway Area" caters to vehicular traffic along Pinecrest Parkway, while the "Village Area" provides easy and direct access for local residents via automobile, bicycle, and on foot. Parking should not be located at the back of any commercial property.

Parking Requirement Reduction
The Pinecrest Parkway Vision Plan encourages compact and accessible land-use patterns, minimizing development costs and encouraging alternative forms of transportation in order to reduce traffic problems.

Table 2: Comparison of Zoning Districts Requirements to NPBAD

	Primary Uses	**Height**	**FAR**	**Lot Coverage/ Frontage**	**Setbacks in feet**
NPBAD	Require a minimum of 75 percent of ground floor occupied by office, restaurants, institutional, covered parking, and/or retail and personal service uses, accessory parking	Maximum height 4 stories not to exceed 45 feet from the finished floor elevation. Parking garages 1-story only. (with appropriate screening) Office and retail 1-story only.	New development which incorporates the NPBAD design criteria can have FAR .73 with 4-stories as follows: 1-story, .4 2-stories, .51 3-stories, .62 4-stories, .73 Density 12 du/acre	40% building 12-18% green space Maximum impervious area 82% Landscaped green space increased by 1.5 percent for an additional story. Water features	See diagram below

	structures as a conditional use	Mixed use 2-stories (max 25% of total floor area)		count towards 20%. Minimum lot frontage 100 feet Minimum lot depth 150 feet Minimum net lot area 15,000 sf	
 Fig. 1 FRONT/REAR YARD SETBACKS				 Fig. 2 SIDE YARD SETBACKS	
RU-5 Office District	Mixed office and residential uses. Multi-family Townhouses Office	2-stories, 35'	.4 1-story .51 2-stories Density: <u>50 du/acre</u>	40% building 25% min green space	Front: 25 Rear: 25 Side internal: 20 Side Street: 15
BU-1 Restricted Business	Neighborhood retail	2-stories, 35'	.4 1-story .51 2-stories	40% building coverage 12-18% green space	Front: 20 Rear: 20 from residential, 5 from commercial Side internal: 20 Side Street: 15
BU-1A General Business	General retail and accessory parking structures as a conditional use less than 4-stories	4-stories, 45' Parking permitted up to 4-stories	.4 1-story .51 2-stories .62 3-stories .73 4-stories	40% building coverage 12-22.5% green space	Front: 20 Rear: 20 from residential, 5 from commercial Side internal: 20 Side Street: 15 + additional
BU-2 Special Business	Large scale retail and general and alcohol sales accessory parking structures as a conditional use	4-stories, 45'	.4 1-story .51 2-stories .62 3-stories .73 4-stories	40% building coverage 12-22.5% green space	Front: 20 Rear: 20 from residential, 5 from commercial Side internal: 20 Side Street: 15 + additional

	less than 4-stories				
BU-3 Intensive Business	Large scale retail and night clubs serving alcohol adult uses as conditional use accessory parking structures as a conditional use less than 4-stories	4-stories, 45'	.4 1-story .51 2-stories .62 3-stories .73 4-stories	40% building coverage 12-22.5% green space	Front: 20 Rear: 20 from residential, 5 from commercial Side internal: 20 Side Street: 15 + additional

Market Study Summary

The Village of Pinecrest engaged a consulting firm to conduct a market study analysis for Pinecrest Parkway in 2021. The study concluded that generally, residents in Pinecrest enjoy very high incomes, but are not spending money in Pinecrest. When compared to Miami-Dade County as a whole, Pinecrest residents age 45+ are especially productive in terms of income earned with average household income of $223,219. Additionally, 95% of residents commute outside of Pinecrest and the average daily traffic counts exceed 100,000 cars. Therefore, there is an opportunity to add high quality retail, restaurant and supplement that with professional office to serve residents. Specifically, the Village lacks a main street or downtown for residents and should explore opportunities for mixed-use related redevelopment.

In addition, the study found that demand for new residential, office and retail is high, but there is limited supply of available land. Condo sales and rentals have also increased. While demand is high, the housing supply in Pinecrest has seen limited growth (+159 units since 2010). The Pinecrest condo market saw a large increase (36%) in sales volume from 2019 to 2020. Pinecrest has seen a slight upward trend in renter occupied housing, increasing from 17.5% in 2000 to 23.8% in 2020. The total inventory of retail space within the Pinecrest market is just under 2.3 million square feet. Limited product (just under 27,000sf) of new product has been delivered since 2014. The total inventory of office space in Pinecrest is just over 440,000 square feet. No new office product has been delivered since 2016. Office was performing strongly until the COVID-19 Pandemic caused vacancy rates to jump from 4% in 2020 Q2 to 6% in 2020 Q4.

In terms of population, the 2020 population is 18,388 and the 2021 population estimate is 18,419. There was a population decrease of 4.4% from the year 2000 to 2010, however there has been a positive population growth of 5.1% from 2010 to 2019. In addition, the median age in Pinecrest rose from 41.8 in 2010 to 45.3 in 2020.

South Corridor Study Summary

The Miami TPO, the agency that is spearheading the SMART plan and the 6 corridor and Bus Express Rapid Transit (BERT) regional transportation system produced several bodies of work specific to the South Corridor BRT. Below is a summary of the TPO's SMART Plan Corridor Inventory South Dade Transitway Corridor, from 2017. The study area encompasses a half mile buffer on either side of the BRT corridor (US1).

Table 3: South Corridor Study Existing Conditions ½ Mile Buffer

Population Characteristics	2019 population 19,155 Median household income $158,235 Average household income $223,219
Land Value	This analysis suggests that both sides of the corridor north of 136th street contain a high concentration of land for redevelopment which is calculated when a building's value is 0 to 1.5 times the land value. This is some of the most valuable land along the corridor, which, combined with sharp increases in land values in recent years in South Florida, explain this land's potential. 136th Street, 128th and 88th and Kendall Drive, also have a high redevelopment potential.
Demographics and Transit Dependent Populations	The County's goal is to provide more transportation options for their residents and transit dependent residents which are measured by age, income, minority population and car ownership. There is a stark contrast between Pinecrest and the South Corridor in terms of income, zero car homes, transit dependent households, minority households, workforce housing. Income: The northern one-third of the corridor is considerably wealthier than the southern two thirds. These populations offset one another and, as a result, the corridor's average income mirrors the County's – both are approximately $69,600 per year. Population: The Northern third of the corridor is generally low density. Pinecrest has a density of 2,800residents per square mile.
Crash Data	High incidents of crashes at 136th St. turning movement. 104th to 100th Street Kendall Drive to 68th Court SR 878 off ramp to Ludlam
Buses and Circulators	Most buses do not run through Pinecrest and stop before crossing US 1 except for Route 136 and 57.

	Pinecrest has 2 circulator services.
Bike Paths	M-Path connects at Kendall Drive. Potential connections to the South Dade Trail would improve bike infrastructure. There is also a need for significant bike network improvements on both sides of Pinecrest Parkway.
Sidewalks and Pedestrian Infrastructure	New sidewalk connections will be needed to 104th Street station, 136th Street station and along US 1. There is also a need for safer street crossings.
Proposed Improvements	There is a planned intersection improvement on Kendall Drive from US1 to SW 77th Avenue.

South Corridor Station Area Population and Employment Projections

A second study, the SMART Plan South Dade Transitway Corridor Land Use Scenario & Visioning, provides an extensive analysis of different land use scenarios to accommodate various population and employment growth models. The study includes population and employment estimates for the year 2040 at each of the 15 BRT stations and along the whole length of the corridor**.** Below is a summary of the different land use scenarios that were developed by the Miami TPO using the Southeast Regional Transportation Model (SERPM) for the two stations in Pinecrest, 104th Street and 136th Street. The SERPM is the regional growth model that the region uses for all transportation planning analyses in terms of population and employment projections. This includes the base year, 2015, the 2040 SERPM growth model and the preferred growth scenario, which is the selected growth model based on public input and workshops conducted by the TPO. These estimates were the basis for determining whether land uses in the station areas were enough to achieve the overall ridership goals.

Current development capacity around 104th Station is sufficient to accommodate the preferred growth scenario. There is a need to slightly increase capacity at 136th Street station but this can be achieved with increases to Miami Dade County's development regulations.

Table 4: South Corridor Analysis of Population and Employment Growth Trends

104th Street Station	
Population	2015 population, 2579 2040 growth model, 3291, Increase of 700 Preferred growth scenario, 4,324, Increase of 1800
Employment	2015 employment, 2531 2040 growth model, 3575, Increase of 1000 Preferred growth scenario, 4781, Increase of 2200
136th Street Station	
Population	2015 population, 1367

	2040 growth model, 3179, Increase of 1800 Preferred growth scenario, 5705, Increase of 4400
Employment	2015 employment, 4812 2040 growth model, 9044, Increase of 4200 Preferred growth scenario, 9743, Increase of 4900

Case Studies

Case studies are used to provide examples of different methods for building around transit stations and transition areas from commercial corridors with adjacent multi-family and single family residential. Variations in building footprints, upper-level setbacks, build-to lines, parking requirements, open space requirements provide different outcomes for building massing and bulk, in addition to height, density and FAR.

Palm Beach:

Worth Avenue and Royal Poinciana Way in Palm Beach are the main commercial corridors in this upper scale community. Worth Avenue is relatively low-scale, and the subsequent surrounding districts scale up in height and density. The commercial area directly north of Worth Avenue has requirements for incremental side and rear setbacks and ten-foot-wide pedestrian walkways to create better transitions to the multi-family residential. In addition, Worth Avenue uses design standards with requirements for parking in the rear, a continuous street edge with ground level building setback lines, arcades, and courtyards. There is also a provision for off-street parking within 500 feet of a property.

Mizner Park:

Mizner Park in Boca Raton was a master planned project in a community redevelopment area and is part of a Downtown Development of Regional Impacts (DDRI) which has strict regulations that are approved at the state level to limit negative regional impacts. In order to protect the adjacent to 8,250 square foot single family residential lots and to create proper transitions, the project was required to build a 3-story residential buffer strip across the street first, before developing the entire property. Additional transitions from six-story residential and office to two and one-story retail ensure that buildings are not bulky and large and create comfortable spaces for people.

Kansas City, Missouri MAX BRT:

The MAX BRT has two different BRT lines that run through commercial corridors adjacent to multi-family and single family residential. The transit-oriented development (TOD) policy guides future TOD growth around the 29 stations with transition zones and overlays that provide different levels of buffers, screening and setbacks to transition between taller commercial along the station area to low scale multi-family and single-family homes. A designated protected zone minimized views of the commercial with rear upper level setbacks and transition density areas transition from multi-family to duplex and single family. This ensures that development around the station relates well to surrounding development.

DART Dallas, TX:

Dallas is a suburban community with commercial corridors that are served by the Dallas Area Rapid Transit lines. Dallas has also created a set of TOD guidelines within ¼ mile of to encourage a mix of building types, public spaces and off-street parking. Taller buildings are places closest to transit station with a transition in height when abutting lower density and intensity development. Buildings are located at the setback line or build-to line and oriented towards public spaces and streets and auto-oriented uses that do not generate much pedestrian activity and discourage walking a restricted.

Coral Gables, Douglas Station:

This is example is a good illustration of things to avoid when trying to achieve a village scale, like Pinecrest. The underlying zoning provides for a very large building footprint that covers 90% of the lot with very few upper-level setbacks and parking exemptions. The City offers additional height and FAR

bonuses for Mediterranean style and architectural design and additional setback and parking exemptions for even larger, bulkier buildings.

Table 5: Case Study Comparison Matrix

Case Study Area	Mechanism for Implementation	Requirements	Bonuses + Special Requirements
Worth Avenue and Royal Poinciana Way, Palm Beach, FL	Underlying Zoning Worth Avenue Design Standards	Commercial Worth Avenue (C-WA): 2-stories Town Serving Commercial (C-TS): Require 10-foot wide pedestrian walkway, incremental side and rear setbacks above 15-foot limit building length, 70% lot coverage, 2-stories Heavy Density Res. (R-C): 13 du/acre, up to 5-stories Medium Density Res. (RD- 2):10 du/acre, up 5-stories	Worth Avenue Design Standards: 50%-75% of ground level elevation should be on or within 5-feet of the building setback line. Arcades, courtyards, and continuous street edge. Parking: Parking in rear. Offsite parking permitted within 500-feet.
Mizner Park, Boca Raton	Development of Regional Impacts and Community Redevelopment Area	DDRI is a redevelopment area and development of regional impacts. Height capped at 9-stories and bulk controlled by setbacks and subareas. R1d single family 8,250sf lots	Buffering Adjacent Residential R1D/DDRI: Special zoning requirements to transition to single family with 3-story residential strip.
Kansas City, MO MAX BRT	TOD Transition Zones and Overlays	Transit-Oriented Development Policy guides future TOD growth around MAX and streetcar stations. TOD Transition Zones + TOD Overlays provide guidance for transitions between new mixed use development and single family residential.	
Dallas DART	TOD Guidelines	TOD Guidelines:	Limits on Incompatible Uses: Auto-oriented uses

		Within ¼ mile of stations. Encourages a mix of building types, public spaces and off-street parking. Building Scale: Building within TOD projects should be the tallest near transit stations with a transition of heights when abutting lower density/ intensity development. Building Frontages: Buildings should be located at the setback or build-to line placed along and oriented to public streets and public spaces.	generating little to no pedestrian activity are not compatible with TOD projects.
Coral Gables Douglas Station	Bonuses and overlays	As Of Right: 90% lot coverage FAR 3.0 Height limit of 9-stories with limited setbacks 0' ground floor and upper level setbacks 10' after 4 stories 10' rear setback Balconies may project into setback by 6'	Bonuses include: 1 story and .2 FAR for Mediterranean style, 2 stories and .3 FAR for Mediterranean architectural design, setback exemptions, parking reductions.

III. Discovery Findings

In the next 30 to 40 years, Pinecrest Parkway can evolve and grow, but there are several elements that are hindering redevelopment along the Parkway:

- High requirement for open space.
- Very high parking requirements.
- Parking required between buildings fronting Pinecrest Parkway.
- Structured parking is a conditional use and unclear height.
- Residential limited to 25%.

Below is a more detailed summary of these elements:

1. Residential is not currently permitted in most land use districts on the corridor.
2. The Future Land Use caps FAR at .73.
3. Except in the Office (R-5) land use designation, the Village shall not allow residential development to occur in areas designated for commercial development
4. NPBAD
    a. Density is capped at 12 du/acre in North Pinecrest Business Alternative Districts (NPBADs), but outside the NPBADs densities are 23, 36 and 50 in RU-4L 23 du/acre, RU4-M 36 du/acre and RU4- 50du/acre in the Dadeland area.
    b. The NPBADs permit up to 25% residential uses in terms of zoning. Residential is a conditional use permitted after a public hearing. No more than 25% of FAR can be residential.
    c. New development in the NPBADs must have 75% of ground floor uses. Covered parking is an approved ground floor use so 75% of ground floor uses can be covered parking. This does not create an interesting walking environment and is not pedestrian friendly.
    d. The NPBADs are excluded from the Pinecrest Parkway Corridor alternative development standards.
    e. Incentives for building to NPBAD code instead of the underlying zoning is increased FAR to .73 for 4-stories. Mixed used limited to 2-stories and residential limited to 25% of total building. Most commercial zones can go up to 4-stories except for BU-1 which is capped at 2-stories.
    f. Parking structures permitted as a conditional use. Allowable height unclear 1-story or 4-stories.
5. Pinecrest Parkway standards do not permit parking in the back of any commercial property or in the buffer area between the commercial and residential.
6. Some of the recommendations from the PPVP were not adopted like parking reductions and consolidating the NPBADs.

Where Do We Go From Here?

The attached massing studies illustrate the findings described above. The zoning regulations do not encourage redevelopment and discourage property improvements. This was done intentionally to limit growth. However, it has also limited opportunities for positive change. Pinecrest is now at a crossroads. The Village can continue to exist with minor property improvements and little change in commercial businesses, or they can leverage momentum of the planned premium bus rapid transit line and new stations and set a vision of how they want to grow. They can determine their growth model and how the

Village can look and feel to best benefit the residents. This includes proper transitions from commercial to residential properties, more meaningful standards for open space and landscaping, upper-level setbacks and massing to ensure that buildings have a village scale and a hierarchy of streets to establish building orientations and circulation for people on foot and cars.

PINECREST PARKWAY VISION PLAN UPDATE

CITIZEN'S COMMITTEE

MEETING #3, JULY 19, 2022

MHCP COLAB
CITY PLANNING, COMMUNICATIONS, PUBLIC RELATIONS + TRANSPORTATION

MKSK



Discovery Report

Case Studies

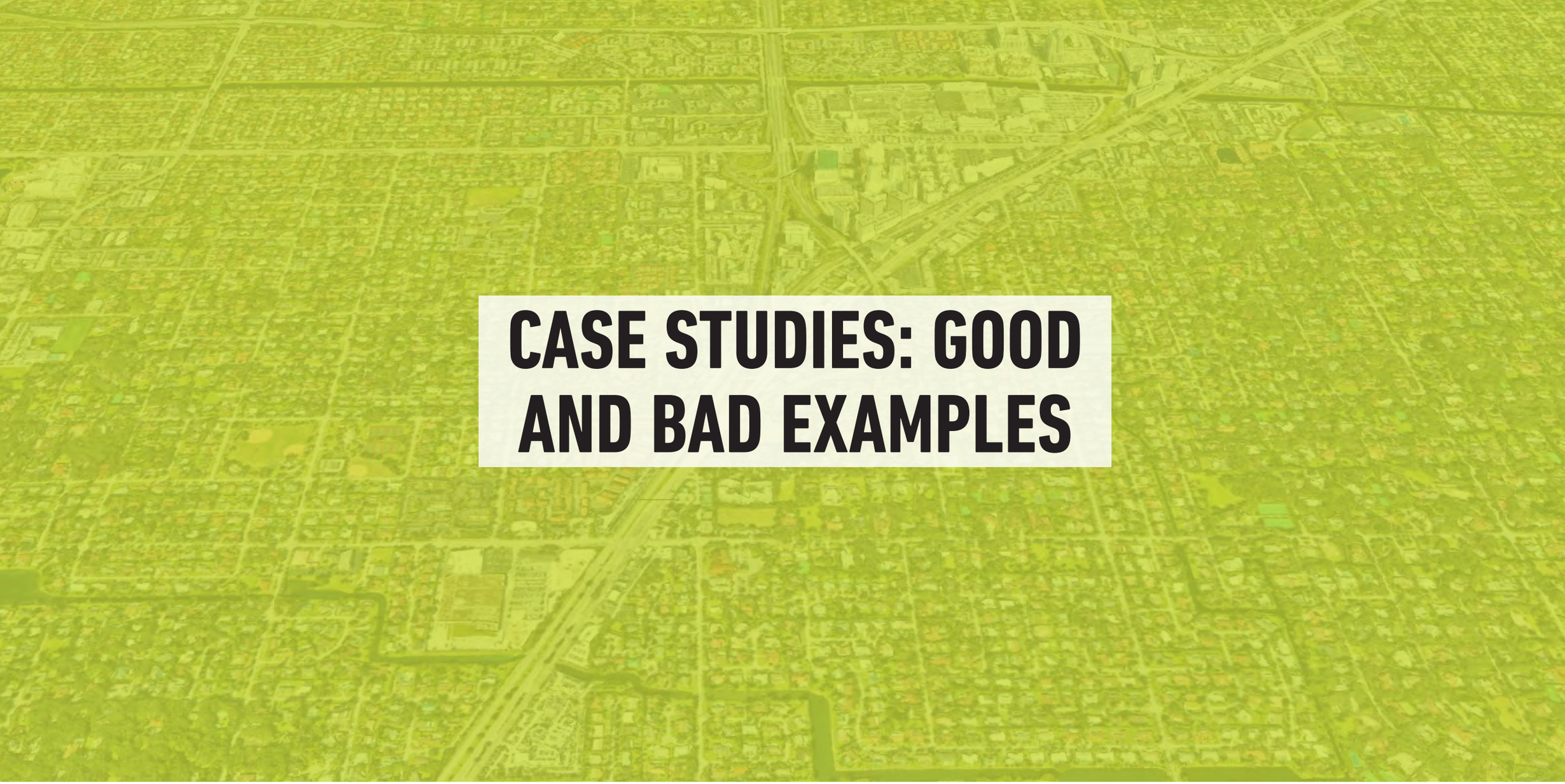
Demographics

Station Areas: Employment + Population

Current Land Development Regulations

Discovery: Findings

Discussion



CASE STUDIES: GOOD AND BAD EXAMPLES

CASE STUDIES

Worth Avenue and Royal Poinciana Way, Palm Beach, FL

Commercial Worth Avenue (C-WA): 2-stories

Town Serving Commercial (C-TS): Require 10-foot wide pedestrian walkway, incremental side and rear setbacks above 15-foot limit building length, 70% lot coverage, 2-stories

Heavy Density Res. (R-C): 13 du/acre, up to 5-stories

Medium Density Res. (RD- 2):10 du/acre, up 5-stories



Landscaping on Worth Avenue with parking in the rear and sides.



CASE STUDIES

Worth Avenue and Royal Poinciana Way, Palm Beach, FL

Worth Avenue Design Standards:

50%-75% of ground level elevation should be on or within 5-feet of the **building setback line**.
Arcades, courtyards and **continuous street edge.**
Parking in rear.
Offsite parking permitted within 500-feet.



Front, new commercial



Rear, underground parking



Passeos open up to courtyards



6-story buildings transition to 3 and 2-story buildings

CASE STUDIES

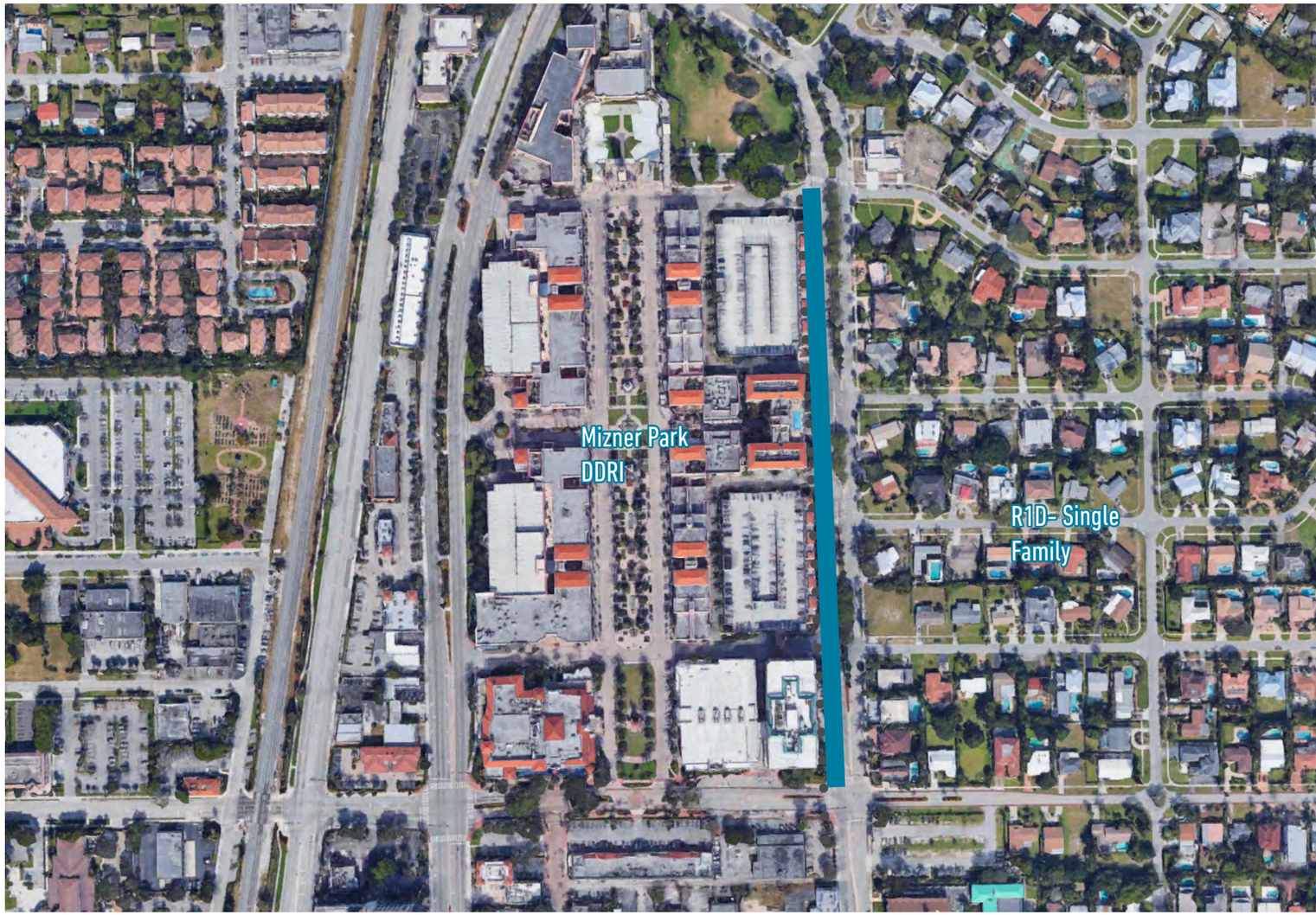
Mizner Park, Boca Raton, FL

DDRI is a redevelopment area and development of regional impacts. Height capped at 9-stories and bulk controlled by **setbacks and subareas**.
R1D single family 8,250sf lots

Buffering Adjacent Residential R1D/DDRI:
Special zoning requirements to transition to single family with 3-story **residential strip.**



6-story residential steps down to 2 and 1-story



Residential strip provides a transition from single family to new development.

CASE STUDIES

MAX BRT, Kansas City, MO

2 BRT Lines

1 BRT Line in development

Main Street MAX Line

6 Miles

3.75 Miles on bus-only lanes

31 intersections with signal priority

2005 opening with 25 stations

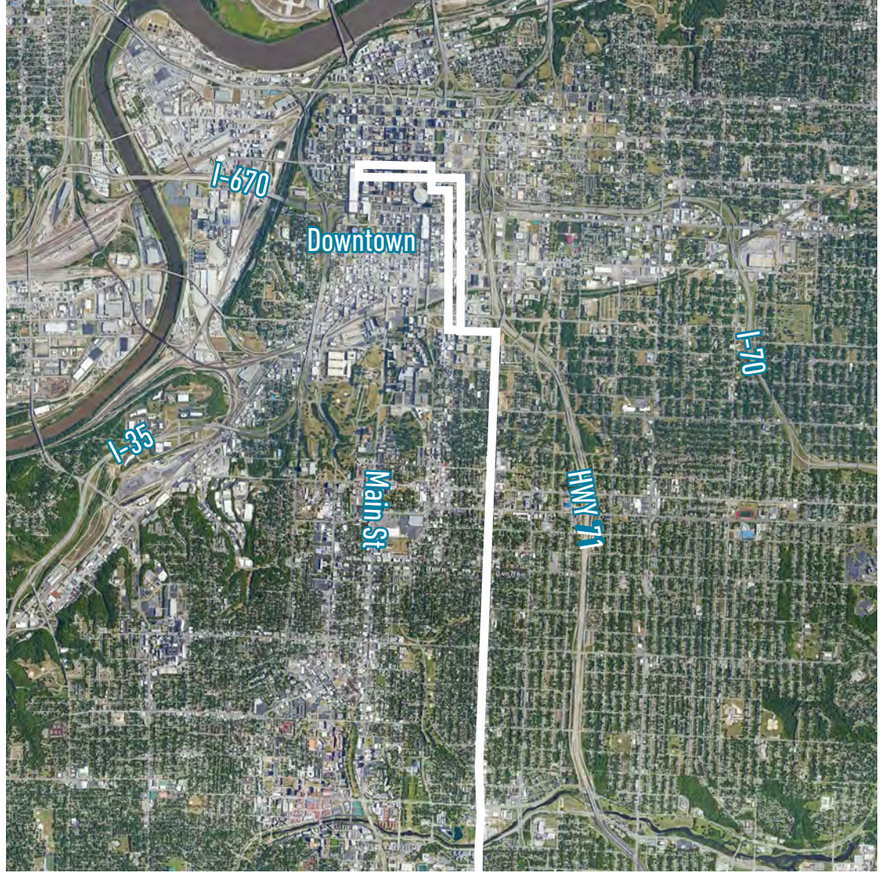
Troost Street MAX Line

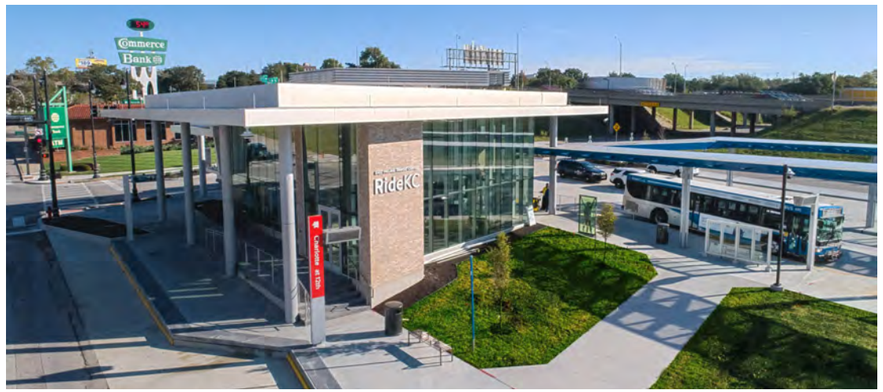
13 Miles

3 Park and Rides

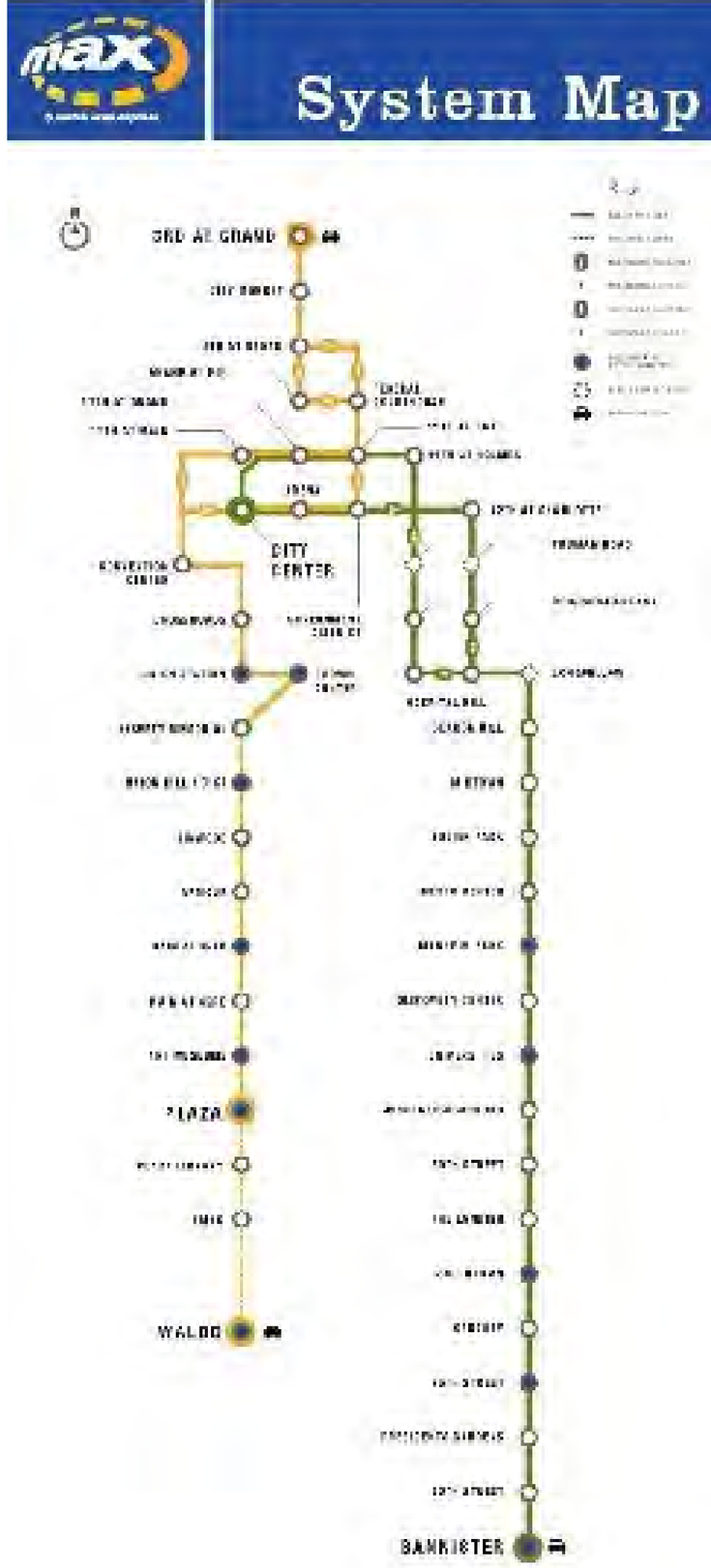
34 intersections with signal priority

2010 opening with 29 stations







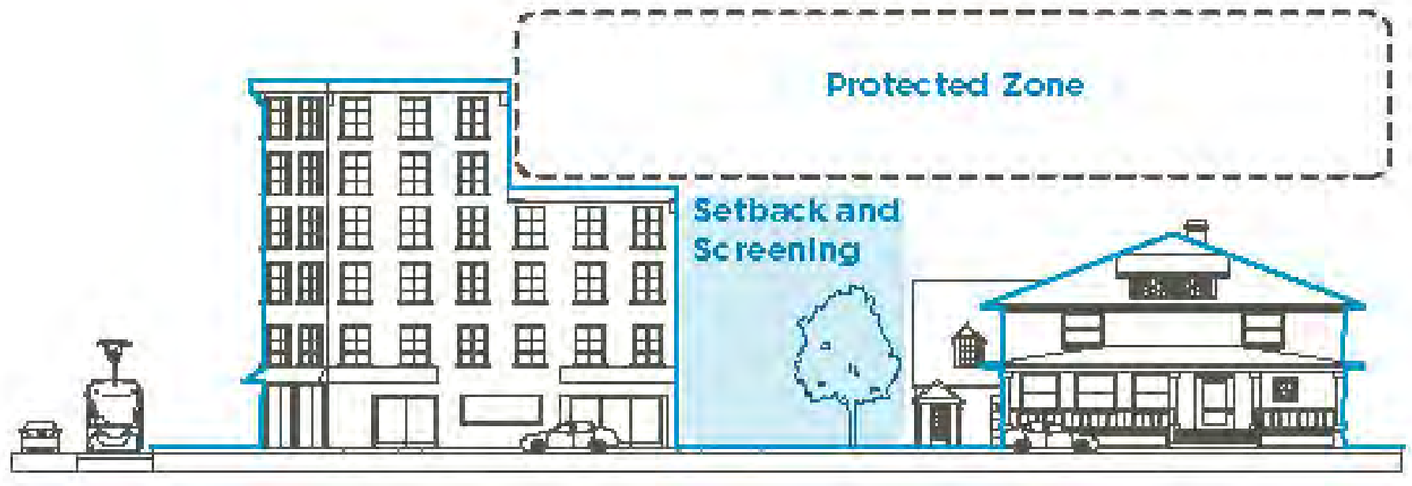


CASE STUDIES

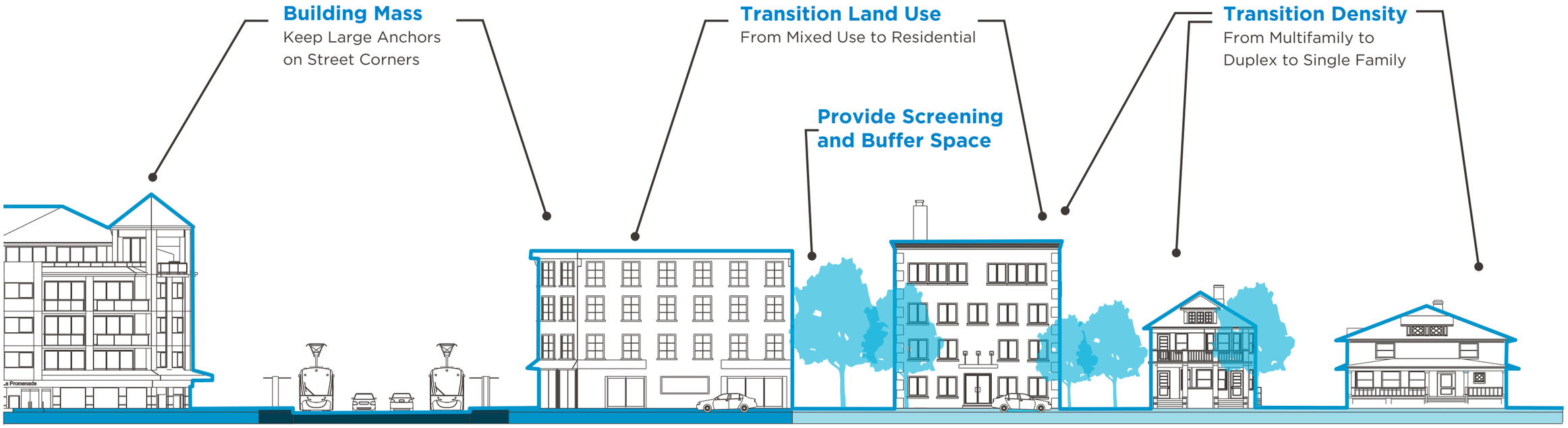
MAX BRT, Kansas City, MO

Transit-Oriented Development Policy guides future TOD growth around MAX and streetcar stations.

TOD Transition Zones + TOD Overlays provide guidance for transitions between new mixed use development and single family residential.

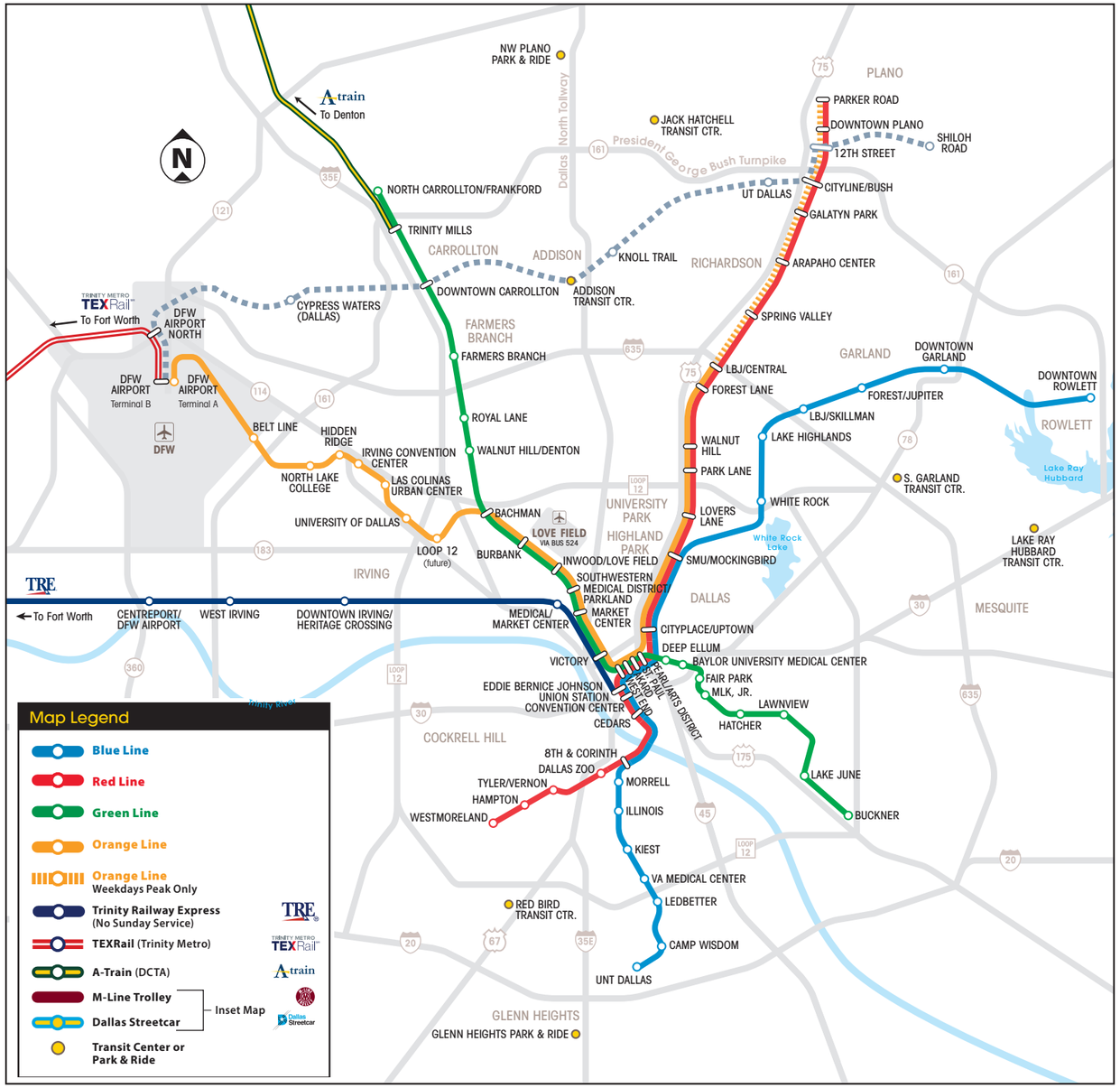


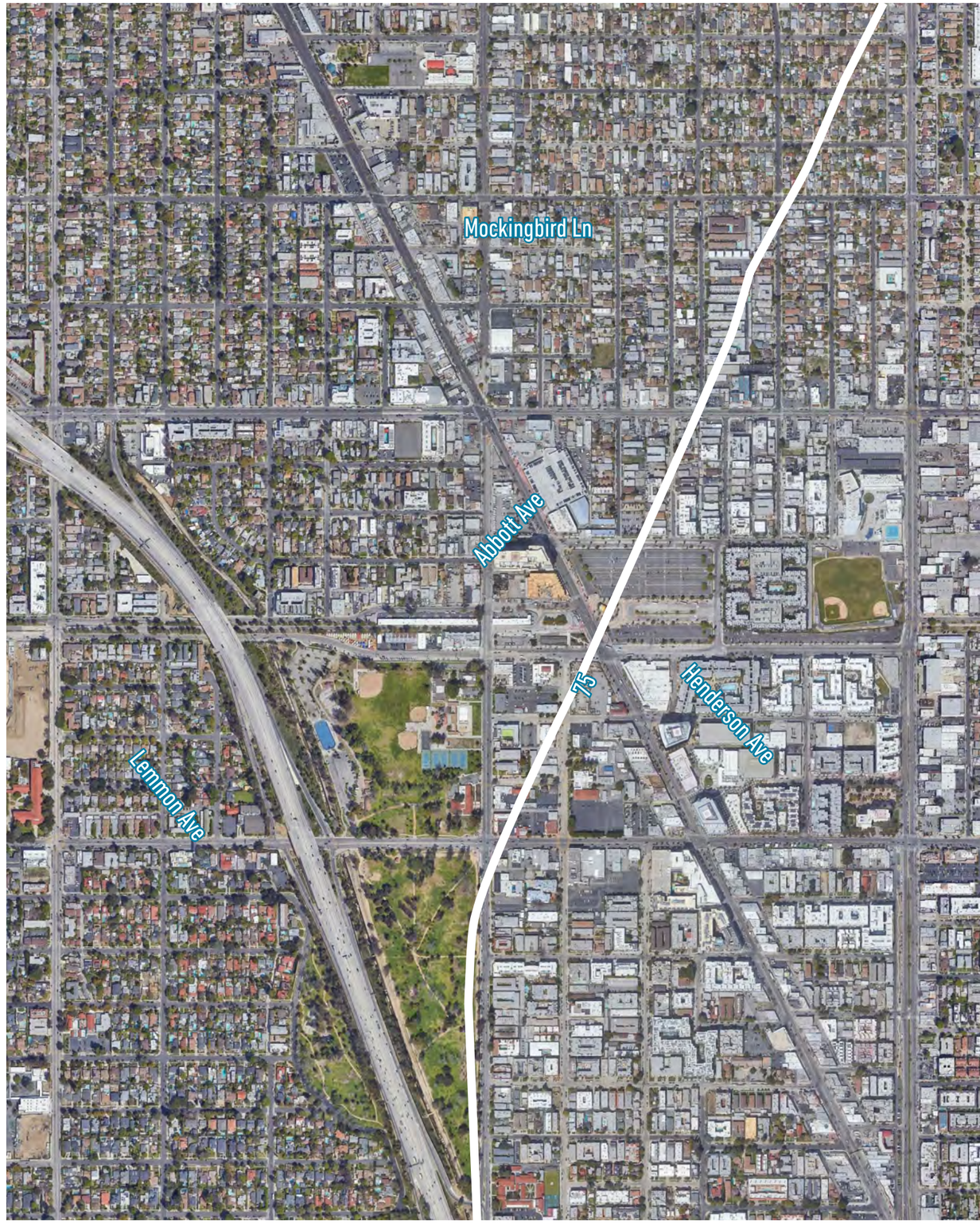
Relationship to Surrounding Development



CASE STUDIES

DART Dallas, TX





CASE STUDIES

DART Dallas, TX

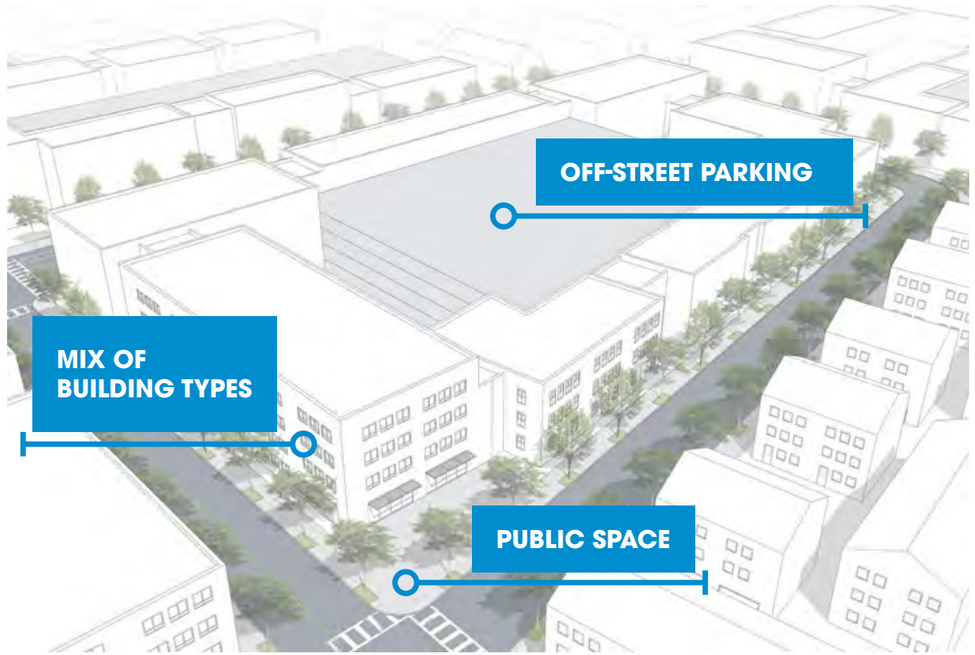
TOD Guidelines: Encourages a mix of building types, public spaces and off-street parking.

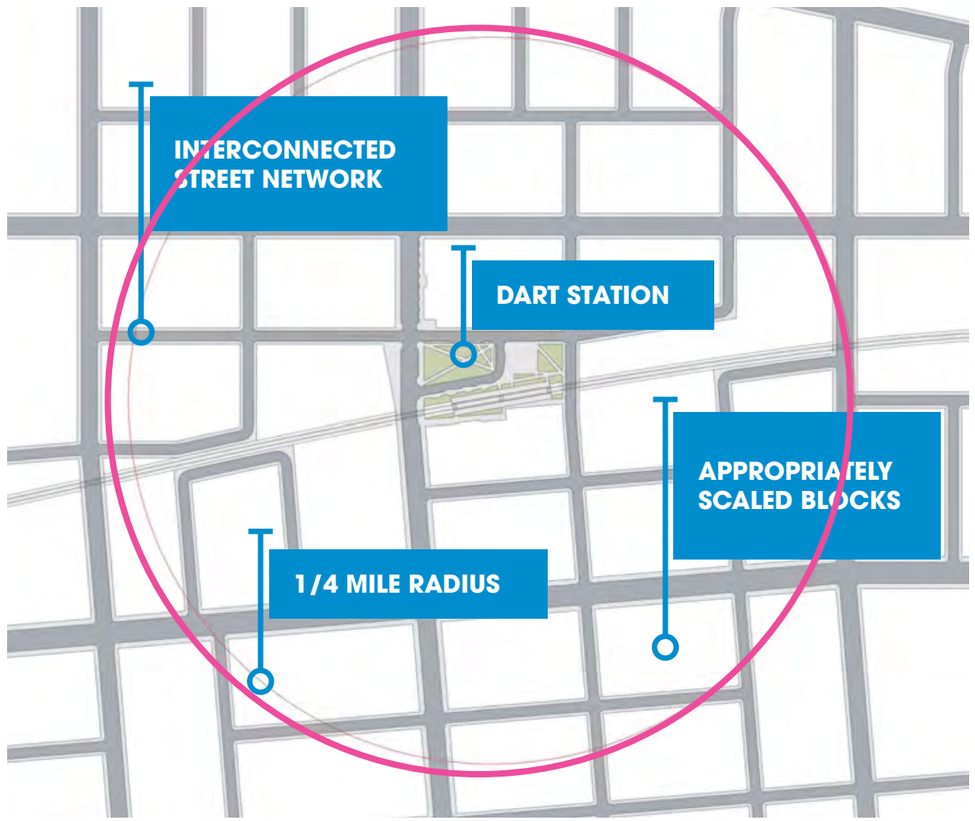
Building Scale: Building within TOD projects should be the tallest near transit stations with a transition of heights when abutting lower density/ intensity development.

Building Frontages: Buildings should be located at the setback or build-to line placed along and oriented to public streets and public spaces.

Limits on Incompatible Uses: Auto-oriented uses generating little to no pedestrian activity are not compatible with TOD projects.

DART
TOD Guidelines
2020





CASE STUDIES, VILLAGE DOES NOT SUPPORT

Douglas Road Station, Coral Gables, FL

As of Right:
90% lot coverage
FAR 3.0
Height limit of 9-stories with limited setbacks

Bonuses include: 1 story and .2 FAR for Mediterranean style, 2 stories and .3 FAR for Mediterranean architectural design, setback exemptions, parking reductions.

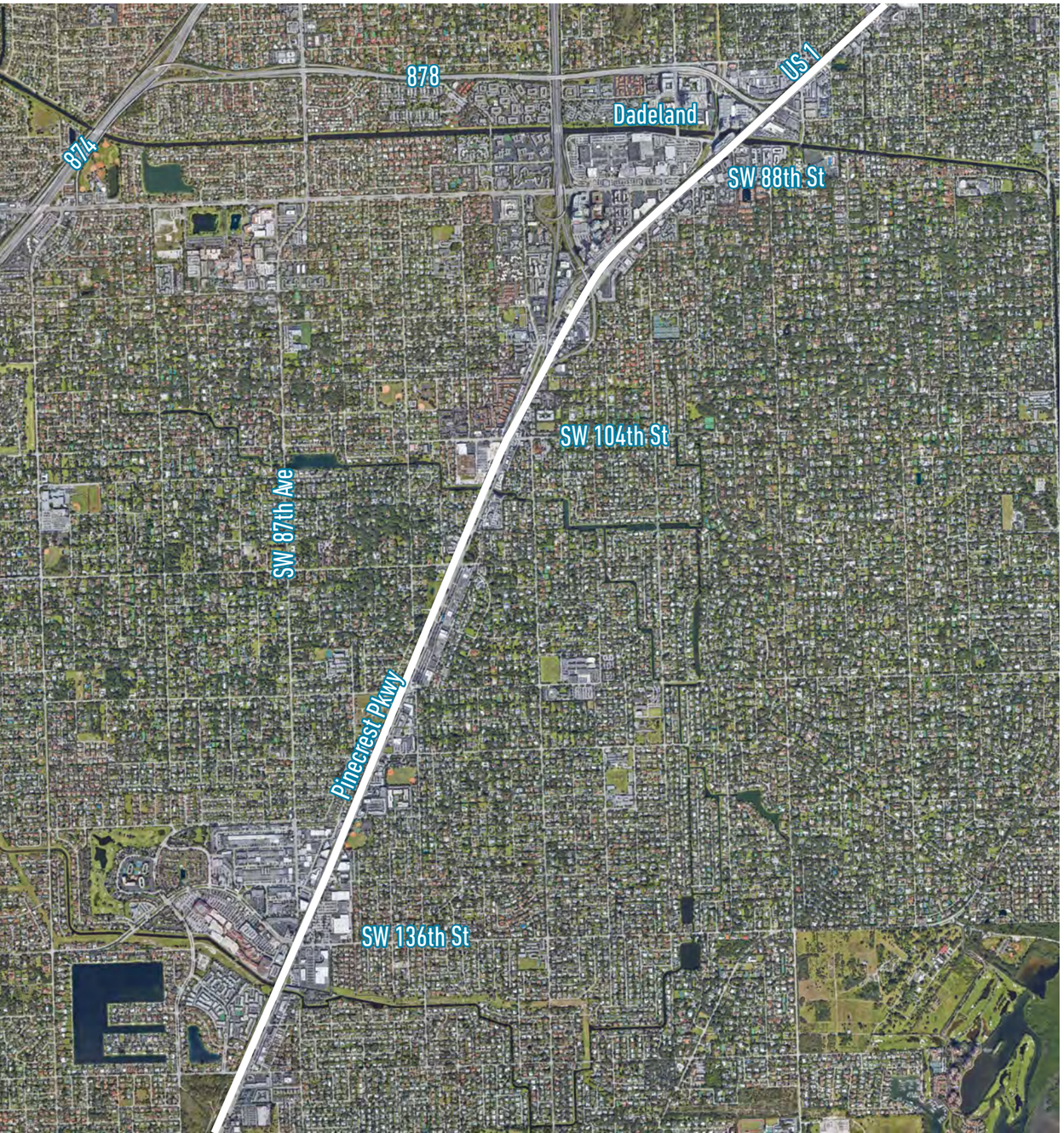
Trader Joe's Office Building on US 1 is a product of code allowing large footprints and setback exemptions.





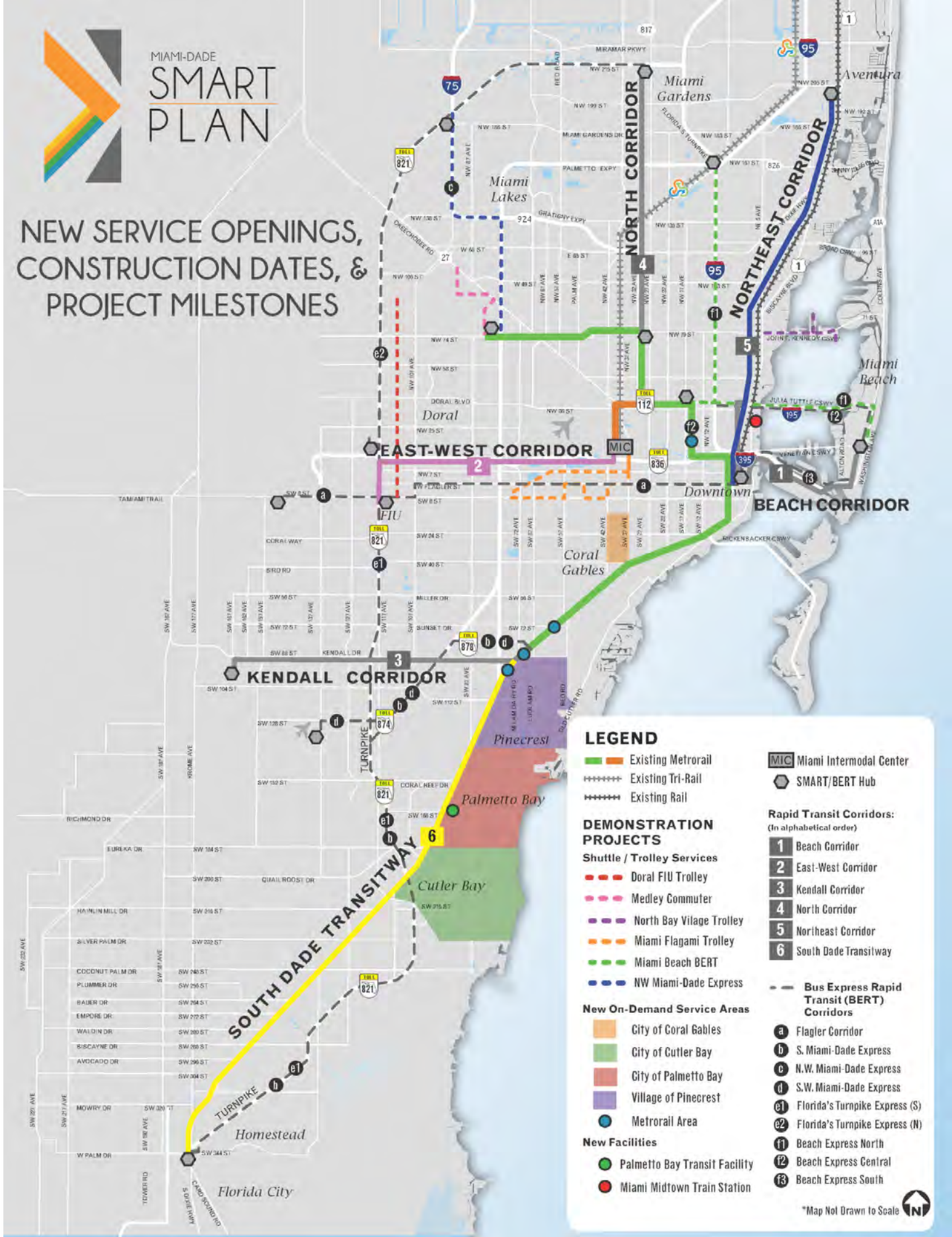
CASE STUDIES

Village of Pinecrest, FL



MIAMI-DADE SMART PLAN

NEW SERVICE OPENINGS, CONSTRUCTION DATES, & PROJECT MILESTONES



DEMOGRAPHICS

DEMOGRAPHICS: PINECREST

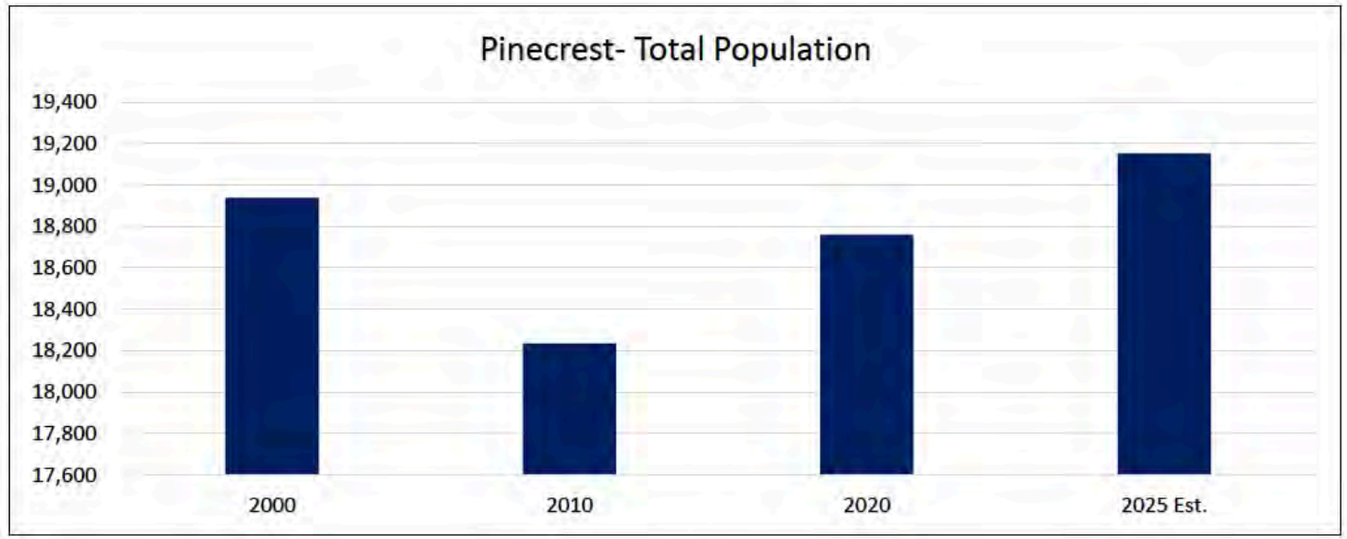
POPULATION

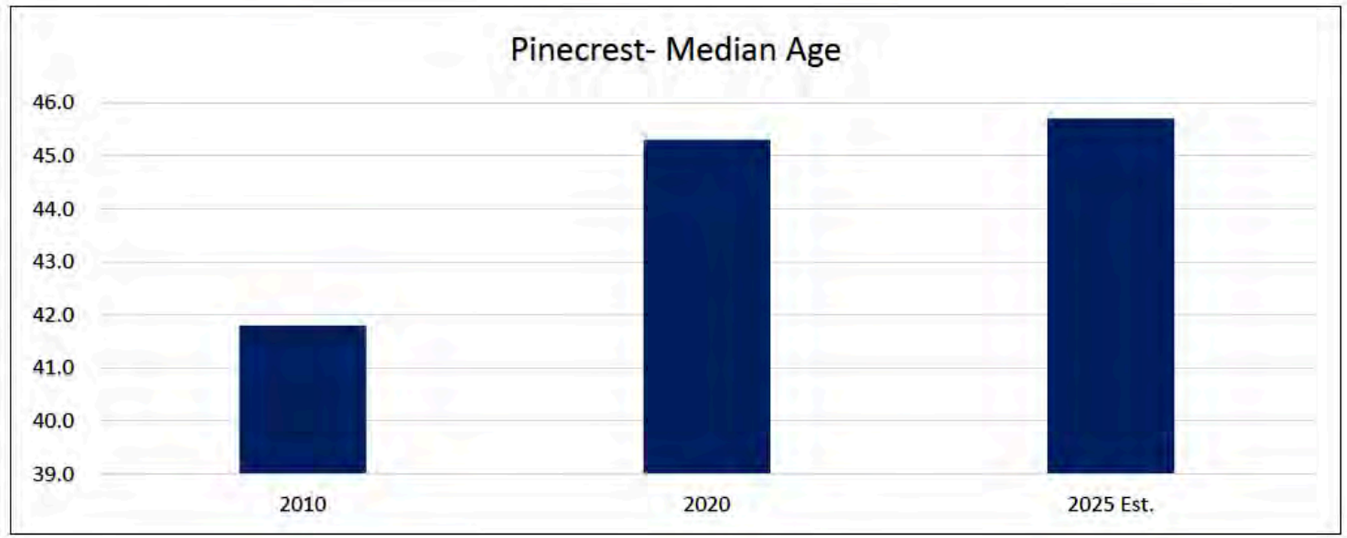
2020 population: 18,388

2021 population estimate: 18,419

There was a population decrease of 4.4% from the year 2000 to 2010, however there has been a positive population growth of 5.1% from 2010 to 2019.

The median age in Pinecrest rose from 41.8 in 2010 to 45.3 in 2020.





Source, Pinecrest Market Analysis Report

DEMOGRAPHICS: PINECREST

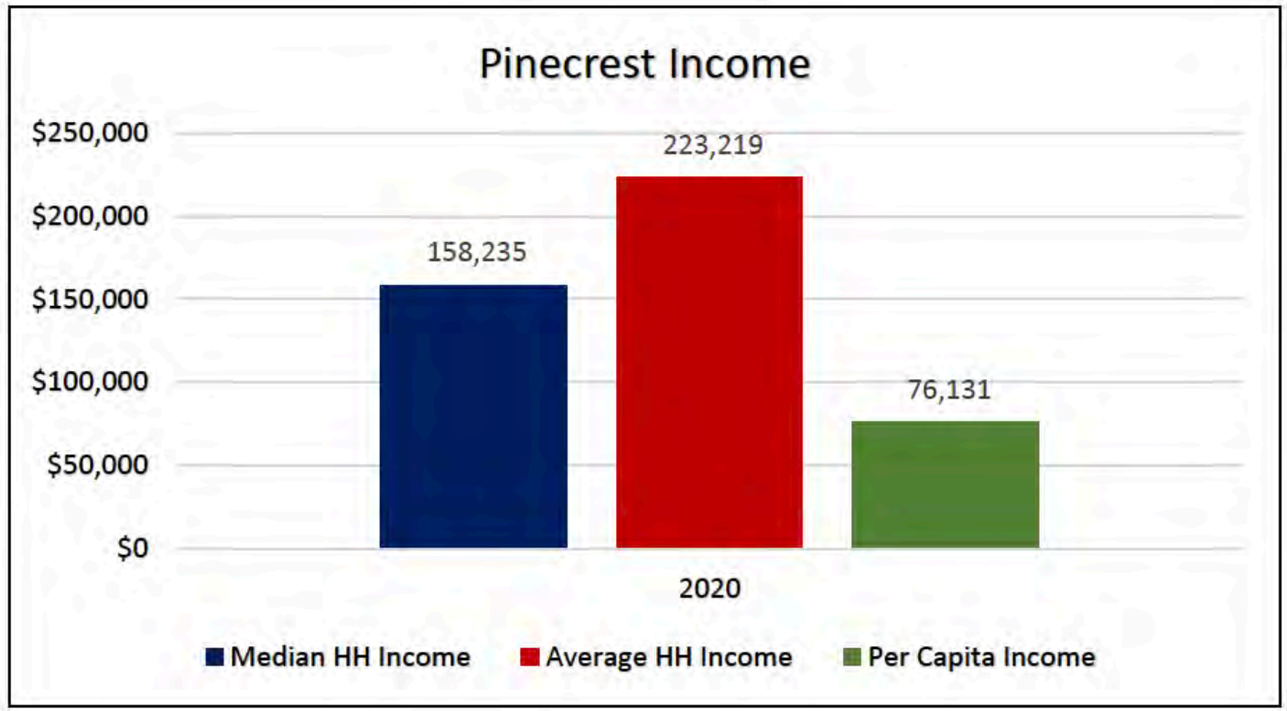
INCOME

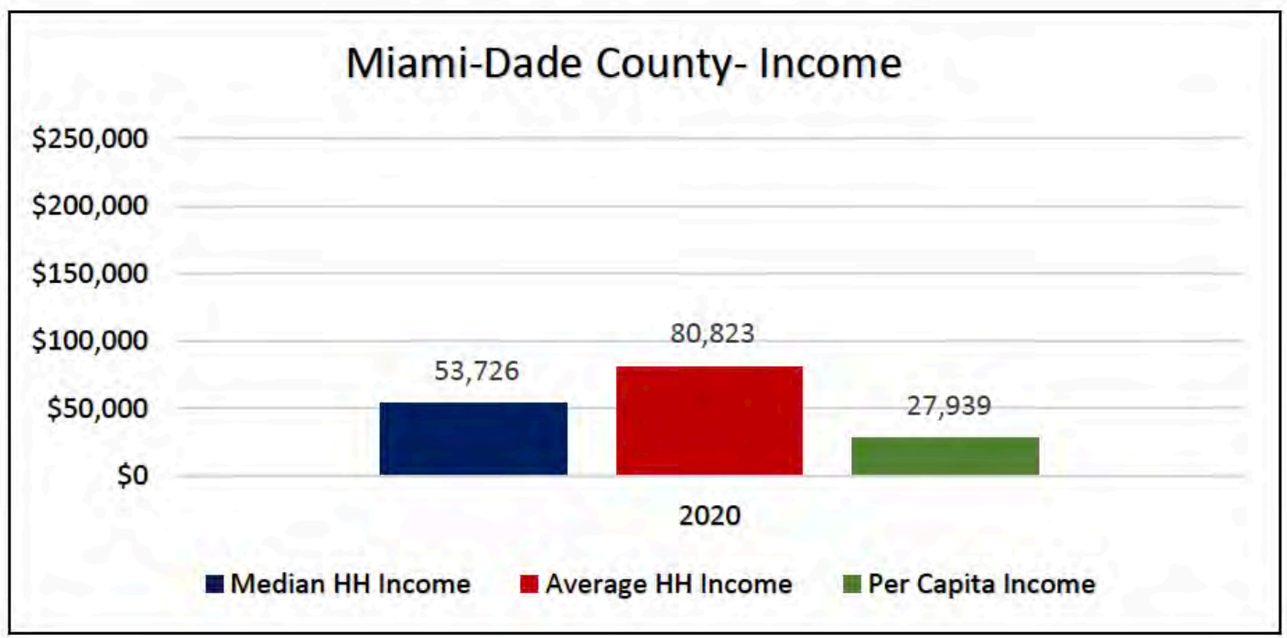
Median household income: $158,235

Average household income: $223,219

Exceptionally high income levels are observed in Pinecrest.

When compared to Miami-Dade County as a whole, Pinecrest residents age 45+ are especially productive in terms of income earned.





Source, Pinecrest Market Analysis Report

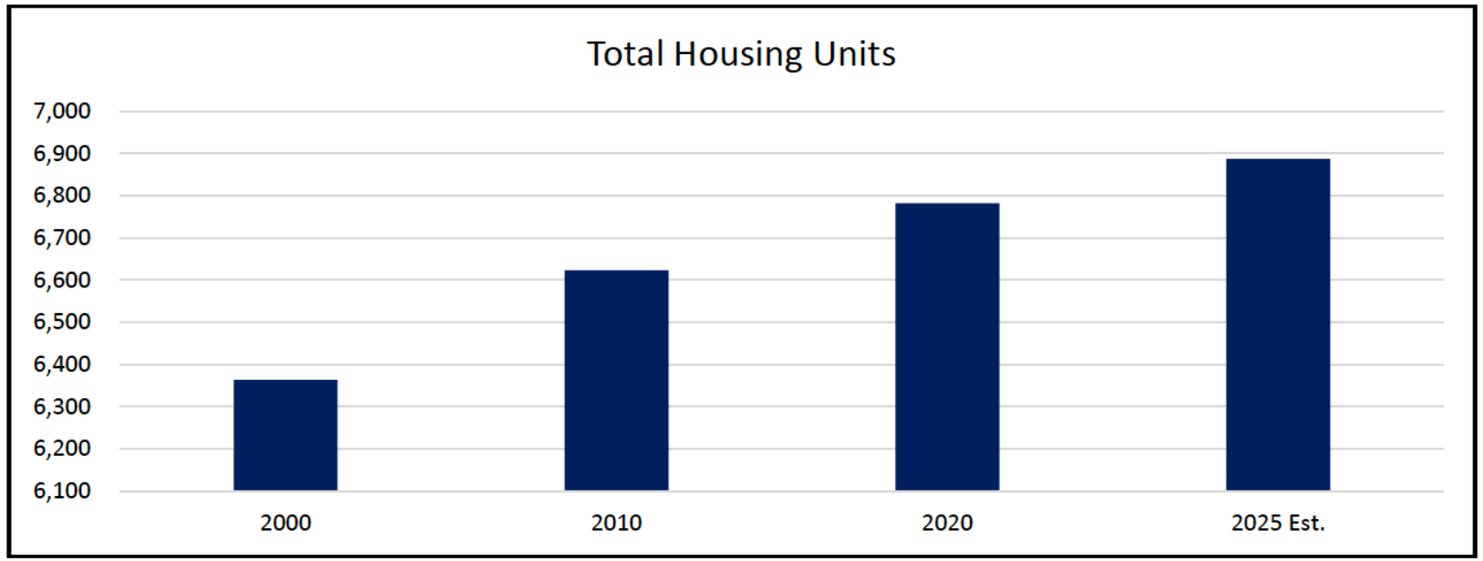
DEMOGRAPHICS: PINECREST

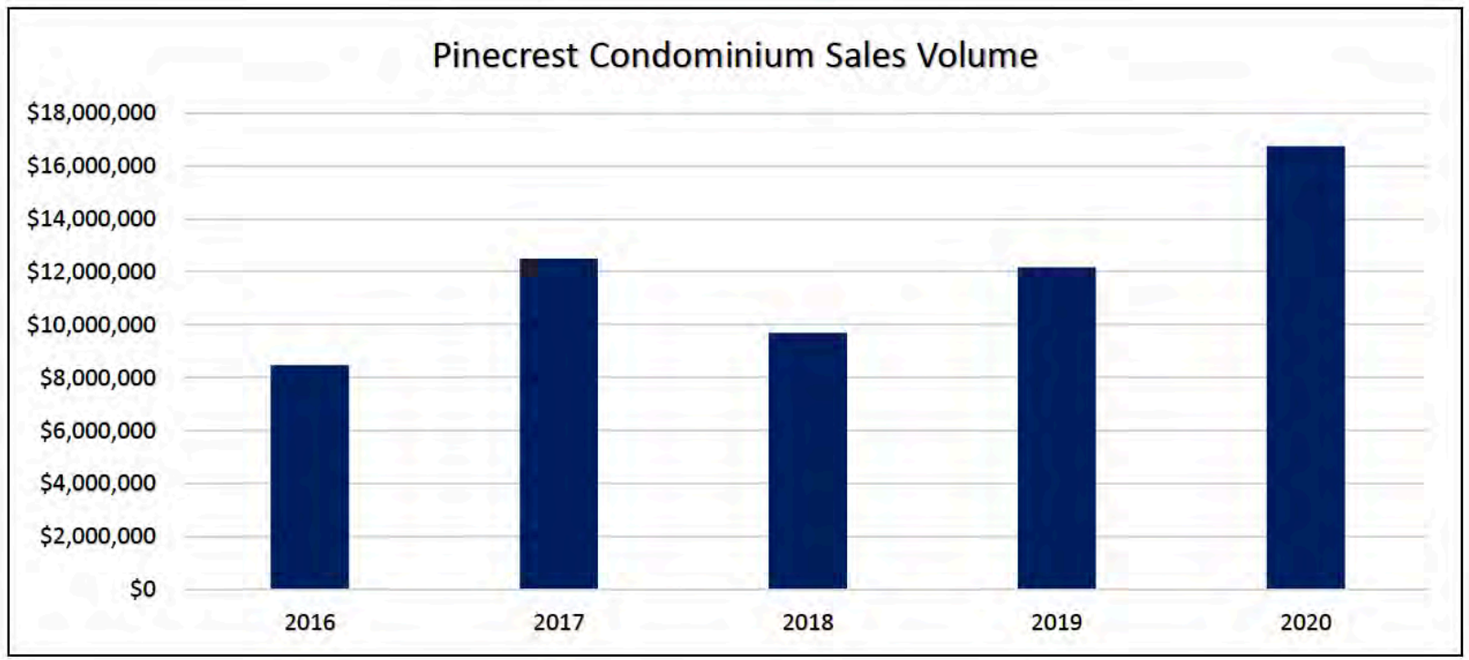
RESIDENTIAL

While **demand is high**, the housing supply in Pinecrest has seen limited growth (+159 units since 2010)

The Pinecrest **condo market saw a large increase** (36%) in sales volume from 2019 to 2020.

Pinecrest has seen a **slight upward trend in renter occupied housing**, increasing from 17.5% in 2000 to 23.8% in 2020.





Source, Pinecrest Market Analysis Report

DEMOGRAPHICS: PINECREST

RETAIL + OFFICE SPACE

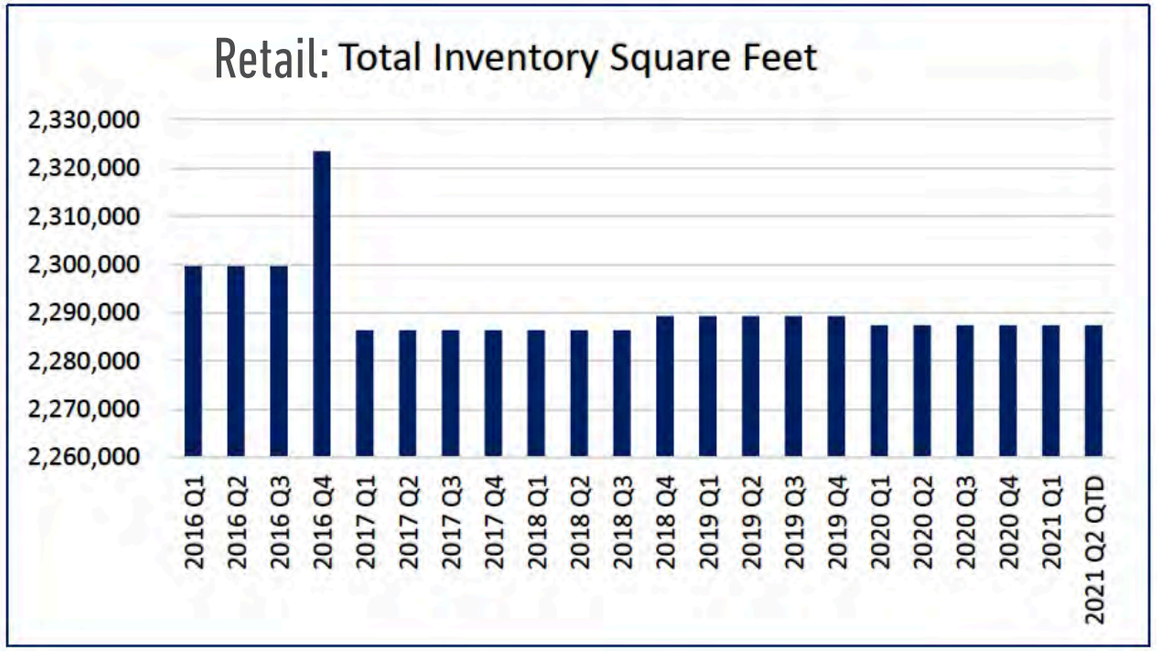
The total inventory of **retail space** within the Pinecrest market is just under 2.3 million square feet.

Limited product (just under 27,000sf) of new product has been delivered since 2014.

The total inventory of **office space** in Pinecrest is just over 440,000 square feet.

No new office product has been delivered since 2016.

Office was performing strongly until the COVID-19 Pandemic caused vacancy rates to jump from 4% in 2020 Q2 to 6% in 2020 Q4.





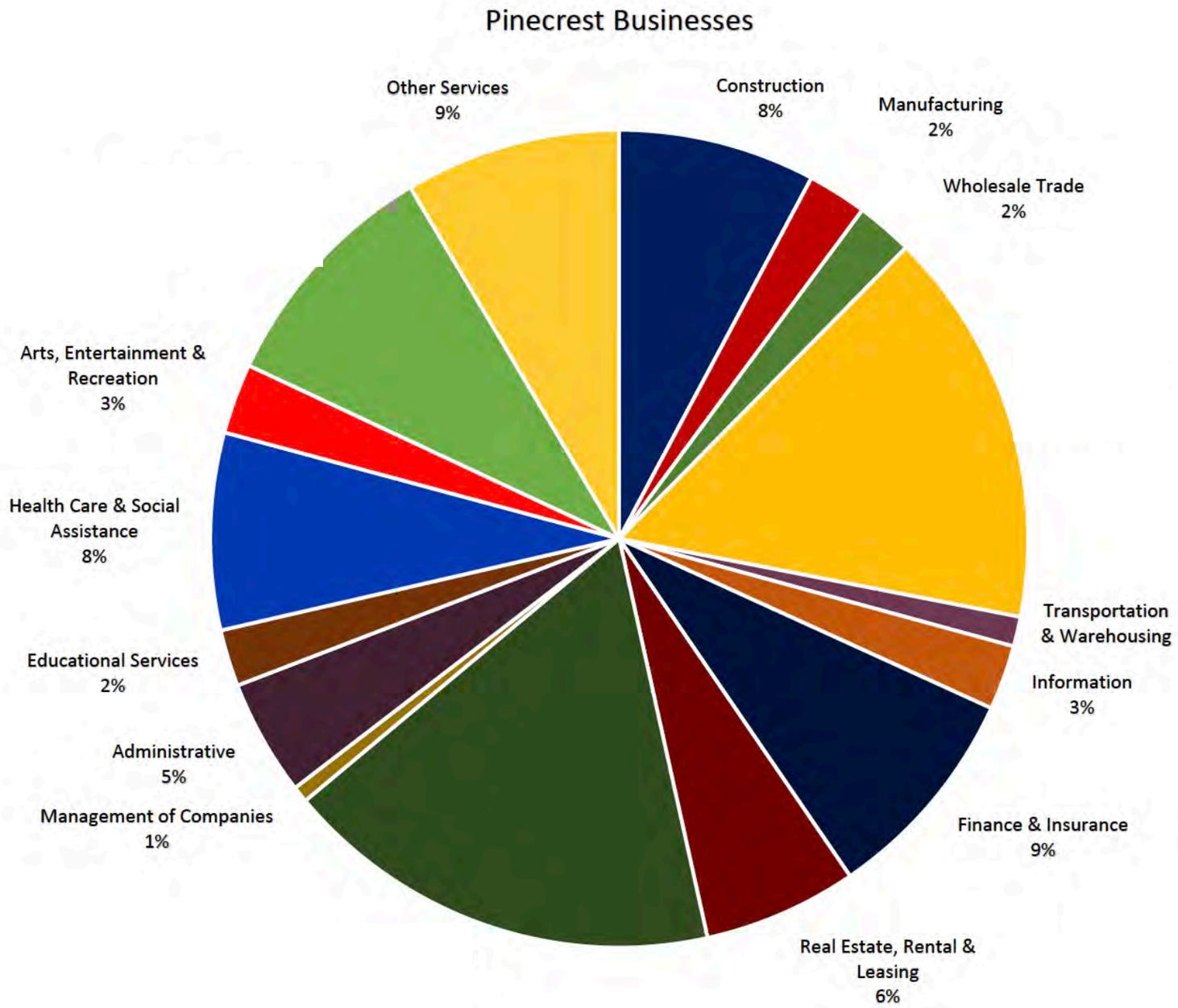
Source, Pinecrest Market Analysis Report

DEMOGRAPHICS: PINECREST

OPPORTUNITIES

Filling the Gap: High disposable income is spent outside of Pinecrest. Demand for more restaurants. Eating establishments account for only 6.7% of overall business.

95% of residents commute outside of the city to work. High traffic volumes of more than 100,000 average daily traffic counts.



There are 1,177 businesses in Pinecrest.
Source, Pinecrest Market Analysis Report



STATION AREAS

STATION AREAS: EMPLOYMENT + POPULATION

104th Street, 1/2 Mile Radius, Source Miami TPO

2015:

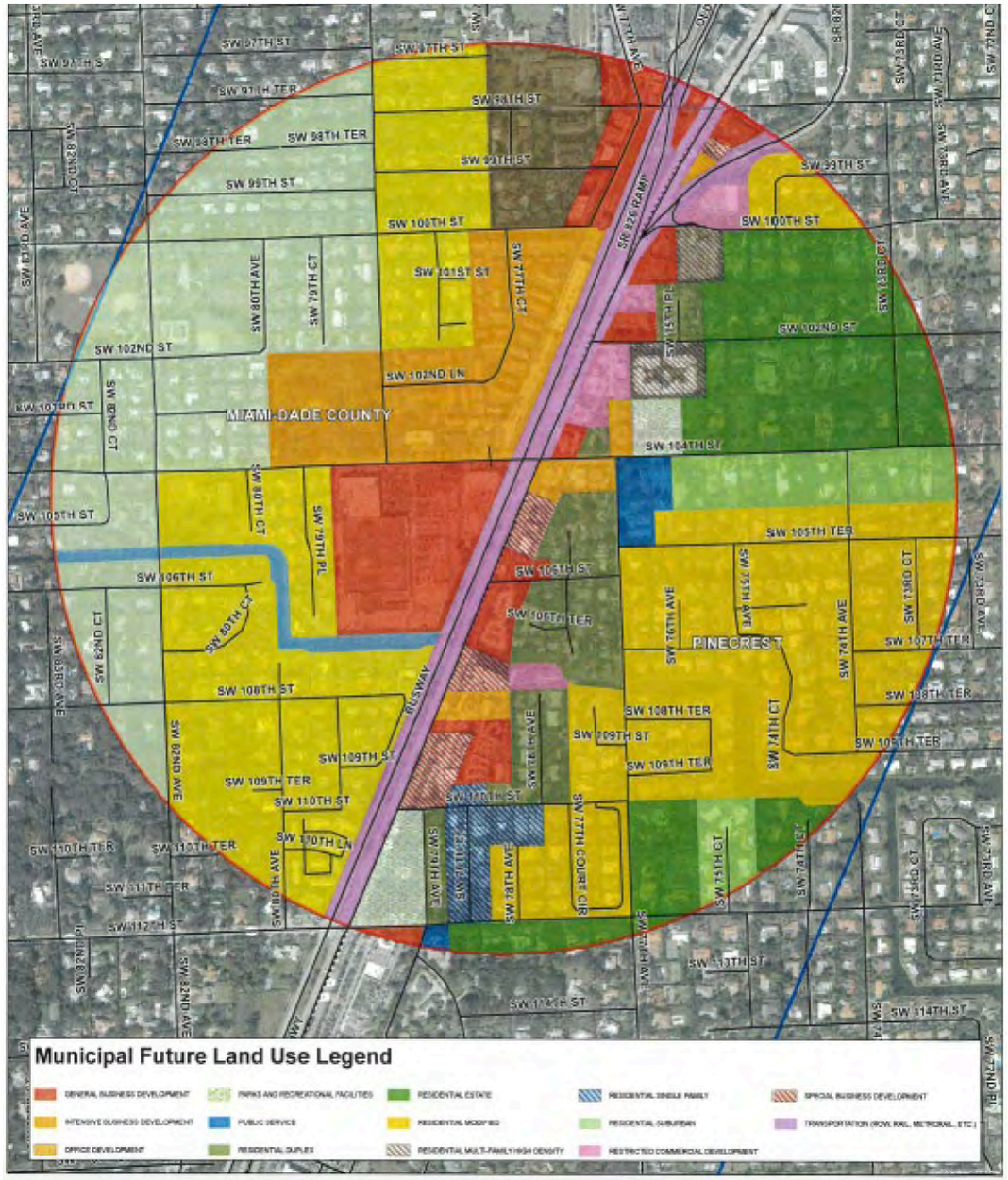
2,579 Residents
2,531 Employees

2040:

3,291 Residents
3,575 Employees

Change in growth

700+ Residents
1000+ Employees


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SW 97TH TER
SW 98TH TER
SW 99TH ST
SW 100TH ST
SW 101ST ST
SW 102ND ST
SW 102ND LN
SW 104TH ST
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STATION AREAS: EMPLOYMENT + POPULATION

136th Street 1/2 Mile Radius, Source Miami TPO

2015:

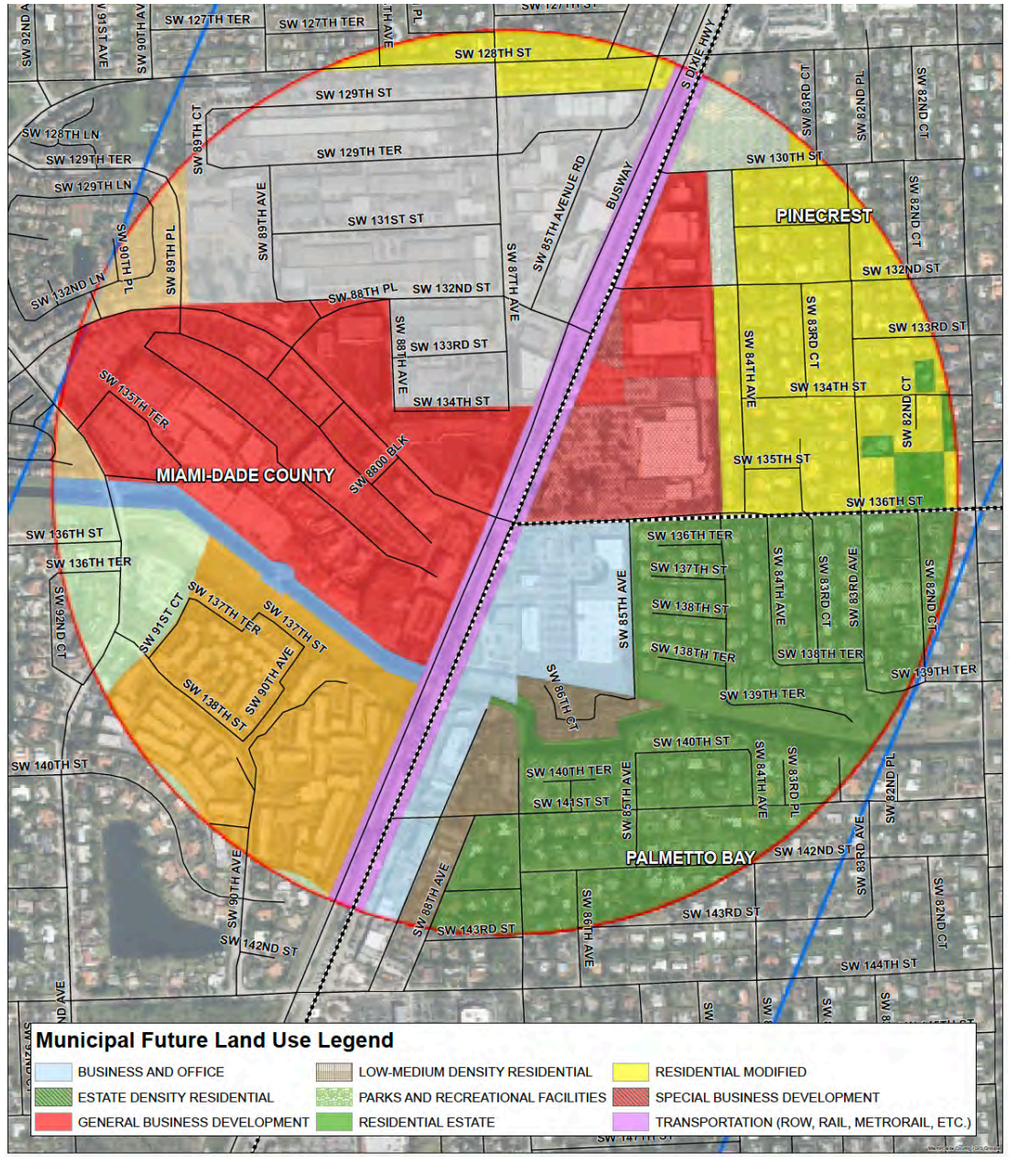
1,367 Residents
4,812 Employees

2040:

3,179 Residents
9,044 Employees

Change in growth

1800+ Residents
4200+ Employees

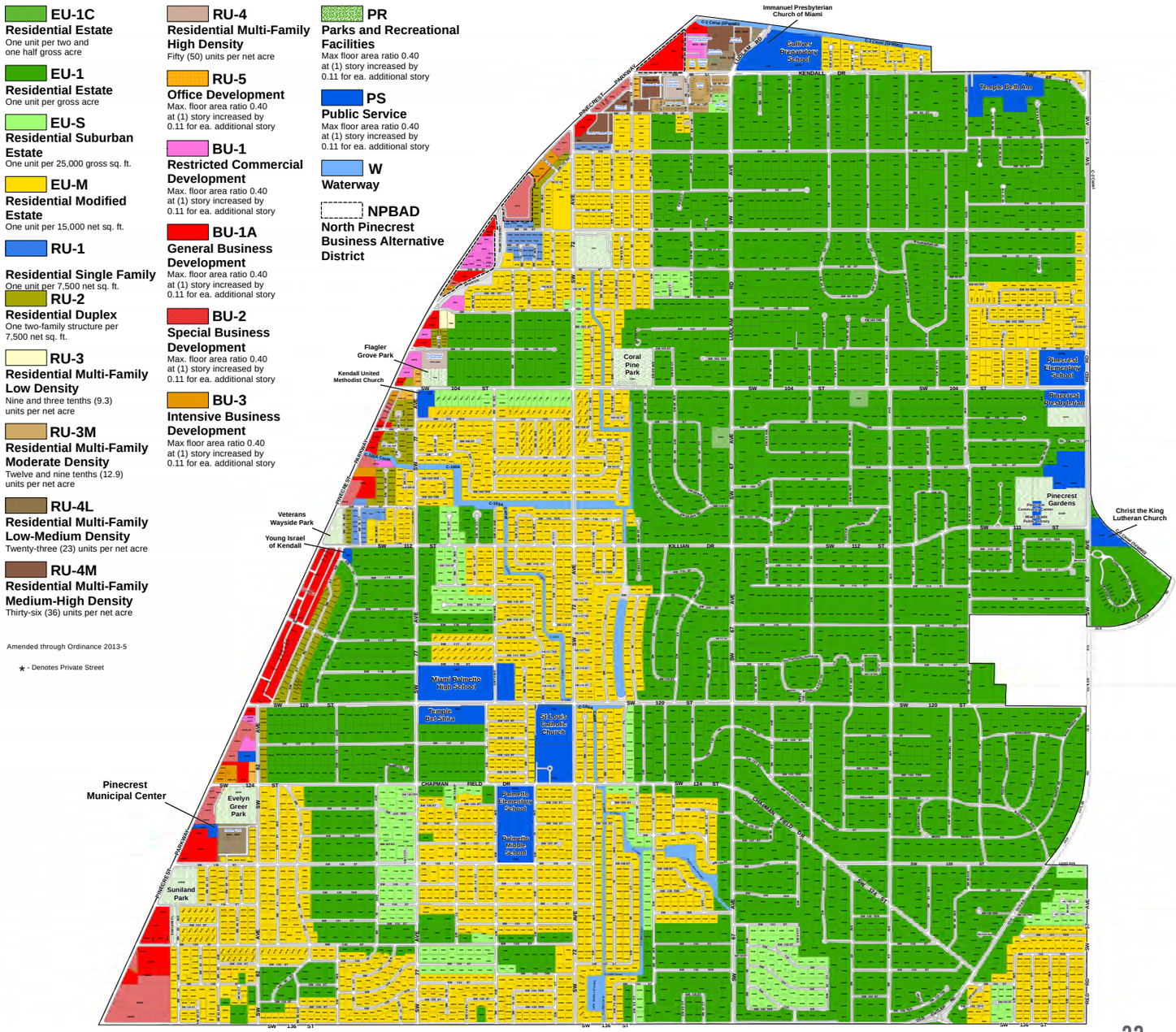


CURRENT LAND DEVELOPMENT REGULATIONS

EXISTING LAND DEVELOPMENT REGULATIONS

Underlying commercial zoning:

- 2 to 4-stories
- Up to .73 FAR
- High parking requirements
- 40% lot coverage
- 50 du/acre in RU-5



EXISTING LAND DEVELOPMENT REGULATIONS

North Pinecrest Business Alternative District:

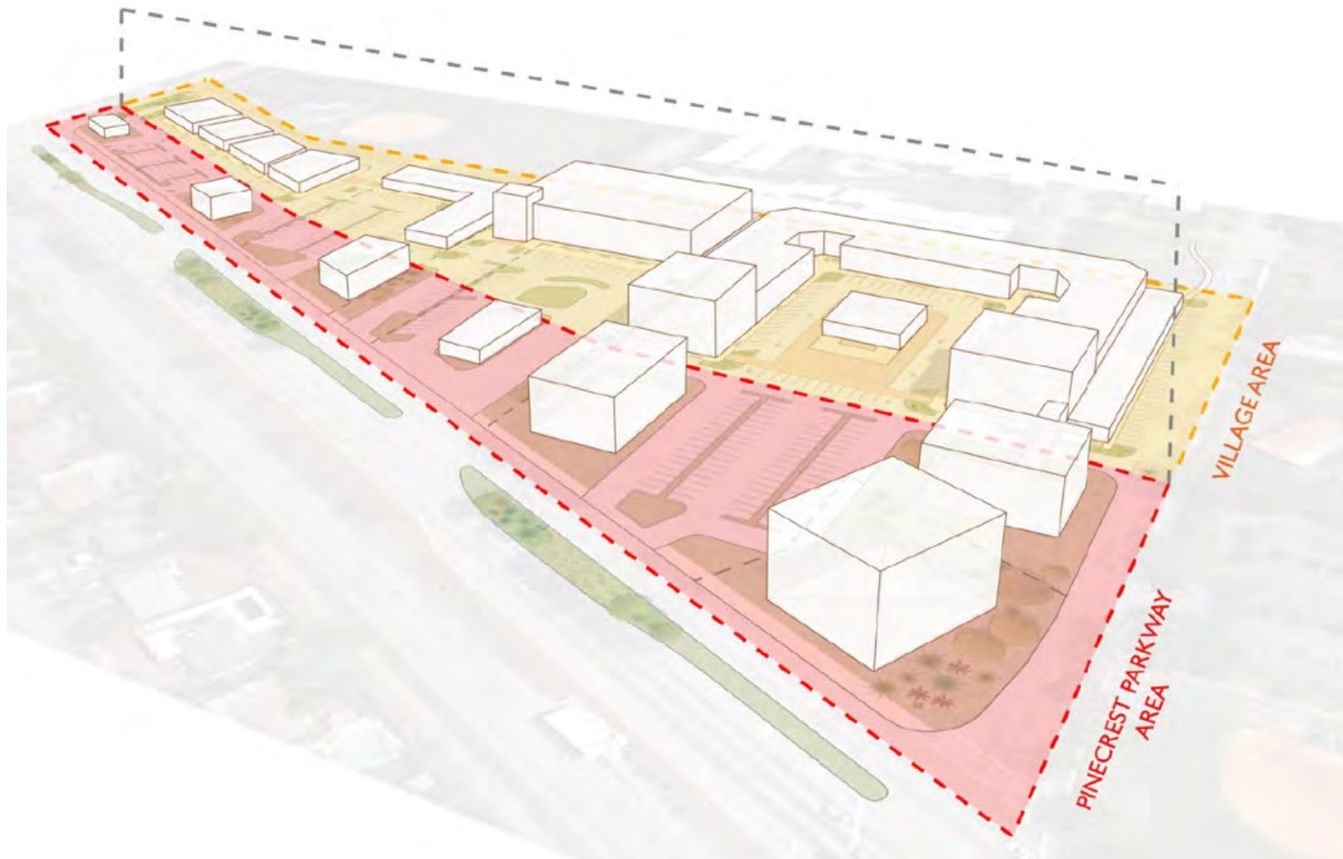
- 2-story commercial + 2-story mixed use
- 12 du/acre
- FAR up to .73
- 25% for residential as a conditional use



EXISTING LAND DEVELOPMENT REGULATIONS

Pinecrest Parkway Corridor Development Standards

- Require 8-foot landscape buffer and village walks.
- Additional requirements for signage, street furniture, lighting, architectural styles, gathering spaces, pervious paving for parking and electric charging stations.
- Baptist Health, Lexus of Kendall and Pinecrest Shops Shopping Center are the three developments built under the new plan.



DISCOVERY: FINDINGS

DISCOVERY: FINDINGS

Things that aren't supporting redevelopment:

1. High requirement for open space.

2. Very high parking requirements.

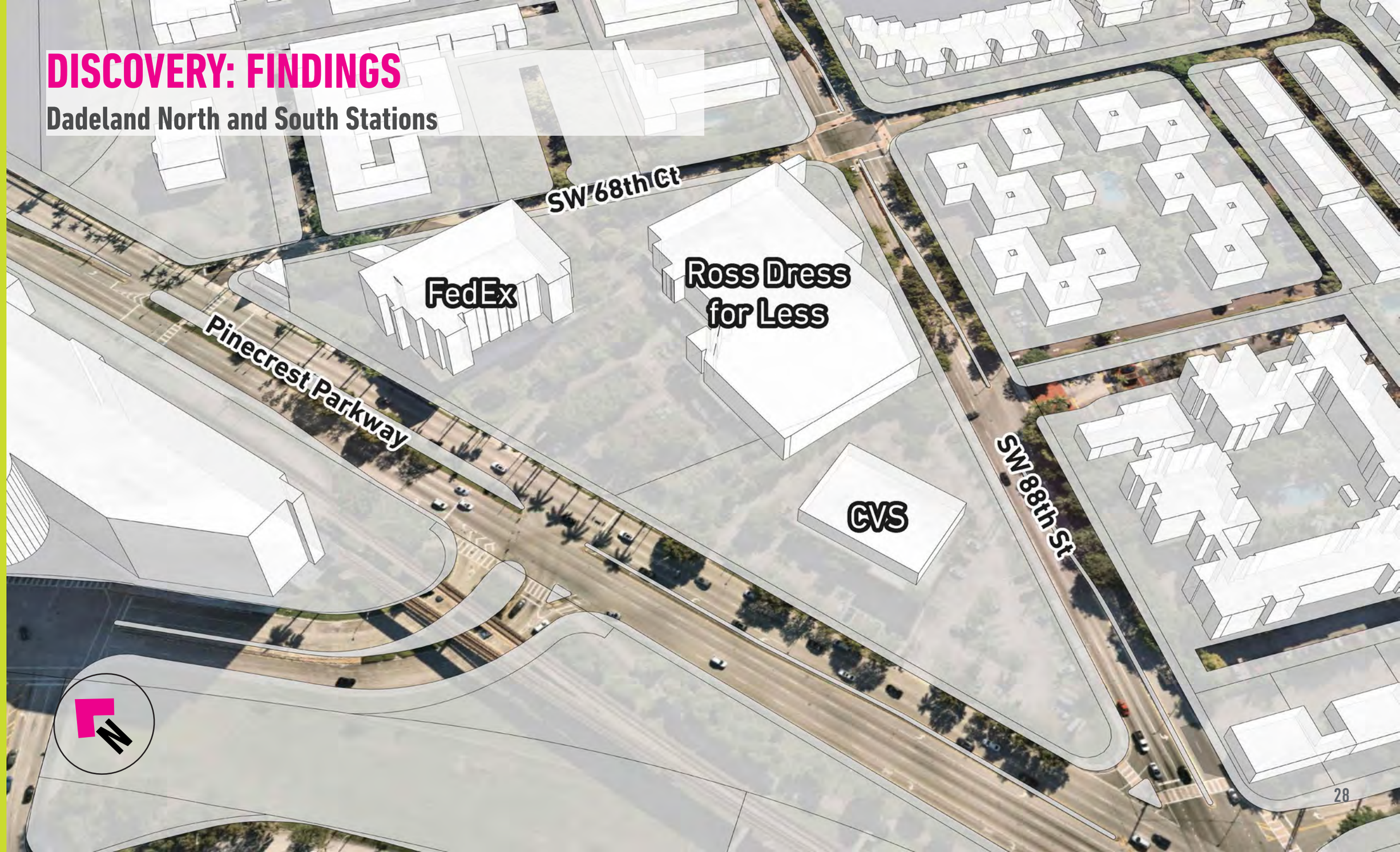
3. Parking required between buildings fronting Pinecrest Parkway.

4. Structured parking is a conditional use and unclear height.

5. Residential limited to 25%.

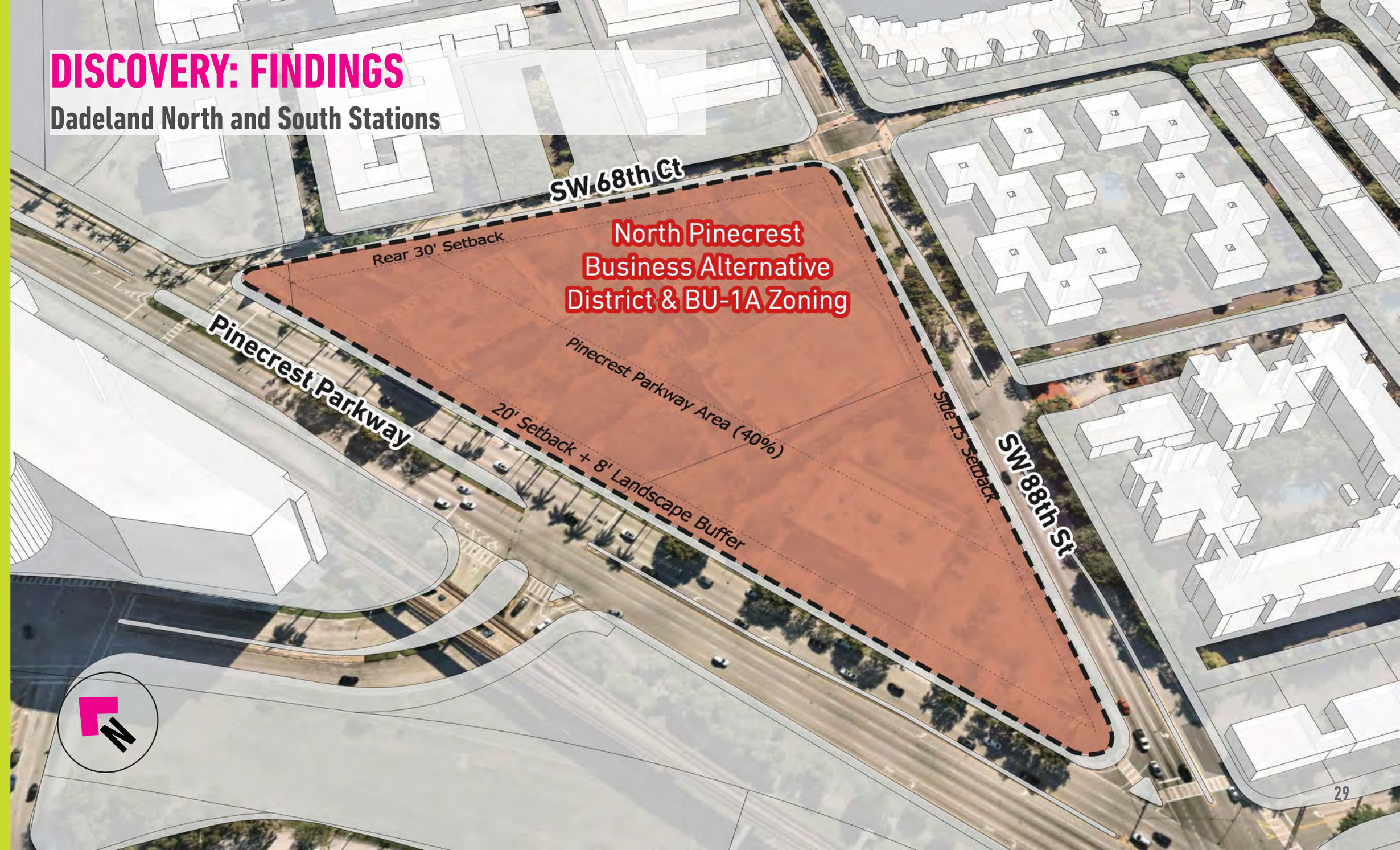
DISCOVERY: FINDINGS

Dadeland North and South Stations



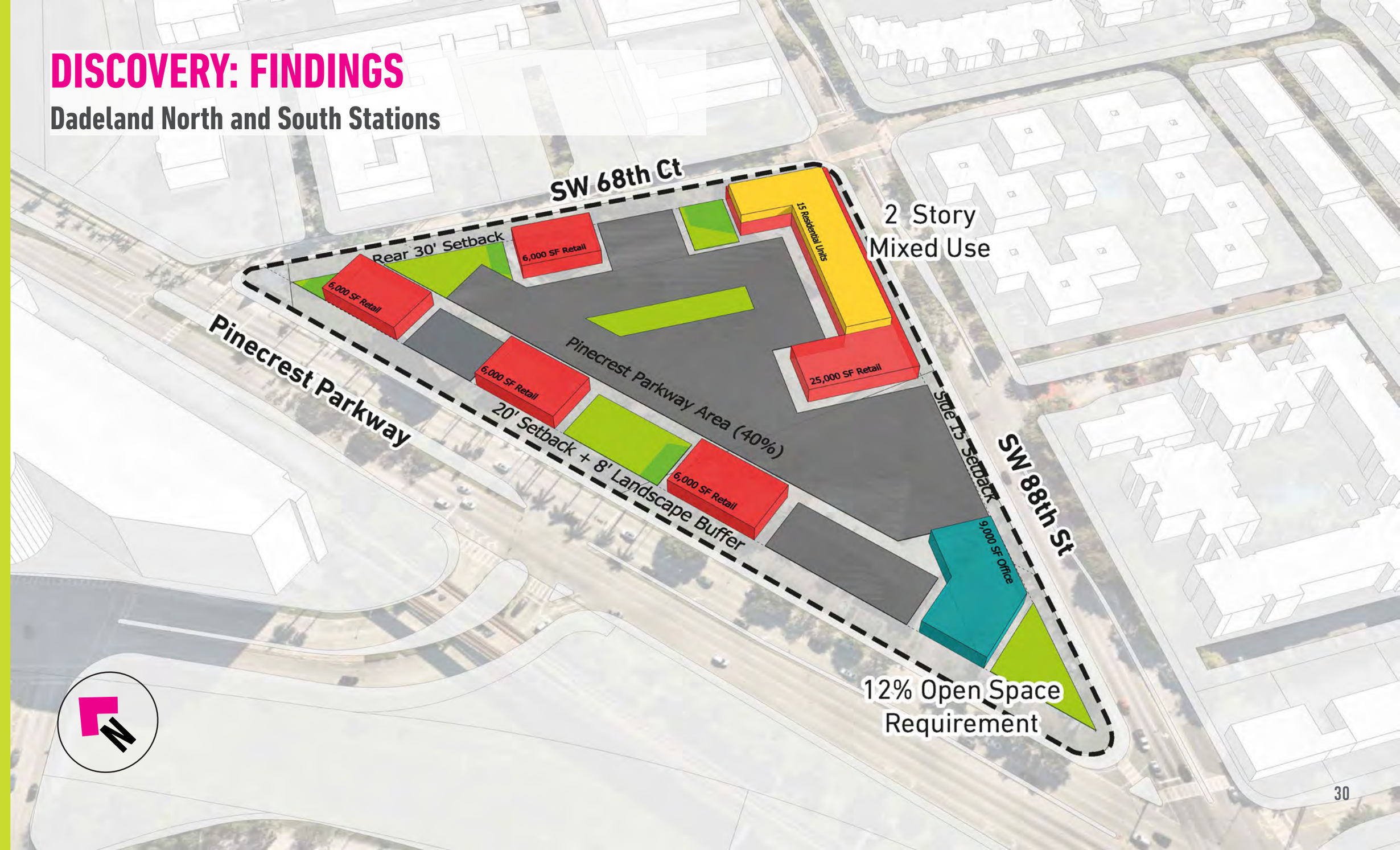
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Dadeland North and South Stations



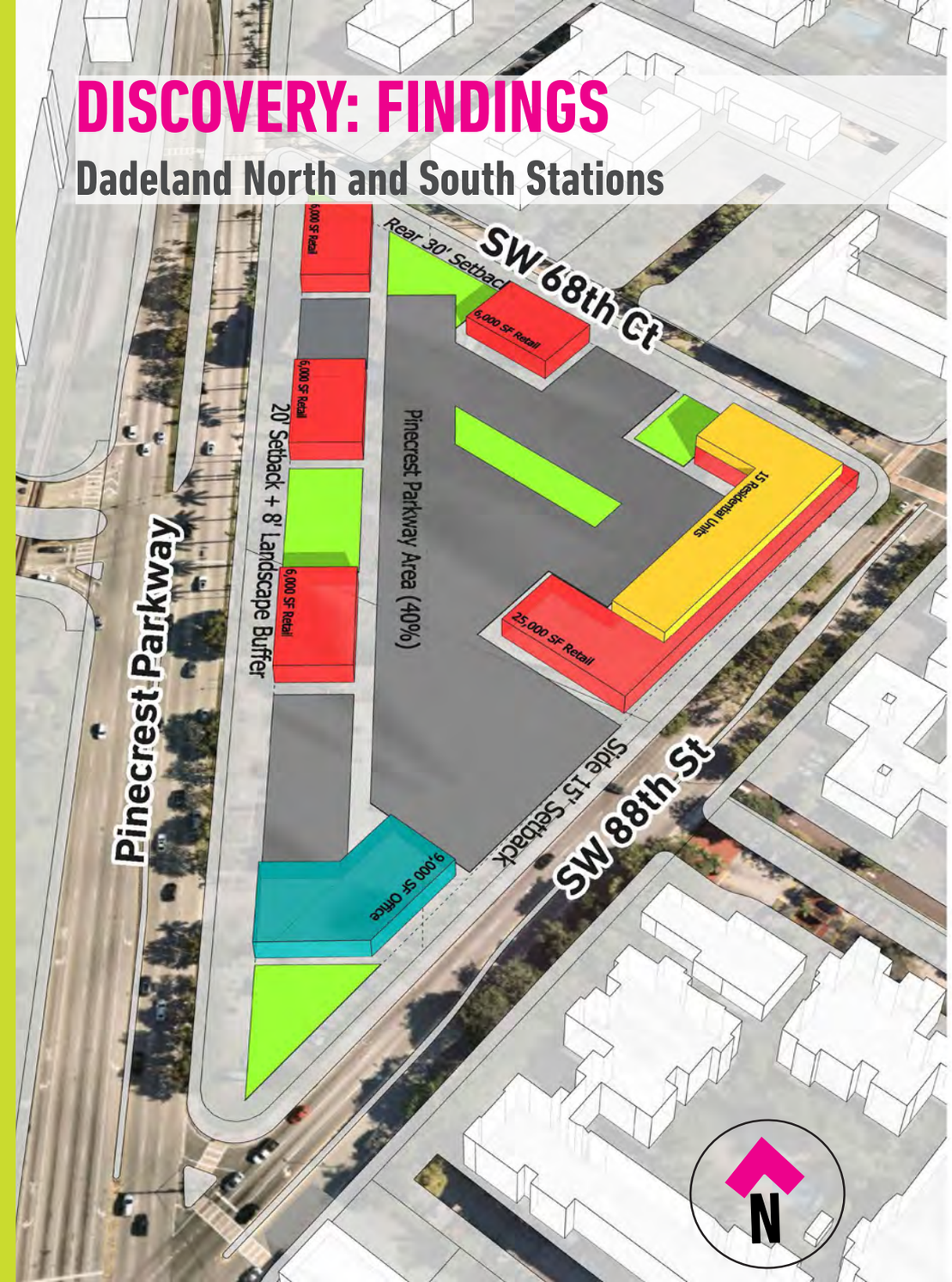
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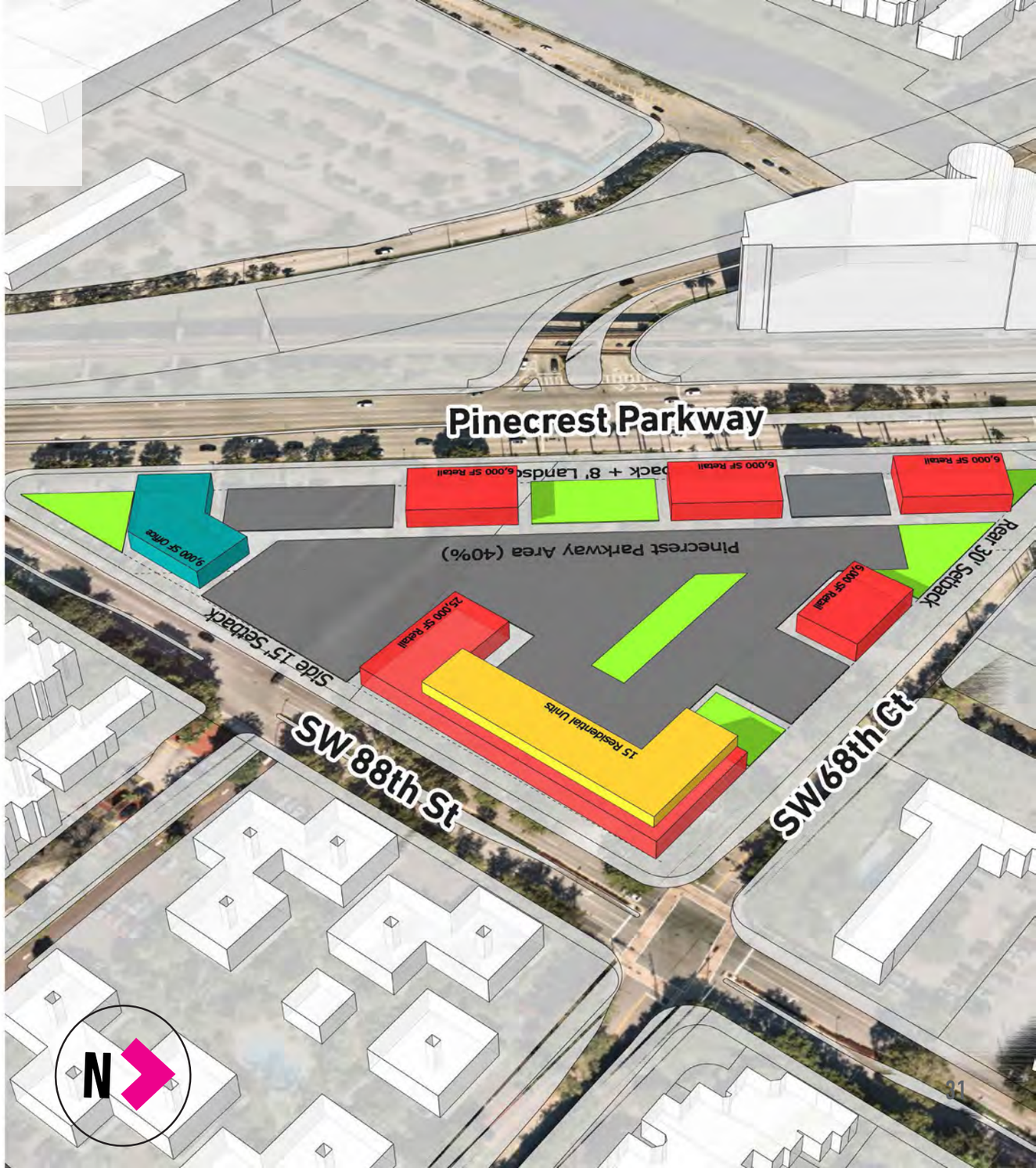
Dadeland North and South Stations



DISCOVERY: FINDINGS

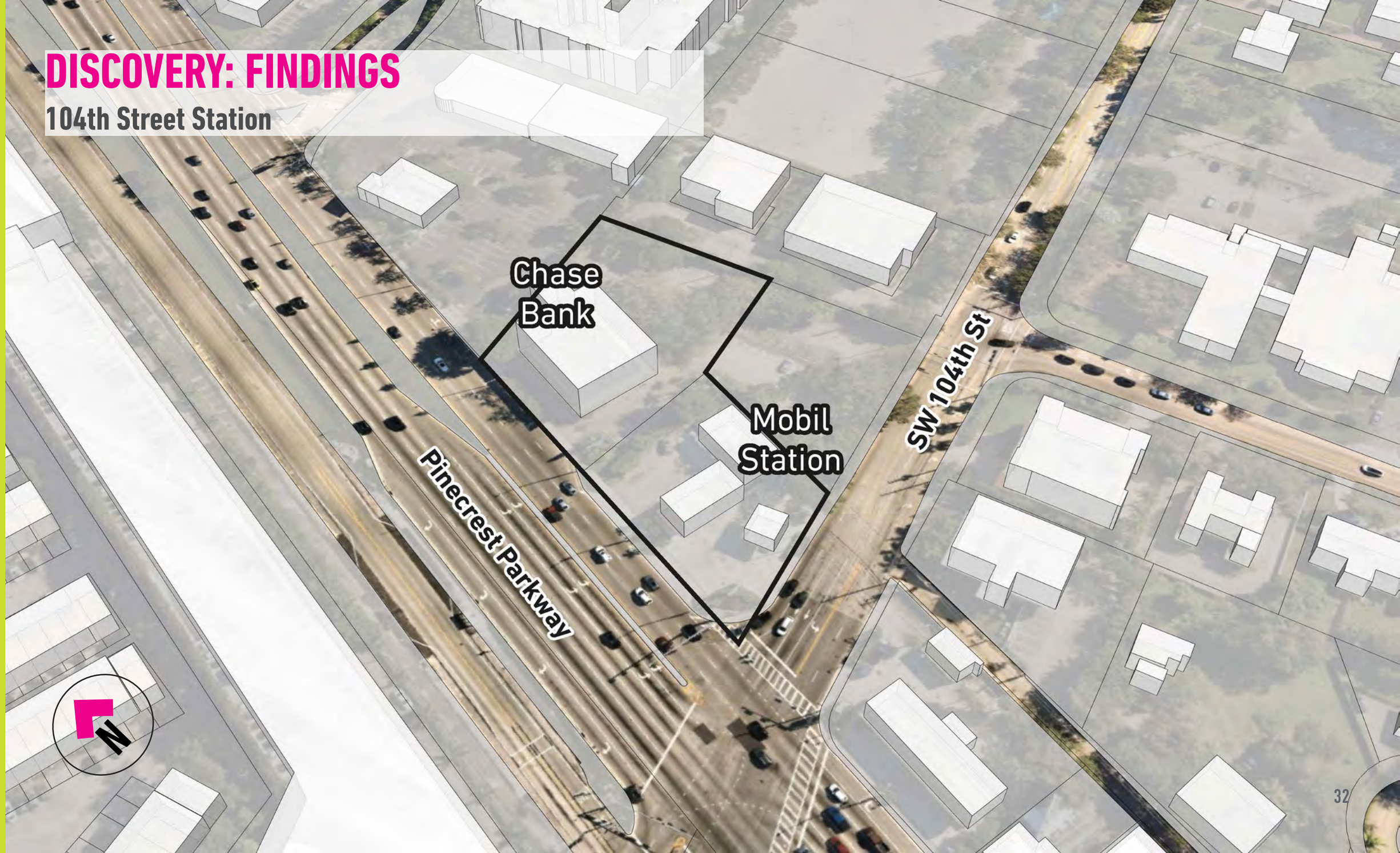
Dadeland North and South Stations





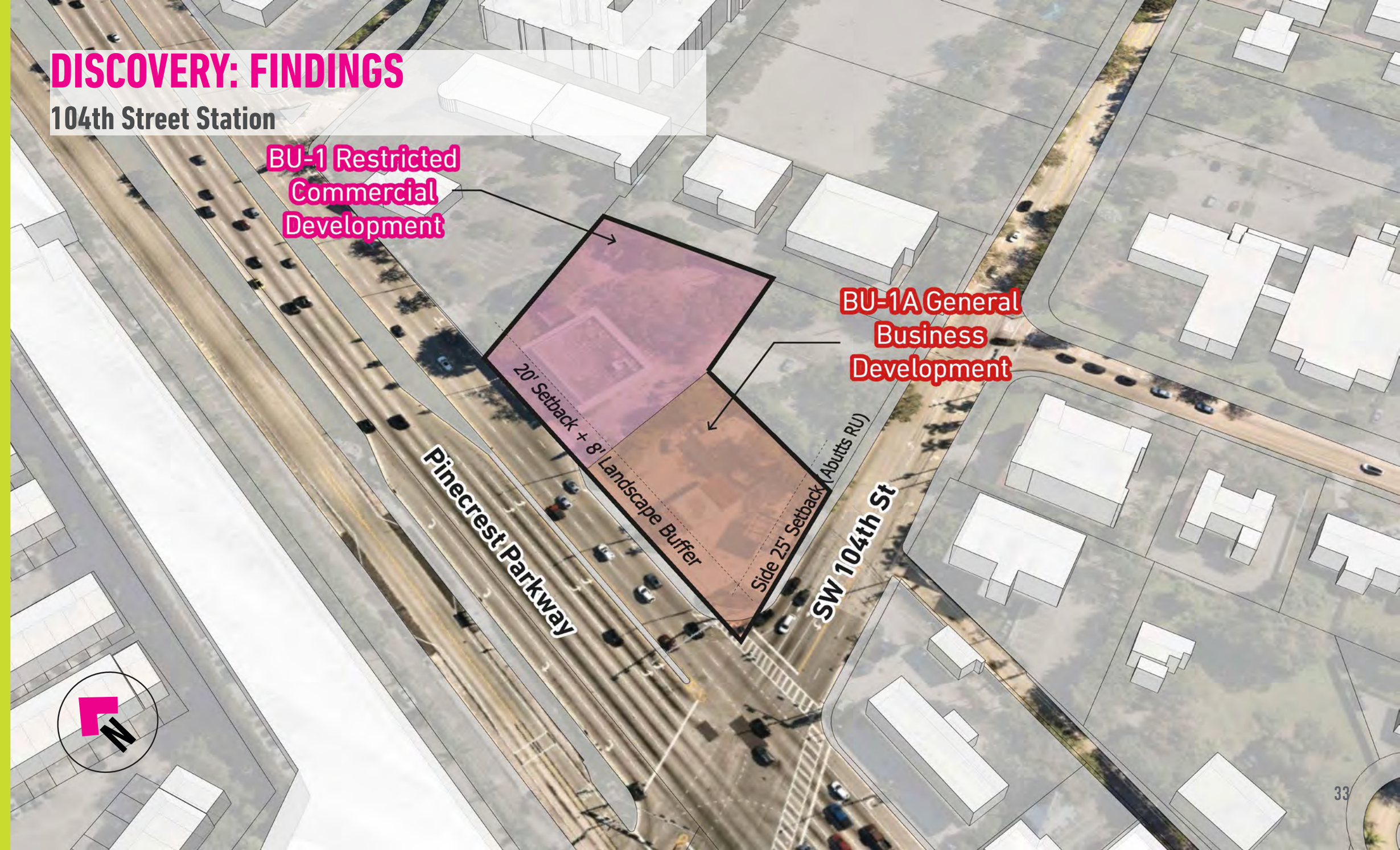
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104th Street Station



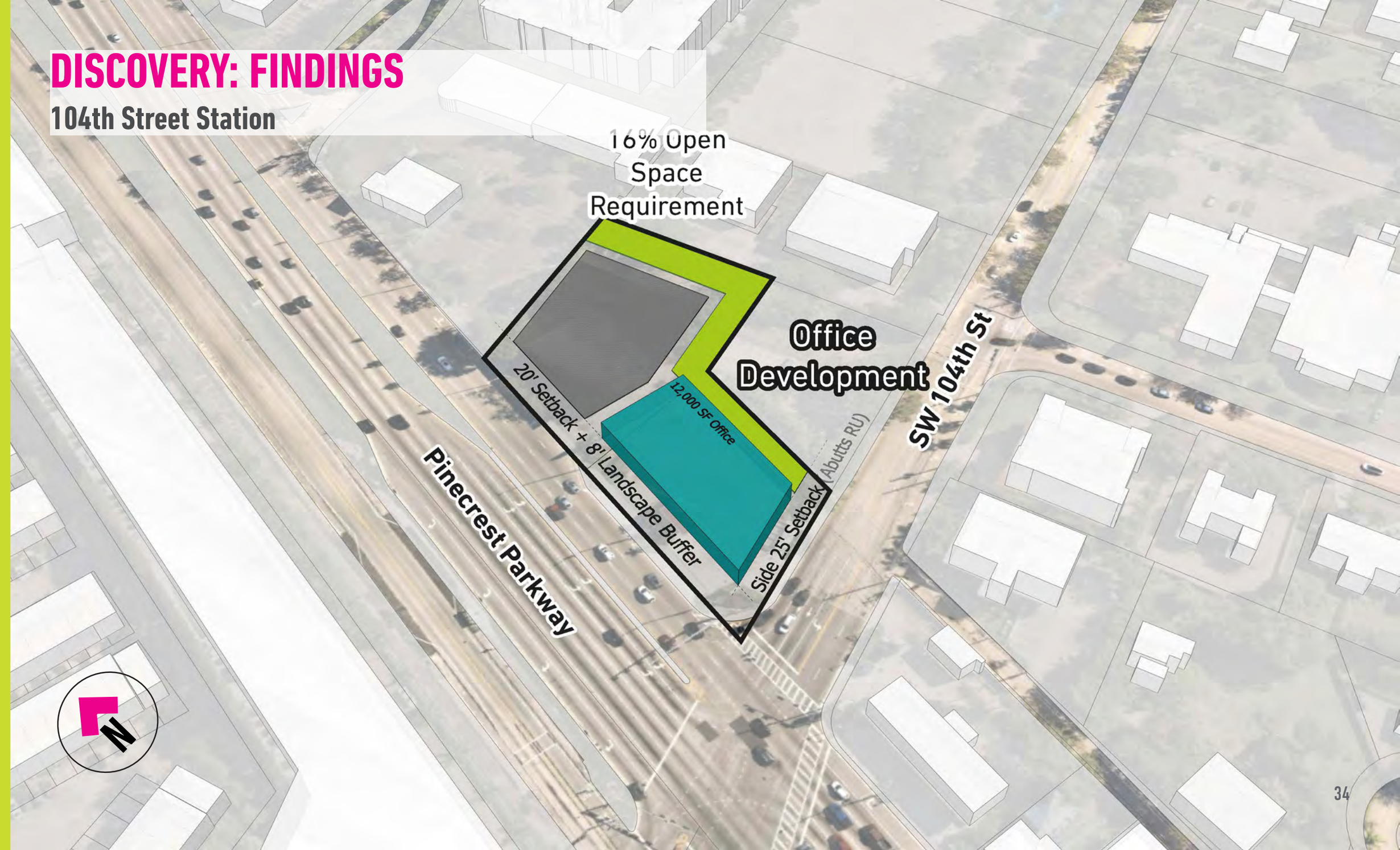
DISCOVERY: FINDINGS

104th Street Station



DISCOVERY: FINDINGS

104th Street Station



DISCOVERY: FINDINGS

136th Street Station



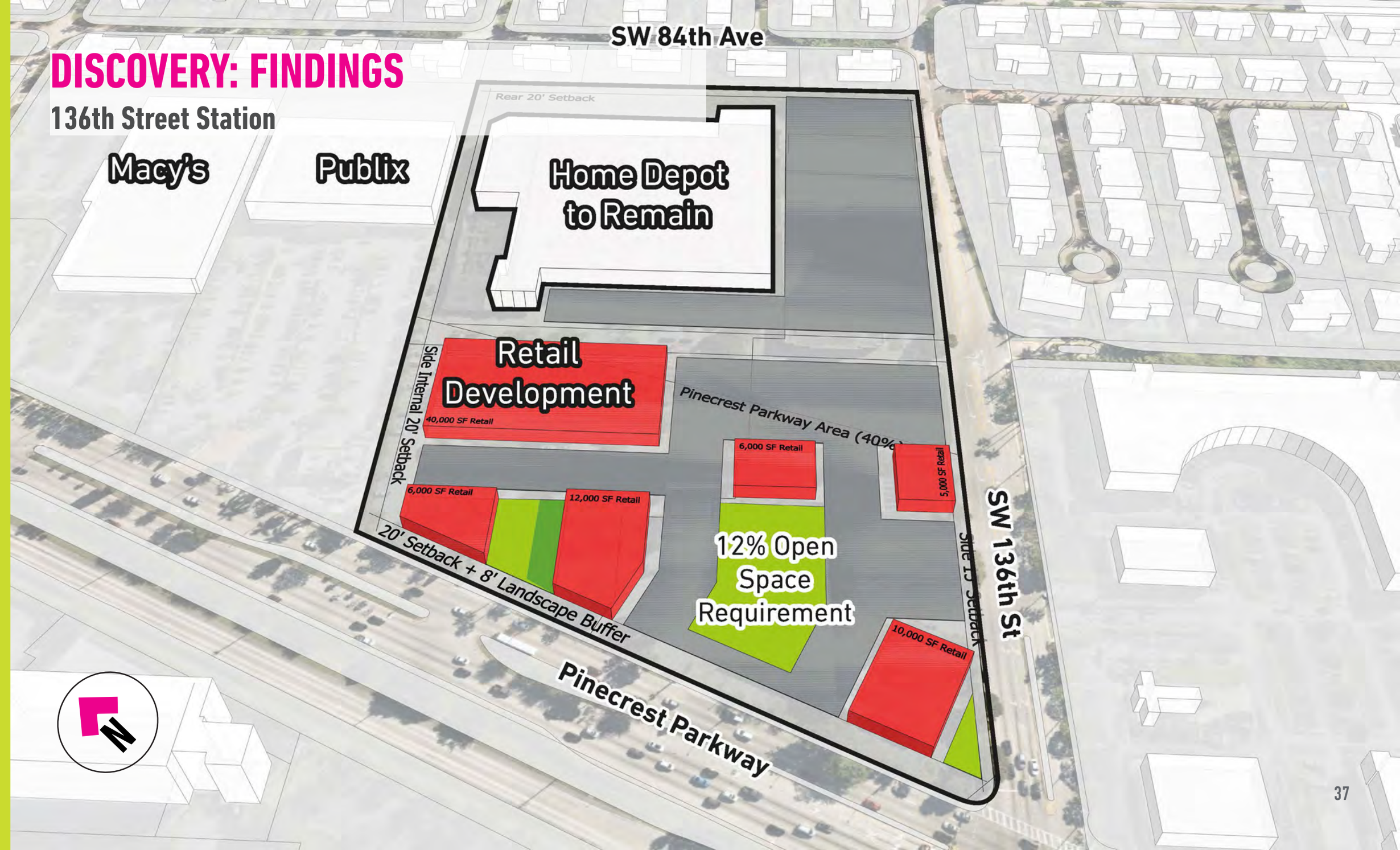
DISCOVERY: FINDINGS

136th Street Station



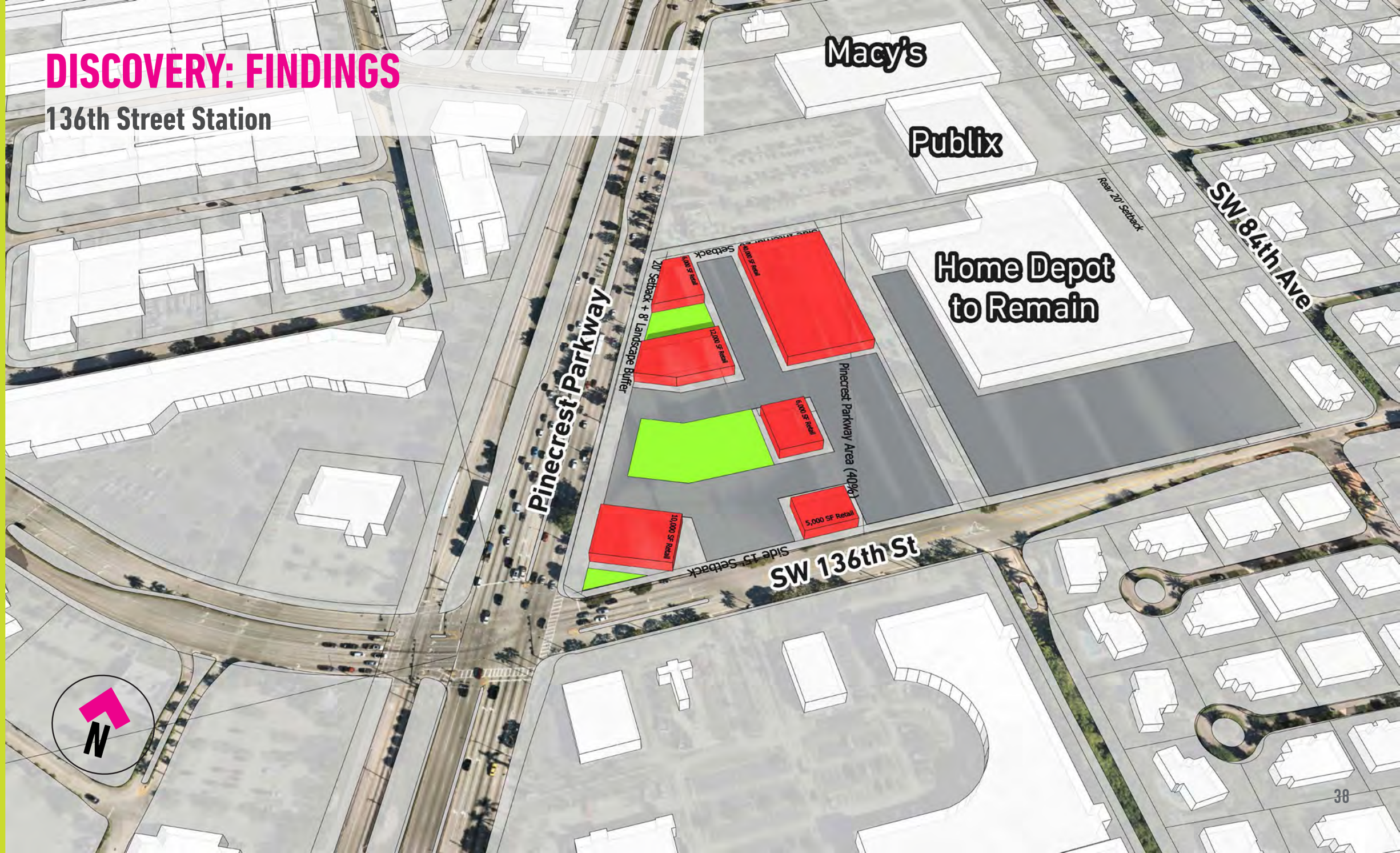
DISCOVERY: FINDINGS

136th Street Station



DISCOVERY: FINDINGS

136th Street Station





DISCUSSION

- What do you envision for Pinecrest Parkway?
- How can parking, open space and lot coverage begin to shape new development?
- Do you want to encourage redevelopment or keep things as they are?
- How should the station areas change? Should they change?

MHCP COLAB
CITY PLANNING, COMMUNICATIONS, PUBLIC RELATIONS +TRANSPORTATION

MKSK

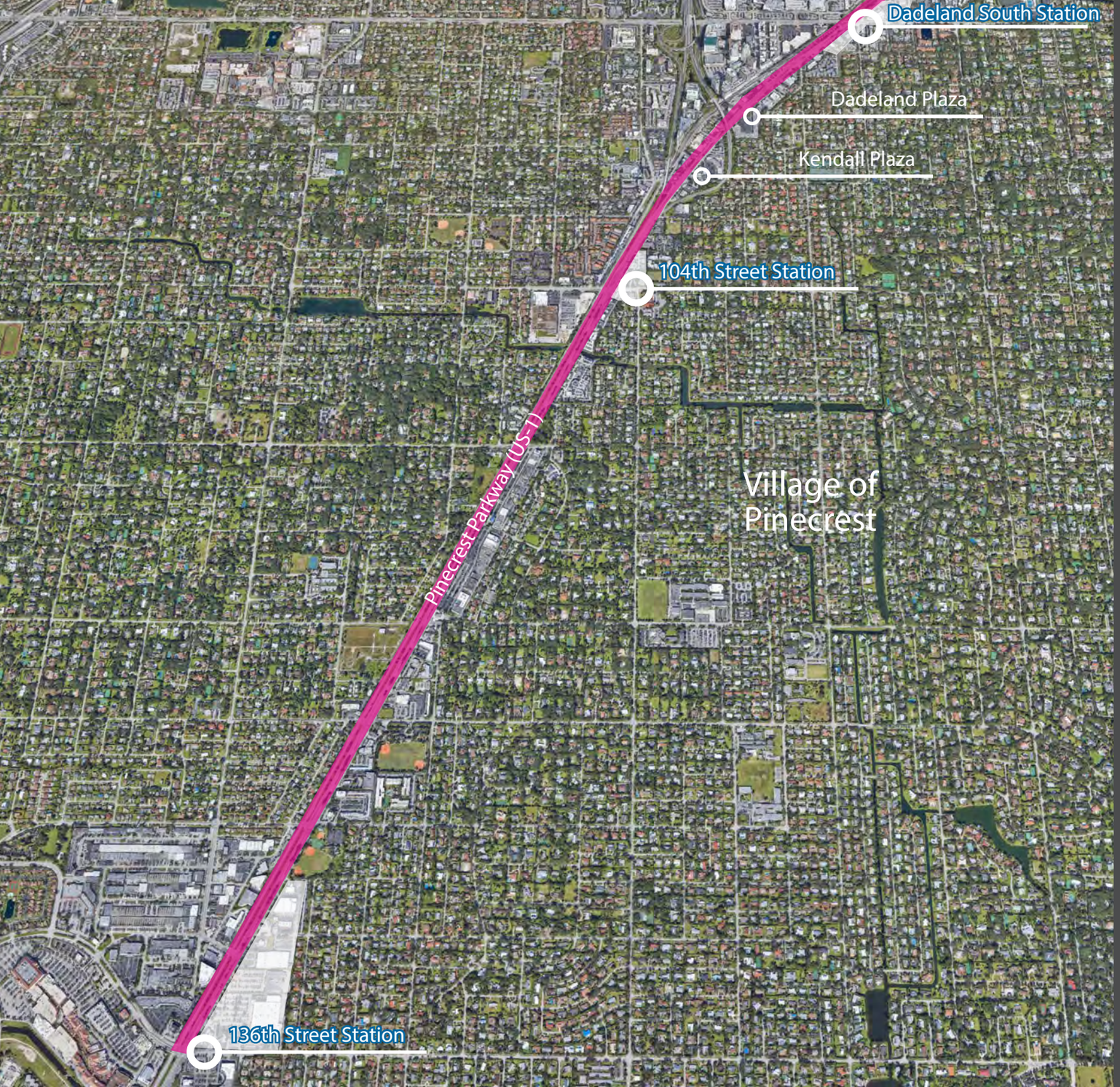
PINECREST PARKWAY VISION PLAN UPDATE

CITIZEN'S COMMITTEE

AUGUST 10, 2022

MHCP COLAB
CITY PLANNING, COMMUNICATIONS, PUBLIC RELATIONS + TRANSPORTATION

MKSK



Meeting Agenda

Process

Define the Character

- Architectural Style
- Open Space
- Streetscapes
- Parking & Trails

Achieving 1.0 FAR

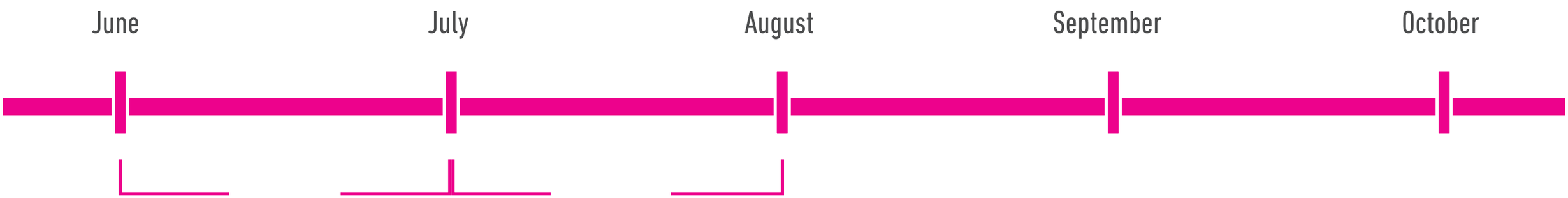
- Code Maintained
- Code Revisions

Build-Out Scenarios

- Dadeland South Station
- 104th Street Station
- 136th Street Station

PROCESS

Project Kick-off



- Discovery review of existing conditions and previous efforts
- PPCC Meeting #1: Project kick-off and overview- June 9
- PPCC Meeting #2: Developed project overview talking points and frequently asked questions posted on the Village's website and distributed- June 21
- PPCC Meeting #3: Presented findings from Discovery Report- July 19
- Presented massing studies of what can be built under the current code- July 19
- Developed build-out scenarios for station areas
- Individual Councilmember meetings

PROCESS

Next Steps

Project Kick-off

June | July | August | September | October

Discovery

- Discovery review of existing conditions and previous efforts
- PPCC Meeting #1: Project kick-off and overview- June 9
- PPCC Meeting #2: Developed project overview talking points and frequently asked questions posted on the Village's website and distributed- June 21
- PPCC Meeting #3: Presented findings from Discovery Report- July 19

Drill Down

- Presented massing studies of what can be built under the current code- July 19
- Developed build-out scenarios for station areas
- Individual Councilmember meetings

Drill Down Cont.

- PPCC Meeting #4: Presentation of build-out scenarios for station areas
- Visioning Session for community
- Update to Village Council at Council Meeting

Design

- Develop Draft Vision Plan based on public input
- PPCC Meeting #5: Present draft Vision Plan
- PPCC Meeting #6: Present final Vision Plan
- Village Council meeting to present Vision Plan

OVERALL THEMES

1. Develop a Clear Framework for Development
Provide guidance for transit-oriented development at station areas and along the corridor.

2. Capitalize on Market Opportunities
Grow and attract new uses identified in the 2021 Market Study including office, and eating establishments.

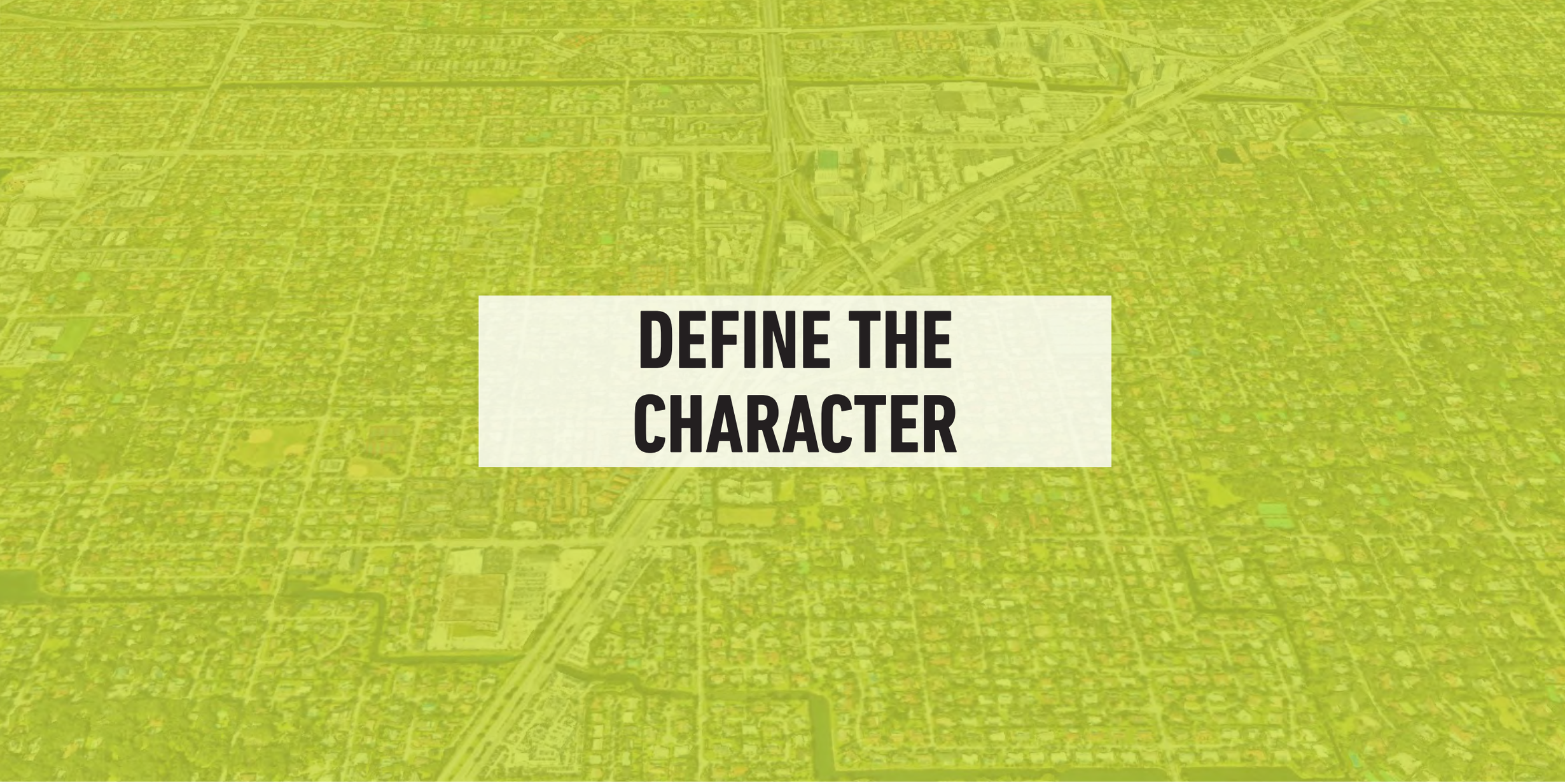
3. Enhance the Public Realm Around Transit Stations
Create standards for different types of open spaces to enhance placemaking opportunities.

4. Ensure Transitions Between Existing Residential and Commercial Development
Develop standards for existing and new development with sufficient buffers to transition down to existing residential.

5. Define a Character for Pinecrest Parkway and Brand the Corridor
Articulate how open space, scale, architectural style and streetscape can create a specific character for Pinecrest Parkway.

6. Enhance Connectivity for Pedestrians and Bicycles
Develop a street hierarchy around the station areas to improve pedestrian connections and create safe and interesting spaces for walking and biking.

7. Mixed Use Development
Consider allowing mixed-use commercial and residential condominium development adjacent to Pinecrest Parkway in close proximity to transit stations.



DEFINE THE CHARACTER







KEY ISSUES

1) Single Architectural Style VS
Eclectic Mix Of Styles

2) Focus On Landscape / Exterior Spaces
VS Focus On Architecture

3) What Types Of Spaces Are Needed?

DEFINE THE CHARACTER

Architecture - Old Florida Vernacular

Architecture is designed for active ground floors with residential above

Glazing on ground floor is increased to create a seamless transition between public and private spaces

Towers at the corners offer opportunity for height and architectural emphasis

Balconies provide architectural interest on otherwise monotonous walls

Commercial and retail is on the ground floor with minimal exposure or in stand alone buildings that fit the character of the place













*Architecture styles were selected to compliment the Village's established architecture styles from the parks and Pinecrest Gardens. The use of natural stone to reinforce the Village character and accent key features of the buildings is recommended.

DEFINE THE CHARACTER

Architecture - Key West and Mediterranean

Architectural detail on balconies offer articulation and craftsmanship to the buildings

Key West architecture can be used for retail/commercial and residential uses

Glazing can be increased to increase transparency into the active ground floor

Mediterranean architecture can provide emphasis at specific spaces to break up blocks

Towers can offer additional height and architectural articulation













DEFINE THE CHARACTER

Architecture - Contemporary

Modern architecture in Miami can be unique and innovative

Different textures and angles give buildings more architectural interest

Mixed-use buildings maintain a higher percentage of glazing











DEFINE THE CHARACTER

Open Space

Walkable streets with street trees provide shade and wide sidewalks for a comfortable pedestrian experience

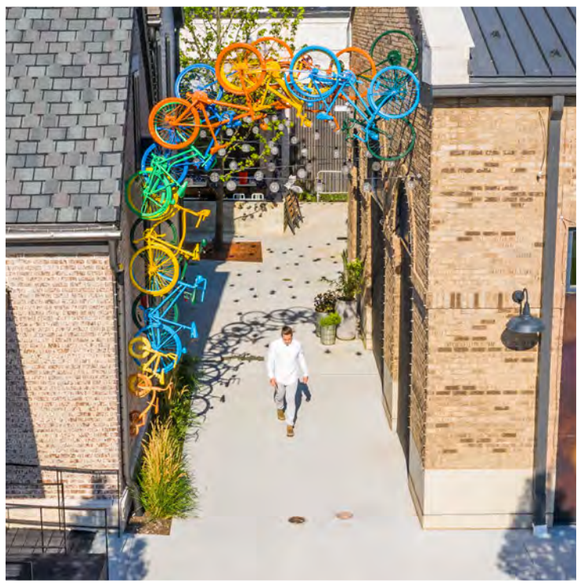
Small intimate green and open spaces break up building facades

Plazas with seating and shade offer opportunities for outdoor dining for nearby restaurants

Passages can provide spaces for public art exhibits

Corner plazas create a formal open space for users to enjoy











DEFINE THE CHARACTER

Streetscapes

Narrow travel lanes for traffic calming

Multi-use paths and generous pedestrian amenities will encourage walkability

Shade trees will provide a comfortable walking and biking environment

REDESIGN CONCEPT (SECTION VIEW)



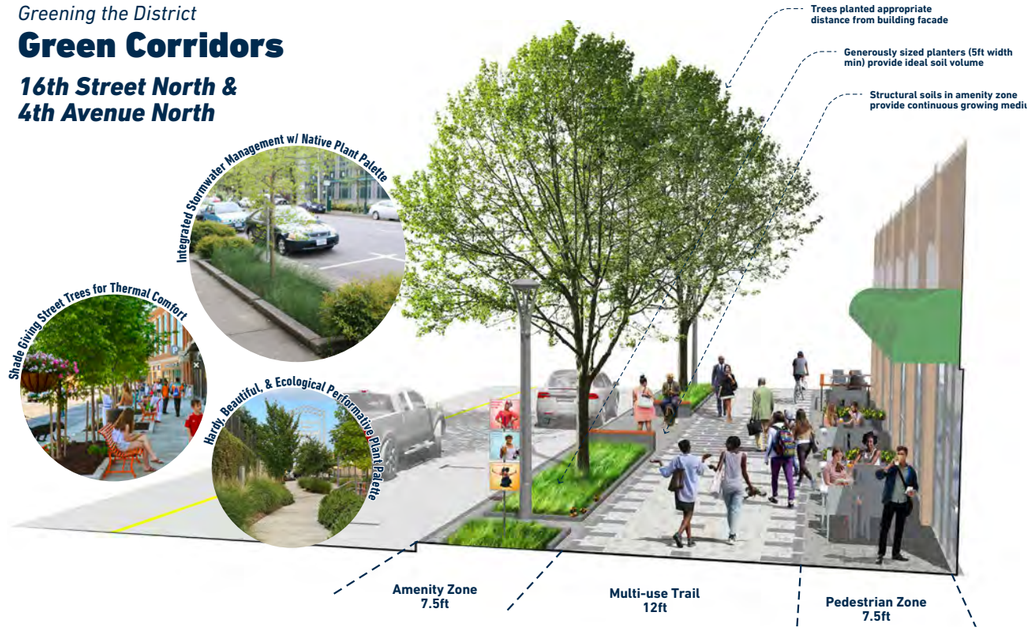




Greening the District

Green Corridors

16th Street North & 4th Avenue North





DEFINE THE CHARACTER

Parking & Trails

Linear parks offer multi-use paths for bikes and alternative mobility

Parking is recommended behind buildings or in parking garages

Parking garages should be lined with active uses like retail or restaurants

Architectural designs should mask the garage and parked cars













ACHIEVING 1.0 FAR

ACHIEVING 1.0 FAR

Ensuring High Quality Development

Goal of overall development Floor Area Ratio (FAR) at 1.0 to reflect village scale and density, up from a maximum of 0.73 FAR in the North Pinecrest Business Alternative District (NPBAD).

Maintain current setbacks for new structures along Pinecrest Parkway and neighborhood streets.

Maintain existing upper level setbacks for multistory buildings.

Reflect a walkable village environment through sidewalks, street trees, safe crossings, on-street parking, and lighting.







ACHIEVING 1.0 FAR

Potential Recommended Changes to Current Development Regulations

Edits to Zoning code regulations to achieve 1.0 FAR while maintaining high quality mixed-use development standards, include:

Refine and expand the definition of "green space" to ensure developments reflect high quality and amenitized open spaces, plazas, pocket parks, and landscape buffers with residential areas.

Allow for mixed-use buildings.

Allow for properly screened multi-story parking garages (up to 4 levels) that reflect village architectural articulation.

Relax off-street parking regulations to best-practice Transit Oriented Development (TOD) Standards.

EXAMPLE OF BEST PRACTICE TOD PARKING

Proposed Parking Requirements

Use	Minimum Required	Maximum Allowed
Residential		
General	1.0 space per unit	1.5 spaces per unit for 0-2BR; 2.0 spaces per unit for 3BR+
Multi-family or attached within 600' of a transit station	.75 space per unit	1.25 spaces per unit
Office	1.5 spaces per 1000 sf	2.5 spaces per 1000 sf
Retail and Restaurant		
General	1.75 spaces per 1000 sf	3.3 spaces per 1000 sf
Establishments of 1000 sf or less within 600' of a station	no minimum	3.3 spaces per 1000 sf

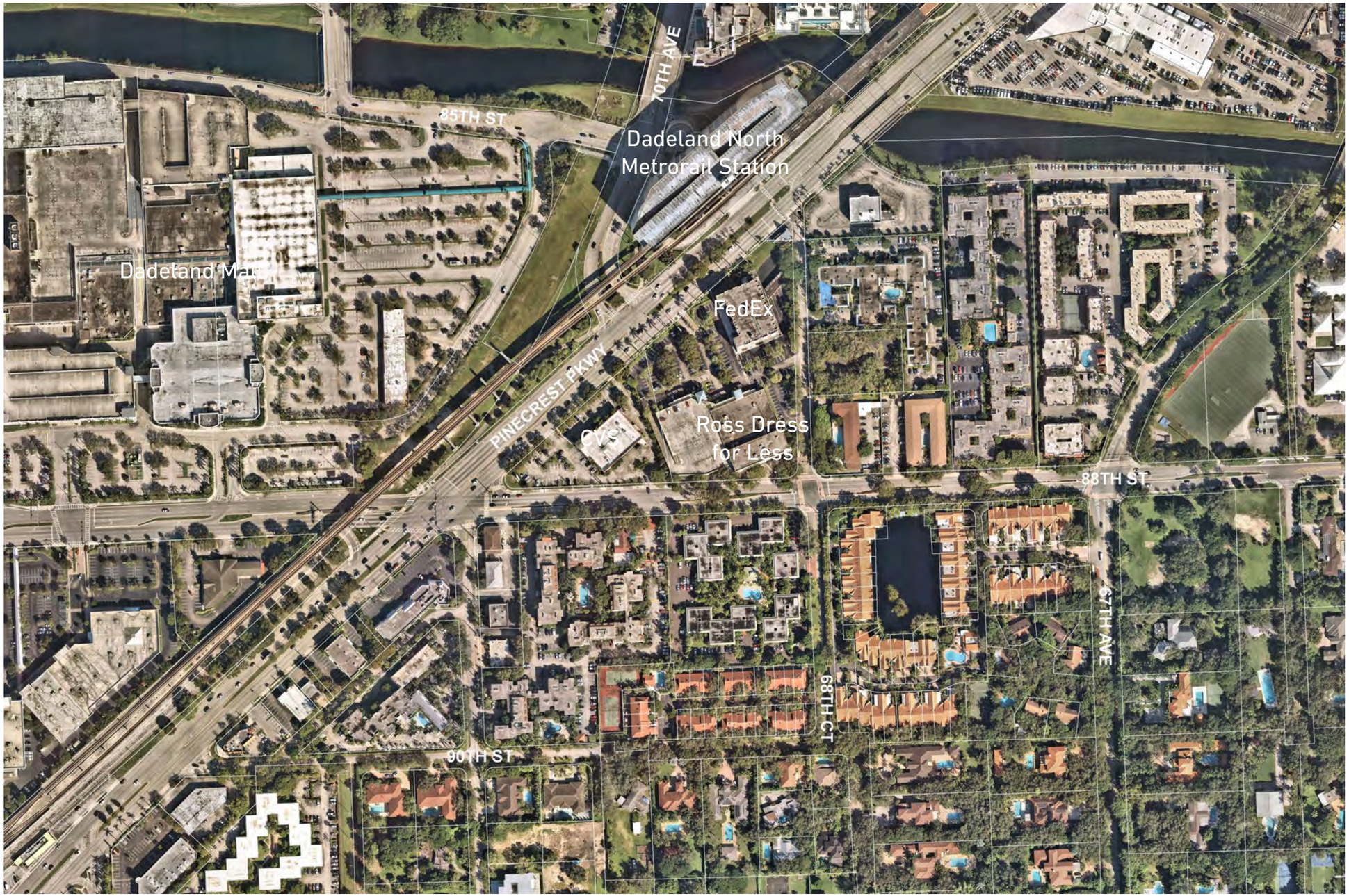
Source: MARTA (Atlanta, GA)

BUILD-OUT SCENARIOS

BUILD-OUT SCENARIOS

Dadeland Station: Existing Conditions

Site located near the intersection of Pinecrest Parkway and 88th Street.



BUILD-OUT SCENARIOS

Dadeland Station: Existing Conditions



Legend

- Kendall I Plaza Ltd
- Condominiums
- Multiple owners (all types of green)

Source of Pictures: MKSK Miro https://miro.com/app/board/uXjVOj20LfQ=/

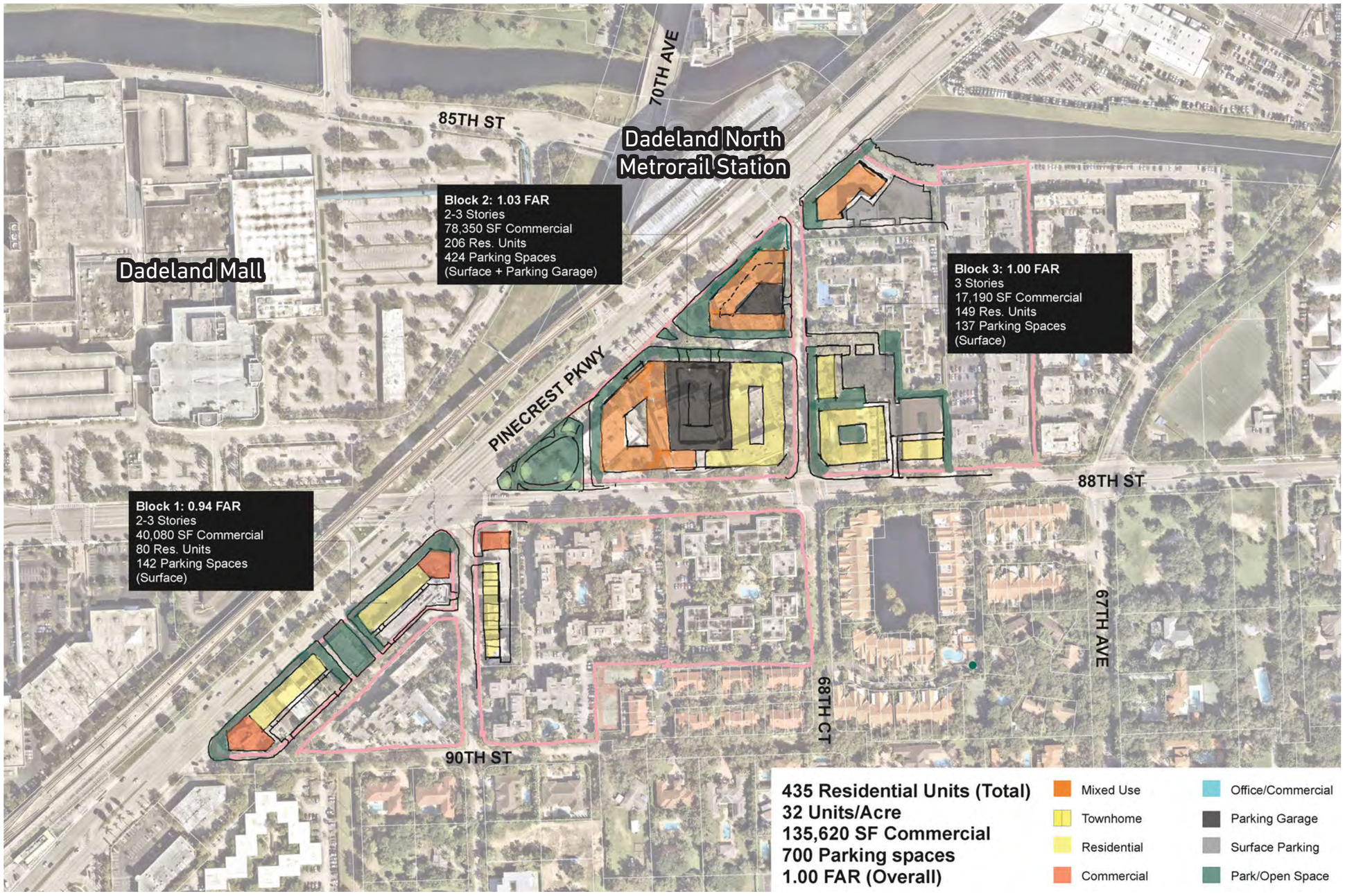
BUILD-OUT SCENARIOS

Dadeland Station: Concept 1

Optimize development footprint with mixed use buildings along Pinecrest Parkway.

Create community park space at the intersection of Pinecrest Parkway and 88th Street.

Step down in density toward residential areas with multifamily and townhomes.



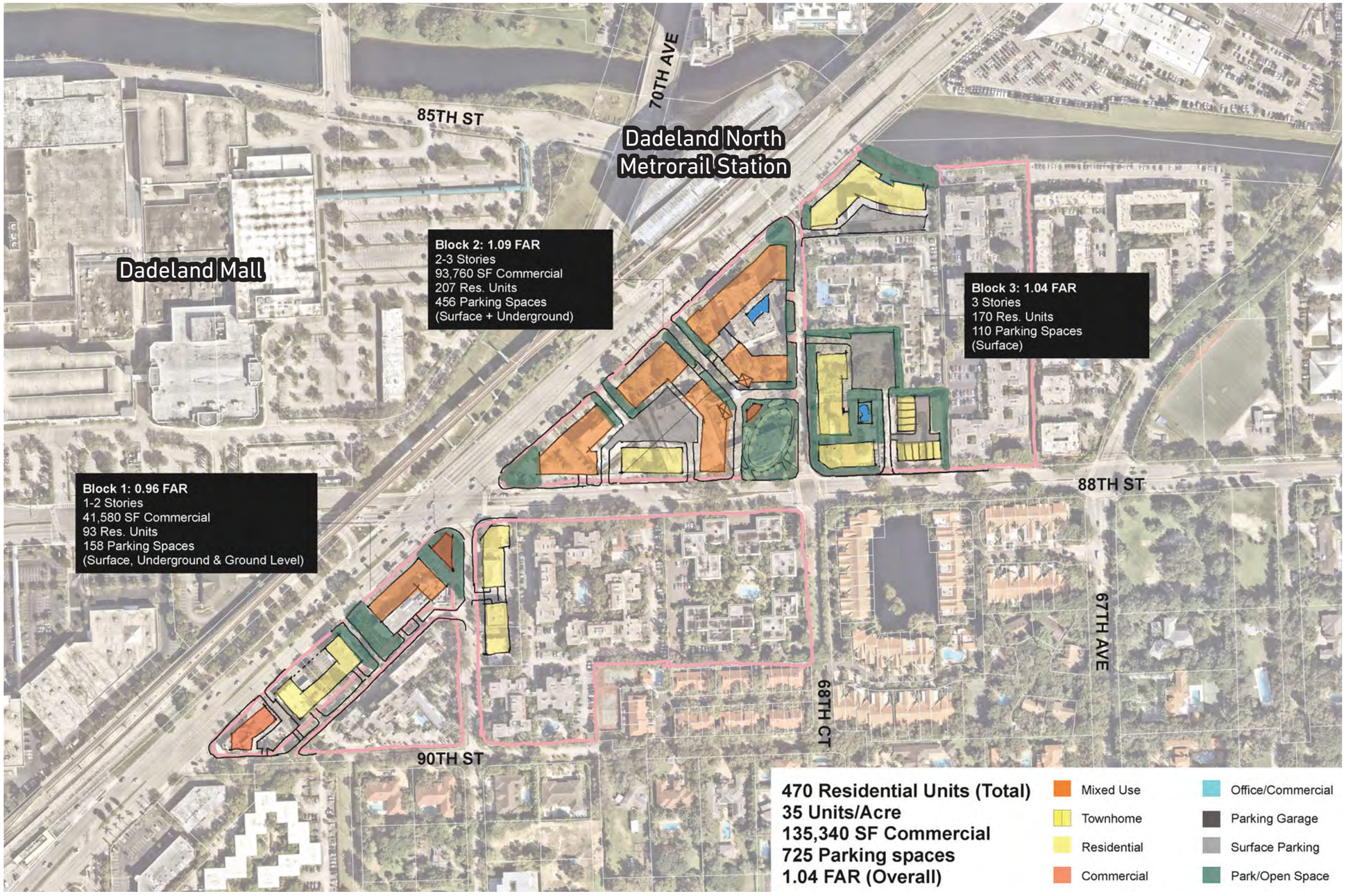
BUILD-OUT SCENARIOS

Dadeland Station: Concept 2

Creates a town center development within walking distance of the transit station, focused along 68th Court.

Focuses green and park space at the intersection of 88th Street and 68th Court.

Step down in density toward residential areas with multifamily and townhomes.



BUILD-OUT SCENARIOS

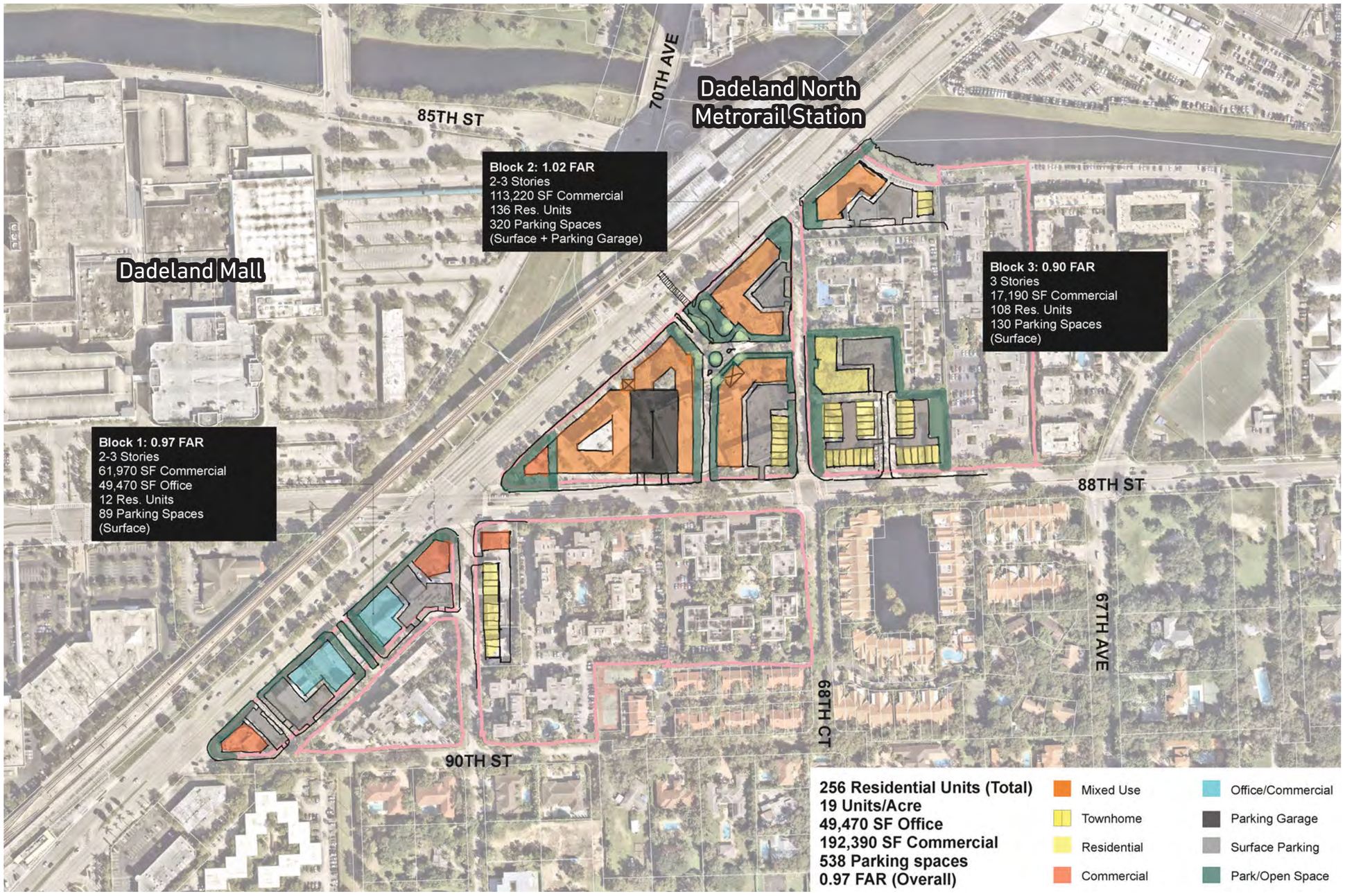
Dadeland Station: Concept 3A

Create a town center development within walking distance of the transit station.

Focus green and park space at the heart of the development, anchored by 2-3 story mixed use buildings.

Step down in density toward residential areas with multifamily and townhomes.

Infill narrower lots along Pinecrest Parkway with retail and office uses.



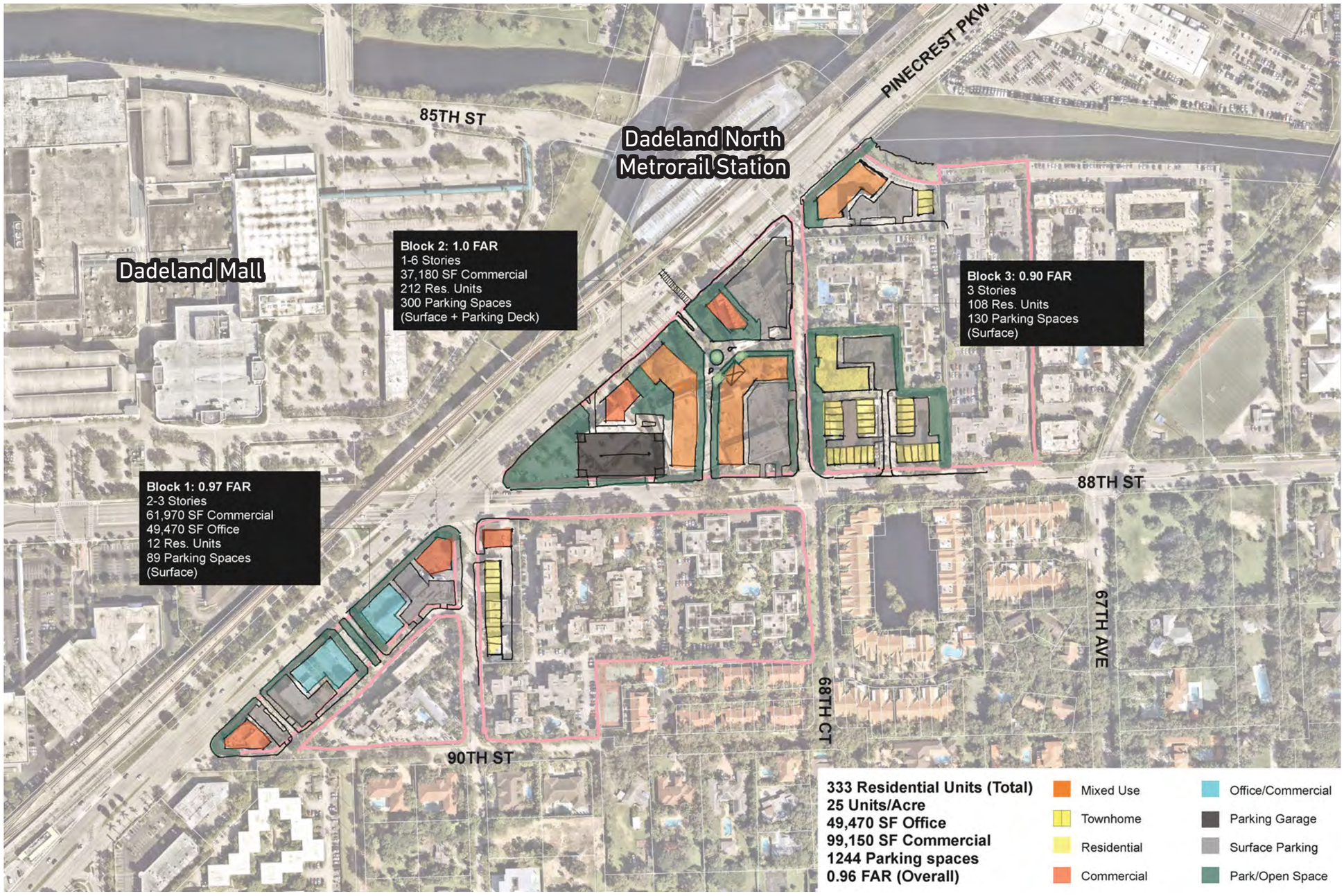
BUILD-OUT SCENARIOS

Dadeland Station: Concept 3B (4-6 Stories)

Alternate version that increases building heights to 4-6 stories, while maintaining overall 1.0 FAR.

Creates a town center development within walking distance of the transit station.

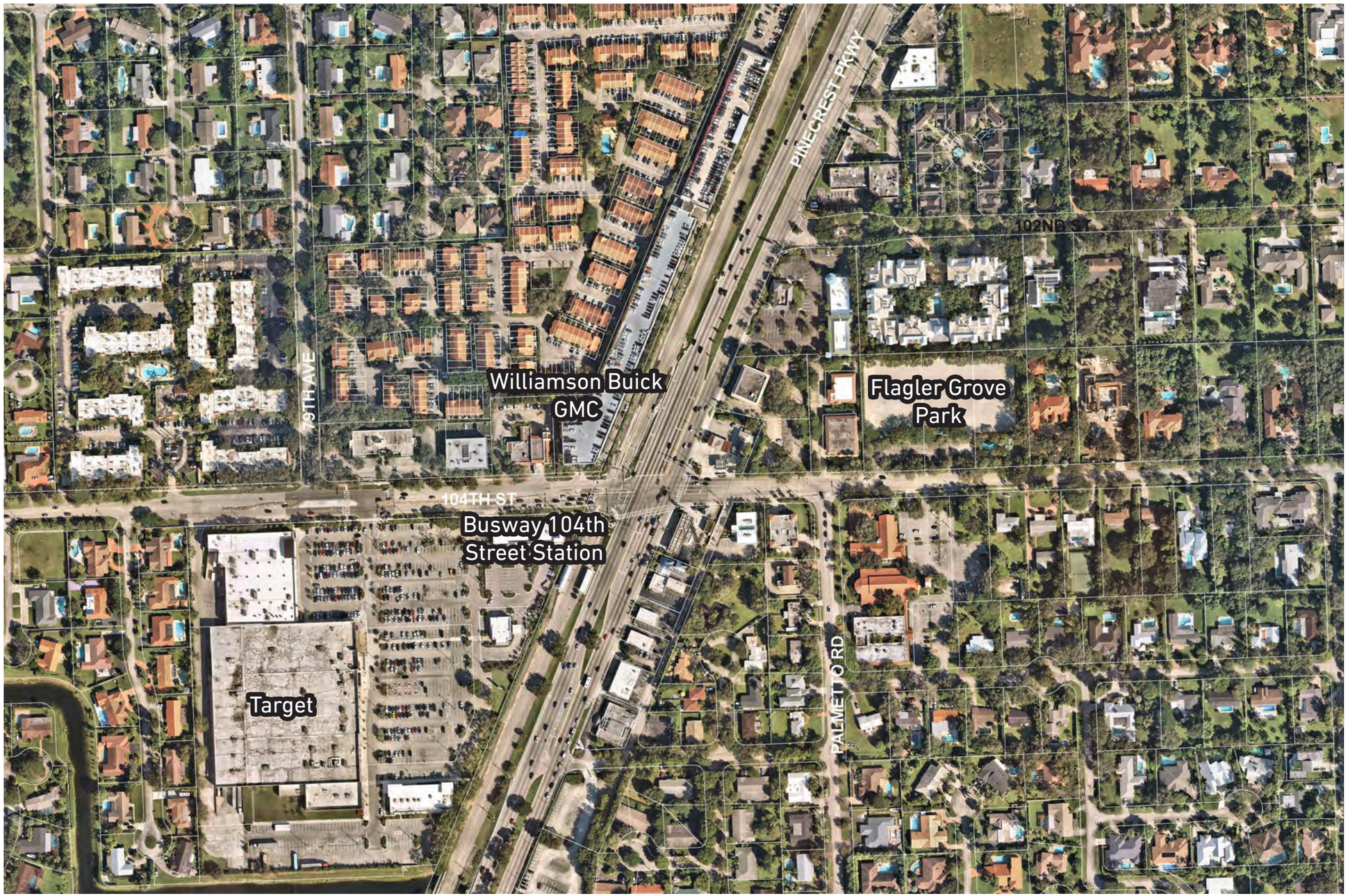
Focuses green and park space at the heart of the development and at the intersection of Pinecrest Parkway and 88th Street.



BUILD-OUT SCENARIOS

104th Street Station: Existing Conditions

Site located near the intersection of Pinecrest Parkway and 104th Street.



BUILD-OUT SCENARIOS

104th Street Station: Existing Conditions



Legend

- Sunshine Dade Investments LLC
- Condo Association Inc
- 7 Eleven Inc
- Multiple owners (all types of green)

BUILD-OUT SCENARIOS

104th Street Station: Concept 1

Creates a walkable neighborhood center with a new internal block system.

Frames development along both Pinecrest Parkway and Flagler Grove Park.

Steps down in density toward residential areas with townhomes.



BUILD-OUT SCENARIOS

104th Street Station: Concept 2

Creates a walkable neighborhood center with a new internal block system.

Creates a new entrance to Flagler Grover Park.

Frames development along both Pinecrest Parkway and Flagler Grove Park.

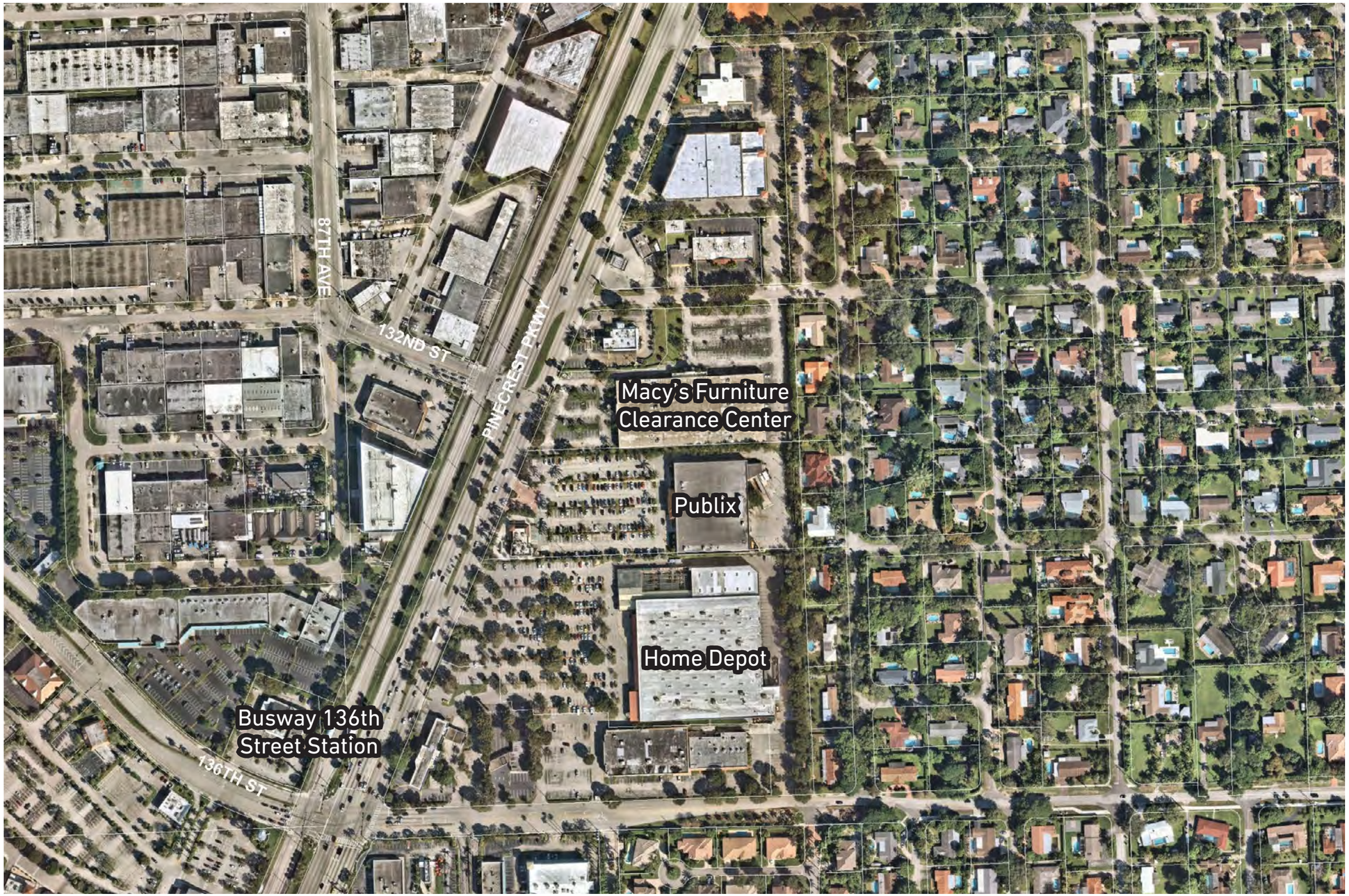
Steps down in density toward residential areas with townhomes.



BUILD-OUT SCENARIOS

136th Street Station: Existing Conditions

Site located near the intersection of Pinecrest Parkway and 136th Street.



BUILD-OUT SCENARIOS

136th Street Station: Existing Conditions



5. SW 136 Street District (New Proposed) – 26 Acres

Legend

- Sunshine Dade Investments LLC
- Baptist Health South Florida Inc.
- Spector & Sons
- Multiple owners (all types of green)

BUILD-OUT SCENARIOS

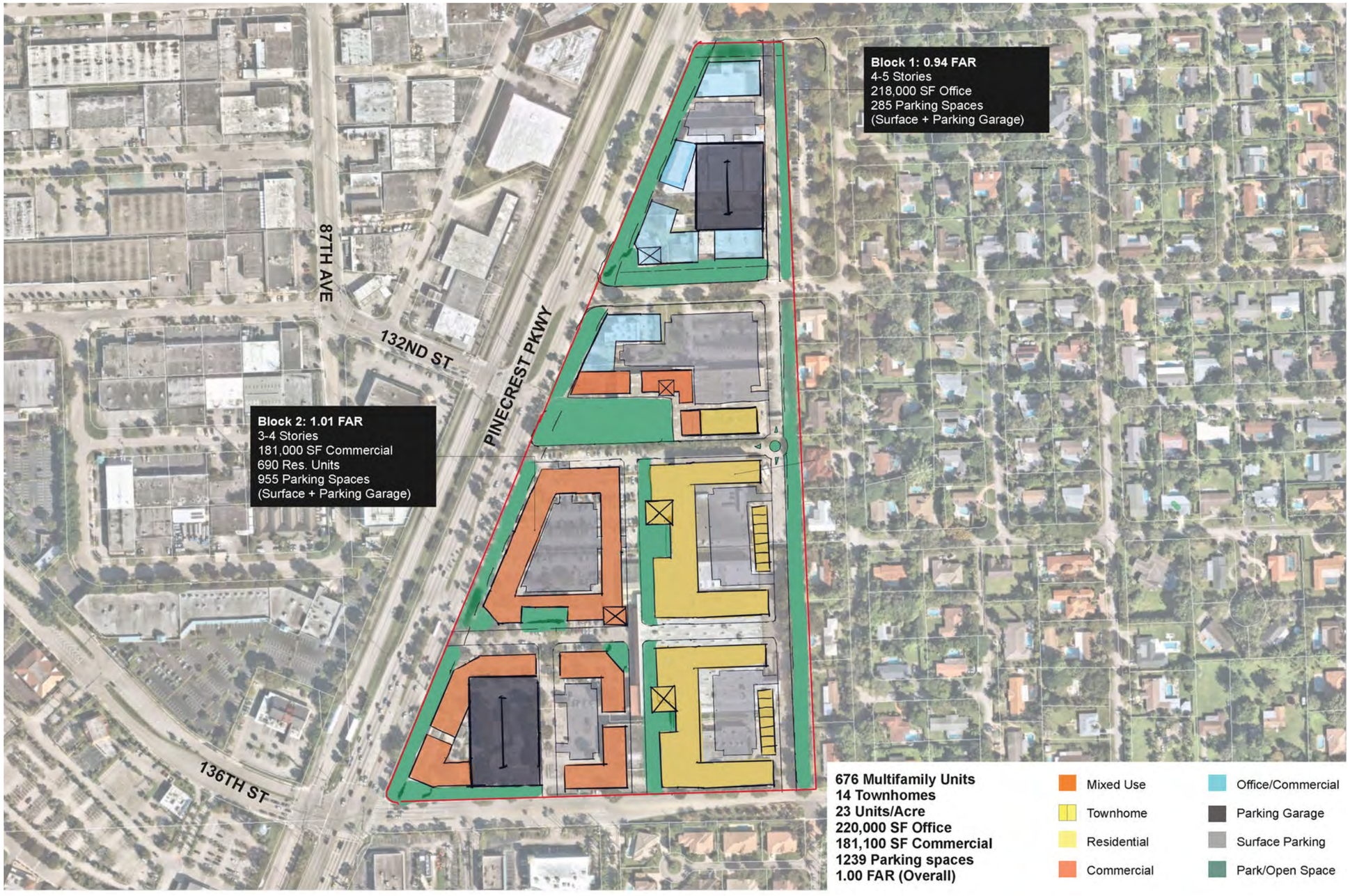
136th Street Station: Concept 1

Creates a regional town center with a new walkable internal block system.

Frames development along both Pinecrest Parkway and a new community Park.

Suggests an office and employment district on 130th Street.

Steps down in density toward residential areas with townhomes and landscaped buffers.



BUILD-OUT SCENARIOS

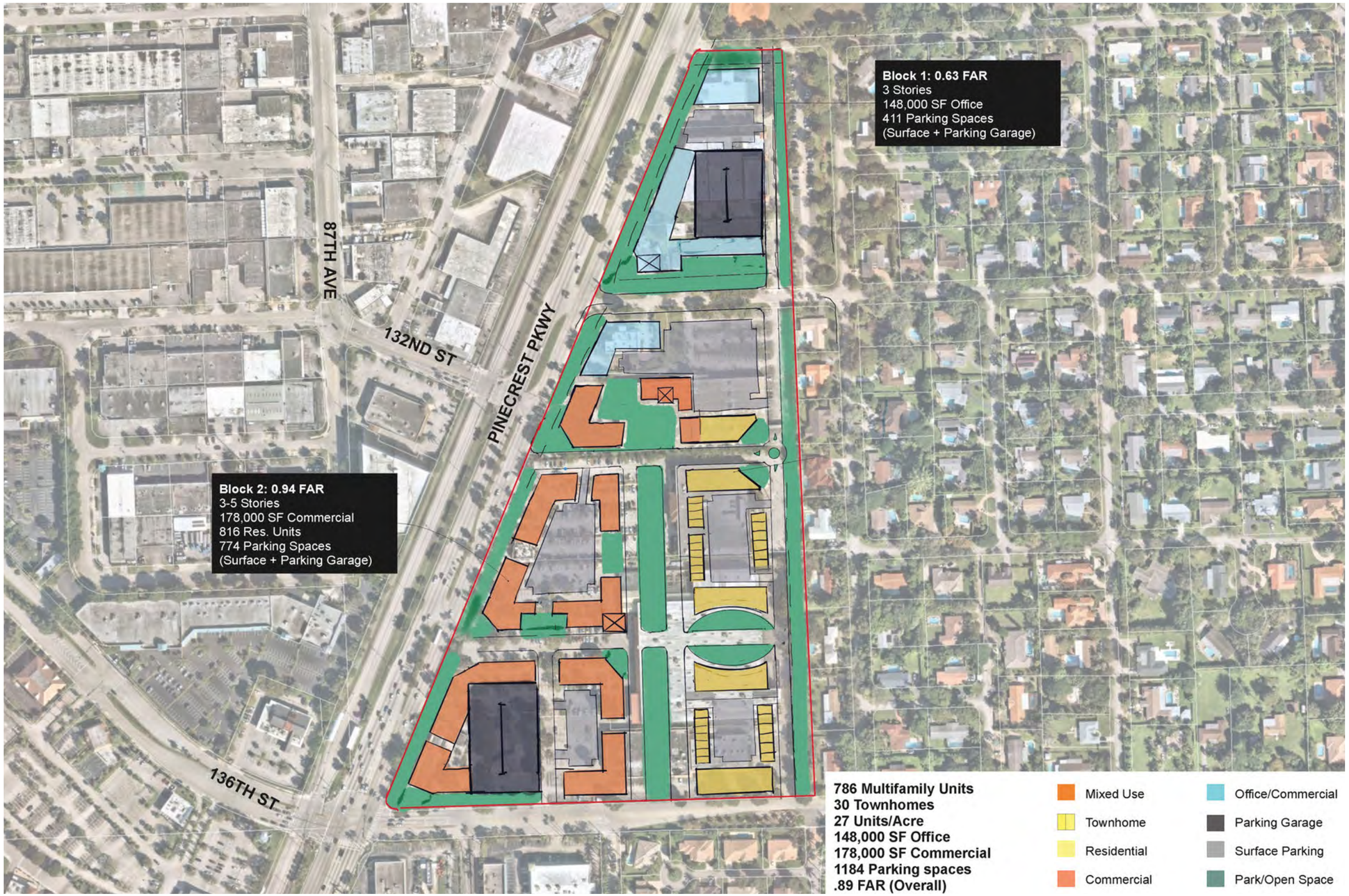
136th Street Station: Concept 2

Creates a regional town center with a new walkable internal block system.

Frames development along both Pinecrest Parkway and a new linear green terminating at a new community Park.

Suggests an office and employment district on 130th Street.

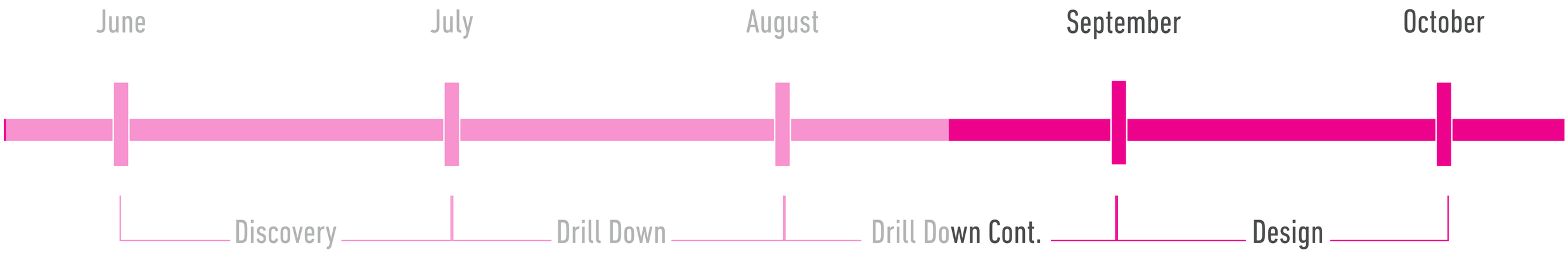
Steps down in density toward residential areas with townhomes and landscaped buffers.



HISTORY + PROCESS

Work To Date

Next Steps



- Discovery review of existing conditions and previous e orts
- PPCC Meeting #1: Project kick-o and overview- **June 9**
- PPCC Meeting #2: Developed project overview talking points and frequently asked questions posted on the Village's website and distributed- **June 21**
- PPCC Meeting #3: Presented findings from Discovery Report- **July 19**
- Presented massing studies of what can be built under the current code- **July 19**
- Developed build-out scenarios for station areas
- Individual Councilmember meetings
- Update to Village Council at Council Meeting
- PPCC Meeting #4: Presentation of build-out scenarios for station areas- **August 10**
- Visioning Session for community- **August 30**
- Develop Draft Vision Plan based on public input
- PPCC Meeting #5: Discussion + Conclusions
- PPCC Meeting #6: Present final Vision Plan
- Village Council meeting to present Vision Plan

COMMUNITY MEETINGS

PINECREST PARKWAY VISION PLAN UPDATE

AUGUST 2022

MHCP COLAB
CITY PLANNING, COMMUNICATIONS, PUBLIC RELATIONS + TRANSPORTATION

MKSK







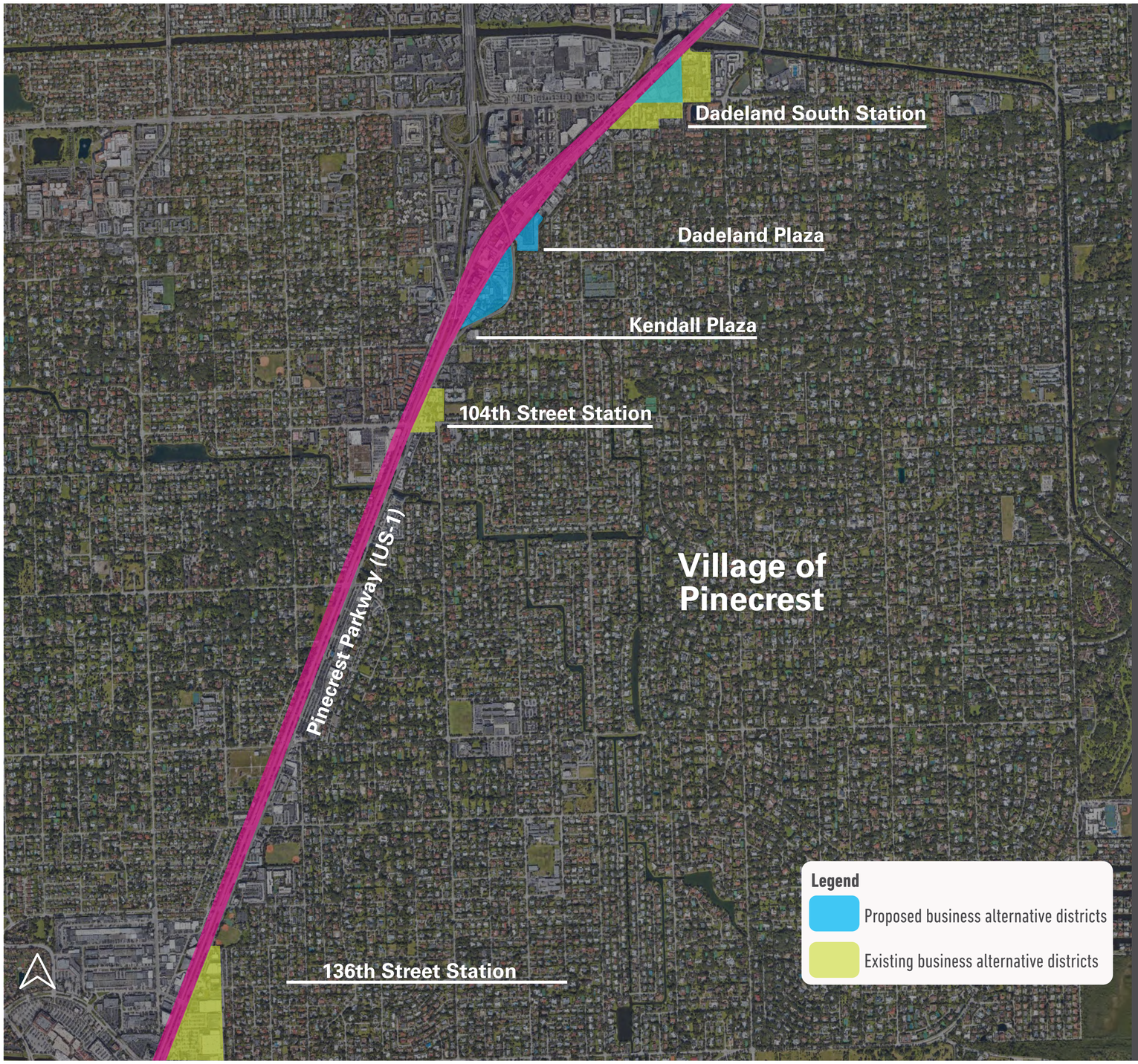
We´ve had four public meetings between June and August 2022. We came together with council members and the community to talk.







OVERVIEW



Key Aspects of the Project: Protecting the Village's Character

1. Clarifying the process.
2. Understanding how transit supportive zoning can shape the Village´s future.
3. Exploring + visualizing the di erent scenarios.

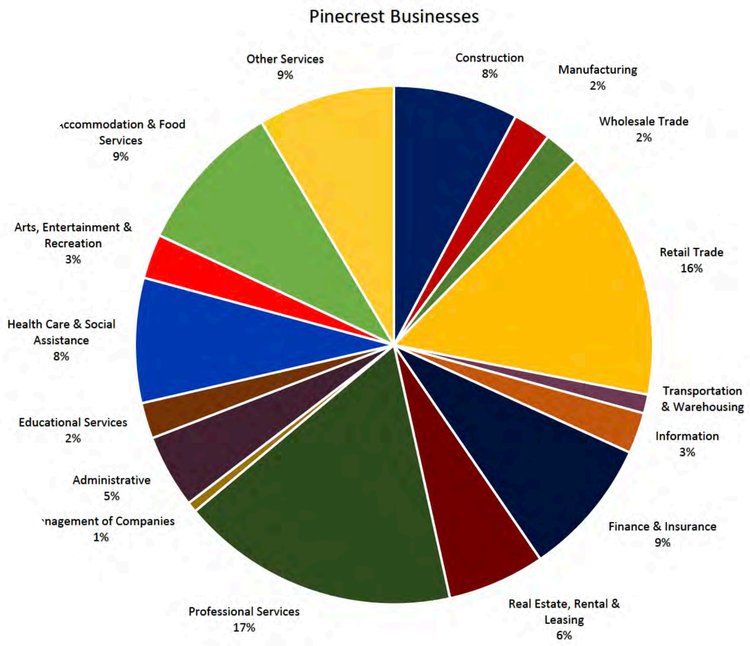
Three phased approach to urban planning and outreach:

1. Discovery
2. Drill Down
3. Design

MARKET SUMMARY

Theme 1: Focus on Market Opportunities with a Mix of Uses

Grow and attract new uses identified in the 2021 Market Study including o ce, and eating establishments. Consider allowing mixed-use commercial and residential condominium development adjacent to Pinecrest Parkway in close proximity to transit stations.



Source, Pinecrest Market Analysis Report

OPPORTUNITIES: FILLING THE GAP

Very high-income levels represent high discretionary income that local businesses can leverage, but current spending is occurring outside of Pinecrest.

There is high demand for restaurants, retail, but residents are going elsewhere for a main street shopping experience.

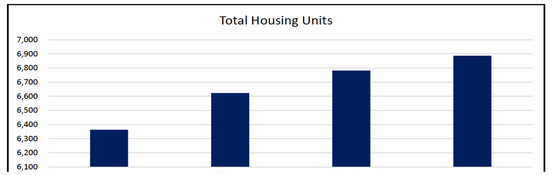
Eating establishments account for only 6.7% of overall business, 65% goes to business professional services, although it only makes up 17% of total businesses in Pinecrest.

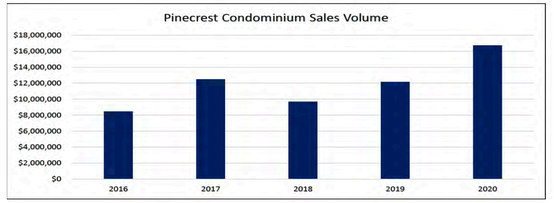
RESIDENTIAL

Housing demand is high, but supply has seen limited growth (+159 units since 2010)

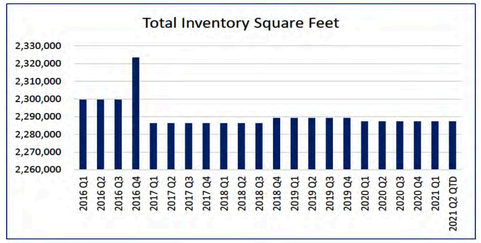
Condo market saw a large increase (36%) in sales volume from 2019 to 2020.

Renter occupied housing has increased from 17.5% in 2000 to 23.8% in 2020.





Source, Pinecrest Market Analysis Report





Source, Pinecrest Market Analysis Report

RETAIL + OFFICE SPACE

Total retail space is just under 2.3 million square feet.

Less than 27,000sf of new product has been delivered since 2014.

Total o ce space in Pinecrest is just over 440,000 square feet.

No new o ce product has been delivered since 2016.

O ce vacancy rates were 6% in 2020 Q4.

2020 INCOME

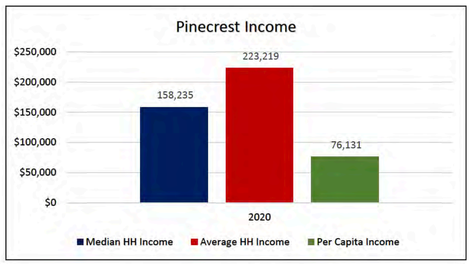
Pinecrest Median household income: $158,235

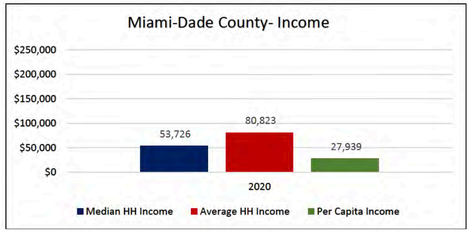
Pinecrest Average household income: $223,219

Miami Dade County Median household income: $ 53,726

Miami Dade County Average household income: $ 80,823

Exceptionally high income levels are observed in Pinecrest when compared to Miami-Dade County.





Source, Pinecrest Market Analysis Report

POPULATION

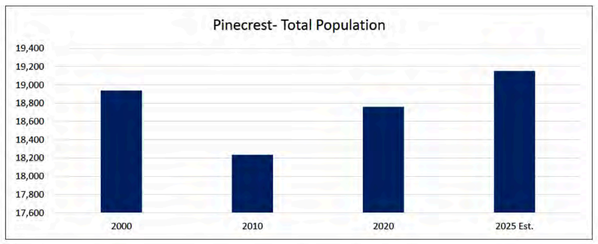
2020 population: 18,388

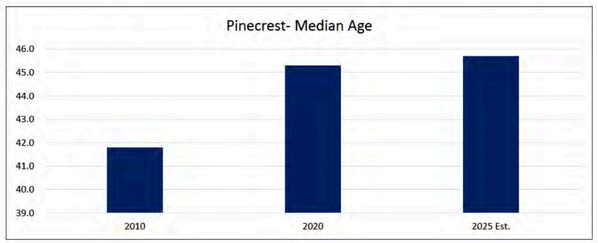
2021 population estimate: 18,419

2010 median age: 41.8

2020 median age: 45.3

Population growth of 5.1% from 2010 to 2019.



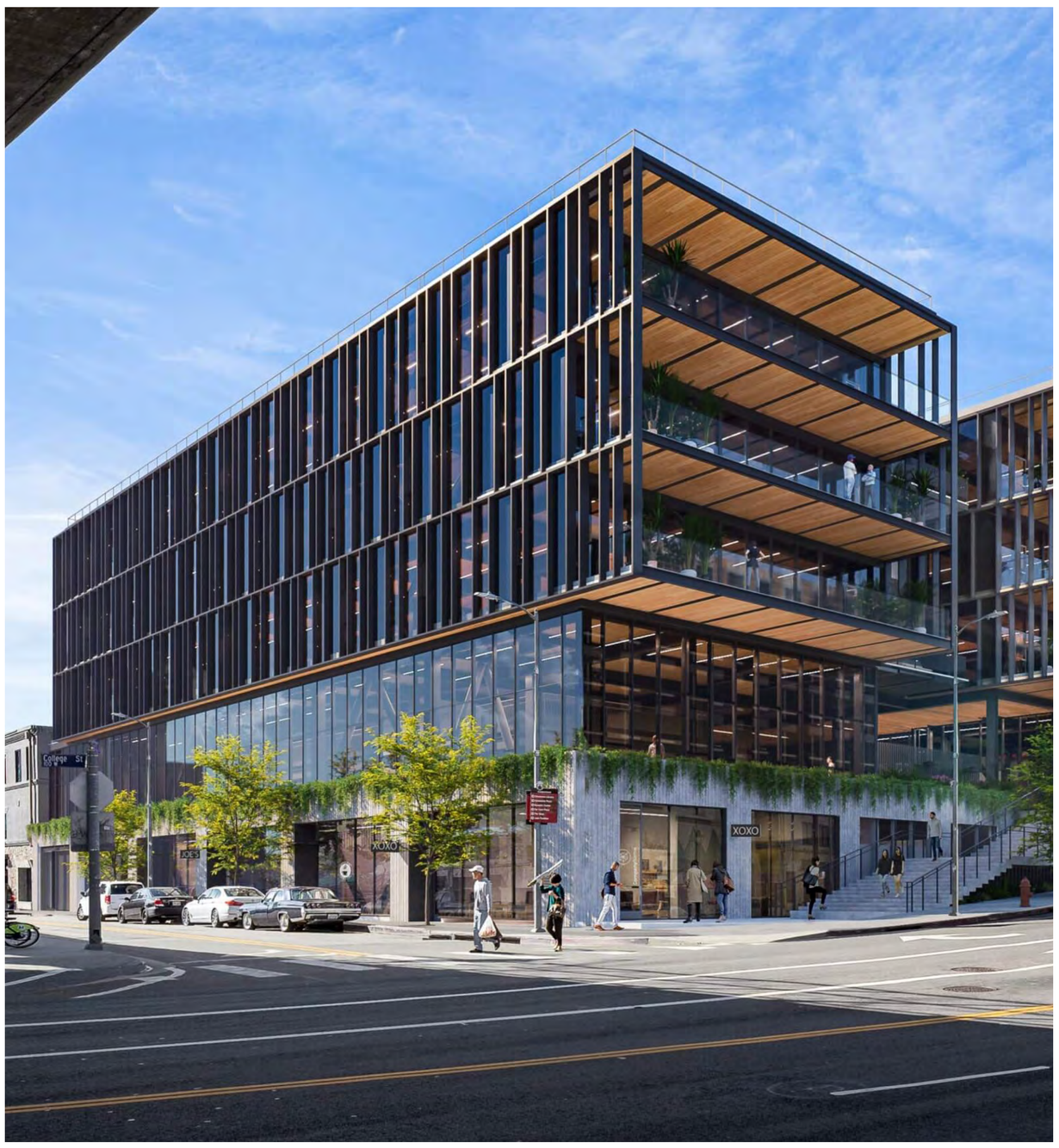


Source, Pinecrest Market Analysis Report

ARCHITECTURE + DESIGN

Theme 2: Demand Great Architecture that is Consistent with Established Village Aesthetic

Define the parameters for great architecture.



Modern architecture with the use of long glass panels and natural materials.



Large windows increase glazing and opens the transition between public and private spaces.



Di erent textures and angles give buildings more architectural interest.



Green walls and other interesting treatments can screen parking garages.



Mixed-use buildings maintain a higher percentage of glazing (US1 and Sunset Place).

Architecture styles were selected to compliment the Village's established architecture character from the green space and Pinecrest Gardens. The use of natural stone to reinforce the Village character and accent key features of the buildings is recommended. Appropriate architecture should be designed for active ground floors with residential above in mixed-use areas.



Di erent textures and angles give buildings more architectural interest.

PUBLIC REALM AROUND TRANSIT

Theme 3: Enhance the Public Realm Around Transit Stations

Create standards for di erent types of open spaces to enhance placemaking opportunities.



Small pocket parks can o er a break in building blocks.



Green space along street frontage can create a bu er and amenity for buildings that face it.



Plazas with seating and shade o er opportunities for outdoor dining for nearby restaurants.

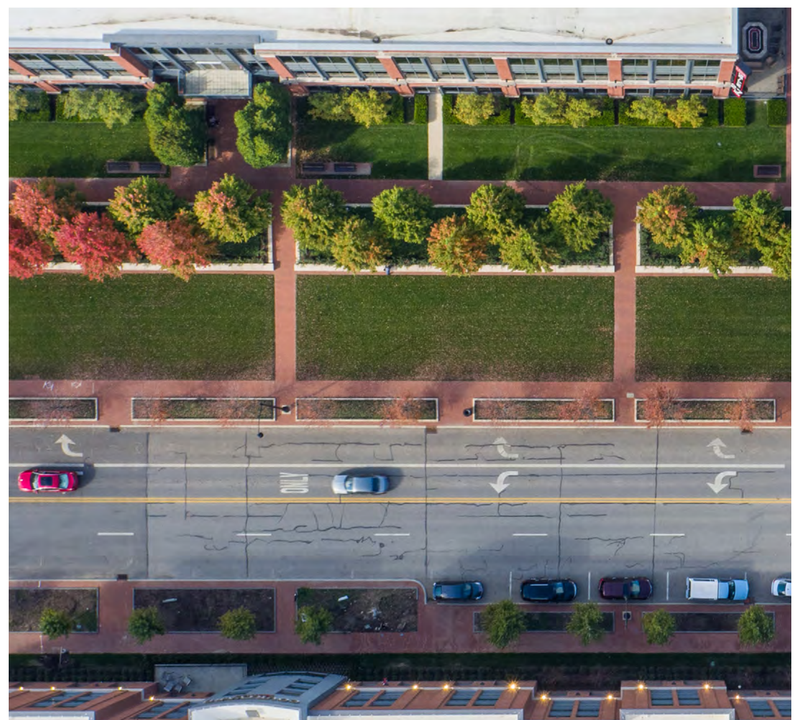
PLACE STICKERS ON THE IMAGES YOU PREFER



Small intimate courtyards provide spaces for more green.



Plazas with outdoor seating and shade can create a comfortable space for nearby residents and workers.



Narrow passageways can create more green spaces and connectivity in building blocks.

PLACE STICKERS ON THE IMAGES YOU PREFER

CORRIDOR CHARACTER

Theme 4: Define a Character for Pinecrest Parkway and Brand the Corridor
Articulate how open space, scale, architectural style and streetscape can create a specific character for Pinecrest Parkway.



Iconic art can create a sense of arrival at tactical locations.



Creative overhead art pieces o er another solution to gateways.



Clear and concise wayfinding in public spaces.

PLACE STICKERS ON THE IMAGES YOU PREFER



Landscaped median can add interest and distinct identity to the parkway.



Landscaped bu er along the parkway can add more green spaces in front of the buildings.



Creative gateways can provide a sense of arrival on the parkway.

PLACE STICKERS ON THE IMAGES YOU PREFER

EXISTING ZONING

Theme 5: Develop a Clear Framework for Development
Provide guidance for transit-oriented development at station areas and along the corridor.

RU-4
Residential Multi-Family High Density
Fifty (50) units per net acre

RU-5
Office Development
Max. floor area ratio 0.40
at (1) story increased by
0.11 for ea. additional story

BU-1
Restricted Commercial Development
Max. floor area ratio 0.40
at (1) story increased by
0.11 for ea. additional story

BU-1A
General Business Development
Max. floor area ratio 0.40
at (1) story increased by
0.11 for ea. additional story

BU-2
Special Business Development
Max. floor area ratio 0.40
at (1) story increased by
0.11 for ea. additional story

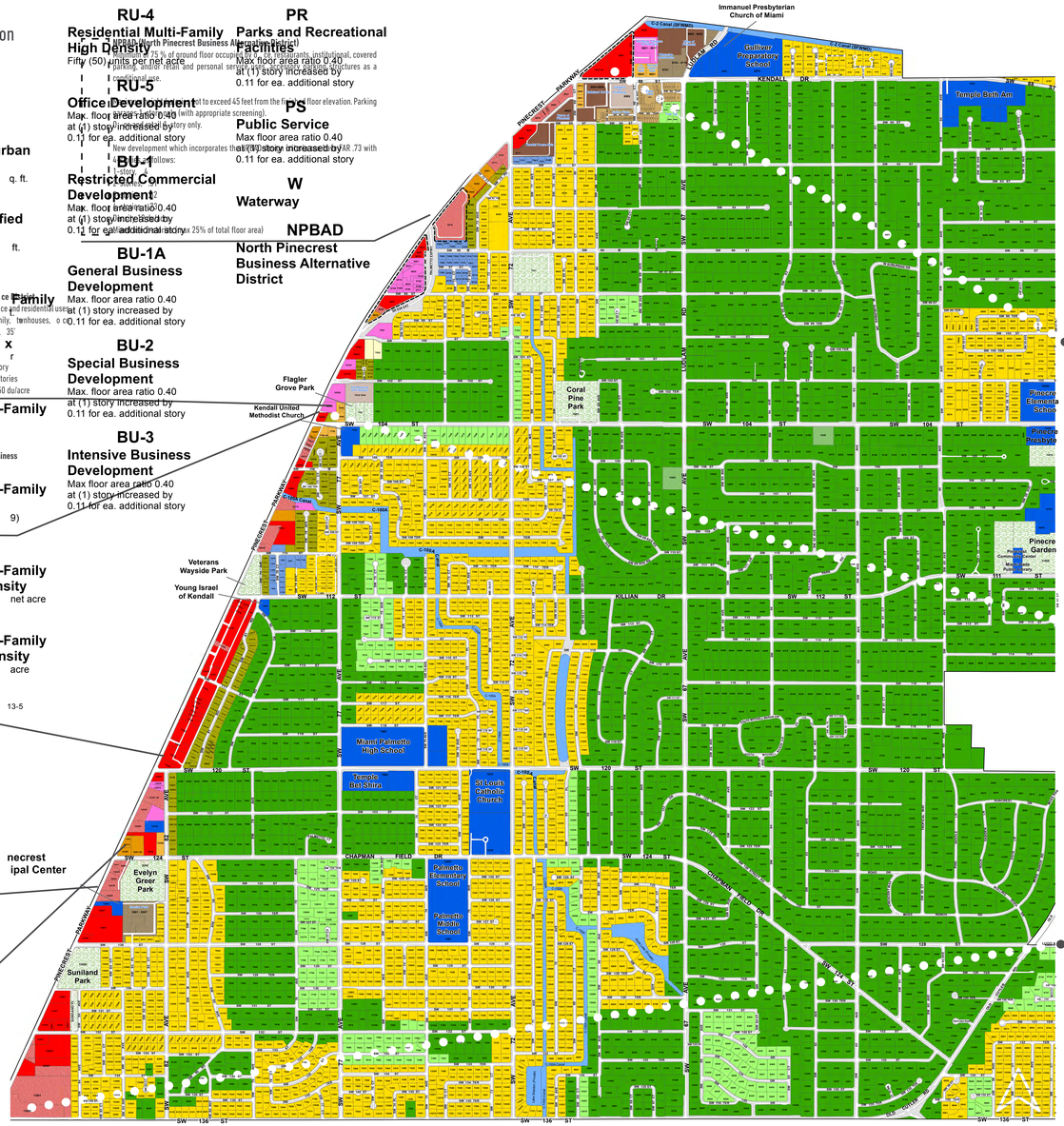
BU-3
Intensive Business Development
Max floor area ratio 0.40
at (1) story increased by
0.11 for ea. additional story

PR
Parks and Recreational Facilities
Max floor area ratio 0.40
at (1) story increased by
0.11 for ea. additional story

PS
Public Service
Max floor area ratio 0.40
at (1) story increased by
0.11 for ea. additional story

W
Waterway

NPBAD
North Pinecrest Business Alternative District



urban
q. ft.

ified
ft.

i-Family
RU-5 O ce District
Mixed o ce and residential uses
multi-family, townhouses, o ce
2-stories, 35'
FAR
.4, 1-story
.51, 2-stories
Density: 50 du/acre

x
r

i-Family

BU-1 Restricted Business
Neighborhood retail
2-stories, 35'
FAR
.4, 1-story
.51, 2-stories

i-Family
9)

i-Family
nsity
net acre

BU-1A General Business
General retail and accessory parking structures as a conditional use less than 4-stories
4-stories, 45'
Parking permitted up to 4-stories
FAR
.4, 1-story
.51, 2-stories
.62, 3-stories
.73, 4-stories

i-Family
nsity
acre

13-5

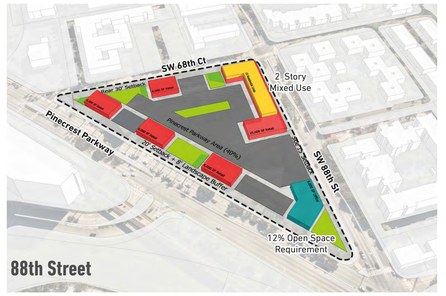
necrest
ipal Center

BU-2 Special Business
Large scale retail and general and alcohol sales accessory parking structures as a conditional use less than 4-stories
4-stories, 45'
FAR
.4, 1-story
.51, 2-stories
.62, 3-stories
.73, 4-stories

BU-3 Intensive Business
Large scale retail and night clubs serving alcohol adult uses as conditional use accessory parking structures as a conditional use less than 4-stories, 45'
FAR
.4, 1-story
.51, 2-stories
.62, 3-stories
.73, 4-stories

Things that aren't supporting redevelopment:

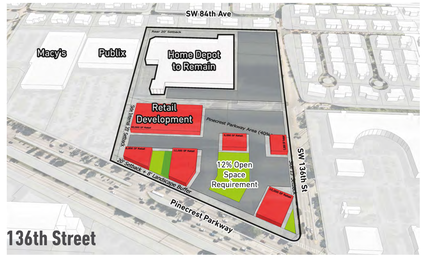
1. High requirement for open space.
2. Very high parking requirements.
3. Parking required between buildings fronting Pinecrest Parkway.
4. Structured parking is a conditional use and unclear height.
5. Residential limited to 25%.



88th Street



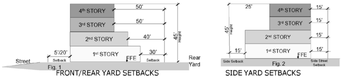
104th Street



136th Street

Place a sticker where you live on the map.

Additional information about the zoning districts:



FRONT/REAR YARD SETBACKS

SIDE YARD SETBACKS

	Lot Coverage/ Frontage	Setbacks in feet
NPBAD	40% building 12-18% green space Maximum impervious area 82%	See diagram above
RU-5 O ce District	40% building 25% min green space	Front: 25 Rear: 25 Side internal: 20 Side Street: 15
BU-1 Restricted Business	40% building coverage 12-18% green space	Front: 20 Rear: 20 from residential, 5 frm commercial Side internal: 20 Side Street: 15
BU-1A General Business	40% building coverage 12-22.5% green space	Front: 20 Rear: 20 from residential, 5 frm commercial Side internal: 20 Side Street: 15 + additional
BU-2 Special Business	40% building coverage 12-22.5% green space	Front: 20 Rear: 20 from residential, 5 frm commercial Side internal: 20 Side Street: 15 + additional
BU-3 Intensive Business	40% building coverage 12-22.5% green space	Front: 20 Rear: 20 from residential, 5 frm commercial Side internal: 20 Side Street: 15 + additional

TRANSITIONS + BUFFERS

Theme 6: Ensure Transitions Between Existing Residential and Commercial Development
Develop standards for existing and new development with sufficient buffers to transition down to existing residential.

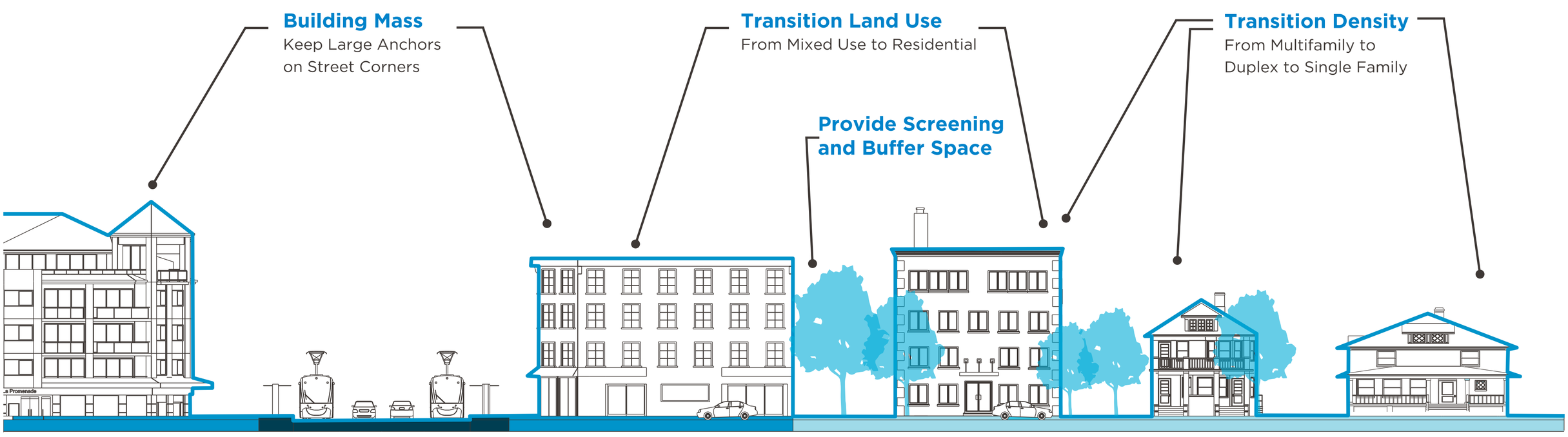
Case study Kansas City, MO



Transit-Oriented Development Policy guides future TOD growth around MAX and streetcar stations.

TOD Transition Zones + TOD Overlays provide guidance for transitions between new mixed use development and single family residential.

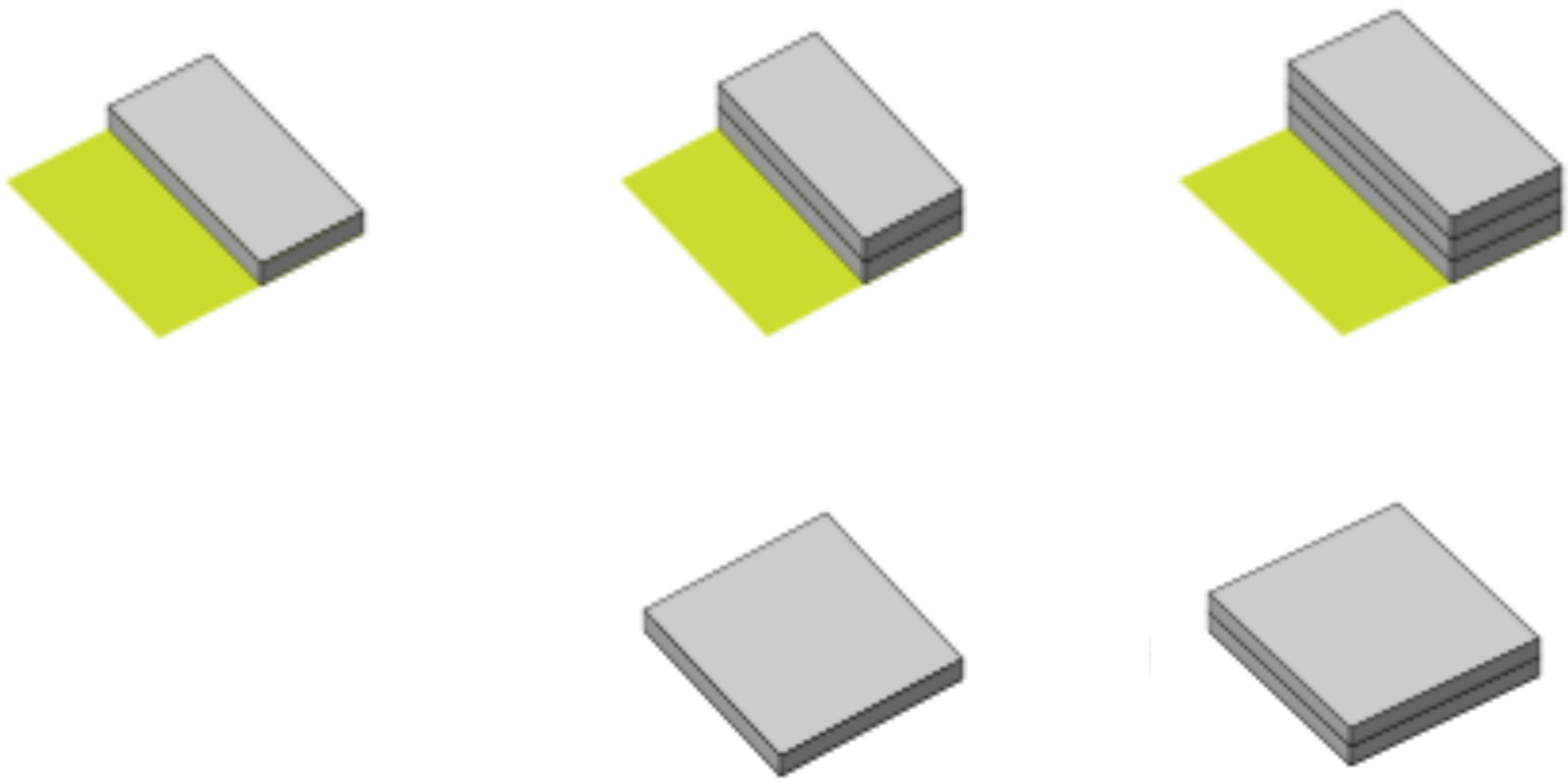
Source: issuu.com/bnim/docs/00_kcmo_tod_policy



FAR (Floor Area Ratio)

Floor area ratio (FAR) is a critical measurement to the field of planning. FAR defines development intensity and determines numerous other regulations and development outcomes. (Source: planetizen.com)

$$FAR = \frac{\text{Building Area}}{\text{Lot Area}}$$



CONNECTIVITY

Theme 7: Enhance Connectivity for Pedestrians and Bicycles

Develop a street hierarchy around the station areas to improve pedestrian connections and create safe and interesting spaces for walking and biking.



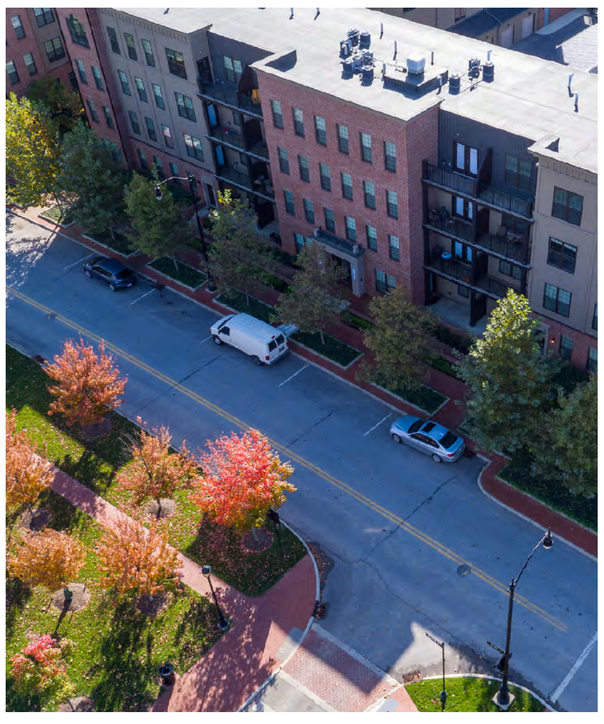
Existing condition shows a nice landscape bu er in Pinecrest.



Parking garage screened by greenery.



Green spaces and appropriately scaled sidewalk and streetscape on busy streets.



Narrow residential streets with on-street parking and a comfortable pedestrian oriented streetscape.

Walkable streets with street trees provide shade and wide sidewalks for a comfortable pedestrian experience.



Residential streets with tra c calming elements like landscaped median.



Safe intersection with dedicated bike lane.

Making spaces that highlight people first and create comfortable pedestrian amenities.



Designated spaces for outdoor seating and creative planting.



Streetscape with lush landscape and amenity space for retail on the ground floor.

WALKABLE STREETS + TRAILS

Theme 7: Enhance Connectivity for Pedestrians and Bicycles



Pedestrian streets are landscaped with shade trees



Seating for pedestrians in busy retail areas.



Curbless intersections are safer for pedestrians and bicyclists.



Passages can provide spaces for public art exhibits.



Murals and art in public spaces create a sense of community and identity.



Multi-use trail in a mixed use neighborhood creates safety for pedestrians and bicyclists.



The trail provides a safe space for users of all ages.

CONCEPT DRAWINGS

Dadeland Station



104th Street



COMMENTS

Please share your comments here.

SURVEY

Please scan the QR Code to provide additional input:

Or visit: https://bit.ly/3Ku3Wop

RANKING THEMES

PINECREST PARKWAY VISION PLAN UPDATE
AUGUST 2022

MHCP COLAB
CITY PLANNING, COMMUNICATIONS, PUBLIC RELATIONS + TRANSPORTATION

MKSK

Conclusions
Please help us with the further steps by letting us know which of the themes you find most important. Select as many as you like.

PLACE STICKERS ON THE THEMES THAT INTEREST YOU THE MOST

1. Focus on Market Opportunities with a Mix of Uses
Grow and attract new uses identified in the 2021 Market Study including o ce, and eating establishments. Consider allowing mixed-use commercial and residential condominium development adjacent to Pinecrest Parkway in close proximity to transit stations.

2. Demand Great Architecture that is Consistent with Established Village Aesthetic.
Define the parameters for great architecture.

3. Enhance the Public Realm Around Transit Stations
Create standards for di erent types of open spaces to enhance placemaking opportunities.

4. Define a Character for Pinecrest Parkway and Brand the Corridor
Articulate how open space, scale, architectural style and streetscape can create a specific character for Pinecrest Parkway.

5. Develop a Clear Framework for Development
Provide guidance for transit-oriented development at station areas and along the corridor.

6. Ensure Transitions Between Existing Residential and Commercial Development
Develop standards for existing and new development with su cient bu ers to transition down to existing residential.

7. Enhance Connectivity for Pedestrians and Bicycles
Develop a street hierarchy around the station areas to improve pedestrian connections and create safe and interesting spaces for walking and biking.