



Stephen R. Olmsted, AICP  
Planning Director  
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MEMORANDUM

Department of Building and Planning

October 24, 2022

Ray Eubanks  
Plan Processing Administrator  
Department of Economic Opportunity  
State Land Planning Agency  
Caldwell Building  
107 East Madison – MSC 160  
Tallahassee, FL 32399

**RE: Village of Pinecrest Comprehensive Development Master Plan -  
Transmittal of Proposed Amendments**

Dear Mr. Eubanks:

The Village of Pinecrest is pleased to hereby transmit proposed amendments to the text and future and use map of the Village's Comprehensive Development Master Plan. Supporting data and analysis including the accompanying staff report and analysis; and the adopted and updated *Pinecrest Parkway (US 1) Vision Plan* are also included in this transmittal. Proposed amendments are hereby submitted electronically and uploaded to the Department of Economic Opportunity's electronic amendment submittal portal.

The proposed amendments to the Village's Comprehensive Development Master Plan were unanimously recommended for adoption by the Village of Pinecrest Local Planning Agency (LPA) on October 12, 2022.

Following subsequent consideration of the proposed amendments by the Village Council at a scheduled and advertised public hearing on October 12, 2022, the Village Council voted unanimously to approve the amendments at first reading and authorized transmittal of the proposed amendments to the State Land Planning Agency and other required review agencies.

The purpose of the proposed amendments to the Village's Comprehensive Development Master Plan is to allow for implementation of the consensus recommendations of the updated *Pinecrest Parkway (US 1) Vision Plan*, adopted



by the Village Council on October 12, 2022. The proposed amendments are also consistent with requirements of the Miami-Dade County Rapid Transit Zone (RTZ) Ordinance 22-106, adopted by the Board of County Commissioners on September 1, 2022.

Proposed amendments include amendments to the goals, objectives, and policies; and amendment of the Future Land Use Map to include expansion of the Pinecrest Business Alternative District adjacent to SW 88 Street, and inclusion of new Pinecrest Business Alternative Districts adjacent to Pinecrest Parkway (US 1) at SW 104 Street and SW 136 Street across from planned Bus Rapid Transit (BRT) Stations. Additionally, the future land use classification of properties located at 6610 SW 88 Street and 8850 SW 65 Court are proposed to be changed from EU-1, Residential Estate to PR, Parks and Recreational Facilities to reflect the fact that the property has been purchased by the Village of Pinecrest with the intention of establishing a public park (Gary Matzner Park) on the property. The subject property is 2.85 acres in area.

The Proposed amendments are being submitted under the expedited state review process.

The proposed amendments are not applicable to an area of critical state concern.

The amendments are not related to a rural land stewardship pursuant to Section 163.3248, Florida Statutes.

The amendments are not related to a sector plan pursuant to Section 163.3245, Florida Statutes.

The amendments are not related to an Evaluation and Appraisal Report pursuant to Section 163.3191, Florida Statutes.

The proposed amendments do not propose a development that qualifies as a Development of Regional Impact.

The amendments are not related to a new plan for a newly incorporated municipality pursuant to Section 163.3167, Florida Statutes.

#### **Review Agencies – Transmittal**

Pursuant to Florida Statutes, Chapter 163.3184(3)(b), the proposed Comprehensive Plan amendments are being transmitted to you, and to other

required review agencies including the Florida Department of Education, Florida Department of Environmental Protection, Florida Department of State, Florida Department of Transportation District Six, South Florida Regional Planning Council, South Florida Water Management District, Environmental Protection, Florida Department of Transportation, Florida Department of State, Florida Department of Education, South Florida Regional Planning Council, South Florida Water Management District, Miami-Dade County Board of County Commissioners, Miami-Dade County School Board, and the Village of Palmetto Bay. Copies of the complete amendment package and supporting data and analysis were mailed to the above agencies on this date, October 24 2022. Copies of the Village's Comprehensive Development Master Plan and previous amendments were sent to required review agencies at the time of adoption.

### Summary of Proposed Amendments

All proposed amendments are shown in underline and strike-through format, highlighted in yellow. A summary of all proposed amendments is provided below:

#### Goals, Objectives, and Policies

**Policy 1-1.7.2: Pinecrest Parkway Vision Plan** – References expansion of an existing Pinecrest Business Alternative District adjacent to SW 88 Street and the addition of two new districts at SW 104 Street and SW 136 Street.

**OBJECTIVE 1-2.3: MANAGING LOCATION OF COMMERCIAL DEVELOPMENT** – References the Pinecrest Business Alternative District.

**Policy 1-2.3.7: Mixed-use (Residential/Office/Commercial)** - This is a new policy referencing the fact that mixed use commercial and residential development is permitted in the Pinecrest Business Alternative Districts, limited to the commercial zoning districts adjacent to the Metrorail and Bus Rapid Transit stations, as indicated on the Future Land Use Map of the Comprehensive Development Master Plan and on the Village's Official Zoning Map. The policy references the fact that mixed use development within the Pinecrest Business Alternative Districts is reviewed as a conditionally permitted use, consistent with planning and design requirements of the Village's Land Development Regulations and consensus aspects of the Pinecrest Parkway (US 1) Vision Plan (2012) and Pinecrest Parkway (US 1) Vision Plan Update (2022).

**Objective 1-3.12** - This policy is proposed to be amended to delete reference to the North Pinecrest Business Alternative District and refer to the district as the Pinecrest Business Alternative District and requires amendment of the Village's Land Development Regulations to implement consensus aspects of the Pinecrest Parkway US 1 Vision Plan Update.

**Policy 1-3.12.1: Density and Intensity** - This existing policy is proposed to be amended to allow for a maximum floor area ratio of 1.0 within the Pinecrest Business Alternative Districts consistent with requirements of the Miami-Dade County Rapid Transit Zone (RTZ) Ordinance and allows for a maximum residential intensity of within an approved Mixed Use development in the PBAD of 35 dwelling units per acre.

**Policy 1-3.12.2 Mixed-Use** - This policy is proposed to be amended to delete reference to the North Pinecrest Business Alternative District and refer to the district as the Pinecrest Business Alternative District.

**Policy 1-3.12.4 Allowable uses** - This policy is proposed to be amended to reference restaurants as a permitted use within the Pinecrest Business Alternative District.

**Policy 1-3.12.6 Building Height** - This policy is proposed to be amended to delete reference to the North Pinecrest Business Alternative District and refer to the district as the Pinecrest Business Alternative District.

**Policy 1-3.12.8 Aesthetics** - This policy is proposed to be amended to delete reference to the North Pinecrest Business Alternative District and refer to the district as the Pinecrest Business Alternative District.

**Policy 1-3.12.9 Map** - This policy references the properties to be included in the Pinecrest Business Alternative Districts.

### **Future land Use Map**

**Future Land Use Map** - The Future Land Use Map is amended to show the boundaries of the expanded and new Pinecrest Business Alternative Districts; and to change the future land use classification of properties located at 6610 SW 88 Street and 8850 SW 65 Court from EU-1, Residential Estate to PR, Parks and Recreational Facilities to reflect the fact that the property has been purchased by the Village with the intention of establishing a public park (Gary Matzner Park) on the property. The subject property is 2.85 acres in area.

### Future land Use Map

A Future Land Use Map showing all proposed amendments is attached.

### Existing Land Use Map

A map of existing land uses within the proposed Pinecrest Business Alternative District areas (expanded and new), and within the area proposed to be changed from EU-1, estate Residential to PR, Parks and Recreational Facilities is attached.

### Public Infrastructure - Level of Service Availability and Demand

Infrastructure and services are available to support the proposed future land use map amendments. An analysis of the proposed amendments on adopted levels of service and concurrency requirements is attached

### Comprehensive Development Master Plan – Consistency

The proposed amendments are consistent with the Village's Comprehensive Development Master Plan including the Future Land Use, Transportation, Housing, and Recreation and Open Space Elements. An analysis of consistency is attached.

### Date of Adoption

The proposed date of adoption of the plan amendments is December 13, 2022 or as soon as possible consistent with required advertising, notification, and review periods, whichever is sooner.

### Area of Critical State Concern

The proposed amendments are not applicable to an area of critical state concern.

### Contact

The Contact person for correspondence related to the proposed amendments is as follows:

Name: Stephen R. Olmsted, AICP  
Title: Village of Pinecrest, Planning Director

Address: 12645 Pinecrest Parkway, Pinecrest, Florida 33156  
Telephone: (305) 234-2121  
Fax Number: (305) 389-0255  
E-Mail: [Solmsted@pinecrest-fl.gov](mailto:Solmsted@pinecrest-fl.gov)

Copies of the proposed amendments and all related materials are available for public inspection in the office of the Village Clerk, at the Village of Pinecrest Municipal Center, 12645 Pinecrest Parkway, Pinecrest, Florida 33156.

Thank you for your consideration of the proposed text amendments to the Village of Pinecrest's Comprehensive Development Master Plan. If you have any questions or require additional information, please contact me directly at (305) 234-2121.

Respectfully,



Stephen R. Olmsted, AICP  
Planning Director

Attachments/ Staff Report  
Ordinance Amending the Comprehensive Development Master Plan  
Comprehensive Development Master Plan Amendments:  
- Goals, Objectives, and Policies  
- Future Land Use Map  
Existing Land Use Map  
Concurrency and Level of Service Analysis  
Comprehensive Development Master Plan Consistency Analysis  
Resolution adopting the Pinecrest Parkway (US 1) Vision Plan 2022  
Pinecrest Parkway (US 1) Vision Plan 2022

C/ Florida Department of Education  
Florida Department of Environmental Protection  
Florida Department of State  
Florida Department of Transportation, District Six  
South Florida Regional Planning Council  
South Florida Water Management District  
Miami-Dade County Board of County Commissioners  
Miami-Dade County School Board  
Village of Palmetto Bay



Stephen R. Olmsted, AICP  
Planning Director  
planning@pinecrest-fl.gov

## MEMORANDUM

Department of Building and Planning

DATE: October 7, 2022

TO: Yocelyn Galiano, ICMA-CM, LEED-GA  
Village Manager

FROM: Stephen R. Olmsted, AICP  
Planning Director

RE: Pinecrest Parkway (US 1) Vision Plan Update  
Comprehensive Development Master Plan Amendment  
Land Development Regulations Amendment  
Official Zoning Map Amendment

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### BACKGROUND/INTRODUCTION

In its continuing goal to preserve and enhance the quality of life in the Village of Pinecrest, the Village Council has facilitated and actively participated in numerous planning exercises designed to develop and implement specific objectives and policies for the effective implementation of its over-arching goal. Notable past planning initiatives include an update of the Village's *Comprehensive Development Master Plan* (2011 and 2016); completion of the *Pinecrest Parkway (US 1) Vision Plan* (2012); update of the Village's *Strategic Plan* (2021); participation in development of the Strategic Miami Area Rapid Transit (SMART) for improvement of the South Dade Transit Corridor (2019 and 2020); completion of a *Market Assessment* for Pinecrest Parkway (2021); facilitation of a community-wide "*Inspire Pinecrest*" campaign intended to engage residents and business owners in the update of the Pinecrest Parkway (US -1) Vision Plan (2021); hiring of Planning Consultants, MHCP Colab and MKSK Architects, to prepare an updated Pinecrest Parkway (US1) Vision Plan (2022); and appointment of the Pinecrest Parkway Citizens Committee (PPCC) to oversee the planning process (2022).

Pinecrest Parkway is located in the Village of Pinecrest immediately east of the South Dade Transitway. The area to the west of the centerline of Pinecrest Parkway is located in unincorporated Miami-Dade County. The South Dade Transitway falls under the jurisdiction of the Miami-Dade Transportation Planning Organization (TPO), and Pinecrest Parkway (US 1) is owned by the Florida Department of Transportation (FDOT), though the median is



maintained by the Village of Pinecrest. Multiple agencies have participated in recent planning efforts and decisions that will ultimately affect the business owners and residents of Pinecrest, including the decision to enhance rapid transit service adjacent to Pinecrest Parkway with the implementation of Bus Rapid Transit on the South Dade Transit Corridor resulting in the construction of new Transit Stations at SW 104 Street and SW 136 Street. Consequently, Village Council directed that the update of the Pinecrest Parkway (US 1) Vision Plan include consideration of the aforementioned planning initiatives. The Village Council has engaged residents, staff, and consultants in the formulation of recommendations for the update of the Village's Pinecrest Parkway (US 1) Vision Plan, Comprehensive Development Master Plan, and Land Development Regulations for the continued protection, preservation, and enhancement of the quality of life within the Village, specifically along the US 1 corridor.

### **Pinecrest Parkway (US 1) Vision Plan – 2012**

The Pinecrest Parkway (US 1) Vision Plan, completed in 2012, included a number of objectives for the improvement of conditions within the Village's commercial corridor. The primary objectives of the approved plan include the following:

- Develop a brand "I have arrived in Pinecrest"
- Amend CDMP to incorporate Plan
- Amend Code to include new/improved development standards
- Amend Code to include new Pinecrest Parkway Commercial Zone
- Amend Code to allow landscape flexibility (green roofs/vertical landscape)
- Amend Code to allow outdoor dining
- Create uniform signage requirements
- Expedited reviews for mixed-use development
- Encourage gathering spaces on side streets and paseos
- Create Art in Public or Private Places
- Parking requirement reduction
- Prepare a Pinecrest Parkway Market Study

Since the adoption of the Pinecrest Parkway (US 1) Vision Plan in 2012, the Village has worked to implement and complete the primary objectives of the Plan. A majority of the objectives have since been implemented, or are in the process of being implemented. Whereas the encouragement of gathering spaces on side streets and paseos was encouraged in the Village's Land Development Regulations (LDRs) following adoption of the Pinecrest Parkway (US 1) Vision Plan in 2012, the LDRs were subsequently amended to require gathering spaces to be designed and included as opportunities arise in the redevelopment of commercial properties going forward.

## **Miami-Dade County Rapid Transit Zone (RTZ) Ordinance**

On September 1, 2022, Miami-Dade County approved and adopted Ordinance 22-106, a Rapid Transit Zone Ordinance to implement policies to provide transit-oriented development by increasing density and intensity along transit corridors, with the goal of supporting regional transportation. The RTZ Ordinance creates a framework for municipalities that have jurisdiction over land within the one-half- and one-mile buffers around the SMART Plan Corridors to plan for transit-oriented development while maintaining their regulatory authority. The adopted ordinance which impacts Pinecrest, requires all municipalities in Miami-Dade County to allow a minimum floor area ratio of 1.0 for properties within one-half mile of designated transit corridors, including the South Dade Transitway; and to allow a minimum floor area ratio of 1.5 in the core of designated Community Urban Centers.

## **Inspire Pinecrest – Pinecrest Parkway (US 1) Vision**

The Village of Pinecrest, working with the R. Miller Consulting Group, Business Flare, WHA Design, Infinite Source Communications Group, and Calvin Giordano coordinated and hosted the “Inspire Pinecrest” Campaign, with community-wide participation to examine past planning efforts, and to provide background data and formulate initial recommendations for the update the Pinecrest Parkway (US 1) Vision Plan.

## **Pinecrest Parkway Citizens Committee**

The Village Council subsequently appointed the Pinecrest Parkway Citizens Committee (PPCC) on April 12, 2022 to oversee the planning process and to work collaboratively with staff and planning consultants MHCP Colab and MKSK Architects to formulate recommendations for an update of the Pinecrest Parkway (US 1) Vision Plan. The PPCC held six committee meetings, one Visioning Session, and one joint workshop meeting with the Village Council since appointment. On September 27, 2022, the PPCC reviewed and discussed the final draft of the Pinecrest Parkway (US 1) Vision Plan Update and voted to submit the proposed plan update to the Village Council with a recommendation that it be approved and adopted. While the proposed 2022 Pinecrest Parkway (US 1) Vision Plan would allow mixed use development within the PBADs, the PPCC recommends that the Village Council further consider allowing mixed-use development in all commercial zoning districts adjacent to Pinecrest Parkway.

## **2022 PINECREST PARKWAY (US1) VISION PLAN**

A copy of the proposed 2022 *Pinecrest Parkway (US 1) Vision Plan* and a Resolution for adoption of the updated plan are attached for the Village Council’s consideration.

Primary themes of the proposed updated plan are:

1. Develop a clear framework for development
2. Capitalize on market opportunities
3. Enhance the public realm around transit stations
4. Ensure transitions and neighborhood protections between existing residential and commercial development
5. Define a character for Pinecrest Parkway and around the corridor
6. Enhance connectivity for pedestrians and bicyclists
7. Expand areas of mixed use development

The Pinecrest Parkway Citizens Committee recommends that the existing PBADs remain intact, that the northern district adjacent to Kendall Drive be expanded, and that two new districts be added; one at SW 104 Street, and one at SW 136 Street, across from planned transit stations.

The maximum base height of a structure within the PBADs is proposed to be increased from four (4) stories, not to exceed 45 feet, to four (4) stories not to exceed 51 feet. Additionally, the PPCC recommends a bonus height of up to 6 stories, not to exceed 73 feet, with the inclusion of amenities identified in the proposed plan.

The PPCC recommends the maximum floor area ratio (FAR) be increased from a base of 0.73 to 1.0, consistent with requirements of the Miami-Dade County RTZ Ordinance. Additionally, the PPCC recommends a bonus FAR not to exceed 1.5 for a 6-story building with the inclusion of amenities identified in the proposed plan.

The PPCC recommends that maximum residential density be increased from a base of 12 dwelling units per acre to 25-35 dwelling units per acre to support transit oriented development in the Pinecrest Business Alternative Districts (PBADs) adjacent to the existing and planned transit stations. Additionally, the PPCC recommends a bonus density, not to exceed 50 dwelling units per acre with the inclusion of amenities identified in the proposed plan.

The minimum size of any residential unit is proposed to be increased from 600 square feet to 1,000 square feet.

Development amenities considered by the PPCC for projects exceeding 4 stories in height include the following:

1. Building a buffer road along the back of parcels.
2. Dedicating or providing easements for new streets and sidewalks.
3. Inclusion of walking paths and bike trails.

4. Planting of mature canopy trees along all streets at a minimum 18 to 20 inches in diameter at the time of planting.
5. Inclusion of a rooftop amenity deck with landscaping/green roof.
6. Buildings designed to be sustainable with and LEED or comparable certification
7. Colonnades provided at the ground floor.

Excellent quality design is recommended. In order to ensure quality design, the PPCC recommends establishment of an Architectural Review Board to review all development within the PPADs prior to consideration by the Village Council, and prior to issuance of building permits.

It is recommended that all permitted uses incorporating a mix of residential, commercial or office uses continue to be classified as a conditionally permitted use requiring review and approval by the Village Council at an advertised public hearing.

On September 22, 2022, following a presentation of the proposed Pinecrest Parkway (US 1) Vision Plan by MHCP Colab, it was agreed that a Floor Area Ratio of 1.0 could be provided within a four story building, and the Village Council directed staff to prepare proposed amendments to the Village's Land Development Regulations that would increase the maximum permitted height of buildings in the PBADs from four stories (45 feet) to four stories (51 feet), and require all new development within the PBAD to provide quality development features and amenities.

### **PROPOSED COMPREHENSIVE DEVELOPMENT MASTER PLAN AND FUTURE LAND USE MAP CHANGES**

Implementation of the recommendations of the Pinecrest Parkway (US 1) Vision Plan update will require amendment of the Village's Comprehensive Development Master Plan (CDMP), specifically the goals, objectives, and objectives of the Future Land Use Element, and amendment of the Future Land Use Map to include the expanded PBADs, including the expanded district adjacent to Kendall Drive, and the two new districts adjacent to SW 104 Street and SW 136 Street.

Proposed amendments to the goals, objectives, and policies include reference to the 2012 Pinecrest Parkway (US 1) Vision Plan and 2022 Pinecrest Parkway (US 1) Vision Plan. The amendments to the CDMP include a policy specific to mixed-use residential and commercial development as permitted in the existing PBADs and as proposed within the recommended new districts; and inclusion of the recommended amendments to the density and intensity of development permitted in the PBADs.

The proposed amendments, if adopted as currently drafted, will allow implementation of the goals of the Village Council's 2021-2022 Strategic Plan including Goal 3.2, requiring review of the LDRs to identify opportunities for mixed-use development with a focus on transportation hubs associated with planned improvements to the Bus Rapid Transit System. The proposed amendments will also be consistent with Goal 3.3 of the Strategic Plan, requiring development of an "Inspire Campaign" to discuss commercial corridor considerations.

The proposed amendments, if adopted as currently drafted, will allow an increase in the maximum permitted Floor Area Ratio requirements of Miami-Dade County Rapid Transit Zone Ordinance 22-106 that requires a minimum floor area ratio of 1.0 for properties within one-half mile of South Dade Transitway adjacent to the Village of Pinecrest.

The proposed amendments are consistent with Section 163 of the Florida Statutes and, if adopted, will allow for development that is compatible with the existing and planned uses adjacent to Pinecrest Parkway. The LDRs including the proposed amendments to be considered as a separate item, require any new development in the Pinecrest Alternative Development Districts to be compatible with single family residential districts to the east of Pinecrest Parkway commercial corridor. Proposed text is recommended to be included in the LDRs as follows:

All permitted development within the Pinecrest Business Alternative District (PBAD) shall be designed to provide protection of existing single-family neighborhoods from encroachment by incompatible development, and incompatible impacts including noise, glare, traffic congestion, and other associated impacts.

The CDMP amendments and related amendments to the Village's LDRs provide guidelines for mixed-use development, promote walkability and connectivity, and provide for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including the existing and planned transit system.

The Village of Pinecrest requires that all new development be consistent with concurrency requirements of the Village's LDRs. Approval of new development requires a finding that public facilities and services necessary to support a proposed development are available, or will be made available, concurrent with the impacts of the development. All development applications are required to demonstrate compliance with the CDMP as well as with all applicable provisions of the LDRs. Demonstration of concurrency with adopted levels of service for sanitary sewer, potable water, solid waste and drainage, parks and recreation, transportation facilities and public schools will be required at the time of application for approval of any development within the existing and proposed PBADs.

Folio numbers and addresses of the subject properties proposed to be included in the proposed new and expanded PBADs are included in an attached Excel spread sheet and shown on the attached Future Land Use Map, entitled "Proposed Future land Use Map Amendments".

The underlying Future Land Use Map classifications of the subject properties include commercial and multi-family residential classifications including BU-1, Restricted Commercial Development; BU-1A, General Business Development; BU-2, Special Business Development; RU-4L, and RU4, Residential Multi-Family Districts, and RU-5, Office Development. The underlying Future Land Use classifications are not proposed to be amended. Rather, the proposed amendment would include the existing properties and future land use map classifications into the PBAD, allowing for an option to develop a mixed use commercial, office and residential development immediately adjacent to Pinecrest Parkway (US 1), in close proximity to existing and proposed transit stations.

A summary of the existing Future Land Use Classification of the subject properties is provided as follows:

SW 88 Street Existing and Proposed Expansion

Approximate Area: 24 Acres

Permitted Uses: Commercial, Office, Multi-Family

Existing Land Use: Commercial, Multi-Family

Transit Proximity: Yes, Dadeland North

Future Land Use/Official Zoning Map: BU-1, Restricted Commercial; BU-1A, General Business Development; RU-5, Office

Recommended Maximum Permitted Height: 4 stories (51 Feet)

SW 104 Street

Approximate Area: 7.3 Acres

Permitted Uses: Commercial, Office

Existing Land Use: Commercial Office

Transit Proximity: Proposed BRT Station at SW 104 Street

Future Land Use/Official Zoning Map: RU-2, Duplex; RU-5, Office; BU-1A, General Business Development.

Recommended Maximum Permitted Height: 4 stories (51 Feet)

SW 136 Street

Approximate Area: 26 Acres

Permitted Uses: Commercial

Existing Land Use: Burger King, Macy's Furniture, Publix, Home Depot/Bank of America

Transit Proximity: Proposed BRT Station at SW 136 Street

Future Land Use/Official Zoning Map: BU-1A, General Business Development; BU-2, Special Business Development  
Recommended Maximum Permitted Height: 4 stories (51 Feet)

The existing zoning classifications of the subject properties are BU-1, Restricted Commercial Development; BU-1A, General Business Development; BU-2, Special Business Development; RU-4L, and RU4, Residential Multi-Family Districts, and RU-5, Office Development. The underlying zoning classifications are not proposed to be amended. Rather, the proposed amendment would include the existing properties and zoning classifications into the PBAD, allowing for an option to develop a mixed use commercial, office and residential development immediately adjacent to Pinecrest Parkway (US 1), in close proximity to existing and proposed transit stations. A separate Ordinance amending the Village's Official Zoning Map has been prepared for consideration as a separate agenda item.

Existing use of the subject property includes various established commercial and office uses. These uses would only change in the future upon approval of a development plan by the Village of Pinecrest and could include a mixed-use commercial, office, and residential development if approved by the Village Council as a conditionally permitted use, after consideration in an advertised public hearing.

The proposed amendment would allow for mixed use commercial, office, and residential development within the proposed new and expanded districts. Mixed use development is currently permitted in the existing PBADs.

In addition to the proposed changes related to the PBADs, the future land use classification of properties located at 6610 SW 88 Street and 8850 SW 65 Court are proposed to be changed from EU-1, Residential Estate to PR, Parks and Recreational Facilities to reflect the fact that the property has been purchased by the Village with the intention of establishing a public park (Gary Matzner Park) on the property. The subject property is 2.85 acres in area.

In evaluating proposed amendments, the Village Council may exercise its legislative discretion and may consider the following:

1. Whether the proposal is internally consistent with the CDMP, including the adopted infrastructure minimum levels of service standards and the concurrency management program.
2. Whether, and the extent to which, land use and development conditions have changed since the effective date of the existing CDMP, and whether such changes support or work against the proposed amendment.

3. Whether, and the extent to which, the proposal would result in any incompatible land uses, considering the type and location of uses involved, the impact on adjacent or neighboring properties, consistency with existing development, as well as compatibility with existing and proposed neighboring property land use.
4. Whether, and the extent to which, the proposal would adversely affect the property values in the affected area, or adversely affect the general welfare.
5. Whether the proposal would result in an orderly and compatible land use pattern.
6. Whether the proposal would be in conflict with the public interest, and whether it is in harmony with the purpose and interest of the CDMP.
7. Whether the proposed amendment meets the requirements of F.S. § 163.3161 et seq.
8. Other matters which the Local Planning Agency or the Village Council, in its legislative discretion, may deem appropriate.

### PROPOSED LAND DEVELOPMENT REGULATION CHANGES

The proposed Land Development Regulations allow for implementation of the recommendations of the 2022 Pinecrest Parkway (US 1) Vision Plan and implementation of the goals, objectives, and Policies of the updated CDMP. Proposed amendments to Division 4.7, Pinecrest Business Alternative Districts, and minor amendments to related Division 4.8, Pinecrest Parkway (US 1) Corridor Development Standards include the following:

Consistent with Village Council direction, the maximum base height of a structure within the PBADs is proposed to be increased from four (4) stories, not to exceed 45 feet, to four (4) stories not to exceed 51 feet.

The maximum floor area ratio (FAR) is proposed to be increased from a base of 0.73 to 1.0, consistent with requirements of the Miami-Dade County RTZ Ordinance.

The maximum residential density is proposed to be increased from a base of 12 dwelling units per acre to 35 dwelling units per acre to support transit oriented development in the PBADs adjacent to the existing and planned transit stations.

The minimum size of any residential unit is proposed to be increased from 600 square feet to 1,000 square feet.

Design features and amenities recommended for inclusion in development projects within the PBAD include the following:

1. Building a buffer road along the back of parcels.
2. Dedicating or providing easements for new streets.

3. Inclusion of walking paths and bike trails
4. Planting of mature canopy trees along all streets at a minimum 18 to 20 inches in diameter at the time of planting.
5. Inclusion of a rooftop amenity deck with landscaping/green roof.
6. Buildings designed to be sustainable with and LEED or comparable certification.
7. Colonnades provided at the ground floor.
8. Installation of public art subject to review and approval of the Village Council; or making a payment in lieu of purchase of public art in accordance with the Village's Fee Schedule.
9. Structured Parking to include placement of parking in an above- or below-grade parking structure.

Excellent quality design is recommended. In order to ensure quality design, the Pinecrest Parkway Citizens Committee recommends establishment of an Architectural Review Board to review and approve all development within the PBADs prior to consideration by the Village Council, and prior to issuance of building permits.

It is recommended that all permitted uses incorporating a mix of residential, commercial or office uses continue to be classified as a conditionally permitted use requiring review and approval by the Village Council at an advertised public hearing.

The proposed amendments will allow for implementation of the goals of the Village Council's 2021-2022 Strategic Plan including Goal 3.2, requiring review of the LDRs to identify opportunities for mixed-use development with a focus on transportation hubs associated with planned improvements to the Bus Rapid Transit System. The proposed amendments are also consistent with Goal 3.3 of the Strategic Plan, requiring development of an "Inspire Campaign" to discuss commercial corridor considerations.

The proposed amendments will allow for an increase in the maximum permitted Floor Area Ratio requirements of Miami-Dade County Rapid Transit Zone Ordinance 22-106 that requires a minimum floor area ratio of 1.0 for properties within one-half mile of South Dade Transitway adjacent to the Village of Pinecrest.

The proposed amendments are consistent with Section 163 of the Florida Statutes and will allow for development that is compatible with the existing and planned uses adjacent to Pinecrest Parkway. The proposed amendments to the LDRs require any new development in the PBADs to be compatible with single-family residential districts to the east of Pinecrest Parkway commercial corridor. Proposed text is recommended to be included in the LDRs as follows:

All permitted development within the Pinecrest Business Alternative Districts (PBADs) shall be designed to provide protection of existing single-family neighborhoods from encroachment by incompatible development, and incompatible impacts including noise, glare, traffic congestion, and other associated impacts.

The proposed amendments provide guidelines for mixed-use development, promote walkability and connectivity, and provide for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including the existing and planned transit system.

The Village of Pinecrest requires that all new development be consistent with concurrency requirements of the Village's LDRs. Approval of new development requires a finding that public facilities and services necessary to support a proposed development are available, or will be made available, concurrent with the impacts of the development. All development applications are required to demonstrate compliance with the CDMP as well as with all applicable provisions of the LDRs. Demonstration of concurrency with adopted levels of service for sanitary sewer, potable water, solid waste and drainage, parks and recreation, transportation facilities and public schools will be required at the time of application for approval of any development within the existing and proposed PBADs.

In addition to the proposed amendments related to the PBADs, amendment to the Definitions of the LDRs, amending the definition of Building Coverage to allow exclude up to 600 square feet of a trellised area; and the definition of Holidays to include Juneteenth are also included as discussed with the Village Council on September 21, 2022.

In evaluating the proposed amendments, the Village Council shall consider the following criteria:

1. Whether the proposal is consistent with the CDMP, including the adopted infrastructure minimum levels of service standards and the concurrency management program.
2. Whether the proposal is in conformance with all applicable requirements of the Code of Ordinances, including the Land Development Code.
3. Whether, and the extent to which, land use and development conditions have changed since the effective date of the existing regulations, and whether such changes support or work against the proposed change in land use policy.
4. Whether, and the extent to which, the proposal would result in any incompatible land uses, considering the type and location of uses involved, the impact on adjacent or neighboring properties, consistency with existing development, as well as compatibility with existing and proposed land use.

5. Whether, and the extent to which, the proposal would result in demands on transportation systems, public facilities and services, exceeding the capacity of such facilities and services, existing or programmed, including transportation, water and wastewater services, solid waste disposal, drainage, recreation, education, emergency services, and similar necessary facilities and services.
6. Whether, and to the extent to which, the proposal would result in adverse impacts on the natural environment, including consideration of wetland protection, preservation of groundwater aquifer, wildlife habitats, and vegetative communities.
7. Whether, and the extent to which, the proposal would adversely affect the property values in the affected area, or adversely affect the general welfare.
8. Whether the proposal would result in an orderly and compatible land use pattern. Any positive and negative effects on such pattern shall be identified.
9. Whether the proposal would be in conflict with the public interest, and whether it is in harmony with the purpose and intent of this land development code.
10. Other matters which the Local Planning Village Council in its legislative discretion may deem appropriate.

### OFFICIAL ZONING MAP

Folio numbers and addresses of the subject properties proposed to be included in the new and expanded PBADs are included in an attached Excel spread sheet and shown on the attached Zoning Map, entitled "Proposed Zoning Map Amendments".

The underlying Future Land Use Map classifications of the subject properties include commercial and multi-family residential classifications including BU-1, Restricted Commercial Development; BU-1A, General Business Development; BU-2, Special Business Development; RU-4L and RU4, Residential Multi-Family Districts, and RU-5, Office Development. The underlying Future Land Use classifications are not proposed to be amended. Rather, the proposed amendment would include the existing properties and future land use map classifications into the PBAD, allowing an option to develop a mixed-use commercial, office and residential development immediately adjacent to Pinecrest Parkway (US 1), in close proximity to existing and proposed transit stations.

The existing zoning classifications of the subject properties are BU-1, Restricted Commercial Development; BU-1A, General Business Development; BU-2, Special Business Development; RU-4L, and RU4, Residential Multi-Family Districts, and RU-5, Office Development. The underlying zoning classifications are not proposed to be amended. Rather, the proposed amendment would include the existing properties and zoning classifications into the PBAD, allowing for an option to develop a mixed-use commercial, office and residential

development immediately adjacent to Pinecrest Parkway (US 1), in close proximity to existing and proposed transit stations.

Existing use of the subject property includes various established commercial and office uses. These uses would only change in the future upon approval of a development plan by the Village of Pinecrest and could include a mixed-use commercial, office, and residential development if approved by the Village Council as a conditionally permitted use, after consideration in an advertised public hearing.

In addition to the proposed changes related to the PBADs, the Official Zoning Map classification of properties located at 6610 SW 88 Street and 8850 SW 65 Court are proposed to be changed from EU-1, Residential Estate to PR, Parks and Recreational Facilities to reflect the fact that the property has been purchased by the Village with the intention of establishing a public park (Gary Matzner Park) on the property. The subject property is 2.85 acres in area.

MHCP Colab and the Village's Planning staff will provide a presentation of the 2022 Pinecrest Parkway (US 1) Vision Plan; proposed amendments to the CDMP; proposed amendments to the Village's LDRs; and proposed amendments to the Village's Official Zoning Map for review and consideration at first reading on October 12, 2022. Following review by the Village Council at first reading, staff will make all requested changes, transmit the revised draft to the State Land Planning Agency and other required review agencies, and schedule the proposed amendments for the Village Council's final consideration at second reading.

If you have questions or require additional information, please advise.

**ORDINANCE NO. 2022-\_\_**

**AN ORDINANCE OF THE VILLAGE OF PINECREST, FLORIDA, ADOPTING AMENDMENTS AND UPDATES TO THE GOALS, OBJECTIVES, AND POLICIES, RELATING TO PROPERTIES ADJACENT TO PINECREST PARKWAY AND IMPLEMENTING CERTAIN RECOMMENDATIONS OF THE UPDATED PINECREST PARKWAY (US 1) VISION PLAN; AMENDING THE FUTURE LAND USE MAP OF THE VILLAGE OF PINECREST COMPREHENSIVE DEVELOPMENT MASTER PLAN FOR THE PROPERTIES ADJACENT TO PINECREST PARKWAY GENERALLY LOCATED BETWEEN SNAPPER CREEK CANAL AND KENDALL DRIVE, S.W. 102<sup>ND</sup> STREET AND S.W. 106<sup>TH</sup> STREET, AND S.W. 130<sup>TH</sup> STREET AND S.W. 136<sup>TH</sup> STREET; FURTHER AMENDING THE VILLAGE'S FUTURE LAND USE MAP FOR PROPERTIES LOCATED AT 6610 S.W. 88 STREET AND 8850 S.W. 65 COURT; PROVIDING FOR INCLUSION IN THE COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING FOR TRANSMITTAL; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.**

WHEREAS, on February 9, 1999, the Village Council adopted the Village's Comprehensive Development Master Plan pursuant to Ordinance 99-04; and

WHEREAS, the Village Council has subsequently amended and updated the Comprehensive Development Master Plan to implement requirements relative to the establishment of the North Pinecrest Business Alternative District as required by the State Land Planning Agency in 2004; amended the Comprehensive Development Master Plan consistent with the requirements of an Evaluation and Appraisal Report completed in 2005; amended and updated the Comprehensive Development Master Plan in 2016 based on updated background data and analysis; annually amended the Comprehensive Development Master Plan to update the Capital Improvements Element; amended the Comprehensive Development Master Plan to include updates in conjunction with completion of a ten-year water supply facilities work plan, and amended the Comprehensive Development Master Plan to include a Climate Change Element; and

WHEREAS, the Village Council adopted the *Pinecrest Parkway (US 1) Vision Plan* on October 9, 2012 for the future development, redevelopment, beautification, and enhancement of Pinecrest Parkway; and

Note:

~~Strikethrough words~~ are deletions to the existing words in the Comprehensive Development Master Plan.  
Underlined words are additions to the existing words in the Comprehensive Development Master Plan.

WHEREAS the Village Council has adopted goals within its 2021-2022 Strategic Plan including Goal 3.2, requiring review of the Land Development Regulations to identify opportunities for mixed-use development with a focus on transportation hubs associated with planned improvements to the Bus Rapid Transit System, and Goal 3.3, requiring development of an “Inspire Campaign” to discuss commercial corridor considerations; and

WHEREAS on September 1, 2022, Miami-Dade County adopted Ordinance 22-106, a Rapid Transit Zone Ordinance implementing its policies to provide transit-oriented development by increasing density and intensity along transit corridors, with the goal of supporting regional transportation goals; creating a framework for municipalities that have jurisdiction over land within one-half- and one-mile buffers around the SMART Plan Corridors, to plan for transit-oriented development while maintaining their regulatory authority; and

WHEREAS Miami-Dade County Ordinance 22-106 requires all municipalities in Miami-Dade County to allow for a minimum floor area ratio of 1.0 for properties within one-half mile of designated transit corridors, including the South Dade Transitway adjacent to the Village of Pinecrest; and a minimum floor area ratio of 1.5 in the core of designated Community Urban Centers; and

WHEREAS the Village Council has completed its Inspire Campaign, and appointed the “Pinecrest Parkway Citizens Committee” for the purpose of evaluating required amendments to the Village’s established floor area ratio limits; reviewing needed and recommended amendments to the Pinecrest Parkway (US 1) Vision Plan; providing oversight and direction throughout the planning process; and making recommendations to the Village Council; and

WHEREAS, the Pinecrest Parkway Citizens Committee has worked with planning staff and planning consultants to update the Pinecrest Parkway (US 1) Vision Plan, taking into consideration planned improvements to the South Dade Transitway and Busway including the addition of new stations adjacent to SW 104 Street and SW 136 Street; and considering other requirements of the Miami-Dade County Rapid Transit Zone Ordinance 22-106; and

WHEREAS, the appointed Pinecrest Parkway Citizens Committee has convened numerous public meetings, hosted a community-wide visioning session, and considered additional community input provided by means of a visioning survey; and

Note:

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Underlined words are additions to the existing words in the Comprehensive Development Master Plan.

WHEREAS, the visioning and planning process as overseen by the Pinecrest Parkway Citizens Committee has culminated in completion of the proposed Pinecrest Parkway (US 1) Vision Plan Update that enumerates and describes a series of recommendations formulated to address redevelopment opportunities, land development regulations, landscaping, aesthetics, parking, public safety, improved pedestrian and vehicular circulation, development incentives, and requirements of Miami-Dade County RTZ Ordinance 22-106; and

WHEREAS, the Pinecrest Parkway Visioning Committee recommends adoption of the Pinecrest Parkway (US 1) Vision Plan Update, and has forwarded the proposed plan to the Village Council with a recommendation for approval and adoption; and

WHEREAS the requirements of the Miami-Dade County Rapid Transit Zone ordinance and the recommended updates to the Pinecrest Parkway (US 1) Vision Plan require amendment of the Village's Comprehensive Development Master Plan; and

WHEREAS THE Village of Pinecrest has acquired land located at 6610 SW 88 Street (Folio: 20-5001-000-0780) and 8850 SW 65 Court (Folio: 20-5001-000-1180), and intends to use the property for public purposes as a Public Park (Gary Matzner Park), consistent with goals of the Village's Parks and Recreation Master Plan; and

WHEREAS, the Local Planning Agency (LPA) has reviewed the proposed amendments to the Village of Pinecrest Comprehensive Development Master Plan at a public hearing on October 12, 2022 and has forwarded the proposed amendments to the Village Council with a recommendation for approval; and

WHEREAS after having received input and participation by the Pinecrest Parkway Citizens Committee, interested members of the public, and staff, the Village Council finds the proposed amendments to the Comprehensive Development Master Plan to be consistent with the Village Council's goals of the Village's Strategic Plan; and

WHEREAS the proposed amendments to the Comprehensive Development Master Plan were prepared in accordance with Chapter 163.3177 Florida Statutes; and

WHEREAS, the Village Council held a public hearing on October 12, 2022 prior to transmitting the proposed amendments to the Florida Department of Economic Opportunity and other required review agencies; and

WHEREAS, the Village Council of the Village of Pinecrest, Florida held a second public hearing on \_\_\_\_\_, 2022; and

WHEREAS, said public hearings were advertised in accordance with Chapter 163.3184 and Chapter 166.041, Florida Statutes; and

WHEREAS, the Village Council hereby finds it to be in the best interest of the public health, safety and welfare of the citizens to adopt the amendments to the Comprehensive Development Master Plan;

NOW, THEREFORE, BE IT ORDAINED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PINECREST, FLORIDA:

SECTION 1. Recitals. The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true, correct and reflective of the legislative intent underlying this Ordinance and are hereby made a specific part of this Ordinance.

SECTION 2. Amendment and Adoption. The amendments to the Goals, Objectives, Policies and Future Land Use Map of the Comprehensive Development Master Plan, attached hereto and incorporated herein as Exhibit "A", are hereby adopted.

SECTION 3. Inclusion in the Comprehensive Plan. It is the intention of the Village Council and it is hereby ordained that the amendments to the Village of Pinecrest Comprehensive Plan made by this Ordinance as set forth in Exhibit "A" shall become part of the Village of Pinecrest Comprehensive Development Master Plan, and that the sections of this Ordinance may be renumbered and relettered as necessary, and that the word "Ordinance" may be changed to "Section, "Article" or other appropriate word.

SECTION 4. Transmittal. The Village Clerk is hereby directed to transmit the proposed amendments to the Comprehensive Development Master Plan and all supporting data and analysis, to the Department of Economic Opportunity of the State of Florida and other appropriate public agencies, and upon adoption of this Ordinance is further directed to ensure that this Ordinance and all other necessary documents are forwarded to the Florida Department of Economic Opportunity and other agencies in accordance with Section 163.3184(3), Florida Statutes.

SECTION 5. Conflicts. All ordinances or parts of ordinances and all resolutions or parts of resolutions in conflict with the provisions of this Ordinance are hereby repealed.

SECTION 6. Severability. If any section, clause, sentence or phrase of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, the holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 7. Effective Date. The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the Village of Pinecrest that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of non-compliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

PASSED on first reading this 12<sup>th</sup> day of October, 2022 and transmitted to the Florida Department of Economic Opportunity and other required review agencies.

PASSED AND ADOPTED on second reading this \_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Joseph M. Corradino, Mayor

ATTEST:

\_\_\_\_\_  
Priscilla Torres., CMC  
Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

\_\_\_\_\_  
Mitchell Bierman  
Village Attorney

Motion:  
Second:  
Vote:

Note:  
~~Strikethrough words~~ are deletions to the existing words in the Comprehensive Development Master Plan.  
Underlined words are additions to the existing words in the Comprehensive Development Master Plan.

## EXHIBIT "A"

### COMPREHENSIVE DEVELOPMENT MASTER PLAN

\* \* \*

**OBJECTIVE 1-1.7: PROMOTE VILLAGE APPEARANCE, NATURAL AMENITIES AND URBAN DESIGN PRINCIPLES.** The Land Development Regulations shall ensure, to the extent lawful, that public and private improvements especially improvements adjacent to major transportation corridors and major activity centers such as the Pinecrest Parkway commercial corridor and multi-family developments, public parks and other public/semi-public grounds and institutions are managed and enhanced through application of the site plan review process.

**Policy 1-1.7.1: Reinforce and Enhance the Village's Community Appearance.** Major physical attributes within the Village shall be preserved through application of design review standards and management of signs, landscaping, open space preservation, tree protection, and other urban design amenities. Special emphasis shall be placed on preserving and/or improving the character of major natural and man-made corridors, including the waterways or major drainage corridors, and major transportation corridors which serve as a focal point for the motoring public.

**Policy 1-1.7.2: Pinecrest Parkway Vision Plan.** Pursue implementation of the consensus aspects of the Pinecrest Parkway Vision Plan through the revision of the Land Development Regulations. The Future Land Use Map shall be amended to include expansion of the existing Pinecrest Business Alternative District adjacent to Kendall Drive and establishment of new Pinecrest Business Alternative Districts adjacent to SW 104 Street and SW 136 Street. ~~The Village may consider adopting the color palette and architectural and sign design standards presented in the Pinecrest Parkway Vision Plan, as may be amended prior to or after adoption, for future commercial development to reinforce the Pinecrest "brand identity" of new and renovated buildings within the Village's non-residential corridors.~~

\* \* \*

**OBJECTIVE 1-2.3: MANAGING LOCATION OF COMMERCIAL DEVELOPMENT.** Map I-1, identifying future land use policy, shall designate commercial development based on the following considerations:

- Existing and desired future trends in commercial land development within the Village and its environs;
- Require that commercial development be consistent with the Village Comprehensive Plan and the Land Development Regulations.

- Maintain the existing compact linear commercial core that serves the Village;
- Protect environmentally sensitive natural systems, especially water resources, including adherence to stormwater management policies designed to preserve water quality in the man-made canals east of the commercial area;
- Provide and maintain transportation and infrastructure system improvements;
- Establish a basis for regulating the location, intensity, scale, and design of commercial development; and
- Ensure that future commercial development shall not encroach eastward into established residential areas.

The Future Land Use Map shall indicate land for the following commercial land use:

- 1) Office Development [RU-5];
- 2) Restricted Business Development [BU-1];
- 3) General Business Development [BU-1A];
- 4) Special Business Development [BU-2];
- 5) Intensive Business Development [BU-3];
- 6) **Pinecrest Business Alternative [PBAD]**.

Except in the Office (R-5) land use designation, **and except within the Pinecrest Business Alternative District**, the Village shall not allow residential development to occur in areas designated for commercial development since the Village has a relatively limited amount of land adaptive to commercial development and it is imperative to the economic stability of the Village to maintain its existing commercial core. Essential supportive infrastructure may be located within areas designated for commercial development on the Future Land Use Map, upon a finding by the Village that such uses are consistent with the Land Development Regulations, including applicable conditional use and performance criteria. The Land Development Regulations shall provide use regulations and performance criteria for regulating the location, intensity, scale, and design of commercial development, **and mixed-use (residential/office/commercial) development** as well as performance criteria for managing impacts identified in §1-2.

**Policy 1-2.3.1: Office Development (RU-5).** The Future Land Use Map office (RU-5) designation is designed to accommodate business and professional offices and customary accessory uses which are subordinate and incidental to the principal office use.

**Policy 1-2.3.2: Restricted Commercial Development (BU-1).** The Future Land Use Map Restricted Business (BU-1) designation is intended to accommodate offices; restricted commercial retail and personal service establishments with limited inventory of goods; restaurants; and other neighborhood commercial uses which comply with the Comprehensive Plan and more definitive regulations governing specific uses which shall be included in the Land Development Regulations. Business activities in areas designated BU-1 shall include offices and businesses primarily serving the following markets: Village residential markets and other residential markets in the immediate vicinity as opposed to

area-wide or regional markets; specialized markets with customized market demands; and employee demands generated by businesses in the immediate vicinity.

**Policy 1-2.3.3: General Business Development (BU-1A).** The Future Land Use Map General Business (BU-1A) designation is intended to accommodate uses included within the Restricted Business (BU-1) designation as well as moderately intensive specialized commercial facilities which may serve several neighborhoods. The land development regulations shall identify the specialized businesses which may be accommodated in the BU-1A district, including conditional uses.

**Policy 1-2.3.4: Special Business Development (BU-2).** The Future Land Use Map Special Business (BU-2) designation is intended to accommodate all uses included within the General Business (BU-1A) designation as well as larger business establishments serving the needs of markets that transcend the boundaries of the Village. In addition to the uses provided for in the BU-1A designated areas, the BU-2 designation includes larger scale commercial or office facilities and other commercial uses with potential impacts that are more intensive than typical BU-1A commercial uses. The land development regulations shall identify the specialized businesses which may be accommodated in the BU-2 district, including conditional uses.

**Policy 1-2.3.5: Intensive Business Development (BU-3).** The Future Land Use Map Intensive Business (BU-3) designation is intended to accommodate all uses included within the Special Business (BU-3) designation as well as large scale businesses with potential impacts that are more intensive than typical BU-1A commercial uses. The land development regulations shall identify commercial uses, including conditional uses. The Intensive Business (BU-3) designation is not intended to accommodate manufacturing of goods or other activities which may generate nuisance impacts, including glare, smoke or other air pollutants, noise, vibration or major fire hazards, or other impacts generally associated with more intensive industrial uses.

**Policy 1-2.3.6: Intensity of Commercial Development (RU-5, BU-1, BU-1A, BU-2, and BU-3).** The intensity of development within the land use designation cited in this subsection shall be measured and regulated pursuant to floor area ratios herein stated. The maximum floor area ratio for any land use within an area designated RU-5, BU-1, BU-1A, BU-2, or BU-3 on the Future Land Use Map shall be 0.40 at one (1) story and shall be increased by 0.11 for each additional story. Parking structures shall not count as part of the floor area, but shall be counted in computing building height and number of stories. Enclosed or non-enclosed mall areas shall not count as part of the floor area in computing floor area ratios. The Land Development Regulations shall establish maximum building height, lot coverage, other size and dimension regulations, as well as performance criteria required to assist in achieving goals, objectives, and policies of the Comprehensive Plan.

Policy 1-2.3.7: Mixed-use (Residential/Office/Commercial). Mixed-Use commercial and residential development shall be permitted within the designated Pinecrest Business Alternative Districts (PBAD), limited to the commercial zoning districts adjacent to the Metrorail and Bus Rapid Transit stations, as indicated on the Future Land Use Map of the Comprehensive Development Master Plan and on the Village's Official Zoning Map. All mixed-use development within the PBAD shall be subject to review as a Conditionally Permitted Use by the Village Council, consistent with planning and design requirements of the Village's Land Development Regulations and consensus aspects of the Pinecrest Parkway (US 1) Vision Plan (2012) and Pinecrest Parkway (US 1) Vision Plan Update (2022).

\* \* \*

Objective 1-3.12: **NORTH PINECREST BUSINESS ALTERNATIVE DISTRICT.** Promote transit friendly development for those properties abutting South Dixie Highway Pinecrest Parkway (US 1), whose folio numbers are listed in Policy 1-3.12.9 as identified on the Future Land Use Map. ~~The District regulations shall be adopted as part of the land development regulations within one year of the effective date of this amendment.~~ Amend the Village's Land Development Regulations to implement consensus aspects of the Pinecrest Parkway (US 1) Vision Plan adopted in 2012 and the Pinecrest Parkway (US 1) Vision Plan Update adopted in 2022. The **North Pinecrest Business Alternative District (NPBAD)** is provided as an alternative to the Future Land Use Map (FLUM) categories in order to promote the following: improved transit rider-ship; increased pedestrian activity; reduced automobile reliance; and the establishment of mixed use and the creation of a defined sense of place. Property owners may take advantage of setback and design incentives allowed by the **NPBAD**. Notwithstanding the density and intensity provisions set forth under Future Land Use Objective 1-2.2., development shall be in accordance with the requirements of the **NPBAD**. The **overlay Pinecrest Business Alternative District regulations** shall conform to the following principles and guidelines: (Village of Pinecrest Ordinances 2002-4, 2002-9)

**Policy 1-3.12.1: Density and Intensity:** ~~The maximum Floor Area Ratio for all development shall be consistent with the provisions of the Comprehensive Development Master Plan.~~ The maximum floor area ratio as a matter of right shall not exceed 0.40 for a one-story building, 0.51 for a two-story building, 0.70 for a three-story building, and 1.0 for a four-story building.

All off street parking area in a garage shall be excluded from the floor area ratio requirement. (Village of Pinecrest Ordinances 2002-4, 2002-9)

**Maximum residential density within an approved Mixed Use development in the PBAD shall be 35 dwelling units per acre.**

**Policy 1-3.12.2 Mixed-Use:** First floor retail shall be encouraged within the NPBAD. For projects incorporating both residential and non-residential development, acreage shall be allocated for each use at the maximum allowance and shall be applied cumulatively so the same acreage does not apply to both uses. (Village of Pinecrest Ordinances 2002-4, 2002-9)

**Policy 1-3.12.3 Parking:** Parking shall be consistent with the Land Development Regulations. Off street parking areas shall be designed so that the means of ingress and egress are limited to the minimum number of curb cuts for all adjacent streets. (Village of Pinecrest Ordinances 2002-4, 2002-9)

**Policy 1-3.12.4 Allowable uses:** Uses shall be consistent with the Land Development Regulations and ~~would~~ **should** prohibit vehicular dependent transactional uses (such as but not limited to automobile drive through facilities, service stations, car wash and banks **with** drive-thru **windows**) while allowing commercial and office uses **as permitted uses**, and mixed-use residential commercial and office uses ~~within the NPBAD as a~~ conditional uses. Where possible, ground floor uses shall be retail, **restaurant** or supportive uses for the project. (Village of Pinecrest Ordinances 2002-4, 2002-9)

**Policy 1-3.12.5 Setback requirements:** Setback requirements shall be reviewed on a site-by-site basis with regard to adjacent residential properties and should provide a progressive rear setback requiring each additional floor to move away from the residential properties and where roof parapets systems are facing the residential area proper screening by means of vegetation, trellis systems or other ornamental screening concepts shall be used. (Village of Pinecrest Ordinances 2002-4, 2002-9)

**Policy 1-3.12.6 Building Height:** The maximum building height for mixed use development within the NPBAD shall be as limited in the Land Development Regulations. This height requirement shall be adjusted to conform to a progressive rear setback starting at grade and applied at each additional floor or story from residential properties. (Village of Pinecrest Ordinances 2002-4, 2002-9)

**Policy 1-3.12.7 Lot Assemblage:** Lot assemblage shall be encouraged in order to provide maximum flexibility in design. (Village of Pinecrest Ordinances 2002-4, 2002-9)

**Policy 1-3.12.8 Aesthetics:** In order to ensure attractive and well-designed development that creates a sense of place, the NPBAD shall include an illustrated code that graphically

depicts design requirements consistent with the criteria in the NPBAD. (Village of Pinecrest Ordinances 2002-4, 2002-9)

**Policy 1-3.12.9 Map:** The following Properties (identified by Folio Numbers) located within the Pinecrest Business Alternative District, identified on the attached map, entitled, "Proposed Future Land Use Map Amendments" shall be contained in the NPBAD and identified in on the Future Land Use Map of the Comprehensive Development Master Plan.

2040350001201, 2050020520010, 2050020110200, 2050020110210, 2050020001230, 2050020000640, 2050020000650, 2050020390020, 2050020390010, 2050020390080, 2050020390070, 2050020390060, 2050020390050, 2050020390040, 2050020390030, 2050020450020, 2050020450010, 2050020450011, 2050020400010, 2040350001203, 2050020400020, and 2050020000820

(Village of Pinecrest Ordinance 2002-4, 2002-9)

\* \* \*

# Village of Pinecrest Proposed Future Land Use Map Amendments

## Proposed Map Amendments

### Pinecrest Business Alternative Districts

- Existing PBAD
- Proposed PBAD

1. Kendall Drive and Pinecrest Parkway District
2. Dadeland Plaza District
3. Kendall Plaza District
4. SW 104 Street District
5. SW 136 Street District

### Parks and Recreational Facilities

- Gary Matzner Park
- A. Proposed Amendment from EU-1 to PR

**EU-1C**  
**Residential Estate**  
One unit per two and one half gross acre

**EU-1**  
**Residential Estate**  
One unit per gross acre

**EU-S**  
**Residential Suburban Estate**  
One unit per 25,000 gross sq. ft.

**EU-M**  
**Residential Modified Estate**  
One unit per 15,000 net sq. ft.

**RU-1**  
**Residential Single Family**  
One unit per 7,500 net sq. ft.

**RU-2**  
**Residential Duplex**  
One two-family structure per 7,500 net sq. ft.

**RU-3M**  
**Residential Multi-Family Moderate Density**  
Twelve and nine tenths (12.9) units per net acre

**RU-4L**  
**Residential Multi-Family Low-Medium Density**  
Twenty-three (23) units per net acre

**RU-4M**  
**Residential Multi-Family Medium-High Density**  
Thirty-six (36) units per net acre

**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

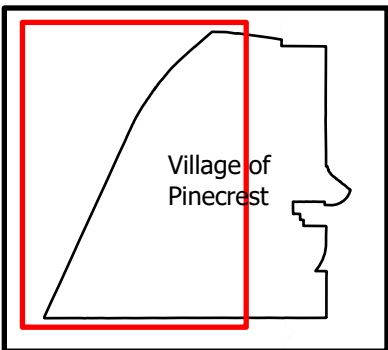
**BU-3**  
**Intensive Business Development**  
Max. floor area ratio 0.40 at (1) story increased by 0.11 for ea. additional story

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

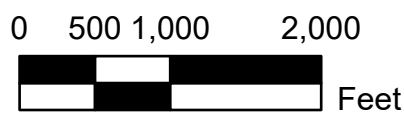
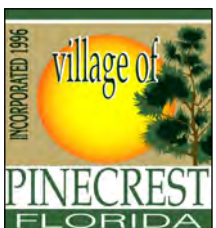
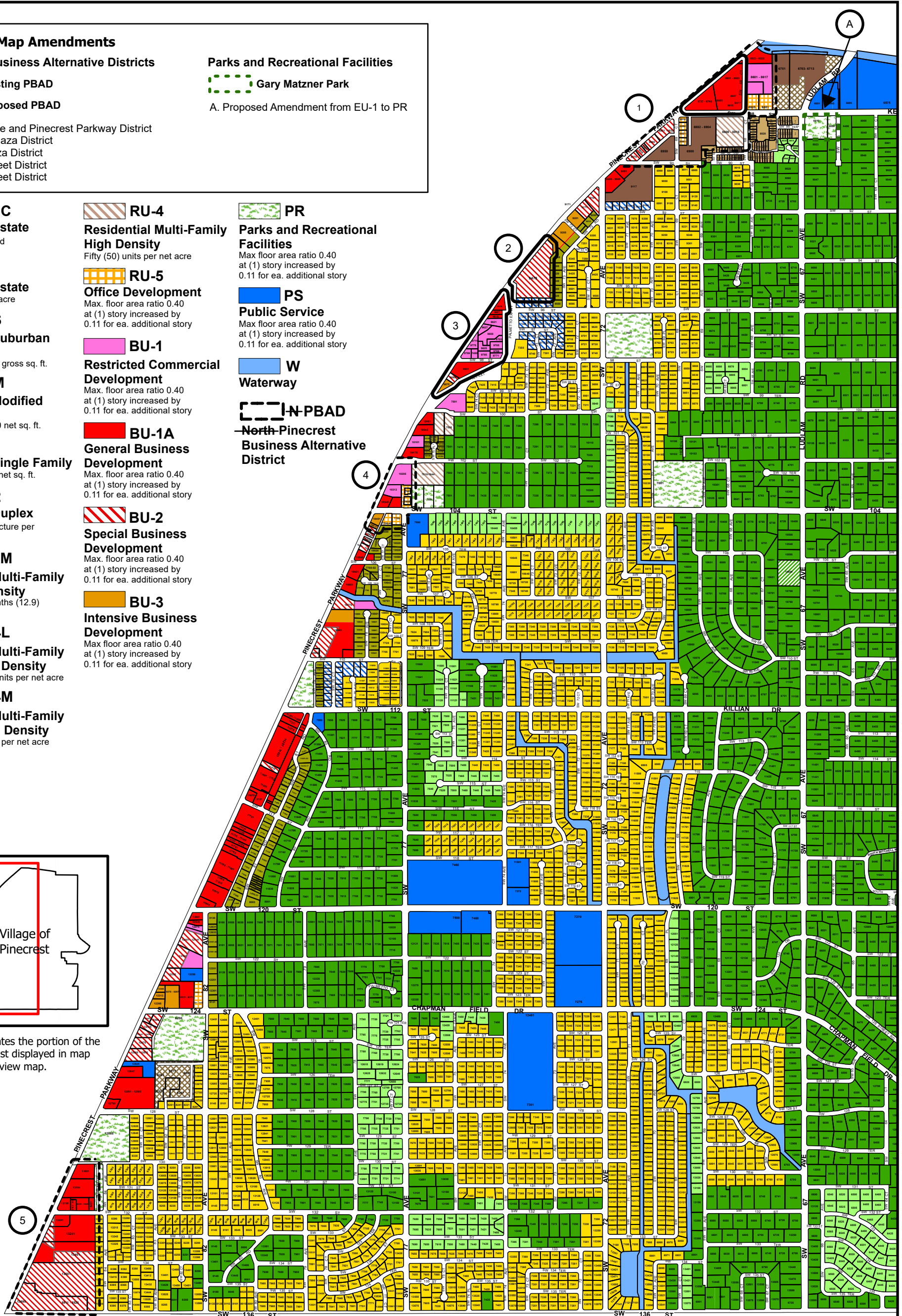
**PS**  
**Public Service**  
Max floor area ratio 0.40 at (1) story increased by 0.11 for ea. additional story

**W**  
**Waterway**

**N-PBAD**  
**North-Pinecrest Business Alternative District**



Inset map illustrates the portion of the Village of Pinecrest displayed in map amendment overview map.



Printed: SEPTEMBER 2022



**Properties to be added to expanded and new Pincrest Business Alternative Districts**

FOLIO	TTRRSS	X_COORD	Y_COORD	TRUE_SITE_	TRUE_SITE1	TRUE_SIT_1	TRUE_SIT_2
2040350001161	544035	885166.800000000000	493391.700000000000	6801 N KENDALL DR		Pincrest	33143-1570
2040350001162	544035	884982.700000000000	493384.700000000000	6805 SW 88 ST		Pincrest	33143-1522
2040350001260	544035	885051.000000000000	493984.200000000000	8525 S DIXIE HWY		Pincrest	33143-7809
2040350430001	544035	885083.200000000000	493744.400000000000			Pincrest	33143-0000
2050020000110	554002	884701.300000000000	492976.000000000000	8800 SW 68 CT		Pincrest	33156-1510
2050020050010	554002	884069.200000000000	493028.600000000000	6950 N KENDALL DR		Pincrest	33156-1584
2050020050011	554002	884067.000000000000	493117.000000000000	6910 N KENDALL DR		Pincrest	33156-1521
2050020050030	554002	884073.400000000000	492925.900000000000	8821 SW 69 CT		Pincrest	33156-1605
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2050020820570	554002	883826.300000000000	492680.000000000000	8950 SW 69 CT 219	219	Pincrest	33156-1646
2050020820580	554002	883826.300000000000	492680.000000000000	8950 SW 69 CT 220	220	Pincrest	33156-1646
2050020820590	554002	883826.300000000000	492680.000000000000	8950 SW 69 CT 221	221	Pincrest	33156-1646
2050020820600	554002	883826.300000000000	492680.000000000000	8950 SW 69 CT 222	222	Pincrest	33156-1646

# Village of Pinecrest Pinecrest Business Alternative Districts Proposed New Districts Existing Land Use Map

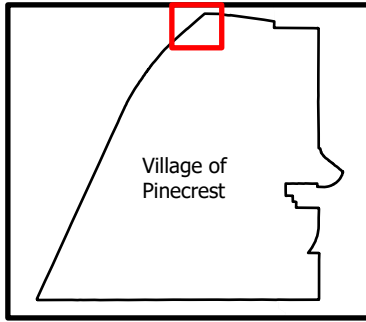
## Kendall Drive and Pinecrest Parkway District

### Pinecrest Business Alternative Districts

Proposed PBAD     Existing PBAD

#### General Land Use Categories

- Agricultural
- Commercial
- Governmental
- Industrial
- Recreational
- Residential
- Water



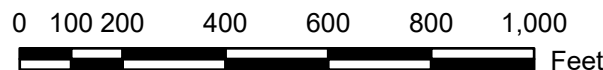
Inset map illustrates the portion of the Village of Pinecrest displayed in map amendment overview map.

Existing Kendall Drive and Pinecrest Pkwy District - Land Use Summary		6.32 Acres
<b>Commercial</b>		<b>6.32</b>
011	Stores, one story	1.94
018	Office buildings, non-professional service buildings, multi-story	4.38
Kendall Drive and Pinecrest Pkwy Expansion - Land Use Summary		20.02 Acres
<b>Commercial</b>		<b>5.49</b>
011	Stores, one story	1.76
017	Office buildings, non-professional service buildings, one story	0.14
018	Office buildings, non-professional service buildings, multi-story	1.19
019	Professional service buildings	0.71
021	Restaurants, cafeterias	0.39
027	Auto sales, auto repair and storage, auto service shops, body and fender shops, commercial garages, farm and machinery sales and services, auto rental, marine equipment, trailers and related equipment, mobile home sales, motorcycles, construction vehicle sales	1.29
<b>Residential</b>		<b>14.53</b>
000	Vacant Residential – with/without extra features	9.28
003	Multi-family - 10 units or more	5.25
<b>Final Total Acreage of Combined Existing and Expanded District</b>		<b>26.34 Acres</b>

NOTE: Land use categories summarized by property appraiser assigned use code based on Florida Department of Revenue guidelines. Land use totals only include areas within the identified PBAD area.

#### List of land uses adjacent to Proposed District

- Agricultural**
- 050 - Improved agricultural
- Commercial**
- 011 - Stores, one story
- Governmental**
- 080 - Vacant Governmental
- Industrial**
- 048 - Warehousing, distribution terminals, trucking terminals, van and storage warehousing
- Institutional**
- 072 - Private schools and colleges
- Recreational**
- 097 - Outdoor recreational or parkland
- Residential**
- 000 - Vacant Residential – with/without extra features
- 001 - Single Family
- 003 - Multi-family - 10 units or more
- 004 - Condominiums
- 009 - Residential Common Elements/Areas
- Water**
- 095 - Rivers and lakes, submerged lands
- 099 - Acreage not zoned agricultural



# Village of Pinecrest Pinecrest Business Alternative Districts Proposed New Districts Existing Land Use Map

## SW 104 Street District

### Pinecrest Business Alternative Districts

Proposed PBAD

General Land Use Categories

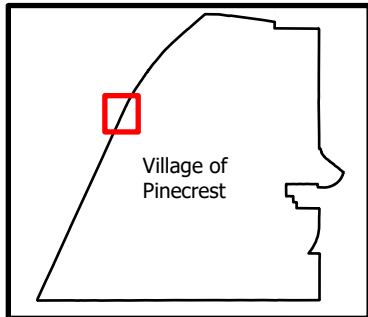
- Commercial
- Governmental
- Institutional
- Recreational
- Residential

SW 104 Street District - Land Use Summary		5.99 Acres
<b>Commercial</b>		<b>4.54</b>
016	Community Shopping Centers	1.71
018	Office buildings, non-professional service buildings, multi-story	0.88
021	Restaurants, cafeterias	0.14
023	Financial institutions (banks, saving and loan companies, mortgage companies, credit services)	0.82
026	Service stations	0.99
<b>Recreational</b>		<b>0.61</b>
097	Outdoor recreational or parkland, or high-water recharge subject to classified use assessment	0.61
<b>Residential</b>		<b>0.85</b>
000	Vacant Residential – with/without extra features	0.85

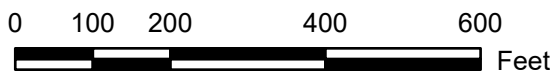
NOTE: Land use categories summarized by property appraiser assigned use code based on Florida Department of Revenue guidelines. Land use totals only include areas within the identified PBAD area.

#### List of land uses adjacent to Proposed District

- Commercial**
- 010 - Vacant Commercial - with/without extra features
  - 011 - Stores, one story
  - 012 - Mixed use - store and office or store and residential combination
  - 017 - Office buildings, non-professional service buildings, one story
  - 018 - Office buildings, non-professional service buildings, multi-story
  - 019 - Professional service buildings
- Governmental**
- 080 - Vacant Governmental
- Institutional**
- 071 - Churches
- Residential**
- 000 - Vacant Residential – with/without extra features
  - 001 - Single Family
  - 004 - Condominiums
  - 008 - Multi-family - fewer than 10 units



Inset map illustrates the portion of the Village of Pinecrest displayed in map amendment overview map.



# Village of Pinecrest Pinecrest Business Alternative Districts Proposed New Districts Existing Land Use Map

## SW 136 Street District

### Pinecrest Business Alternative Districts

Proposed PBAD

General Land Use Categories

- Commercial
- Governmental
- Residential

SW 136 Street District - Land Use Summary		30.33 Acres
<b>Commercial</b>		<b>30.33</b>
011	Stores, one story	13.57
014	Supermarkets	5.00
016	Community Shopping Centers	5.51
017	Office buildings, non-professional service buildings, one story	0.73
019	Professional service buildings	2.19
021	Restaurants, cafeterias	1.13
023	Financial institutions (banks, saving and loan companies, mortgage companies, credit services)	1.27
026	Service stations	0.62
028	Parking lots (commercial or patron), mobile home parks	0.30

NOTE: Land use categories summarized by property appraiser assigned use code based on Florida Department of Revenue guidelines. Land use totals only include areas within the identified PBAD area.

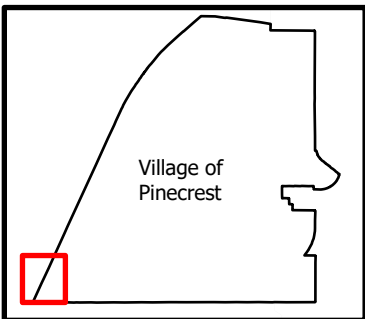
#### List of land uses adjacent to Proposed District

##### Governmental

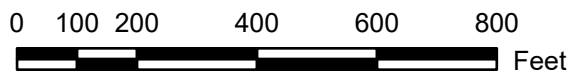
- 080 - Vacant Governmental
- 089 - Municipal, other than parks, recreational areas

##### Residential

- 001 - Single Family



Inset map illustrates the portion of the Village of Pinecrest displayed in map amendment overview map.



# Village of Pinecrest Parks and Recreational Facilities Proposed Land Use Amendment - Existing Land Use Map

## Gary Matzner Park

### Parks and Recreational Facilities

  Residential Estate (EU-1) to Parks and Recreational (PR)

#### General Land Use Categories

- Commercial
- Governmental
- Institutional
- Recreational
- Residential
- Water

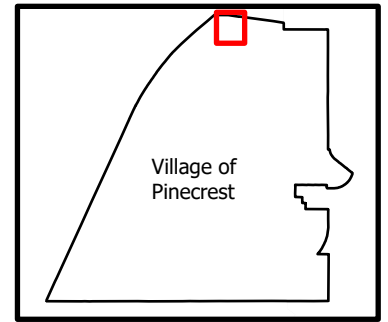
#### Matzner Park - Land Use Summary 3.04 Acres

<b>Governmental</b>		<b>3.04</b>
080	Vacant Governmental	3.04

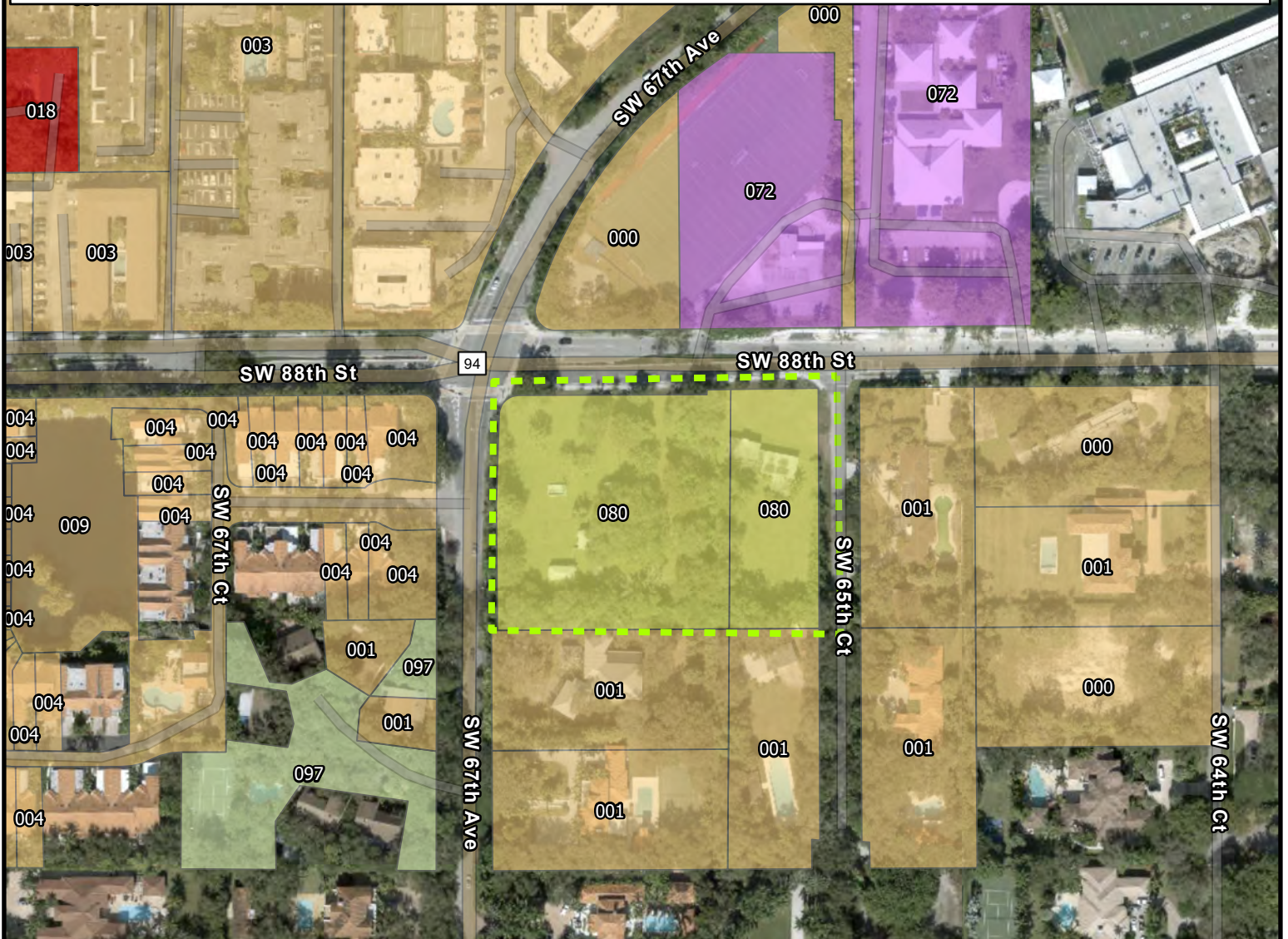
NOTE: Land use categories summarized by property appraiser assigned use code based on Florida Department of Revenue guidelines. Land use totals only include areas within the identified PBAD area.

#### List of land uses adjacent to Gary Matzner Park

- Institutional**
- 072 - Churches
- Recreational**
- 097 - Outdoor recreational or parkland
- Residential**
- 000 - Vacant Residential – with/without extra features
- 001 - Single Family
- 003 - Multi-family - 10 units or more
- 004 - Condominiums
- 009 - Residential Common Elements/Areas



Inset map illustrates the portion of the Village of Pinecrest displayed in map amendment overview map.



## Village of Pinecrest

### Comprehensive Development Master Plan Amendment

#### Pinecrest Parkway (US 1) Vision Plan – 2022

#### Public Services and Infrastructure Analysis

This analysis addresses the capacity of the Village’s infrastructure system. In order to maintain the physical capacity of its infrastructure systems, the Village of Pinecrest has adopted Level of Service Standards in the Comprehensive Plan and Land Development Regulations. The Village ensures that these standards are met through concurrency management, which requires that the infrastructure needed to serve new development and redevelopment is in place prior to or at the time development; capital improvement projects; and coordination with other service providers, such as the Florida Department of Transportation, Miami-Dade County, and Miami-Dade County Public Schools.

Proposed amendments to the Village’s Future Land Use Map include expansion of the existing Pinecrest Business Alternative District adjacent to Pinecrest Parkway and SW 88 Street, in close proximity to the Dadeland North Metrorail Station; and inclusion new Pinecrest Business Alternative Districts adjacent to Pinecrest Parkway at SW 104 Street and SW 136 Street, across from new planned Bus Rapid Transit Stations (BRT) within the South Dade Transitway (South Corridor), one the five rapid transit corridors of the Strategic Miami Area Rapid Transit (SMART) Program. A summary of the characteristics of each of the expanded and new districts is provided as follows:

#### SW 88 Street Existing and Proposed Expansion

Area: 26.34 Acres

Permitted Uses: Commercial, Office, Multi-Family, Mixed-Use (Residential and Commercial - Conditional Use)

Potential new Dwelling Units: 659 – 501 DU = 158 multi-family units

Existing Land Use: Commercial, Multi-Family

Transit Proximity: Yes, Dadeland North

Future Land Use/Official Zoning Map: BU-1, Restricted Commercial; BU-1A, General Business Development; RU-4M, Residential Multi Family Medium-High Density; RU-5, Office

Recommended Maximum Permitted Height: 4 stories (51 Feet)

### SW 104 Street

Area: 5.99 Acres

Permitted Uses: Commercial, Office, Proposed Mixed-Use (Residential and Commercial - Conditional Use)

Potential new Dwelling Units: 150

Existing Land Use: Commercial, Office

Transit Proximity: Proposed BRT Station at SW 104 Street

Future Land Use/Official Zoning Map: RU-2, Duplex; RU-5, Office; BU-1A, General Business Development.

Recommended Maximum Permitted Height: 4 stories (51 Feet)

### SW 136 Street

Area: 30.33 Acres

Permitted Uses: Permitted Uses: Commercial, Office, Proposed Mixed-Use (Residential and Commercial - Conditional Use)

Potential new Dwelling Units: 758

Existing Land Use: Burger King, Macy's Furniture, Publix, Home Depot/Bank of America

Transit Proximity: Proposed BRT Station at SW 136 Street

Future Land Use/Official Zoning Map: BU-1A, General Business Development; BU-2, Special Business Development

Recommended Maximum Permitted Height: 4 stories (51 Feet)

With the possibility of allowing mixed use development within the new and expanded Pinecrest Business Alternative Districts at a maximum permitted density of 35 dwelling units per acre, a total of 1,690 new dwelling units could theoretically be accommodated above that which would be permitted today. Assuming a vacancy rate of 6.5% (Village of Pinecrest Market Analysis Report, Business Flare, 2021), and an average of 3.2 persons per household (2020 U.S. Census, Village of Pinecrest), this would result in an additional 5,056 persons if all property owners in the Pinecrest Business Alternative District were to utilize the available "alternative" option. This maximum development scenario, however, is highly unlikely to occur for four notable reasons:

1. There are several smaller parcels within the designated Pinecrest Business Alternative Districts that may not be large enough to accommodate a practical mixed use development project;

2. It is unlikely that all commercial property owners will elect to redevelop under the “alternative” option available within the Pinecrest Business Alternative District;
3. It is likely that a developer may choose to build dwelling units that are larger than the minimum 1,000 square feet; and
4. The occupancy rate of smaller multi-family residential condominium units within a mixed use development project adjacent to Pinecrest Parkway (US 1) will likely be significantly lower than the occupancy rate of larger residences existing within the single-family residential neighborhoods of Pinecrest.

Given the maximum floor area ratio of 1.0; the need to provide approximately 16% of a building’s floor area for hallways and pedestrian circulation; the likelihood that the first floor of any mixed use development will be occupied by commercial uses; and the likelihood that some residential units may be larger than 1,000 square feet in area; a more realistic residential density of 25 dwelling units per acre is assumed for planning purposes. At this density, an additional 966 dwelling units could be allowed above that which would be permitted today. Assuming a vacancy rate of 6.5% (Village of Pinecrest Market Analysis Report, Business Flare, 2021), and more realistic average of 2 persons per household, this would result in an additional 1,806 persons if all property owners in the Pinecrest Business Alternative District were to utilize the available “alternative” option.

## **Sanitary Sewer**

### **Level of Service Standard**

100 gallons per capita per day

### **Analysis**

Estimated Permanent population (University of Florida 2021) – 18,419

Total daily capacity required – 1,841,900 gallons per day

The Village is meeting its Level of Service standards for Sanitary Sewer. Under the Concurrency Management System, new developments are required to make or provide for improvements necessary to maintain or exceed these standards as a condition for their approval.

The Village receives sanitary sewer collection and disposal service from Miami-Dade County as per an interlocal agreement. Residents not served by the County system are on private septic tanks.

By 2030, the Village projects that its population will increase to 21,772, which will require a capacity of 2,177,200 gpd. With the proposed amendments to the Village's Comprehensive Development Master Plan allowing for an additional 1,806 residents, the total population would increase to 23,578 which would require a capacity of 2,357,800 gpd.

As noted in the Village's adopted Comprehensive Development Master Plan, *Background Data and Analysis*, dated October, 2016, "The current capacity of the County's wastewater treatment system is 375.5 million gallons per day, which exceeds wastewater flow of 307.73 million gallons per day and reserve capacity of 31.07 million gpd. System-wide capacity is projected to continue to exceed demand through the planning period, and the Village does not anticipate any problems in meeting its sanitary sewer disposal Level of Service standard during its short, mid, and long-range planning periods".

## Potable Water

### Level of Service Standard

95 gallons per capita per day

### Analysis

Permanent Population – 18,408

Total daily capacity required – 1,748,760 gallons per day

The Village is meeting its Level of Service standards for Potable Water. Under the Concurrency Management System, new developments are required to make or provide for improvements necessary to maintain or exceed these standards.

The Village receives its potable water supply from Miami-Dade County as per an interlocal agreement. Residents not served by the County system receive their potable water via private wells.

By 2030, the Village projects that its population will increase to 21,772, which will require a capacity of 2,068,340 gpd. With the proposed amendments to the

Village's Comprehensive Development Master Plan allowing for an additional 1,806 residents, the total population would increase to 23,578 which would require a capacity of 2,239,910 gpd.

As noted in the Village's adopted Comprehensive Development Master Plan, *Background Data and Analysis*, dated October, 2016, "the current capacity of Miami-Dade County's water system is 497.19 million gpd, which exceeds current daily demand of 307.19 million gpd and projected 2030 daily demand of 353.92 million gpd. System-wide capacity is projected to continue to exceed demand through the planning period, and the Village does not anticipate any problems in meeting its potable water Level of Service standard during its short, mid, and long-range planning periods".

## Solid Waste

### Level of Service Standard

9.9 pounds/capita/day and maintain solid waste disposal capacity sufficient to accommodate waste flows committed to the system through long-term interlocal agreements or contracts along with anticipated non-committed waste flows for a period of five years.

### Analysis

Permanent Population – 18,408

Total daily capacity required – 182,239 lbs. per day

By 2030, the Village projects that its population will increase to 21,772, which will require a disposal capacity of 215,543 lbs. per day.

With the proposed amendments to the Village's Comprehensive Development Master Plan allowing for an additional 1,806 residents, the total population would increase to 23,578 which would require a capacity of 233,422 pounds per day.

As noted in the Village's adopted Comprehensive Development Master Plan, *Background Data and Analysis*, dated October, 2016, "Miami-Dade County provides the disposal facilities for solid waste collected in the Village. The Village's solid waste is disposed of at the South Dade Landfill, which has capacity available

through 2029. The Village does not anticipate any problems in meeting its solid waste Level of Service during the short, mid, or long-range planning periods”.

## **Stormwater Drainage**

### **Level of Service Standard**

Water Quality Standard: Stormwater facilities shall be designed to meet the design and performance standards established in Ch. 62-25, §25.025, F.A.C., with treatment of the runoff from the first one inch of rainfall on-site to meet the water quality standards required by Ch. 62-302, §62-302.500, F.A.C.

Water Quantity Standard: Where two or more standards impact a specific development, the most restrictive standard shall apply:

- a. Post development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with a 24-hour duration.
- b. Treatment of the runoff from the first one inch of rainfall on-site or the first half inch of runoff whichever is greater.

### **Analysis**

The Village is meeting its Level of Service standards for Stormwater Management (drainage). Under the Concurrency Management System, new developments are required to make or provide for improvements necessary to maintain or exceed these standards. The Village will continue to invest in the ongoing maintenance of its canals and drainage system in accordance with the recently adopted Stormwater Management Master Plan.

## **Transportation**

### **Level of Service Standard**

The Village’s LOS Standard for roadways is calculated using the typical volume/capacity ratio methodology. The following LOS measurement standards represent operating conditions, and the driver’s perception of these conditions:

- LOS A - free flow traffic operations at average travel speeds;
- LOS B - stable flow with other users in traffic stream;
- LOS C – uncongested with other users causing significant interactions;
- LOS D – congested stable flow with major delays;

- LOS E – very congested with traffic at or near capacity, and;
- LOS F – extremely congested with breakdown flows.

The Village’s applicable adopted Level of Service Standard for roadways is: LOS E, or; LOS E (120% capacity) within Transit Service Areas, or; LOS E (150% capacity) within Extraordinary Transit Service Areas (the US-1 Busway corridor along the western boundary of the Village). The Village is meeting its roadway Levels of Service on all roads except for the following segments, which are operating at LOS F:

- Old Cutler Road;
- SW 67 Avenue from SW 88 Street to SW 120 Street;
- SW 88 Street east of NW 67th Avenue;
- US-1
- SW 120th Street east of NW 67th Avenue.

It is expected that improvement of the South Dade Transit way with the construction of new bus stations at SW 104 Street and SW 136 Street, currently in progress, will improve levels of service on Pinecrest Parkway (US 1) when complete and operational.

The Village shall ensure that development which increases traffic on the roads which are backlogged, constrained or projected to be at deficient Levels-of-Service be required to provide one or more of the following:

- Conventional mitigation measures, such as physical capacity enhancements;
- Additional transit service providing the roadway can carry additional person trips;
- A Transportation Demand Management (TDM) or Transportation Systems Management (TSM) plan for approval by the Village; or
- Other remedies as provided by State Statutes.

In order to address current and future traffic needs, the Village will continue to implement strategies for improving traffic flow, particularly on major intersections along US1.

## **Parks and Recreation**

### **Level of Service Standard**

Three (3) acres per 1,000 residents

## Analysis

By 2030, the Village projects that its population will increase to 21,772. In order to meet the acreage Level of Service Standard, 65.31 acres of recreation open space will need to be available. With the proposed amendments to the Village's Comprehensive Development Master Plan allowing for an additional 1,806 residents, the total population would increase to 23,578 which would require a total of 70.74 acres of parkland.

The Village currently has 85.79 acres of recreation and open space, and with the approval of the proposed future land use map amendment reclassifying properties located at 6610 SW 88 Street and 8850 SW 65 Court, from EU-1, Residential Estate to PR, Parks and Recreational Facilities, and additional 2.85 acres of park land will be added, providing for a revised total of 88.64 acres. The Village is therefore exceeding its acreage Level of Service Standard for recreation and open space, and will continue to do so with approval of the proposed amendments through the planning period

## **Public Schools**

### Level of Service Standard

100 percent of Concurrency Service Area Enrollment/Florida Inventory of School Houses (FISH) Capacity (with relocatable classrooms).

### Analysis

The Village is located in the Southeast Concurrency Service Area (SE CSA). According to Miami-Dade Public Schools, the projected 2025 utilization and enrollment of elementary schools in the SE CSA is 56% of capacity; K-8 facilities is 69%; middle schools is 64.5%; and high schools is 64.6%. Based on this analysis, the Village does not anticipate any issues in meeting the Level of Service Standard for public schools with the proposed amendments during the planning period.

## Village of Pinecrest

### Comprehensive Development Master Plan Amendment Pinecrest Parkway (US 1) Vision Plan – 2022

#### Comprehensive Development Master Plan – Consistency

The proposed amendments are consistent with the Village's Comprehensive Development Master Plan including the Future Land Use, Transportation, Housing, and Recreation and Open Space Elements.

The proposed amendments are consistent with *Policy 1-1.2.3 - Improve the Image and Function of Commercial Development along Pinecrest Parkway*. The proposed amendments will provide owners of commercial properties within the designated Pinecrest Business Alternative Districts an opportunity to include a slightly higher floor area ratio and a mixture of residential and commercial uses in a compact, efficient development in close proximity to planned transit stations.

The proposed amendments are consistent with *Policy 1-1.72 - Pinecrest Parkway Vision Plan*. The proposed amendments allow for implementation of the consensus aspects of the Pinecrest Parkway Vision Plan updated and adopted by Resolution by the Village Council on October 12, 2022.

The proposed amendments are consistent with *Objective 1-2.5, Indicate Land for Public and Private Parks and Recreation Facilities (PR)*, and *Policy 1-2.5.1, Public and Private Parks and Recreational Facilities*. Reclassification of the residential property located at 6610 SW 88 Street and 8850 SW 65 Court to PR, Parks and Recreational Facilities will allow for development of a new park (Gary Matzner Park) consistent with the objective and Policy.

The proposed amendments are consistent with *Policy 2-1.4.1 – Encourage Land Uses That Promote Transit*. Allowing mixed-use commercial and residential uses at a proposed density of 35 dwelling units per acre in the proposed Pinecrest Business Alternative Districts, across the street from planned transit stations at SW 104 Street and SW 136 Street, will support transit. As the policy indicates, "Higher density development should be focused around these areas".

The proposed amendments are consistent with *Policy 3-1.3.3 – Provision of Diverse Housing Types*. It is expected that the housing types provided in the Pinecrest Business Alternative Districts will be smaller, more affordable condominiums that "create opportunities for life-cycle housing and aging in place".

The proposed amendments are consistent with *Policy 6-1.2.1 – Allocating Park and Recreation Facilities*. Reclassification of property located at 6610 SW 88 Street and 8850 SW 65 Court from EU-1, Residential Estate to PR, Parks and Recreation Facilities will provide additional parks and recreational facilities for existing and future Pinecrest residents.

The proposed amendments are consistent with *Policy 6-1.6.1 – Acquisition of Land*. Acquisition of the property located at 6610 SW 88 Street and 8850 SW 65 Court and classification of the property for parks and recreational facilities on the Future and Use Map will be allow for development of a park consistent with this policy.

**RESOLUTION NO. 2022-\_\_\_**

**A RESOLUTION OF THE VILLAGE OF PINECREST, FLORIDA  
ADOPTING THE PINECREST PARKWAY (US 1) VISION  
PLAN UPDATE; PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, the Village Council adopted the *Pinecrest Parkway (US 1) Vision Plan* on October 9, 2012 for the future development, redevelopment, beautification, and enhancement of Pinecrest Parkway; and

WHEREAS the Village Council has adopted goals within its 2021-2022 Strategic Plan including Goal 3.2, requiring review of the Land Development Regulations to identify opportunities for mixed-use development with a focus on transportation hubs associated with planned improvements to the Bus Rapid Transit System, and Goal 3.3, requiring development of an “Inspire Campaign” to discuss commercial corridor considerations; and

WHEREAS, the importance of the Pinecrest Parkway (US 1) corridor has been underscored in light of the various challenges and opportunities that have emerged and become apparent with recent redevelopment projects that have been approved or planned adjacent to the right-of-way in recent years, and

WHEREAS on September 1, 2022, Miami-Dade County adopted Ordinance 22-106, a Rapid Transit Zone Ordinance implementing its policies to provide transit-oriented development by increasing density and intensity along transit corridors, with the goal of supporting regional transportation goals; creating a framework for municipalities that have jurisdiction over land within one-half- and one-mile buffers around the SMART Plan Corridors, to plan for transit-oriented development while maintaining their regulatory authority; and

WHEREAS Miami-Dade County Ordinance 22-106 requires all municipalities in Miami-Dade County to allow for a minimum floor area ratio of 1.0 for properties within one-half mile of designated transit corridors, including the South Dade Transitway adjacent to the Village of Pinecrest; and a minimum floor area ratio of 1.5 in the core of designated Community Urban Centers; and

WHEREAS the Village Council has completed its Inspire Campaign, and appointed the “Pinecrest Parkway Citizens Committee” for the purpose of evaluating required amendments to the Village’s established floor area ratio limits; reviewing needed and recommended amendments to the Pinecrest Parkway (US 1) Vision Plan; providing oversight and direction throughout the planning process; and making recommendations to the Village Council; and

WHEREAS, the Pinecrest Parkway Citizens Committee has worked with planning staff and planning consultants to update the Pinecrest Parkway (US 1) Vision Plan, taking into consideration planned improvements to the South Dade Transitway and Busway including the addition of new stations adjacent to SW 104 Street and SW 136 Street; and considering other requirements of the Miami-Dade County Rapid Transit Zone Ordinance 22-106; and

WHEREAS, the appointed Pinecrest Parkway Citizens Committee has convened numerous public meetings, hosted a community-wide visioning session, and considered additional community input provided by means of a visioning survey; and

WHEREAS, the visioning and planning process as overseen by the Pinecrest Parkway Citizens Committee has culminated in completion of the proposed Pinecrest Parkway (US 1) Vision Plan Update that enumerates and describes a series of recommendations formulated to address redevelopment opportunities, land development regulations, landscaping, aesthetics, parking, public safety, improved pedestrian and vehicular circulation, development incentives, and requirements of Miami-Dade County RTZ Ordinance 22-106; and

WHEREAS, the Pinecrest Parkway Visioning Committee recommends adoption of the Pinecrest Parkway (US 1) Vision Plan Update, and has forwarded the proposed plan to the Village Council with a recommendation for approval and adoption; and

WHEREAS, the Village Council considered the recommendations of the Pinecrest Parkway Citizens Committee and the proposed Vision Plan Update in a public meeting on October 12, 2022; and

WHEREAS, the Village Council of the Village of Pinecrest, Florida, hereby finds it to be in the best interest of the public health, safety and welfare of the citizens to adopt the Pinecrest Parkway (US 1) Vision Plan Update;

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PINECREST, FLORIDA, AS FOLLOWS:

Section 1. That the Village Council hereby adopts the Village of Pinecrest Pinecrest Parkway (US 1) Vision Plan Update.

Section 2 This resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED this 12<sup>th</sup> day of October, 2022.

---

Joseph M. Corradino, Mayor

Attest:

---

Priscilla Torres, CMC  
Village Clerk

Approved as to Form and Legal Sufficiency:

---

Michell Bierman  
Village Attorney

Motion by:  
Second by:  
Votes:



# **VILLAGE OF PINECREST** **VISION PLAN UPDATE**

**DRAFT: September 30, 2022**



**MKSK**



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# Acknowledgments

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



## COUNCILMEMBERS

Mayor Joseph M. Corradino  
Vice Mayor Katie Abbott  
Shannon del Prado  
Anna Hochkammer  
Doug Kraft

## PINECREST PARKWAY CITIZENS' COMMITTEE

John R. Medina, RA, Chair  
Victoria Trucco, Vice Chair  
Jose Cassanova, RA, CGC  
John Farrar  
Douglas Kulig, AIA  
Roney Mateu, FAIA  
Amar Sawhney

## VILLAGE ADMINISTRATION

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Village Clerk Priscilla Torres  
Village Attorney Mitchell Bierman  
Planning Director Stephen R. Olmsted, AICP  
Communications Manager Michelle Hammontree  
Communications Designer Adam Pascale

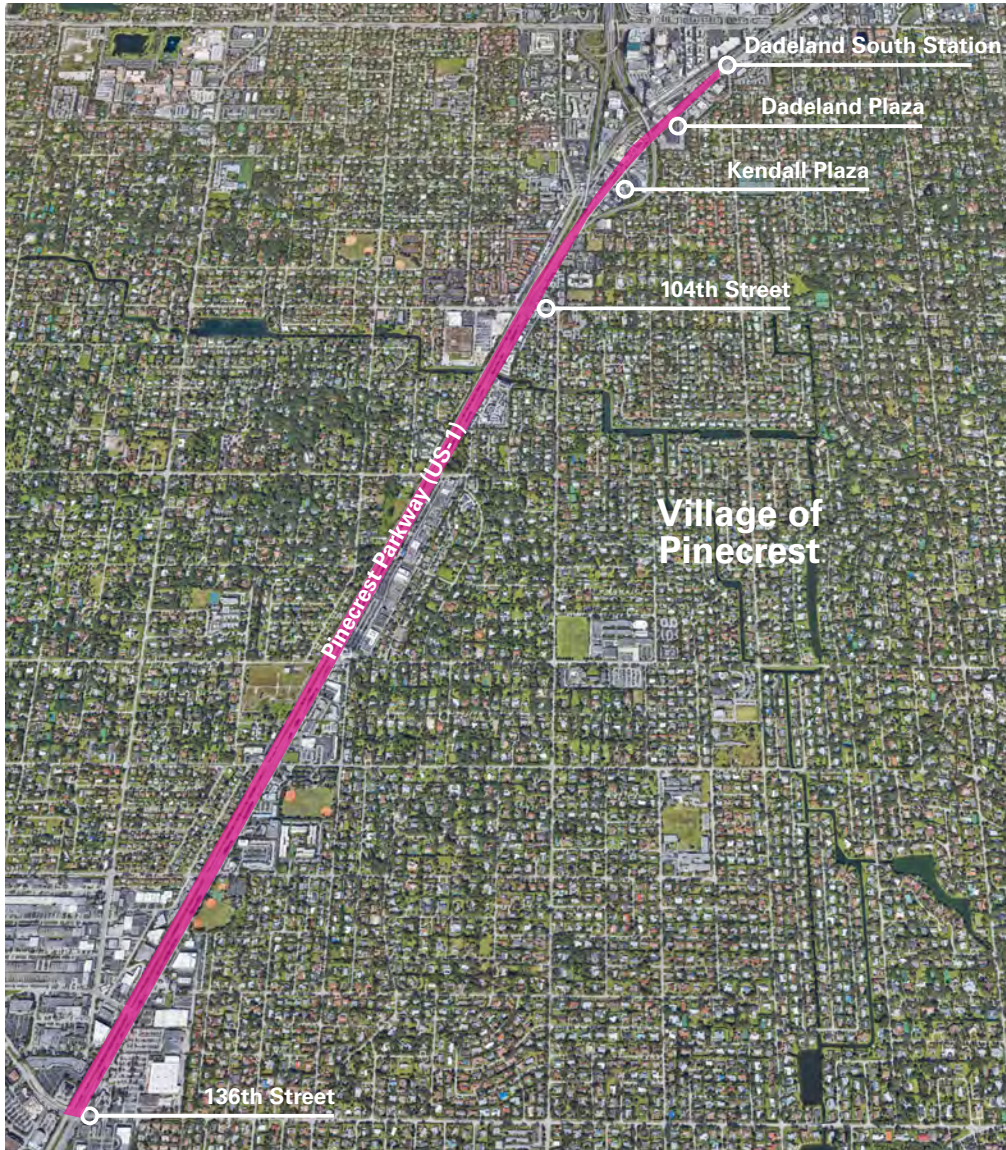
## CONSULTANT TEAM

MHCP Colab  
MKSK

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

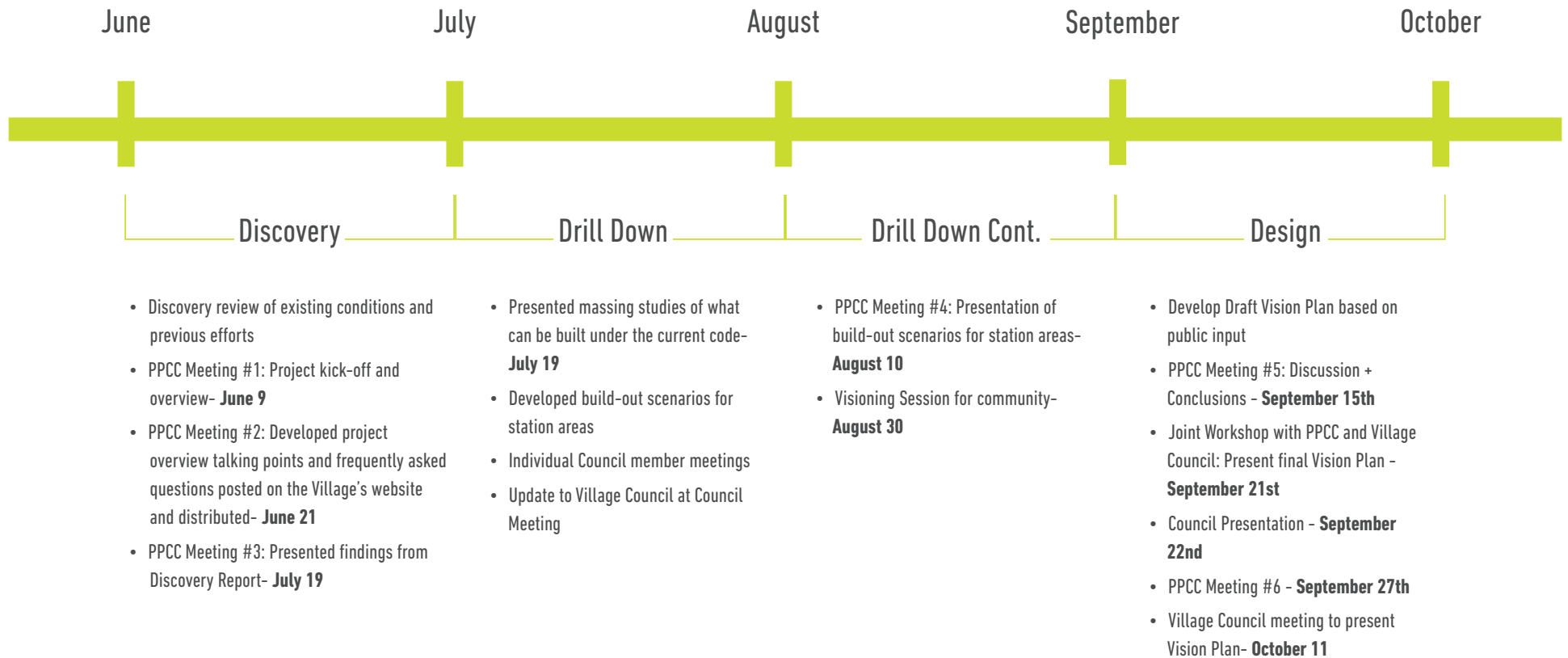
- Completing your own vision for your community while promoting transit oriented development (TOD).
- Evaluating what is and isn't working.
- Understanding placemaking opportunities.

## 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.



## 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.

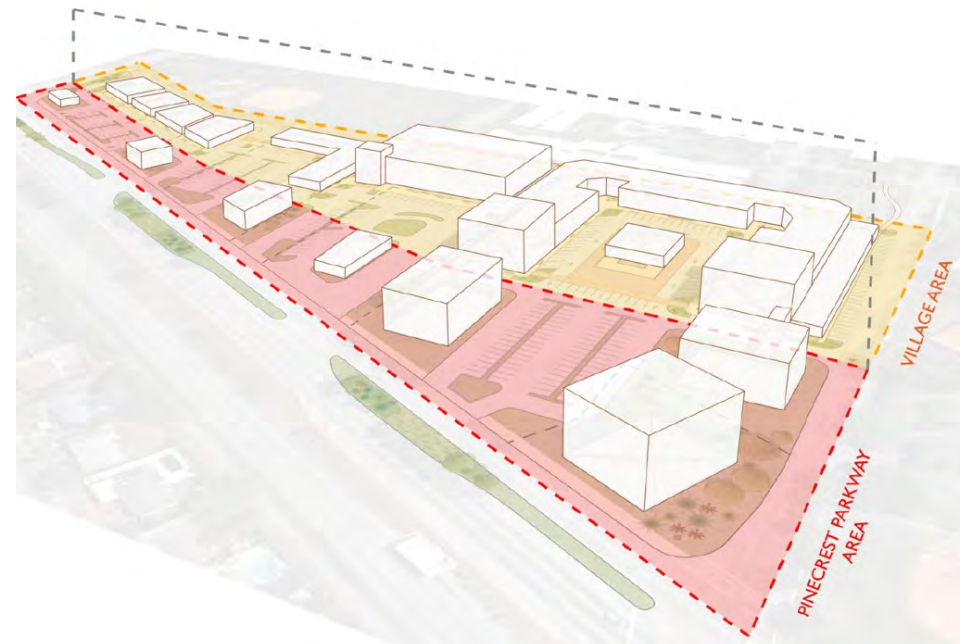
The Vision Plan articulated the following guiding principles and goals:

- 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



Pinecrest Parkway Citizens' Committee Meeting



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

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.

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



Discussions with residents about concepts



Interactive boards with sticker exercise

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.

## 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

# 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.

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.

### 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



Passeos open up to courtyards



Worth Avenue and Royal Poinciana Way, Palm Beach, FL



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

## 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.

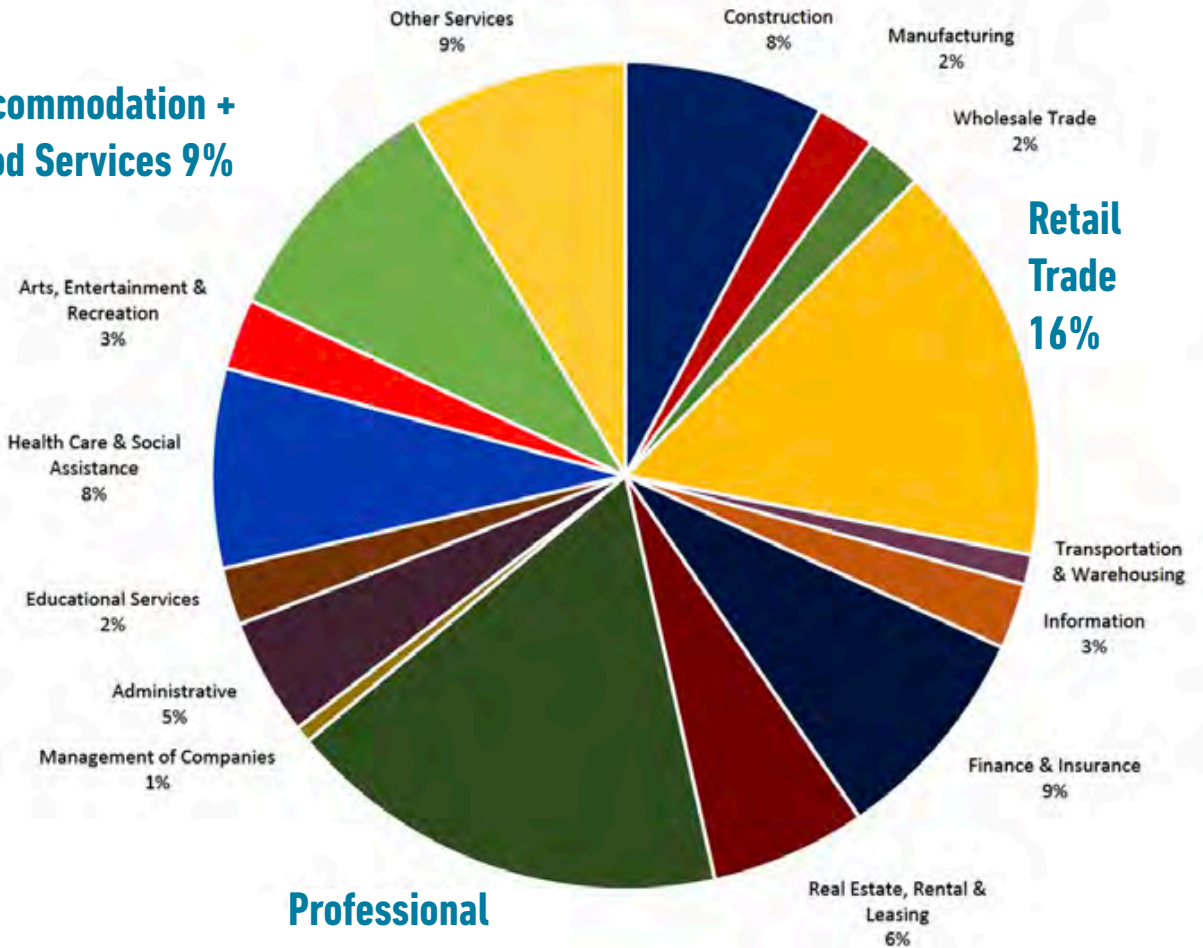
**Accommodation + Food Services 9%**

### 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.

**Professional Services 17%**

Pinecrest Businesses



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.

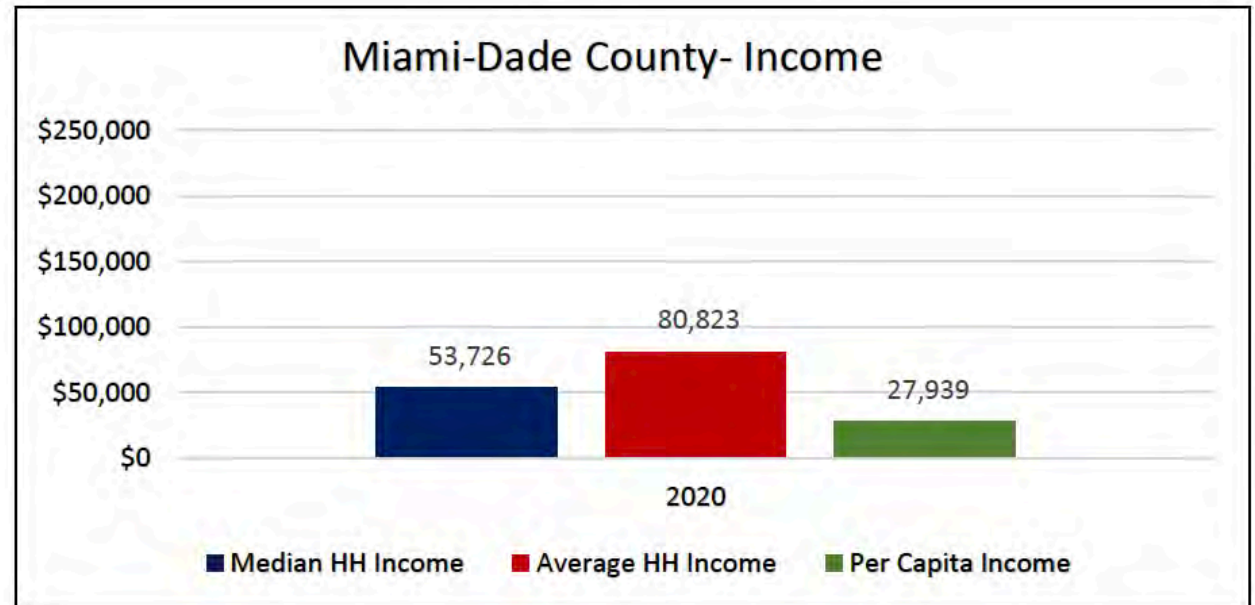
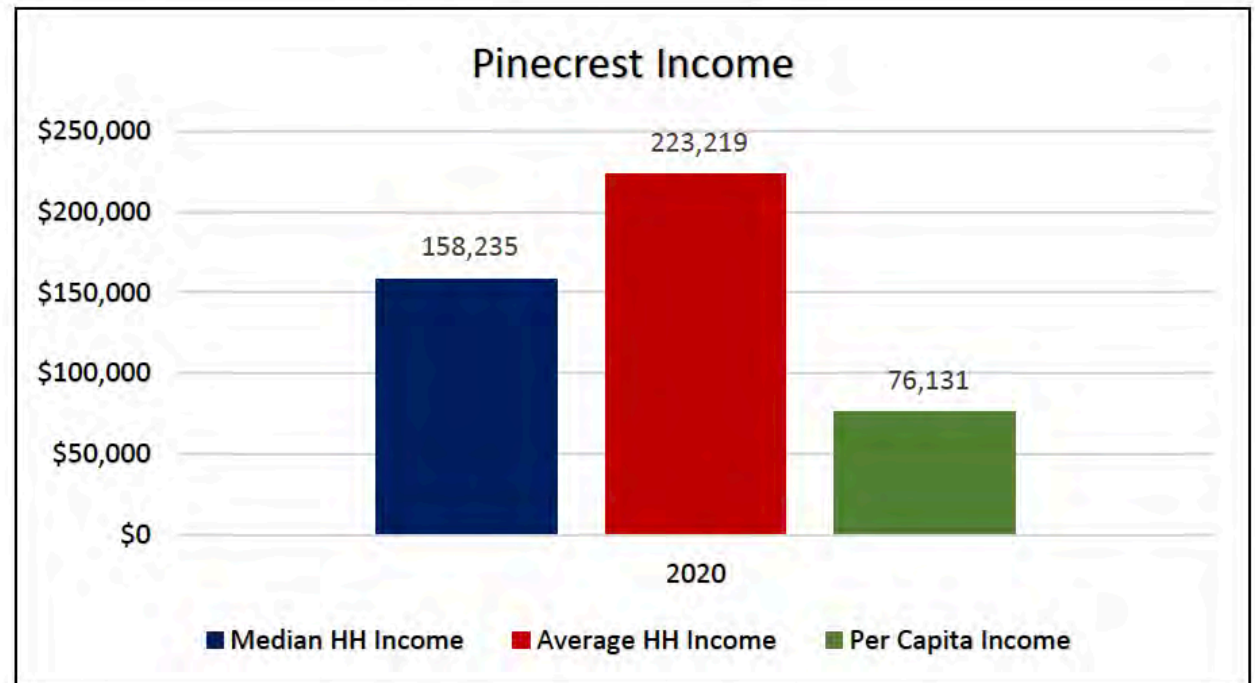
Exceptionally high income levels are observed in Pinecrest when compared to Miami-Dade County as a whole.

### Median household income:

\$158,235

### Average household income:

\$223,219



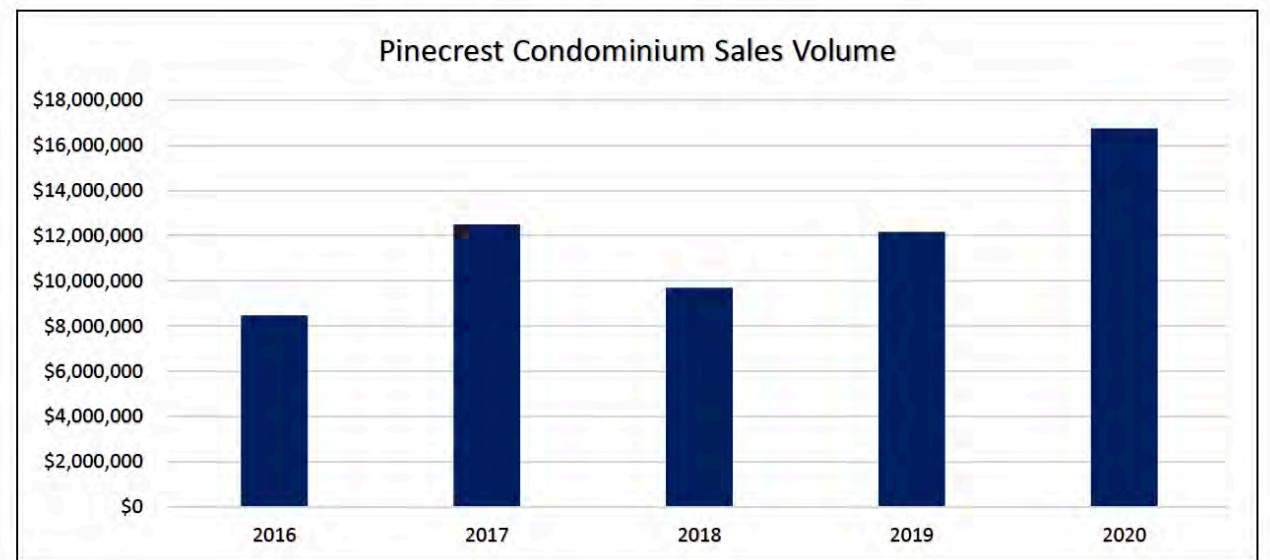
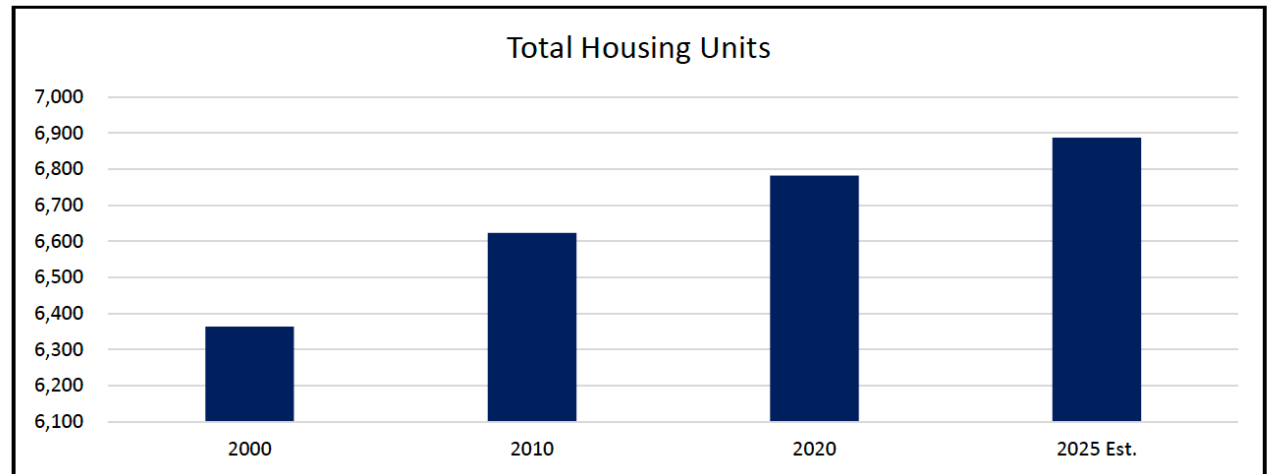
Source, Pinecrest Market Analysis Report

## 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.



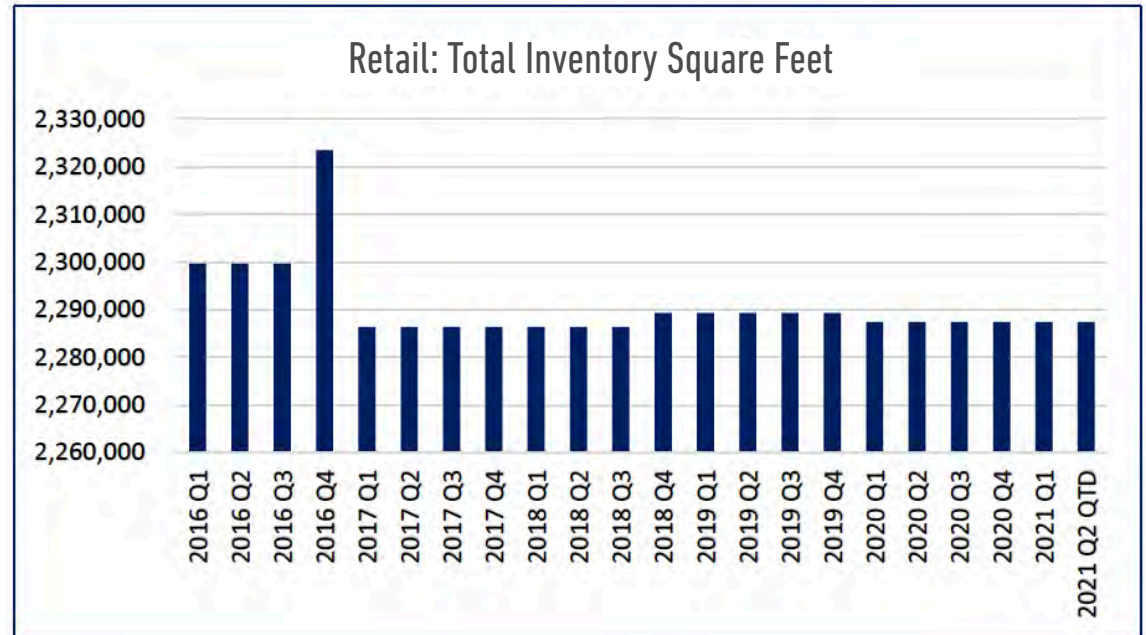
Source, Pinecrest Market Analysis Report

## 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

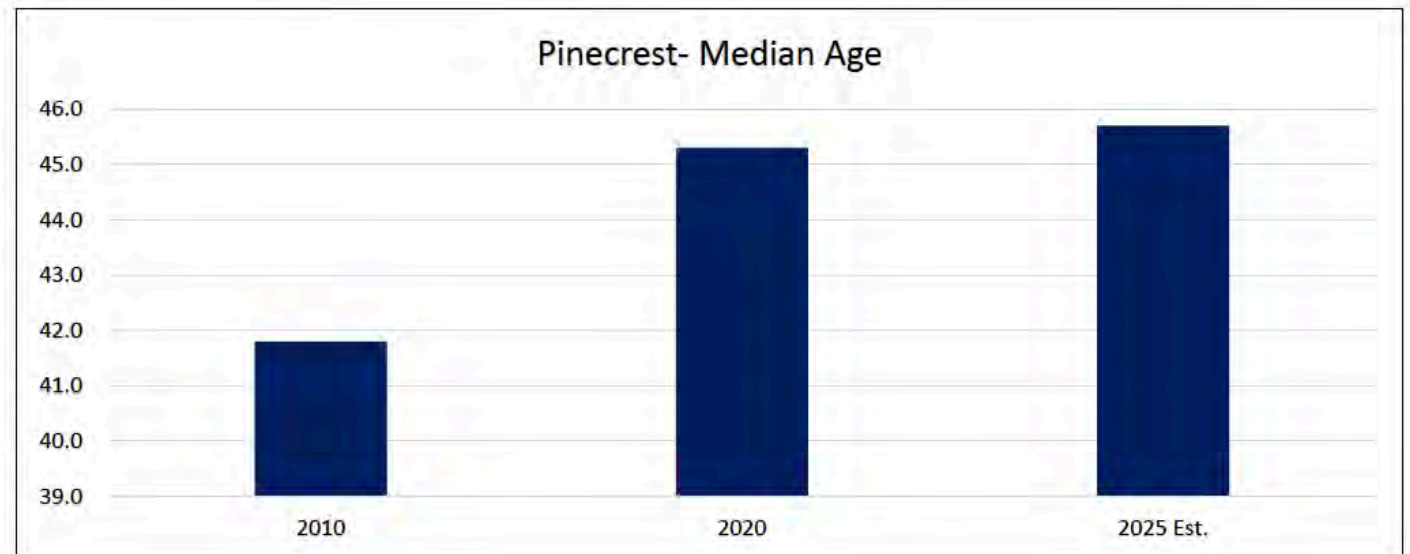
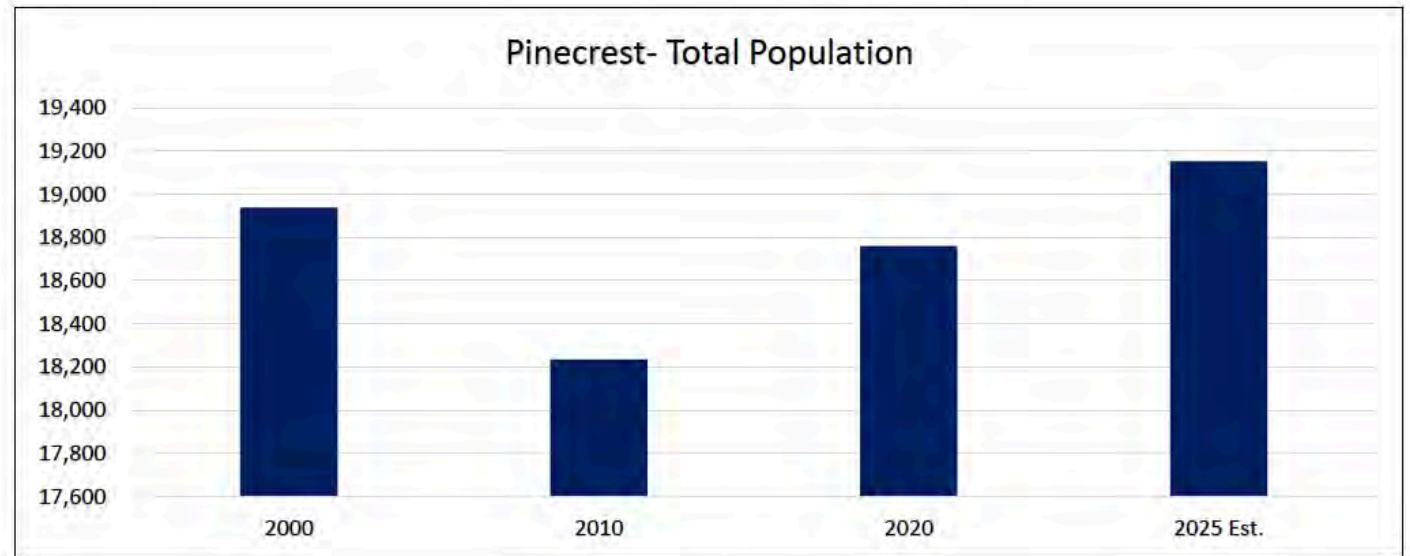
The population of the Village of Pinecrest in 2020 was 18,388 (U.S. Census). The current population estimate is 18,419 (University of Florida, Bureau of Economic and Business Research). There has been a positive population growth of 5.1% from 2010 to 2019. The median age in Pinecrest rose from 41.8 in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

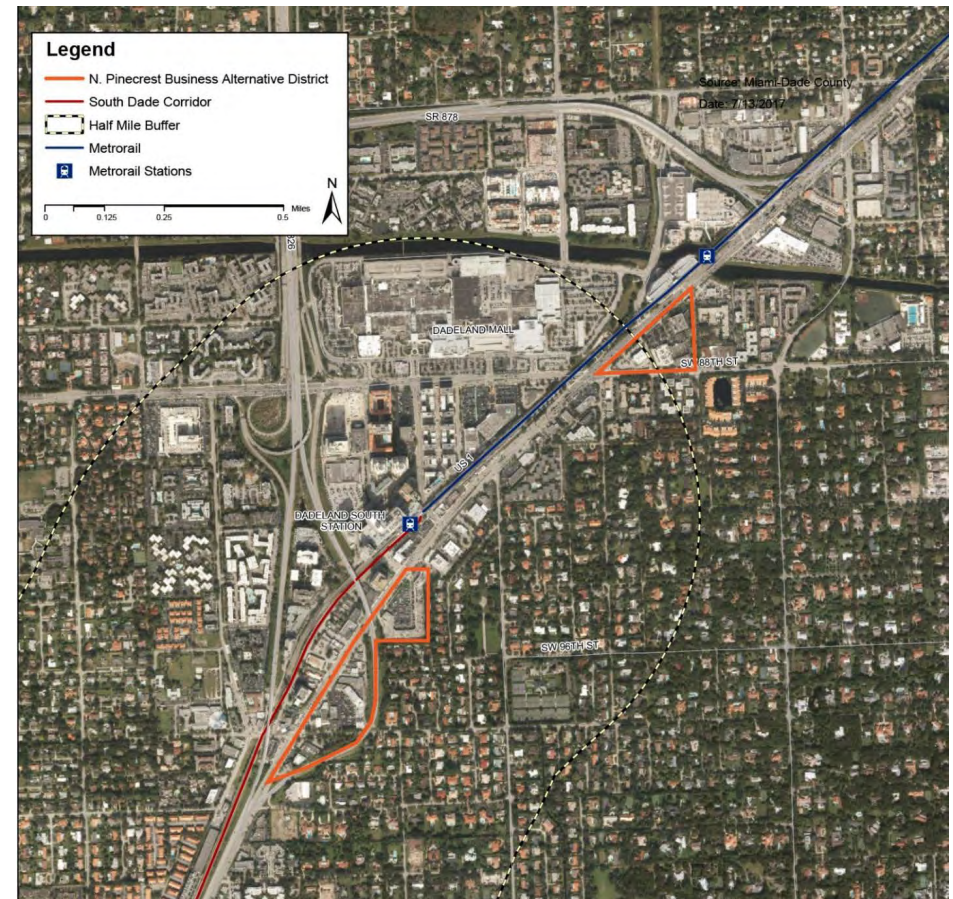
The initial “Inspire Pinecrest” effort to update the Pinecrest Parkway Vision Plan considers changing and adapting the underlying vision to include the station areas at SW 104th Street and SW 136th Street to allow a mix of uses including residential. Currently residential is only permitted in the North 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%.

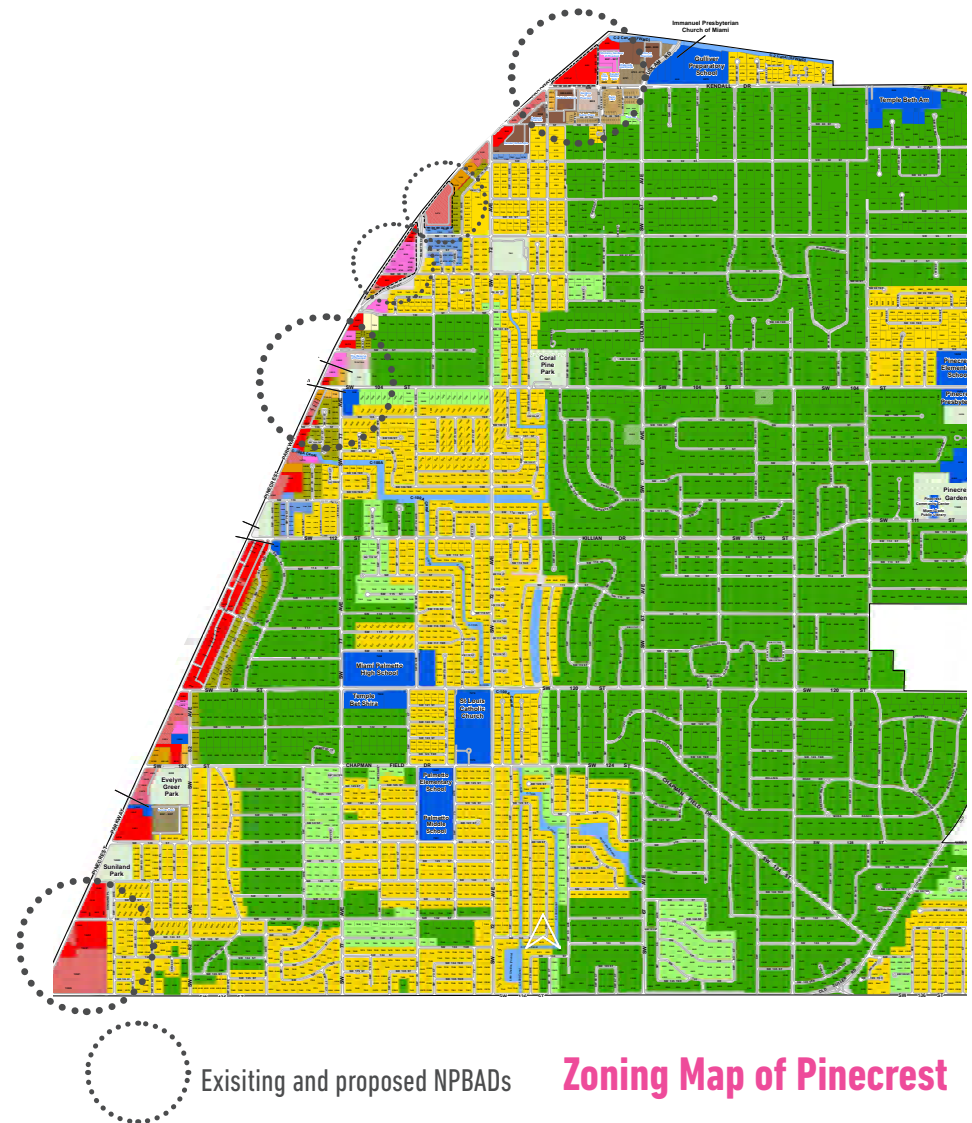
## Detailed Summary Elements

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.



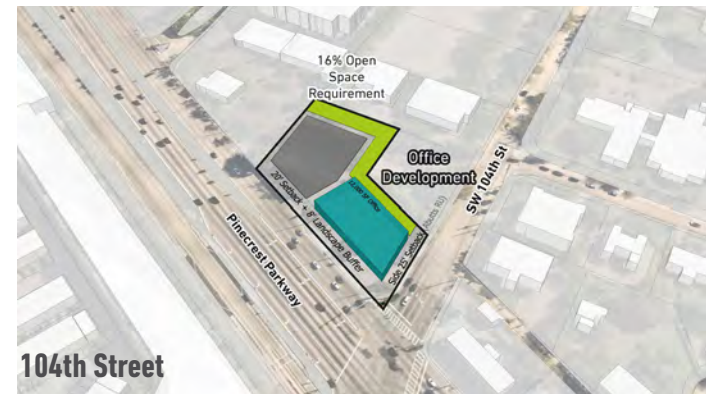
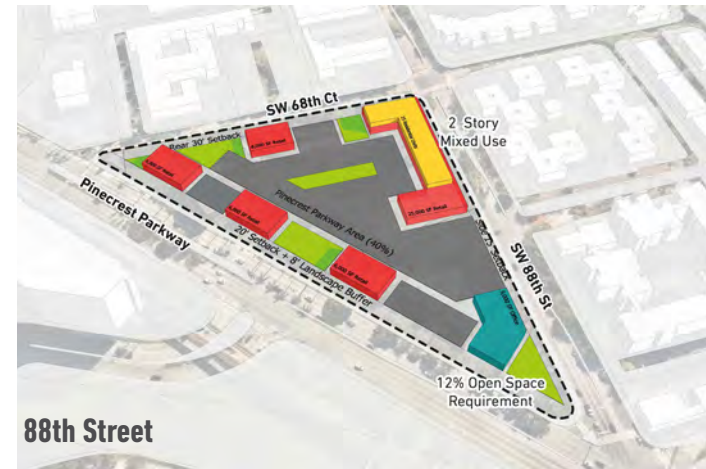
# Zoning Studies

- 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.



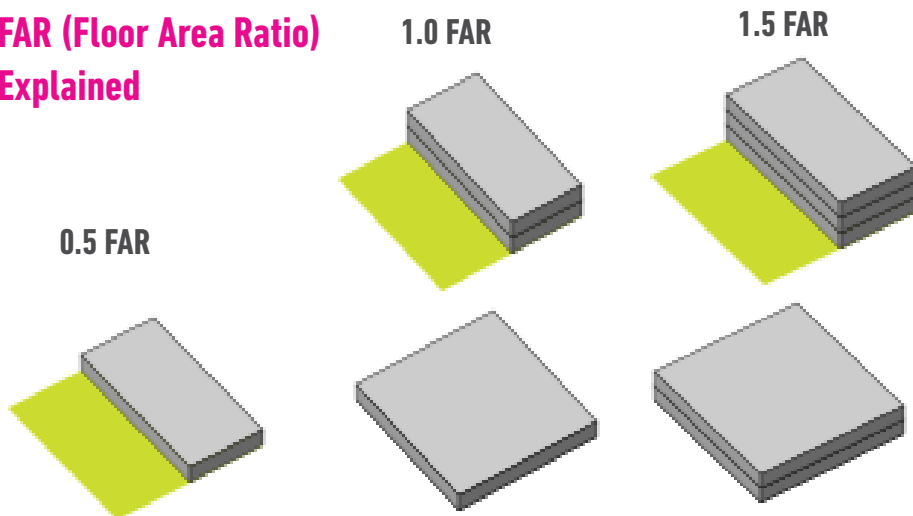
# 4 Drilldown

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 the PPCC and at the Visioning Session.

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

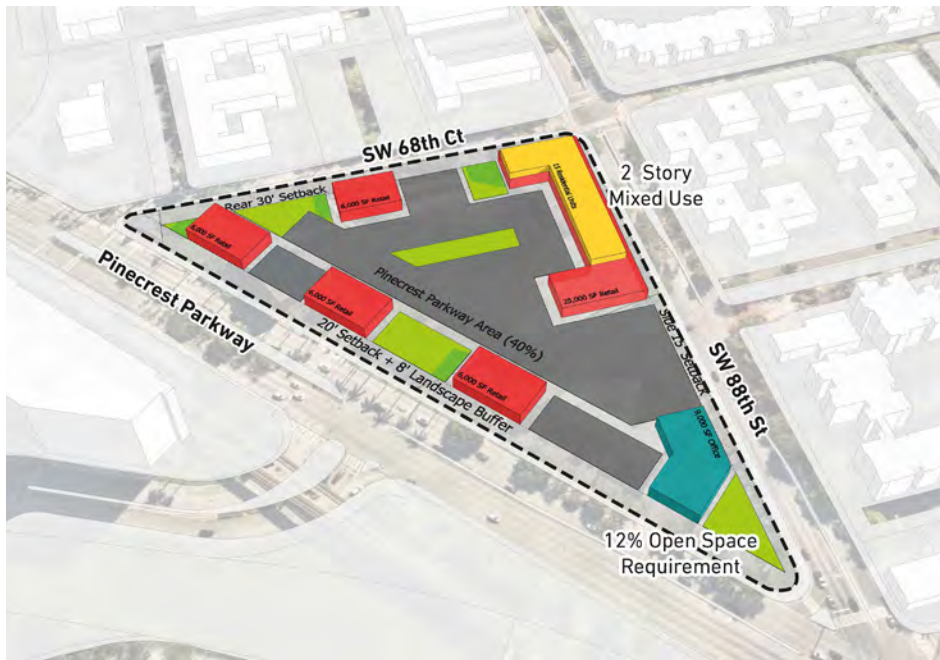
FAR is the total amount of building area permitted in relation to the total lot area. The diagrams below illustrate this ratio with the lot area shown in green and the building area shown in gray.

## FAR (Floor Area Ratio) Explained

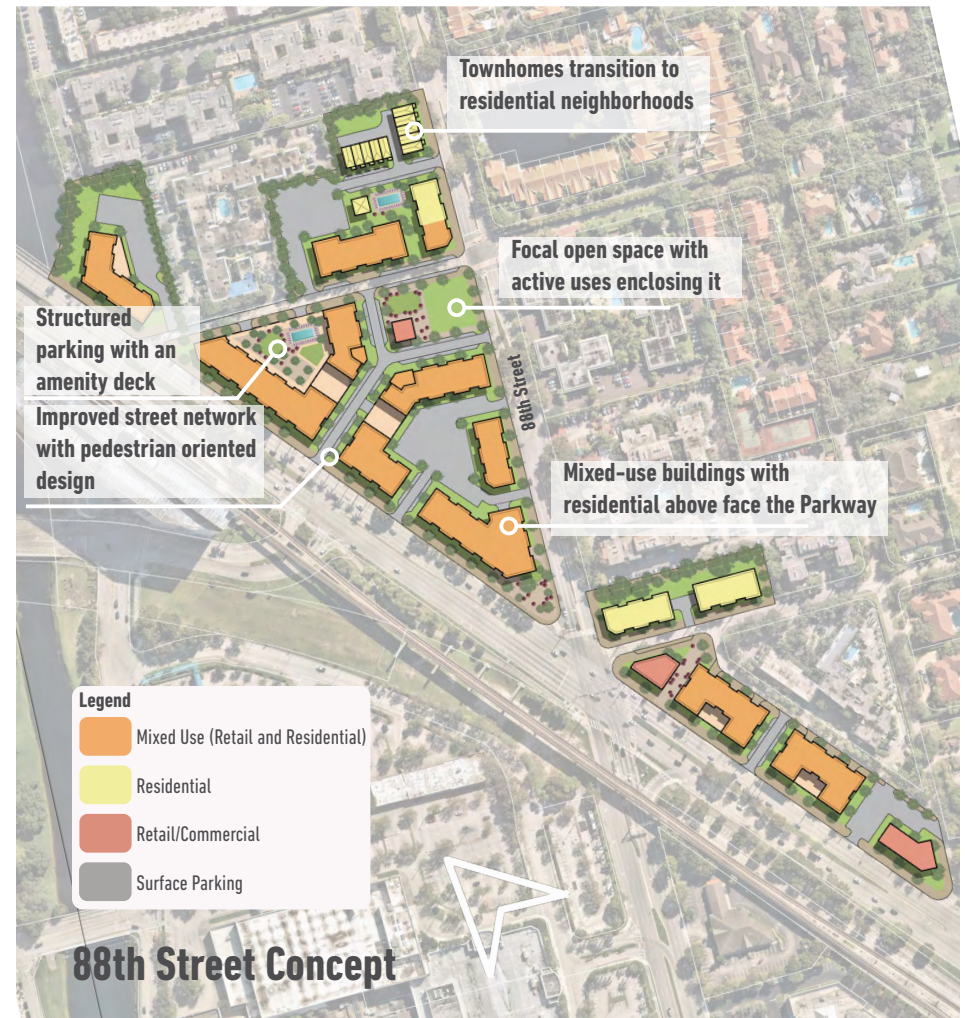


# 88th Street Station Area

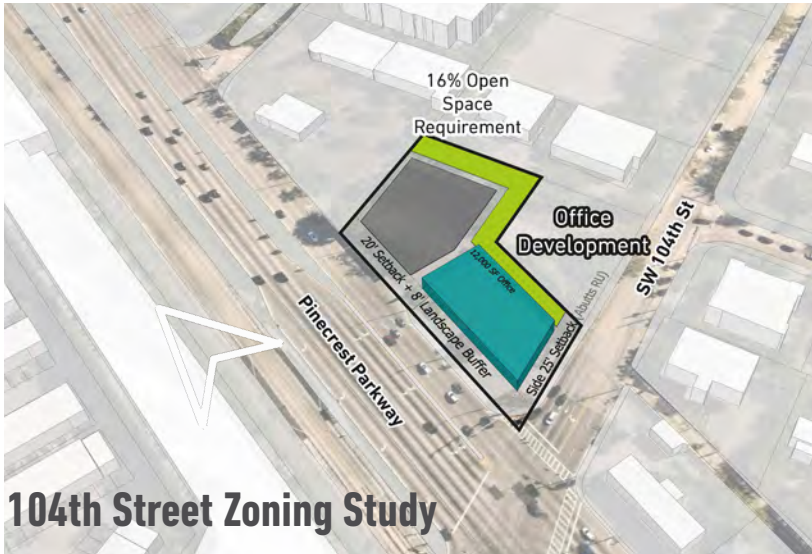
The following images compare what could be built under the current zoning code with a proposed concept for the station area around Dadeland North and South Stations at 88th Street. Parking shown here is mostly underground.



## Conceptual Plan



# 104th Street Station Area



**104th Street Zoning Study**

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



**104th Street Concept**

# 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.

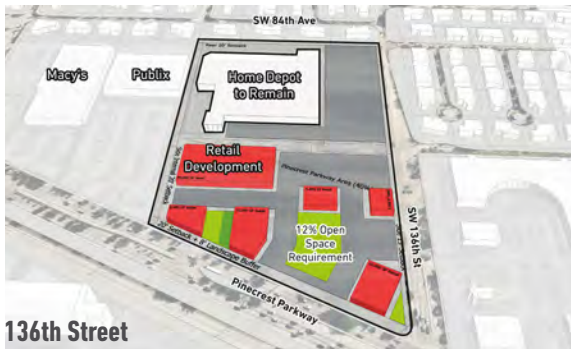
## **6. Define a Character for Pinecrest Parkway and Brand the Corridor**

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.

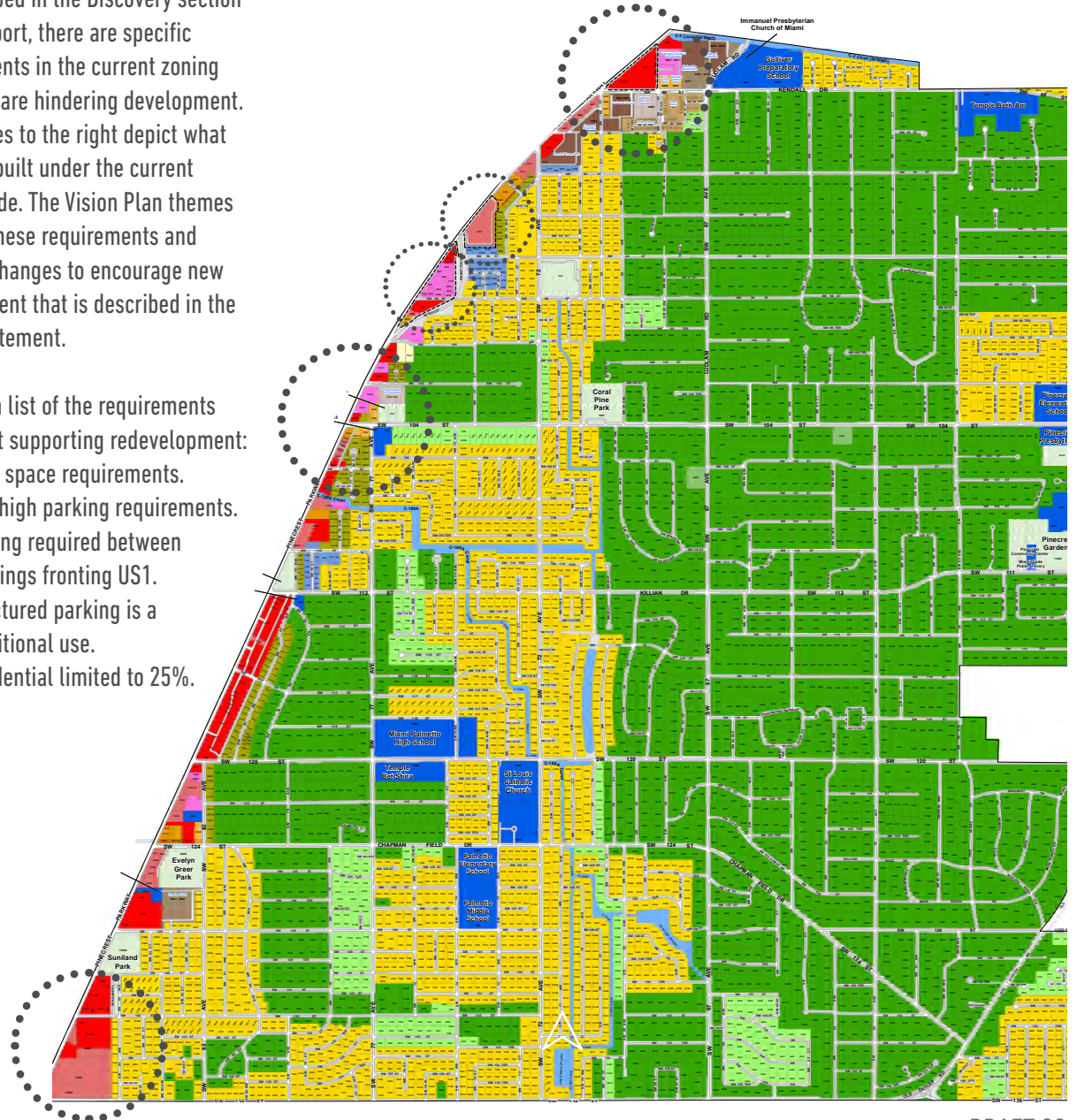
# Things that Aren't Supporting Redevelopment



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

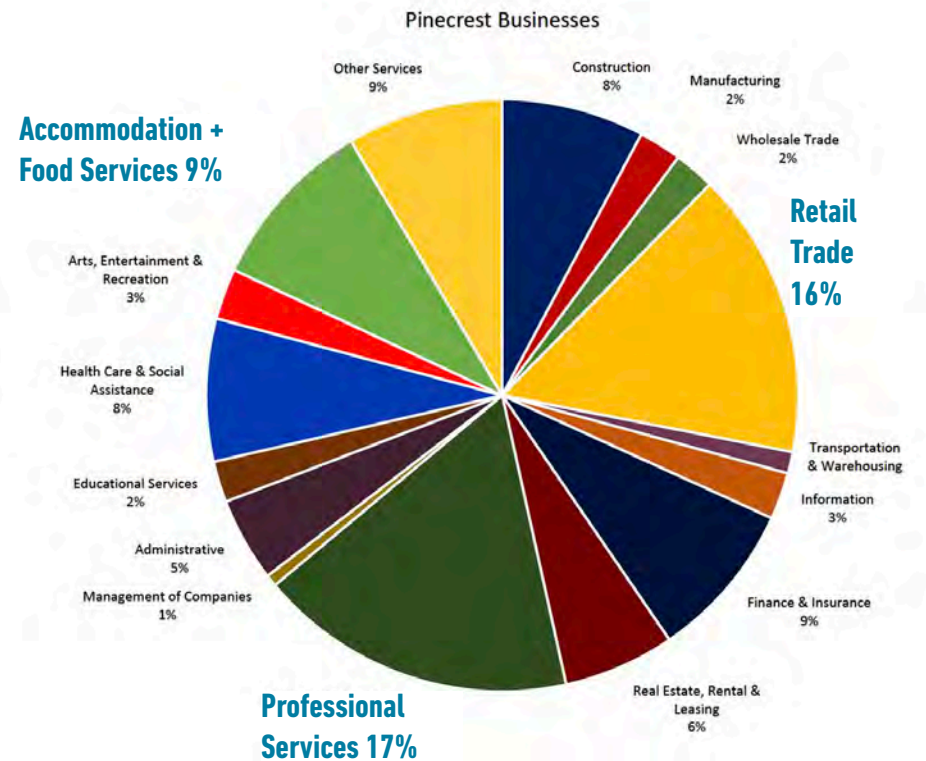
Grow and attract new uses identified in the 2021 Market Study including office, and eating establishments. Consider allowing mixed-use commercial and residential condominium development adjacent to Pinecrest Parkway in close proximity to transit stations.

### 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

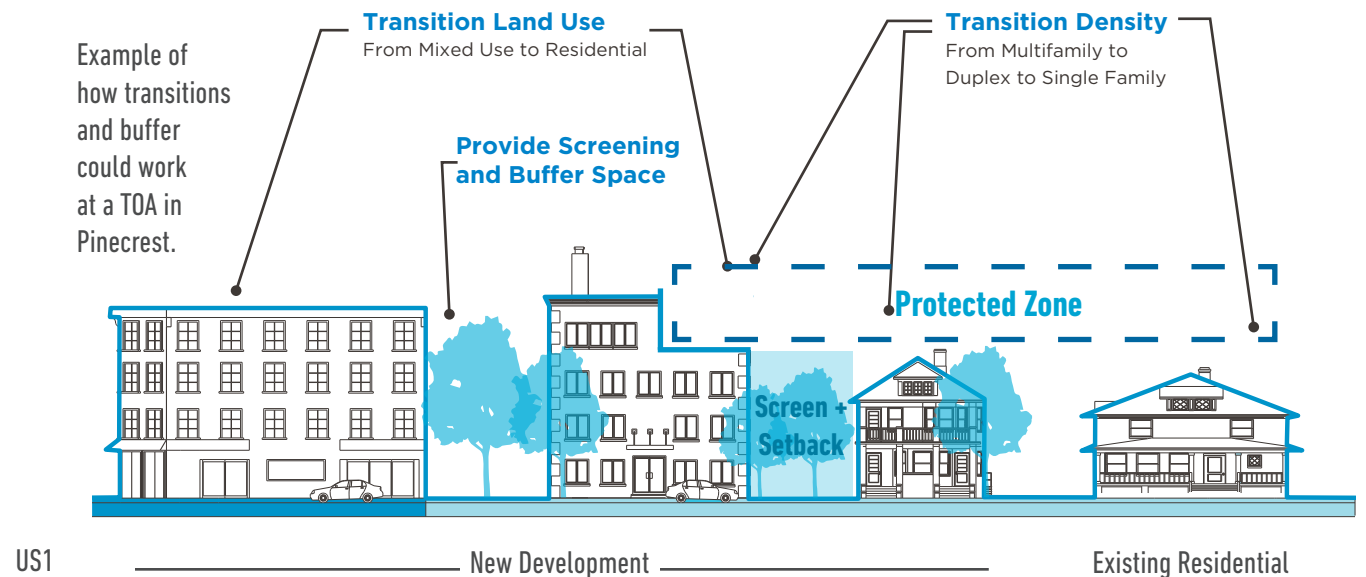
Develop standards for existing and new development with sufficient buffers to transition down to existing residential.

## 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



# 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

**DRAFT. Discovery Report**

**07.22.2022**

**Table of Contents**

- I. Project Summary and Frequently Asked Questions
- II. Discovery Summary
- III. Discovery Findings

## I. Project Summary:

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### 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 104<sup>th</sup> and SW 136<sup>th</sup> 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 REDEVELOPMENT

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 104<sup>th</sup> Street and a new BRT station at SW 136<sup>th</sup> 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](mailto:inspirepinecrest@pinecrest-fl.gov), or email the Village Council at [council@pinecrest-fl.gov](mailto:council@pinecrest-fl.gov), Mayor Joseph Corradino at [JCorradino@pinecrest-fl.gov](mailto:JCorradino@pinecrest-fl.gov), or the Village Manager at [manager@pinecrest-fl.gov](mailto: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:**

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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 104<sup>th</sup> Street and SW 136<sup>th</sup> 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**

<p><b>Future Land Use Element</b></p> <p>Except in the Office (R-5) land use designation, the Village <u>shall not allow residential development</u> to occur in areas designated for commercial development.</p>
<p><b>Land Development Regulations</b></p> <p>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 <u>residential</u> and increased pedestrian activity and reduced reliance on cars.</p> <p>A developer may choose to develop the property based on either the underlying zoning categories or based on the provisions of the "alternative" district.</p>

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

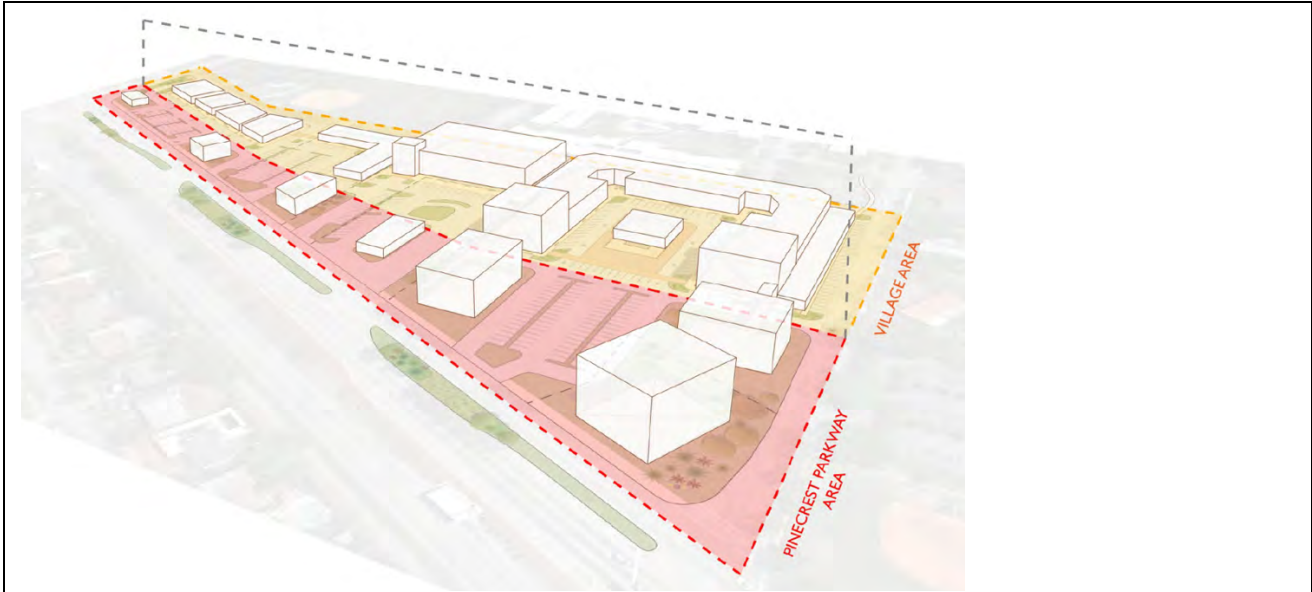
#### **Requirements**

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.

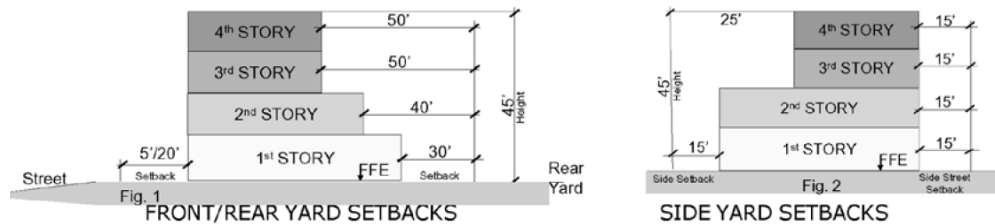
**Parking Requirement Reduction**

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**

	<b>Primary Uses</b>	<b>Height</b>	<b>FAR</b>	<b>Lot Coverage/ Frontage</b>	<b>Setbacks in feet</b>
<b>NPBAD</b>	Require a minimum of <u>75 percent of ground floor</u> occupied by office, restaurants, institutional, <u>covered parking</u> , 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 <u>12 du/acre</u>	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	
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<b>RU-5 Office District</b>	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
<b>BU-1 Restricted Business</b>	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
<b>BU-1A General Business</b>	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
<b>BU-2 Special Business</b>	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				
<b>BU-3 Intensive Business</b>	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**

<b>Population Characteristics</b>	2019 population 19,155 Median household income \$158,235 Average household income \$223,219
<b>Land Value</b>	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.  136 <sup>th</sup> Street, 128 <sup>th</sup> and 88 <sup>th</sup> and Kendall Drive, also have a high redevelopment potential.
<b>Demographics and Transit Dependent Populations</b>	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. <u>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.</u>  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.
<b>Crash Data</b>	High incidents of <u>crashes</u> at 136 <sup>th</sup> St. turning movement. 104 <sup>th</sup> to 100 <sup>th</sup> Street Kendall Drive to 68 <sup>th</sup> Court SR 878 off ramp to Ludlam
<b>Buses and Circulators</b>	Most buses do not run through Pinecrest and stop before crossing US 1 except for Route 136 and 57.

	Pinecrest has 2 circulator services.
<b>Bike Paths</b>	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.
<b>Sidewalks and Pedestrian Infrastructure</b>	New sidewalk connections will be needed to 104 <sup>th</sup> Street station, 136 <sup>th</sup> Street station and along US 1. There is also a need for safer street crossings.
<b>Proposed Improvements</b>	There is a planned intersection improvement on Kendall Drive from US1 to SW 77 <sup>th</sup> 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, 104<sup>th</sup> Street and 136<sup>th</sup> 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 104<sup>th</sup> Station is sufficient to accommodate the preferred growth scenario. There is a need to slightly increase capacity at 136<sup>th</sup> 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**

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

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

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

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

### III. Discovery Findings

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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**



CITY PLANNING, COMMUNICATIONS,  
PUBLIC RELATIONS + TRANSPORTATION

# **MKSK**



# Discovery Report

Case Studies

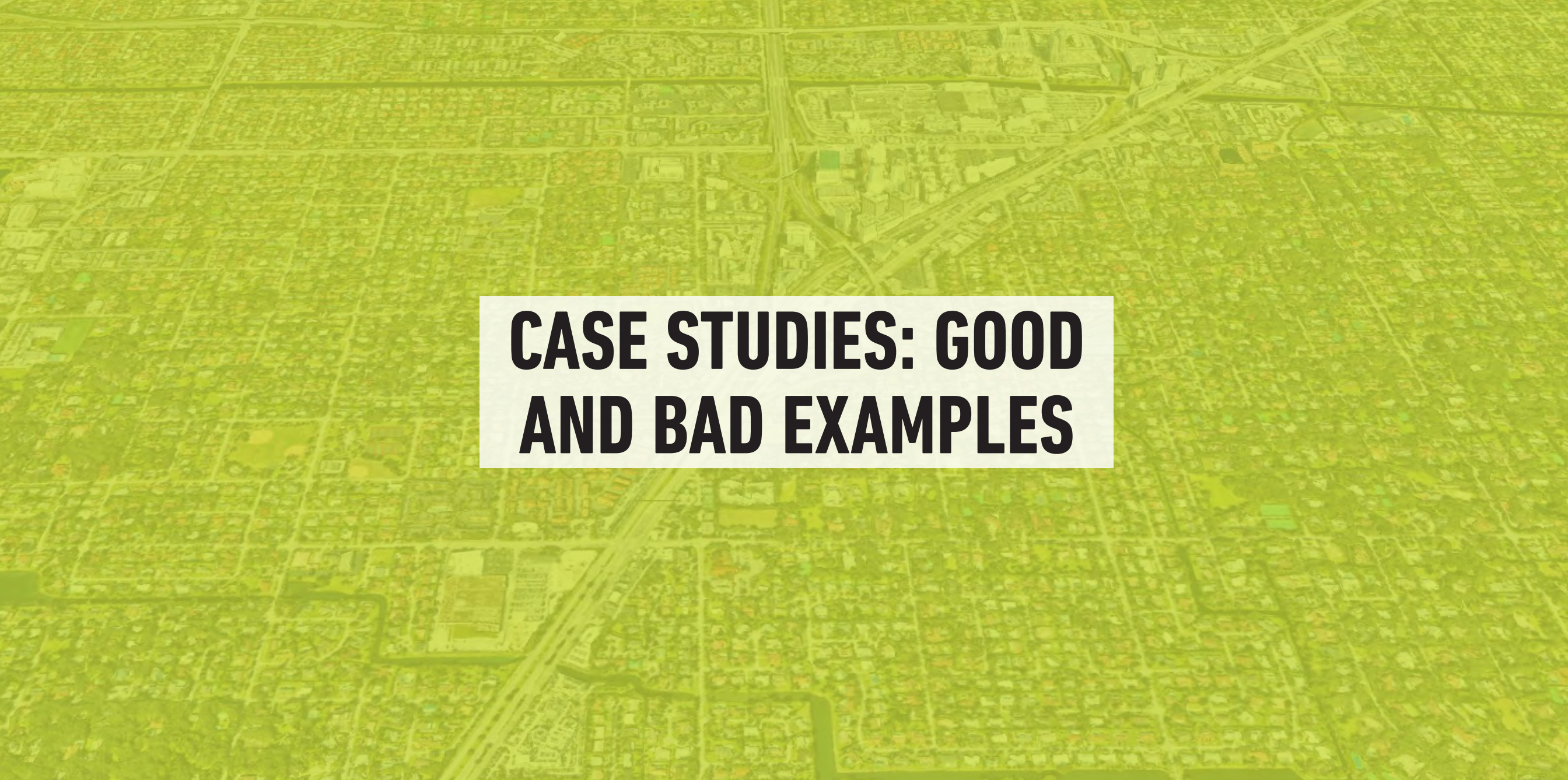
Demographics

Station Areas: Employment + Population

Current Land Development Regulations

Discovery: Findings

Discussion

An aerial photograph of a city grid, overlaid with a semi-transparent green filter. The grid consists of numerous streets and blocks, with some larger buildings and structures visible. The overall tone is a muted green.

# **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**.

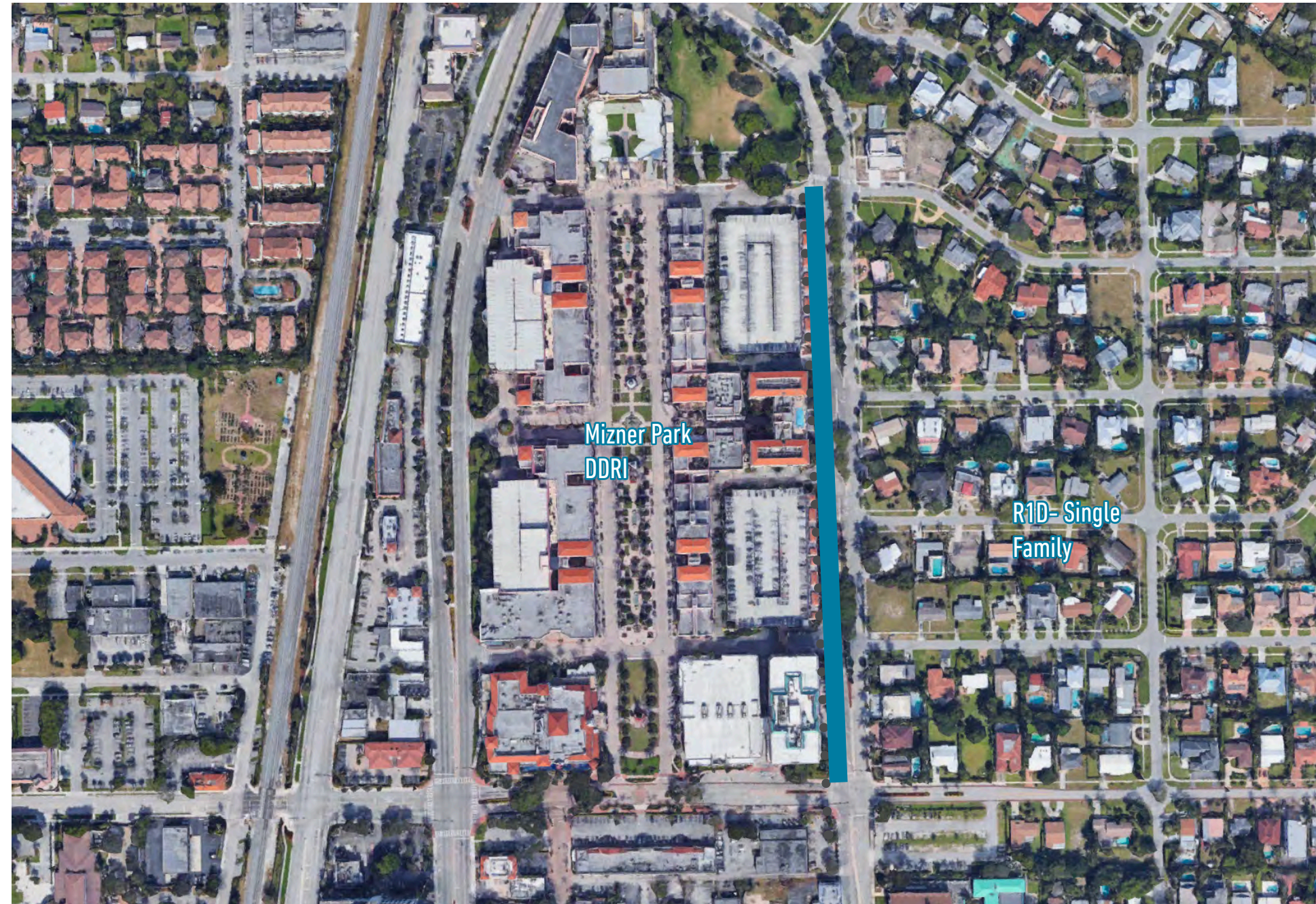
**R1D** single family 8,250sf lots

**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

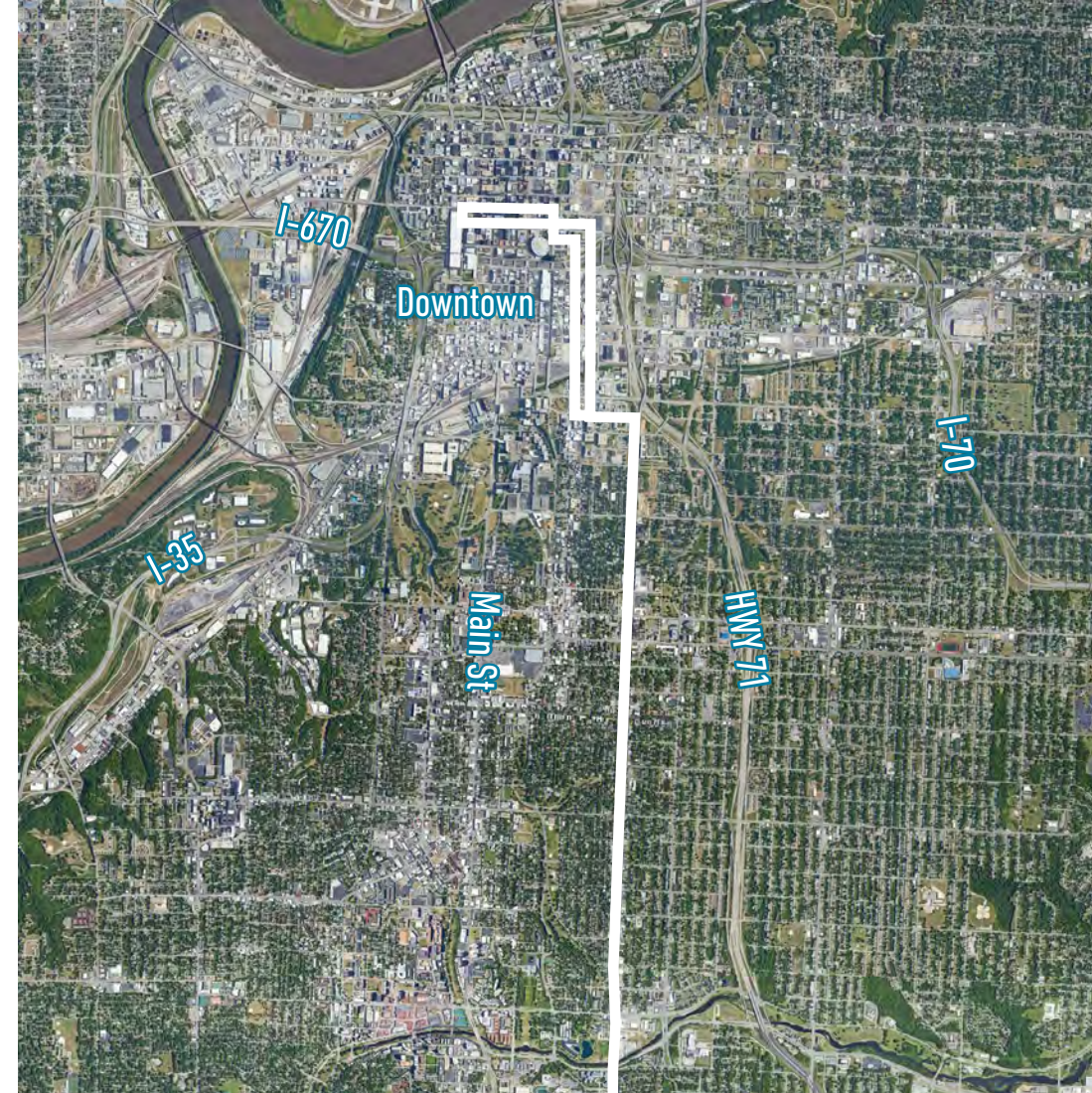
### Troost Street MAX Line

13 Miles

3 Park and Rides

34 intersections with signal priority

2010 opening with 29 stations



# CASE STUDIES

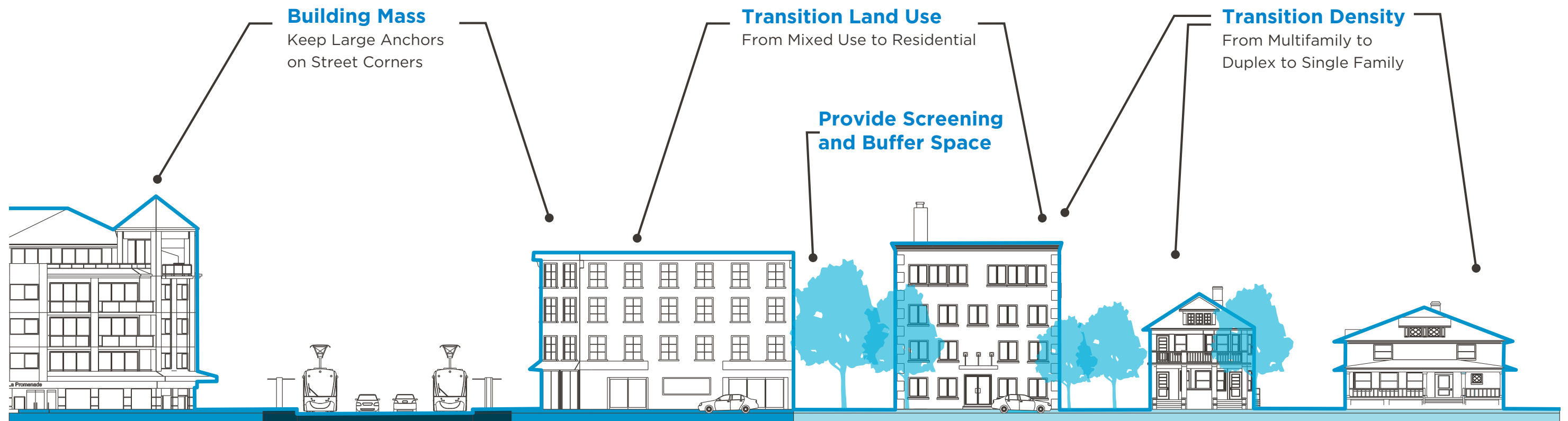
MAX BRT, Kansas City, MO

**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

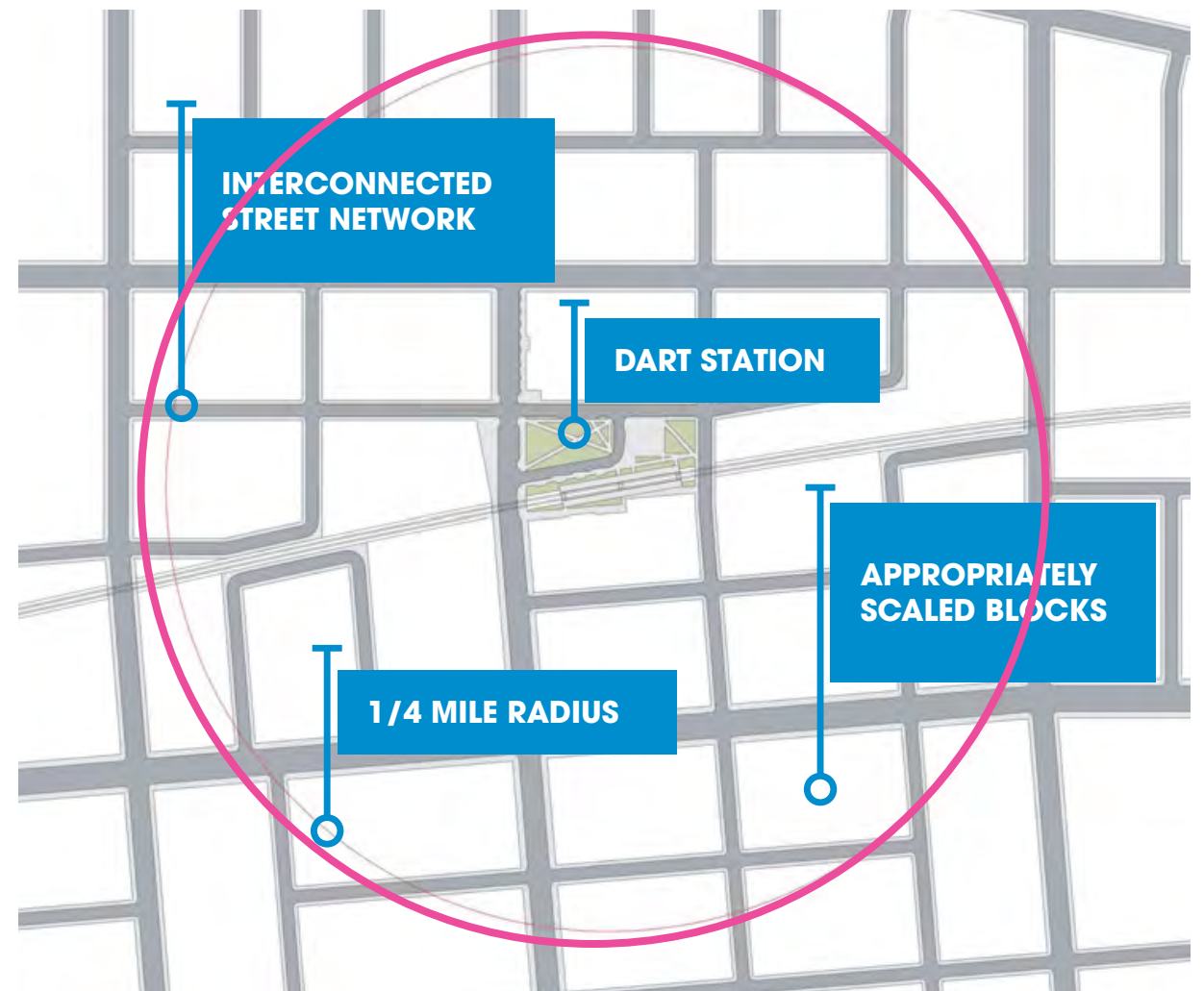
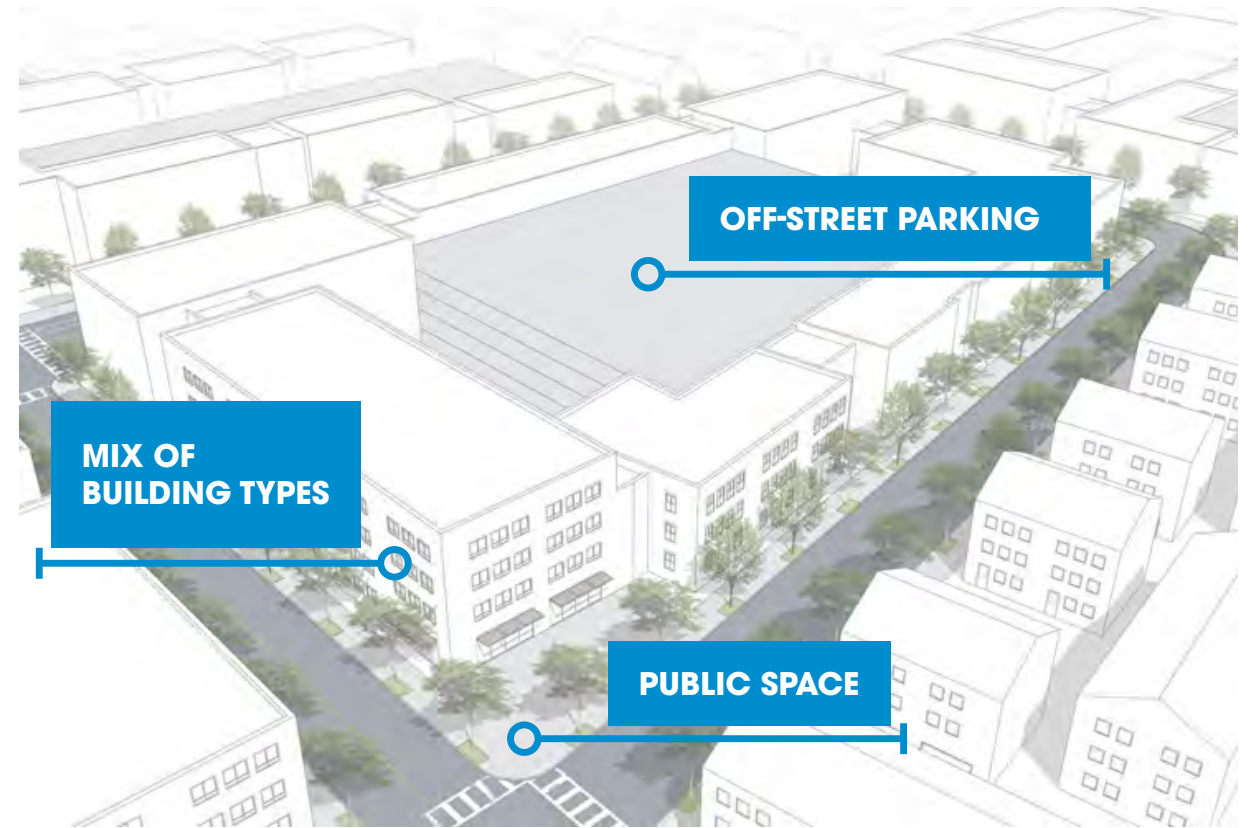
**TOD Guidelines:** Encourages a mix of building types, public spaces and off-street parking.

**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:

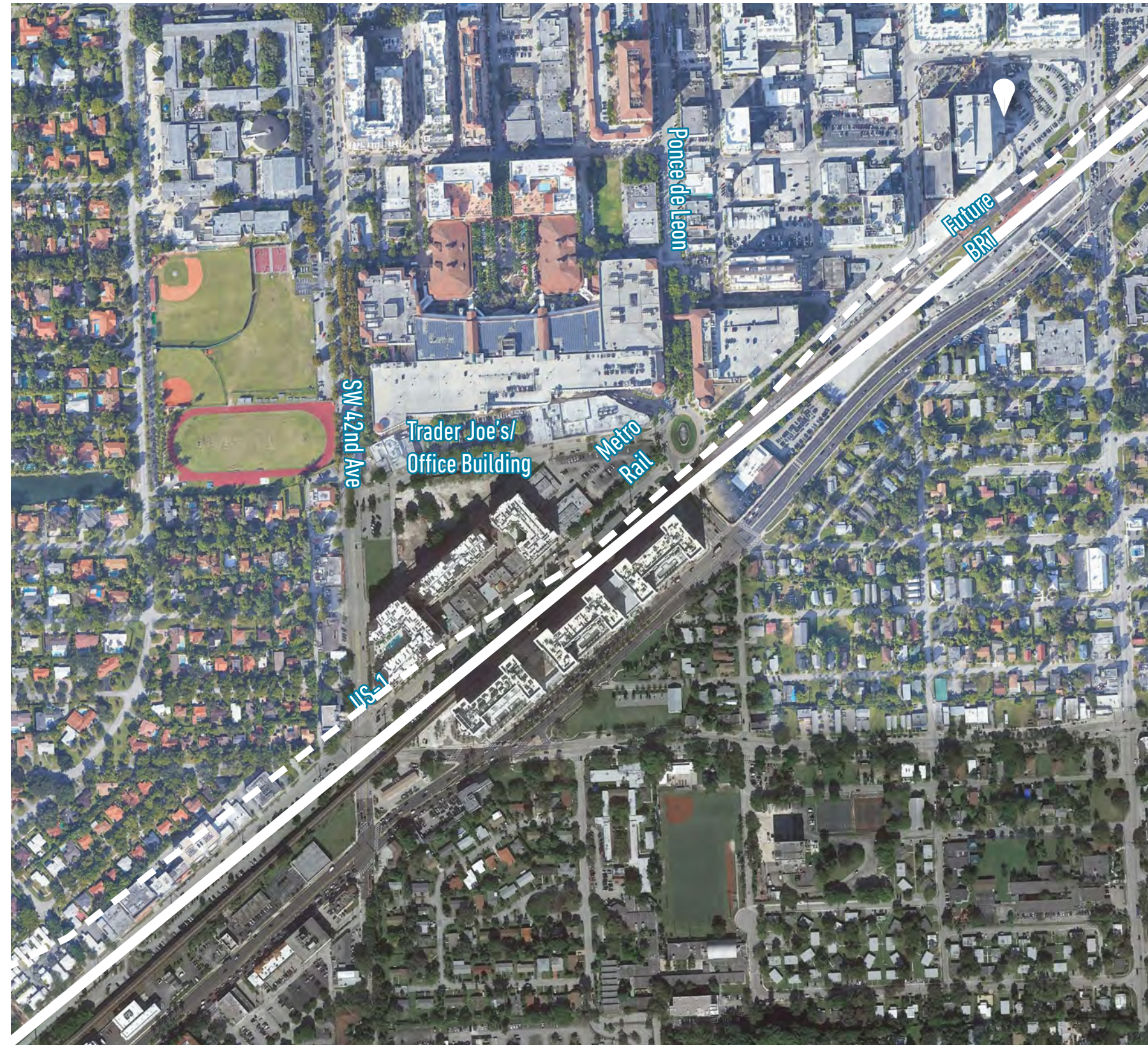
90% lot coverage

FAR 3.0

Height limit of 9-stories with limited setbacks

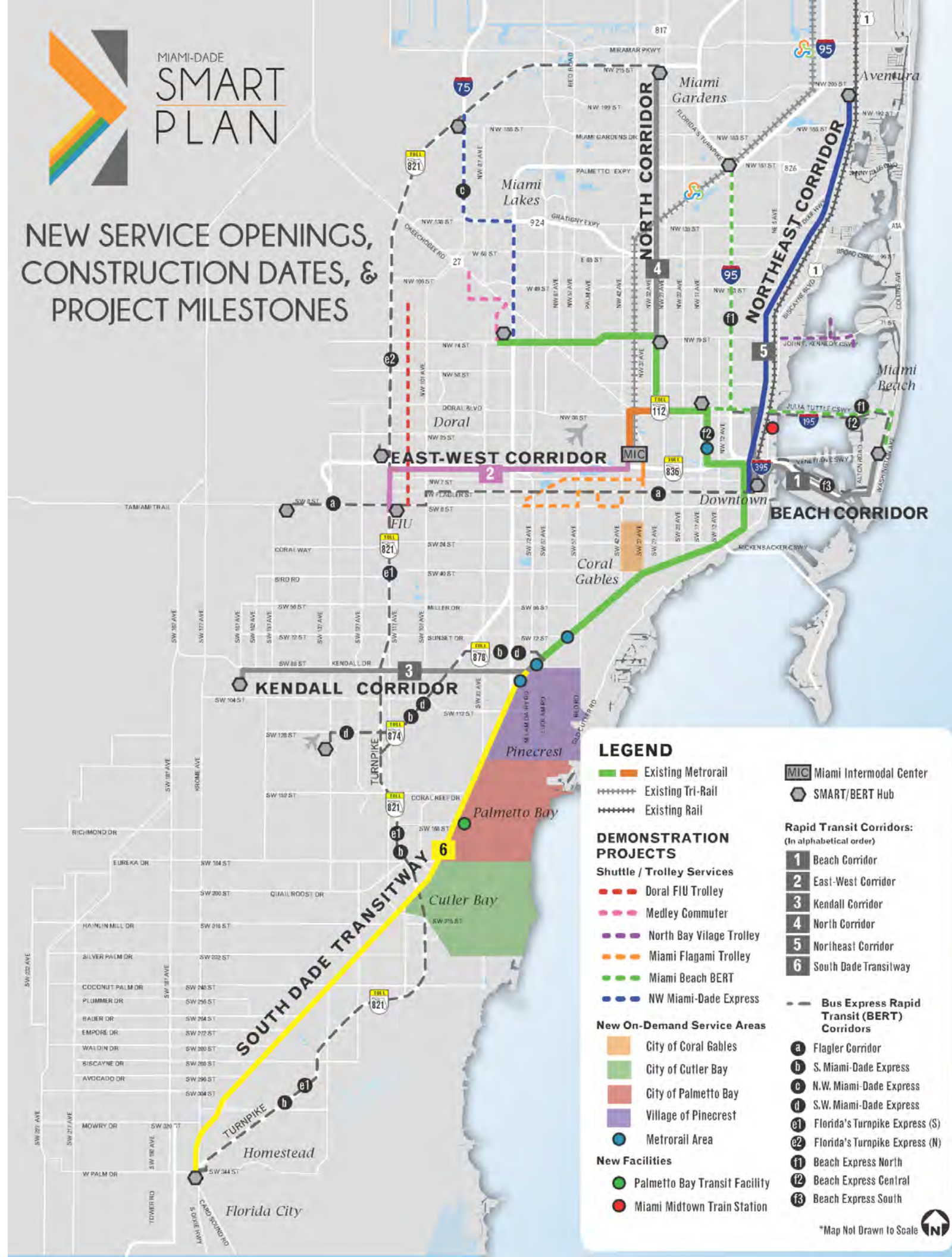
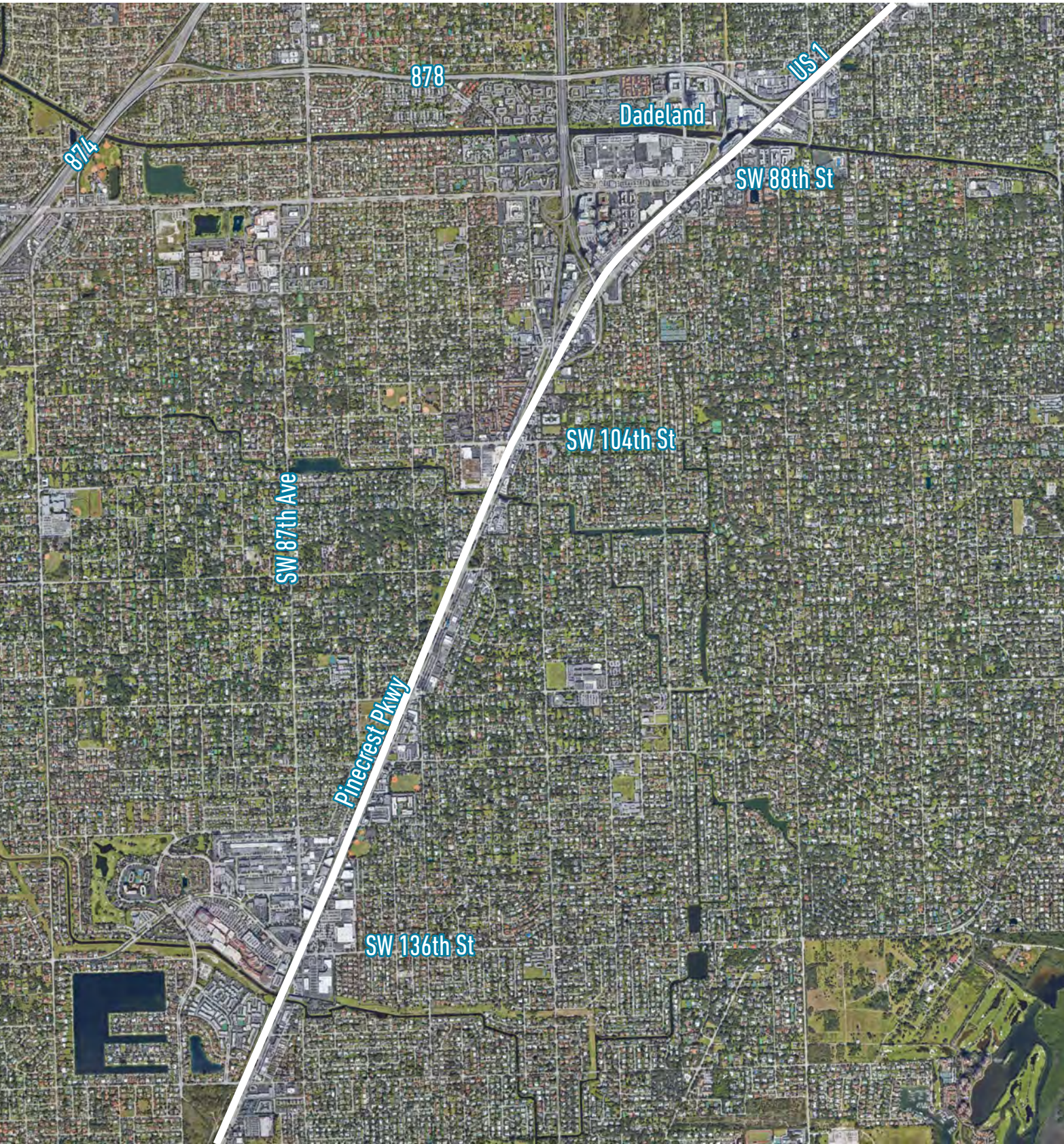
**Bonuses include:** 1 story and .2 FAR for Mediterranean style, 2 stories and .3 FAR for Mediterranean architectural design, setback exemptions, parking reductions.

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



An aerial photograph of a city grid, overlaid with a semi-transparent green filter. A white rectangular box is centered on the image, containing the word "DEMOGRAPHICS" in bold, black, uppercase letters.

# DEMOGRAPHICS

# DEMOGRAPHICS: PINECREST

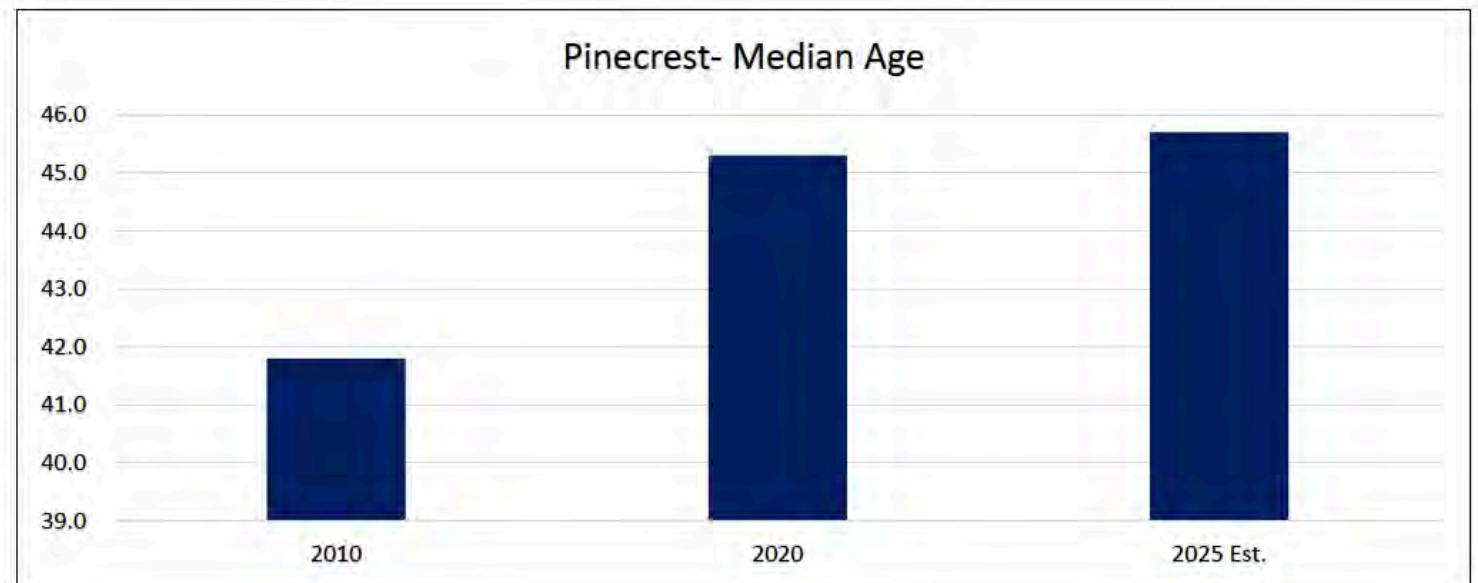
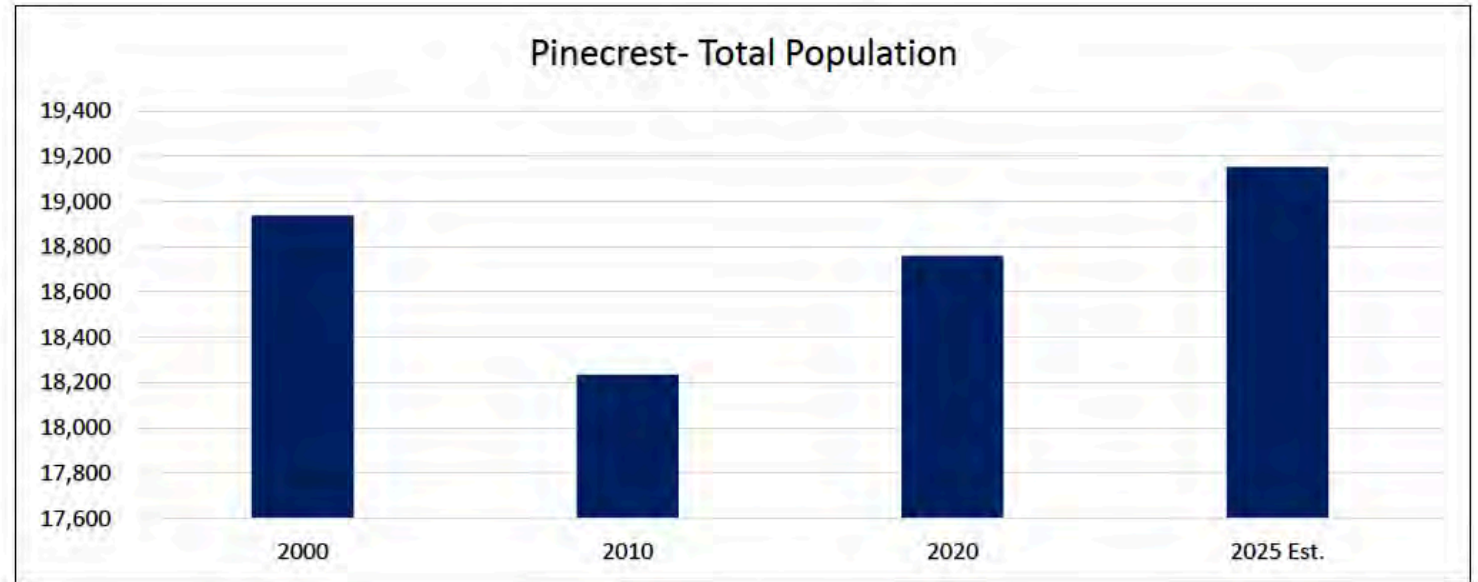
## POPULATION

**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

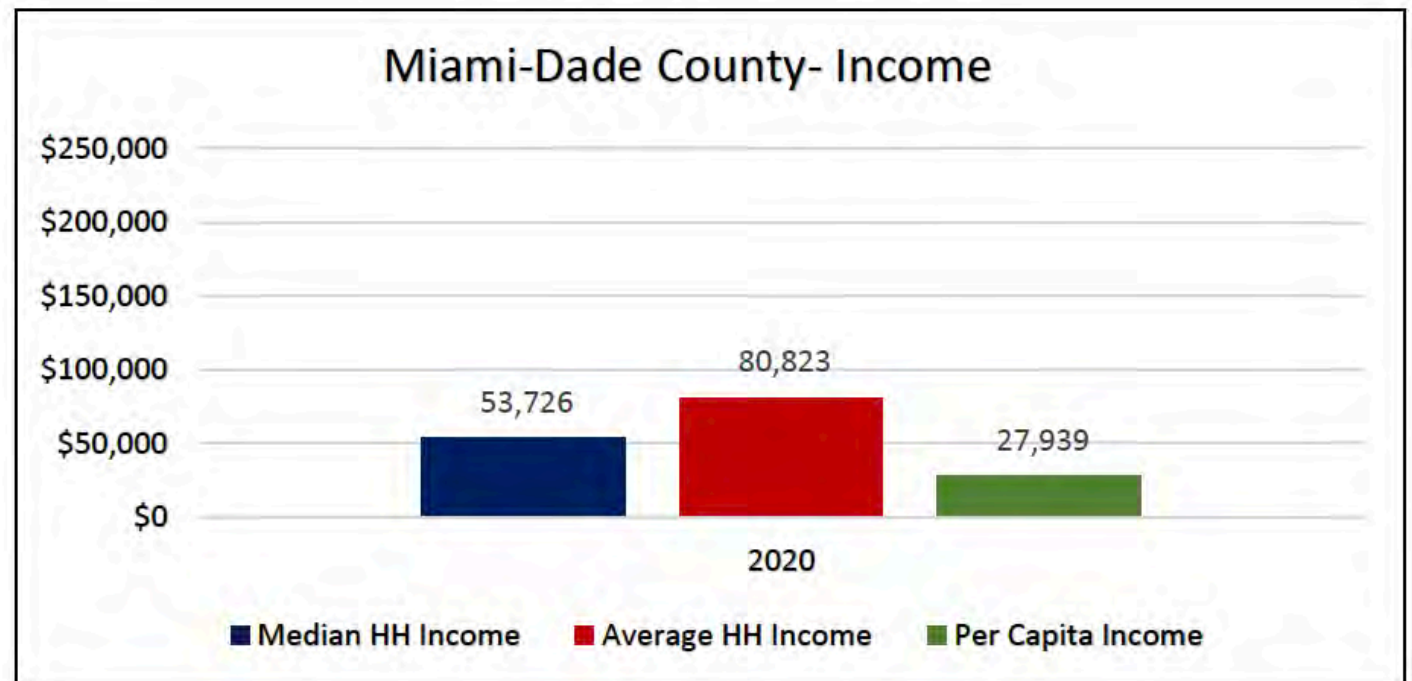
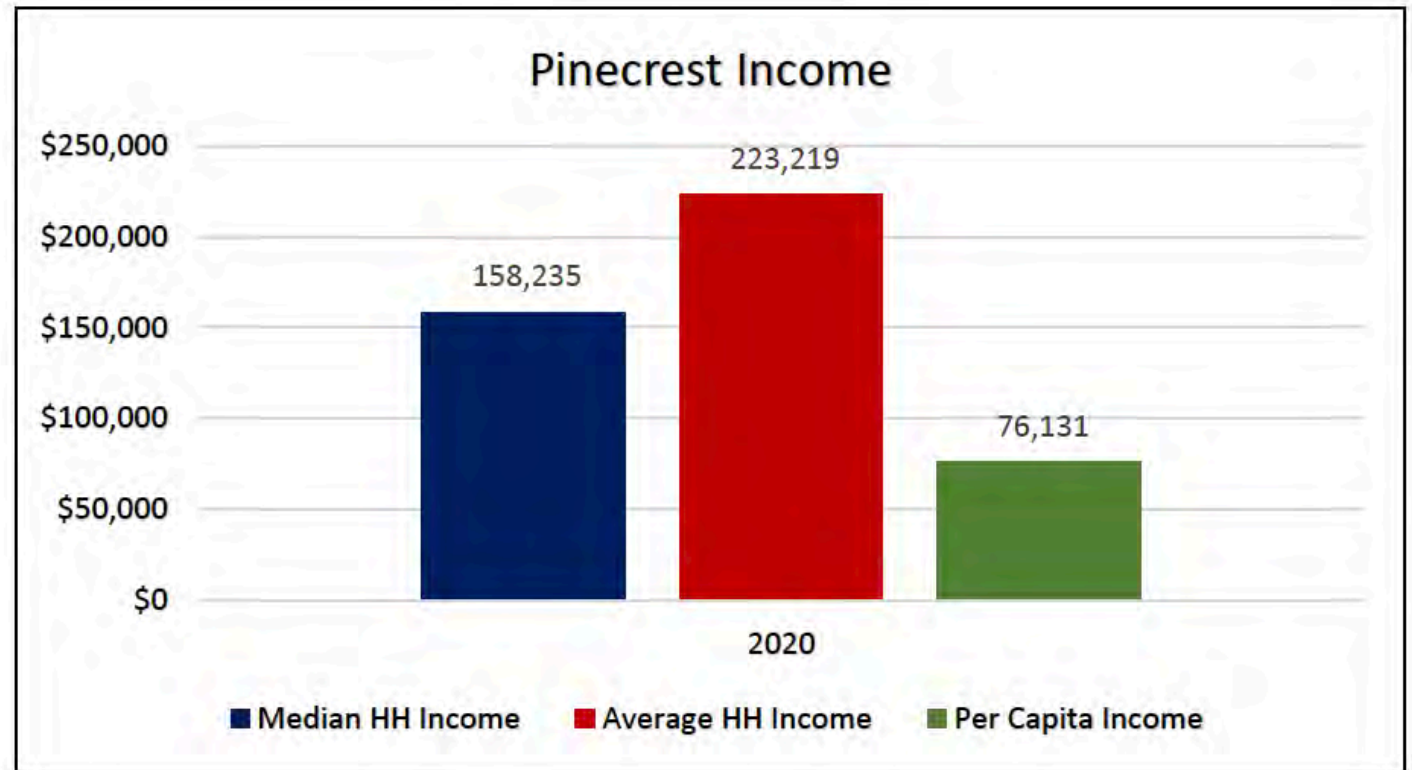
## INCOME

**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

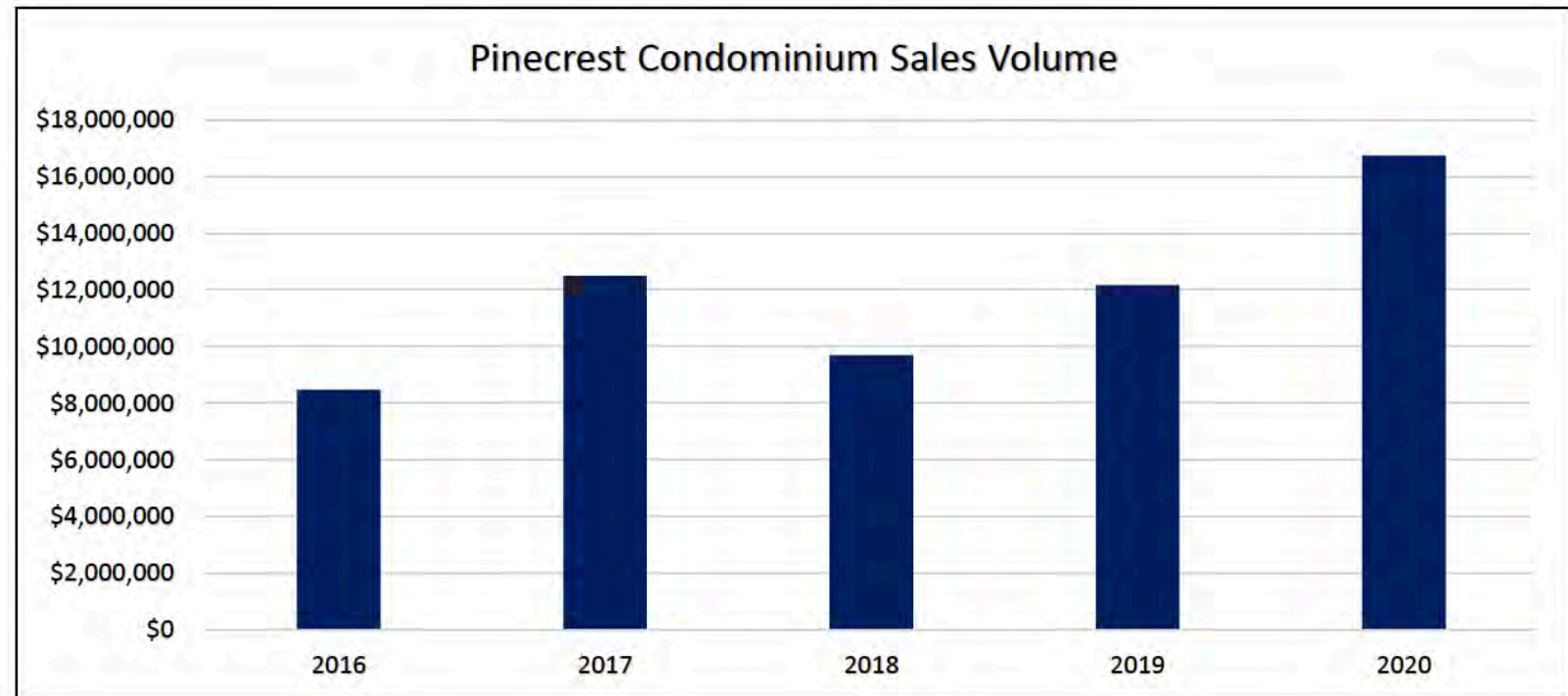
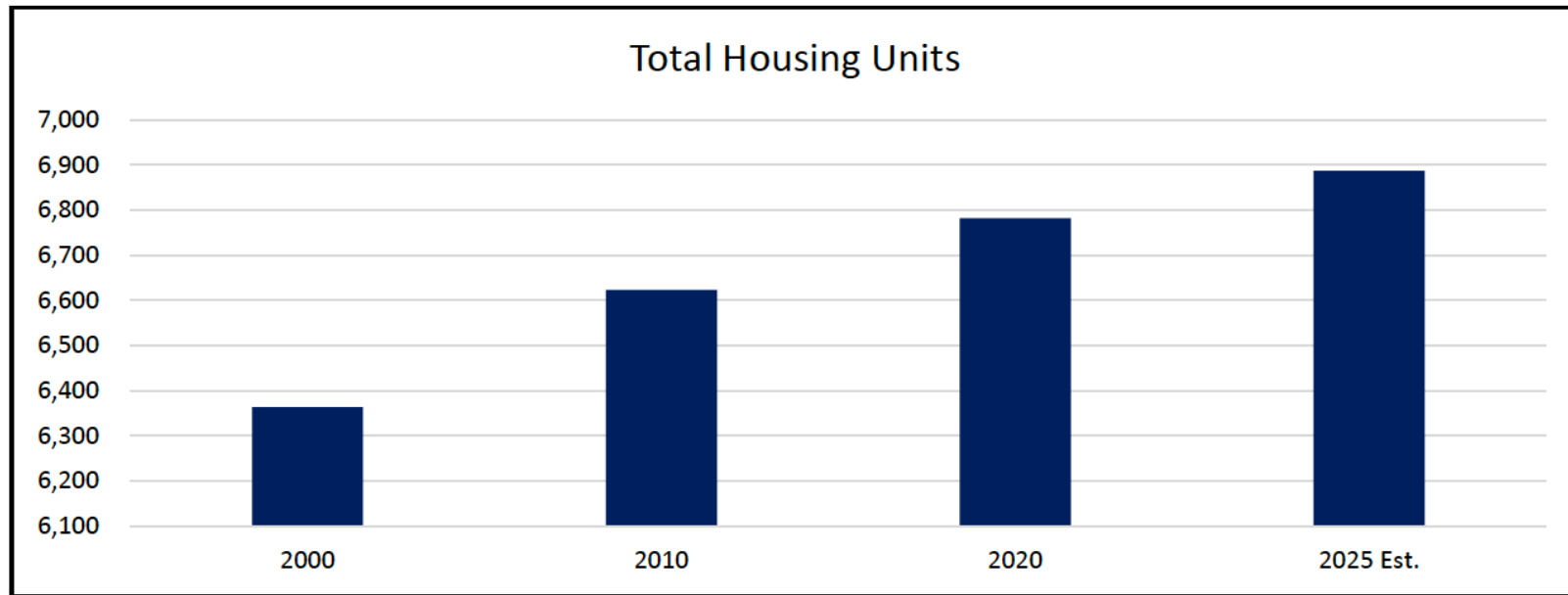
# DEMOGRAPHICS: PINECREST

## 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

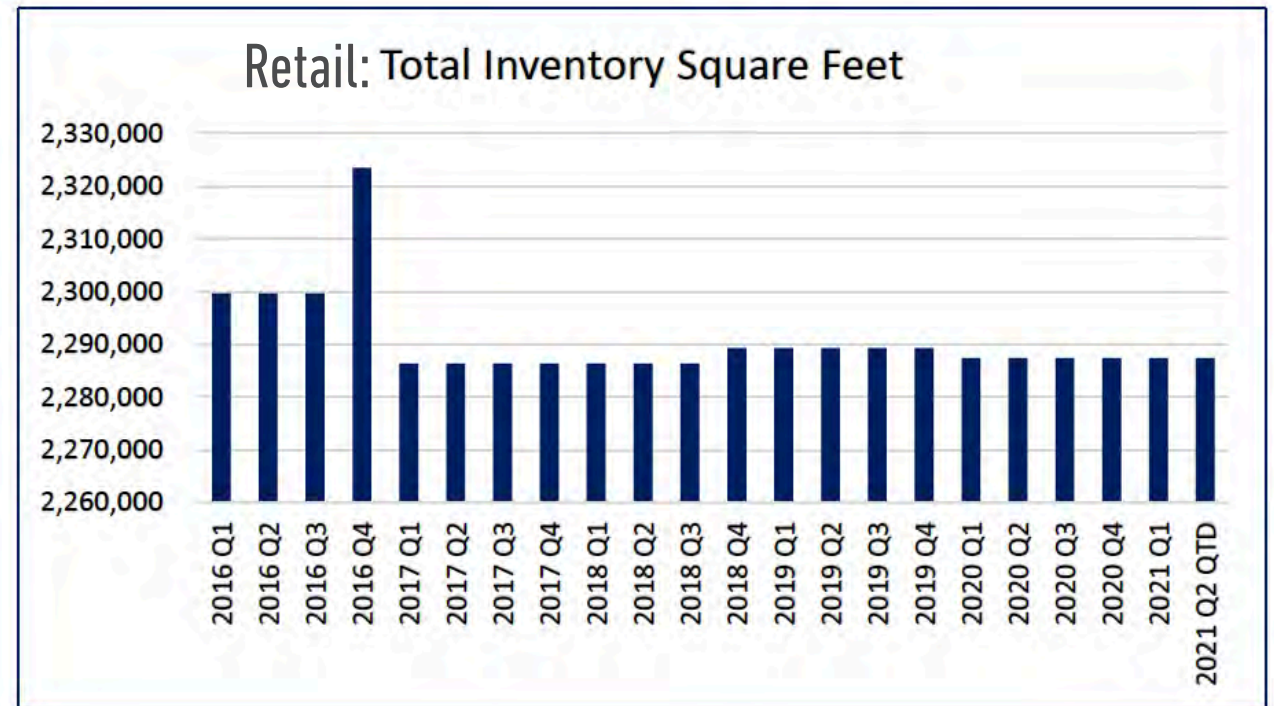
The total inventory of **retail space** within the Pinecrest market is just under 2.3 million square feet.

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.

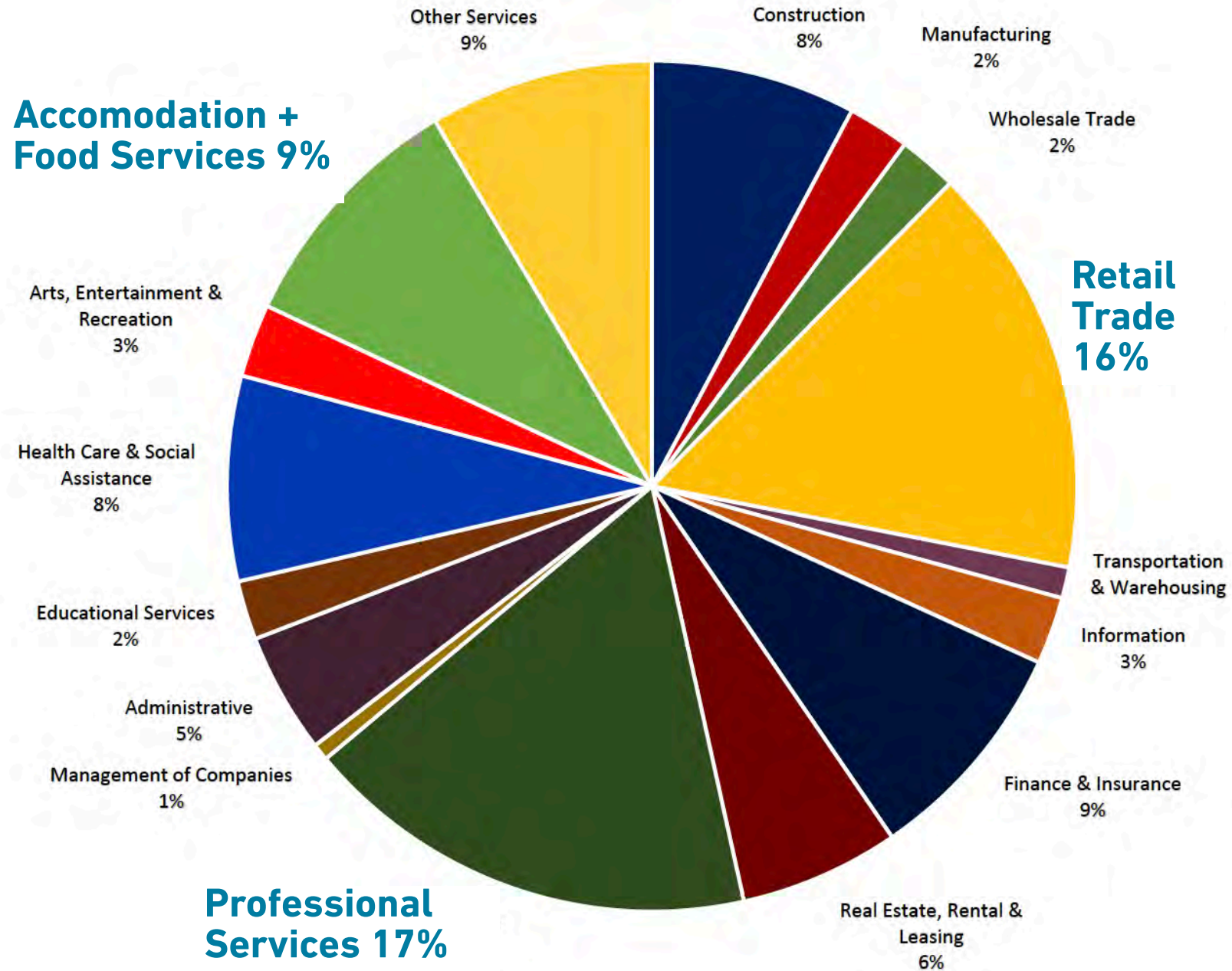
95% of residents commute outside of the city to work. High traffic volumes of more than 100,000 average daily traffic counts.

**Accommodation + Food Services 9%**

**Retail Trade 16%**

**Professional Services 17%**

Pinecrest Businesses



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

An aerial photograph of a city grid, overlaid with a semi-transparent green filter. A white rectangular box is centered on the image, containing the text 'STATION AREAS' in bold, black, uppercase letters.

# **STATION AREAS**

# STATION AREAS: EMPLOYMENT + POPULATION

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

**2015:**

2,579 Residents

2,531 Employees

**2040:**

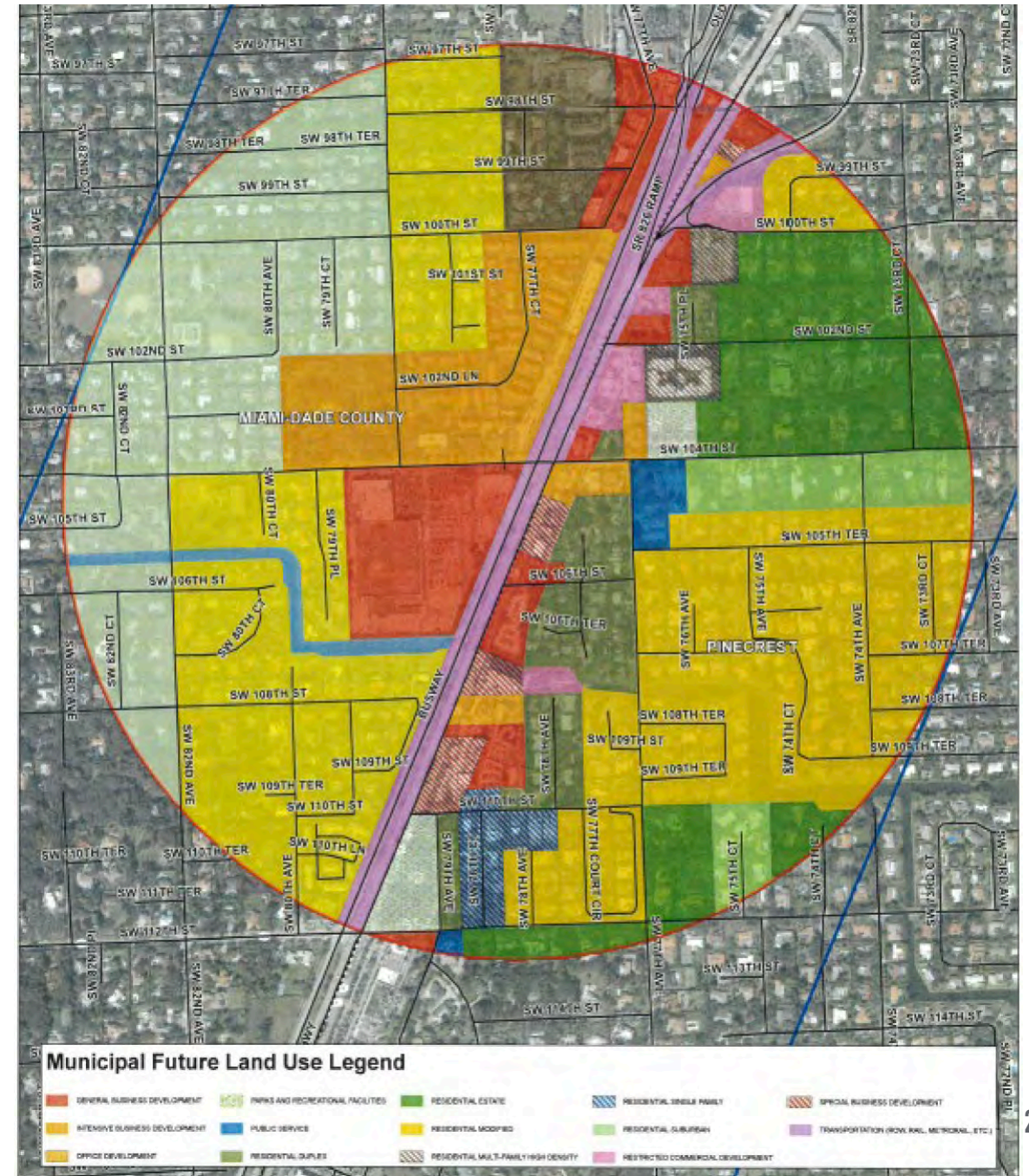
3,291 Residents

3,575 Employees

**Change in growth**

700+ Residents

1000+ Employees



# STATION AREAS: EMPLOYMENT + POPULATION

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

**2015:**

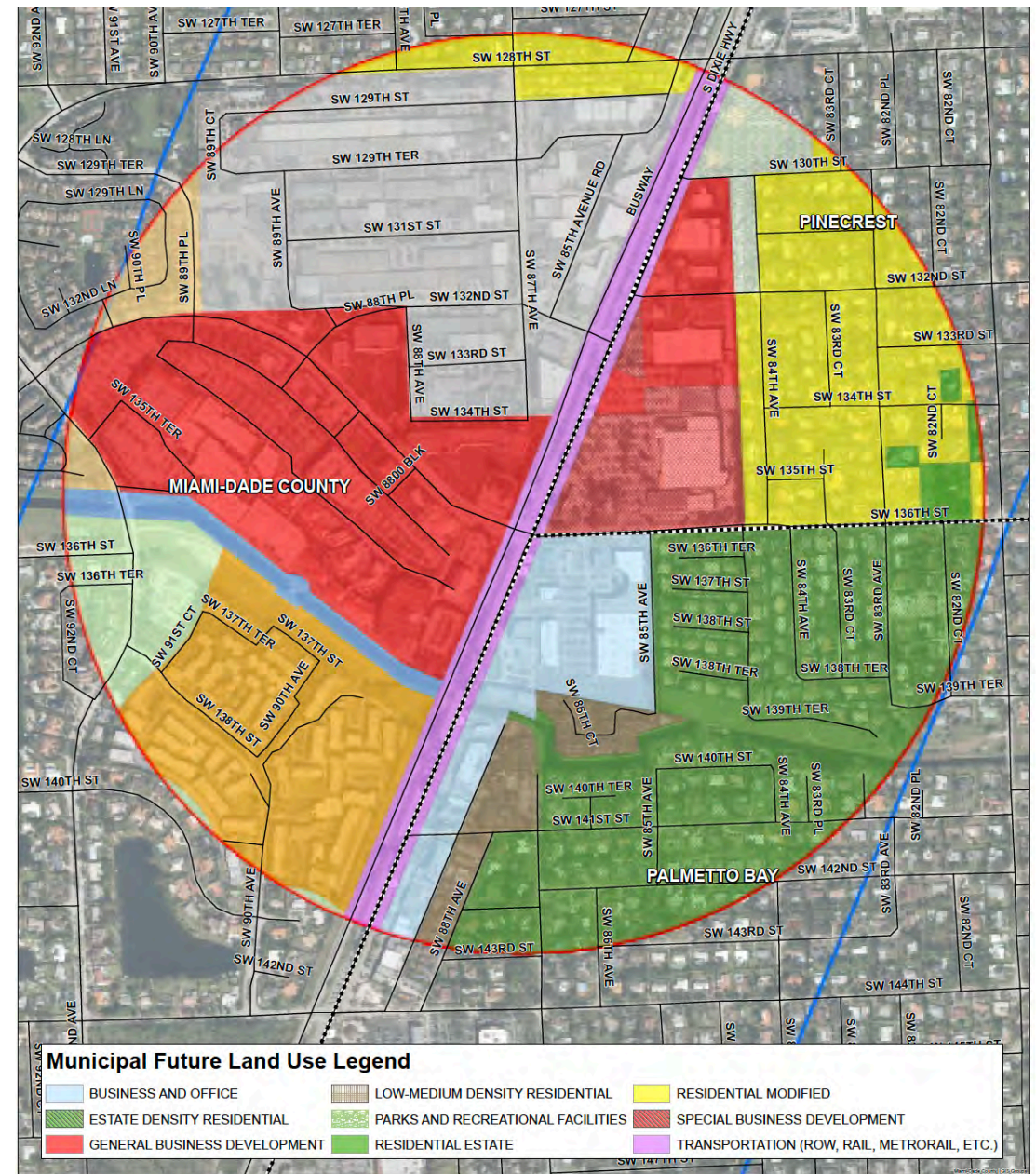
1,367 Residents  
4,812 Employees

**2040:**

3,179 Residents  
9,044 Employees

**Change in growth**

1800+ Residents  
4200+ Employees



An aerial photograph of a city grid, overlaid with a semi-transparent green filter. The image shows a dense network of streets and buildings, with a prominent highway interchange in the center. The text is centered in a white rectangular box.

# **CURRENT LAND DEVELOPMENT REGULATIONS**

# EXISTING LAND DEVELOPMENT REGULATIONS

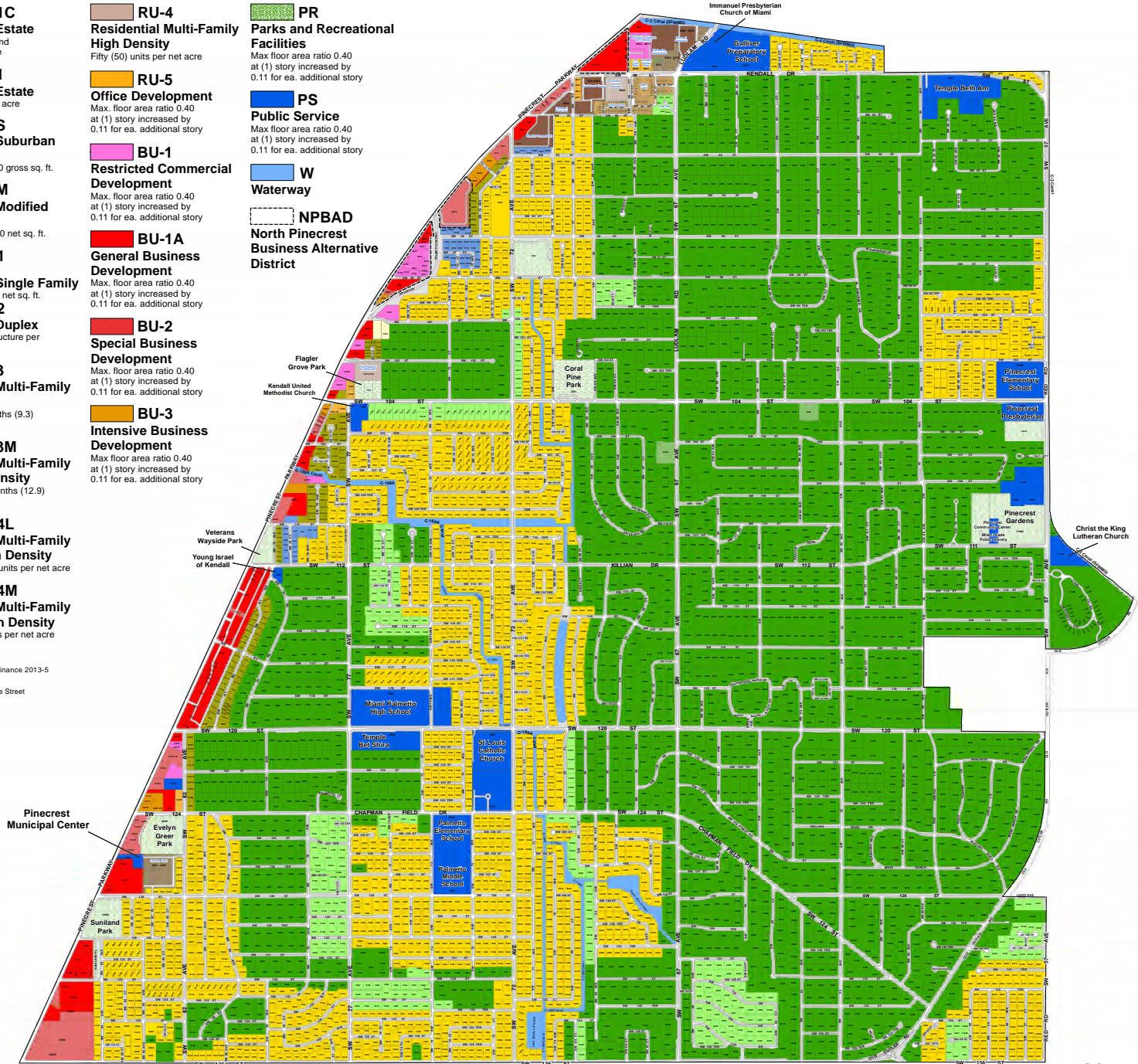
## Underlying commercial zoning:

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

<p><b>EU-1C</b> Residential Estate One unit per two and one half gross acre</p> <p><b>EU-1</b> Residential Estate One unit per gross acre</p> <p><b>EU-S</b> Residential Suburban Estate One unit per 25,000 gross sq. ft.</p> <p><b>EU-M</b> Residential Modified Estate One unit per 15,000 net sq. ft.</p> <p><b>RU-1</b> Residential Single Family One unit per 7,500 net sq. ft.</p> <p><b>RU-2</b> Residential Duplex One two-family structure per 7,500 net sq. ft.</p> <p><b>RU-3</b> Residential Multi-Family Low Density Nine and three tenths (9.3) units per net acre</p> <p><b>RU-3M</b> Residential Multi-Family Moderate Density Twelve and nine tenths (12.9) units per net acre</p> <p><b>RU-4L</b> Residential Multi-Family Low-Medium Density Twenty-three (23) units per net acre</p> <p><b>RU-4M</b> Residential Multi-Family Medium-High Density Thirty-six (36) units per net acre</p>	<p><b>RU-4</b> Residential Multi-Family High Density Fifty (50) units per net acre</p> <p><b>RU-5</b> Office Development Max. floor area ratio 0.40 at (1) story increased by 0.11 for ea. additional story</p> <p><b>BU-1</b> Restricted Commercial Development Max. floor area ratio 0.40 at (1) story increased by 0.11 for ea. additional story</p> <p><b>BU-1A</b> General Business Development Max. floor area ratio 0.40 at (1) story increased by 0.11 for ea. additional story</p> <p><b>BU-2</b> Special Business Development Max. floor area ratio 0.40 at (1) story increased by 0.11 for ea. additional story</p> <p><b>BU-3</b> Intensive Business Development Max. floor area ratio 0.40 at (1) story increased by 0.11 for ea. additional story</p>	<p><b>PR</b> Parks and Recreational Facilities Max floor area ratio 0.40 at (1) story increased by 0.11 for ea. additional story</p> <p><b>PS</b> Public Service Max floor area ratio 0.40 at (1) story increased by 0.11 for ea. additional story</p> <p><b>W</b> Waterway</p> <p><b>NPBAD</b> North Pinecrest Business Alternative District</p>
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Amended through Ordinance 2013-5

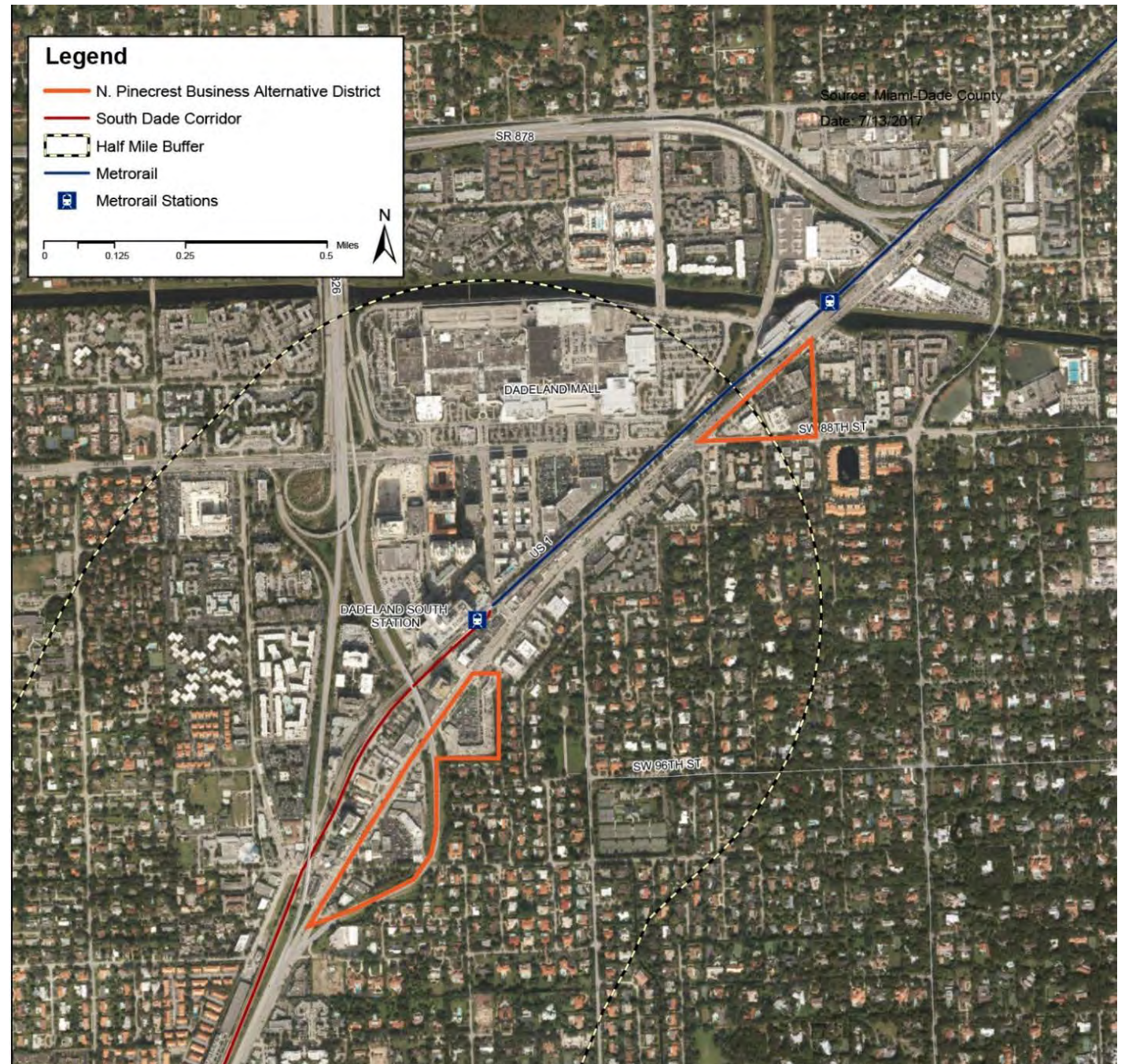
\* - Denotes Private Street



# EXISTING LAND DEVELOPMENT REGULATIONS

## North Pinecrest Business Alternative District:

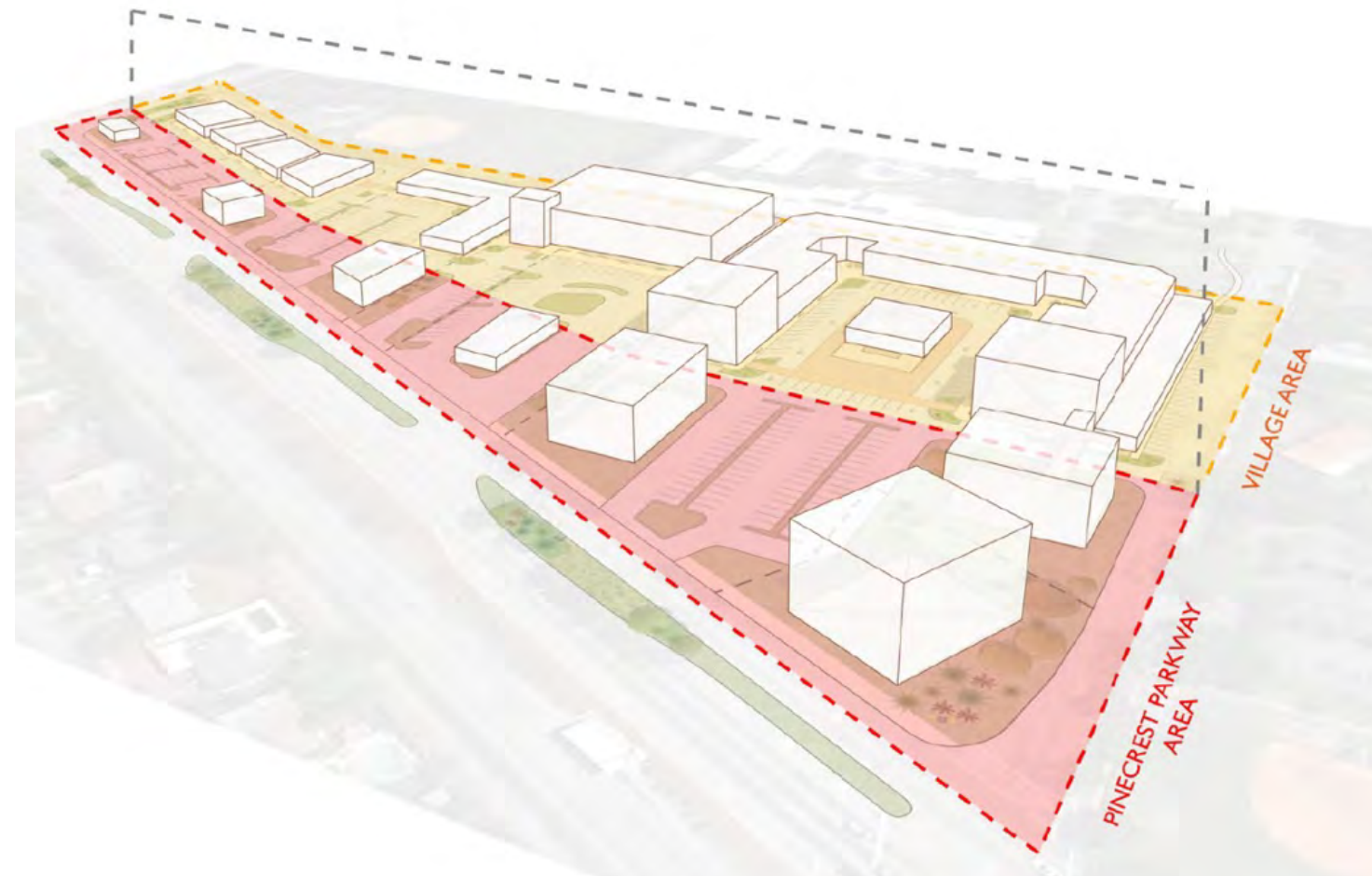
- 2-story commercial + 2-story mixed use
- 12 du/acre
- FAR up to .73
- 25% for residential as a conditional use



# 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.



An aerial photograph of a city grid, overlaid with a semi-transparent white rectangular box. The text 'DISCOVERY: FINDINGS' is centered within this box in a bold, black, sans-serif font.

# **DISCOVERY: FINDINGS**

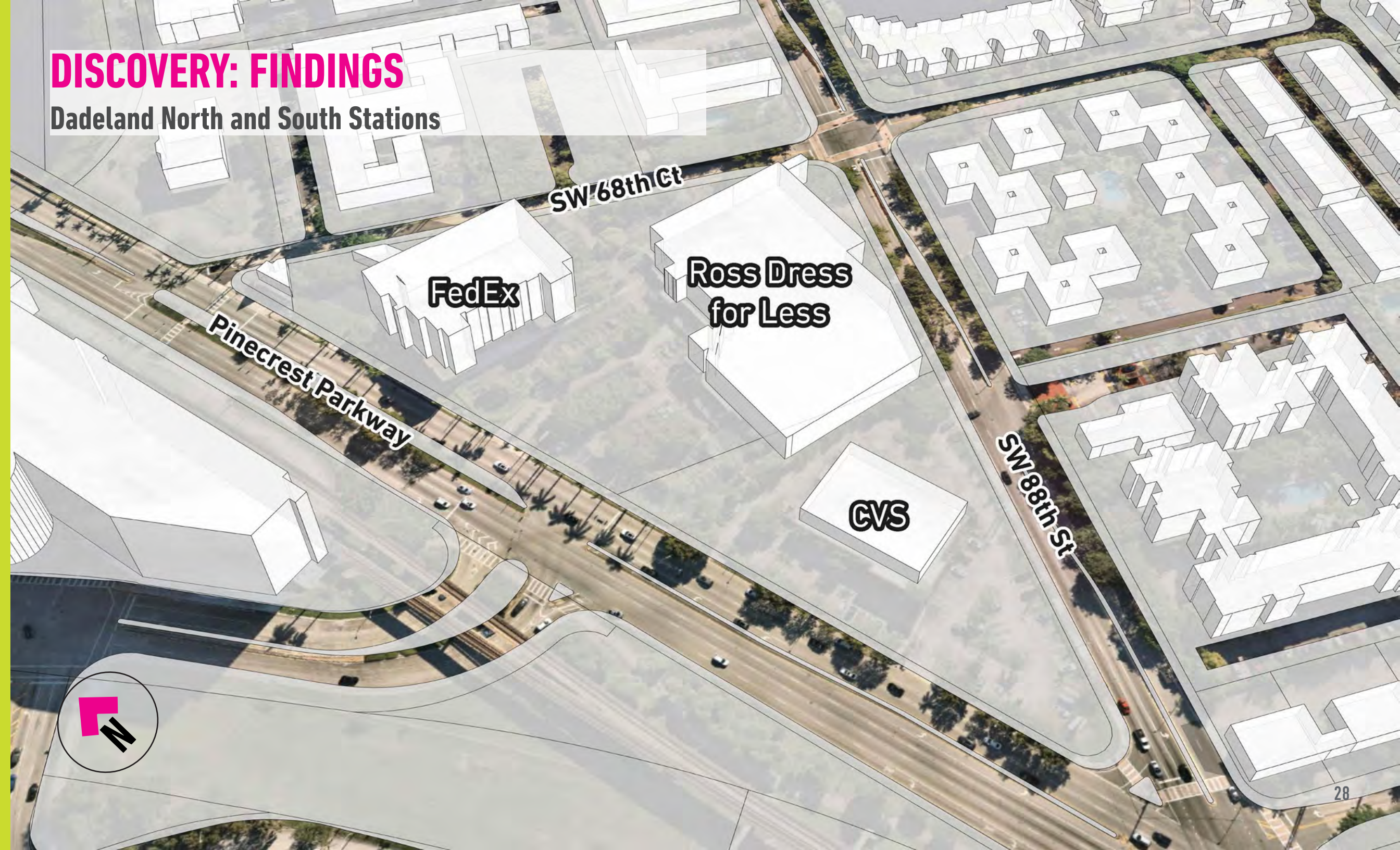
# DISCOVERY: FINDINGS

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



# DISCOVERY: FINDINGS

## Dadeland North and South Stations

SW 68th Ct

Rear 30' Setback

**North Pinecrest  
Business Alternative  
District & BU-1A Zoning**

Pinecrest Parkway

20' Setback + 8' Landscape Buffer

Pinecrest Parkway Area (40%)

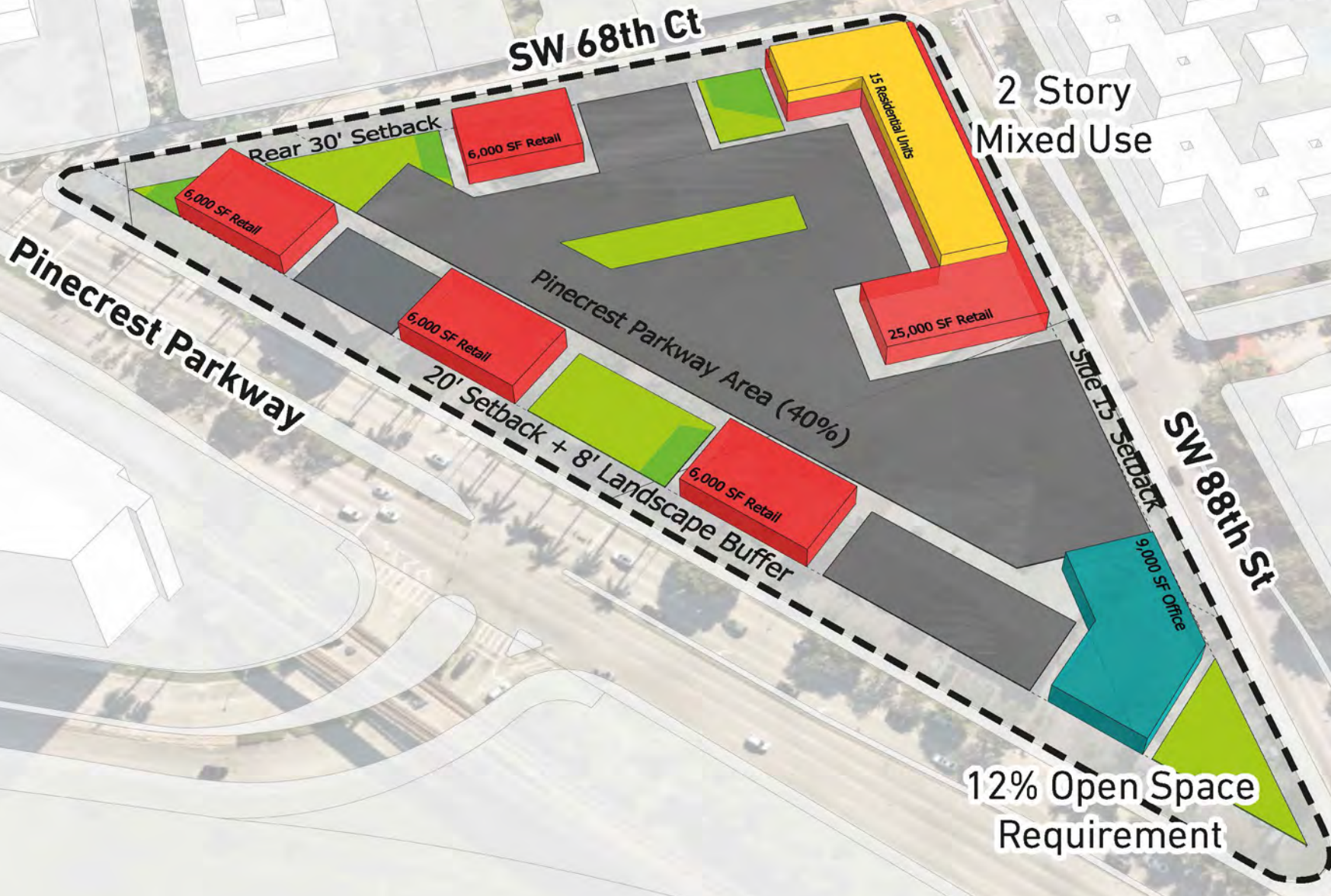
Side 15' Setback

SW 88th St



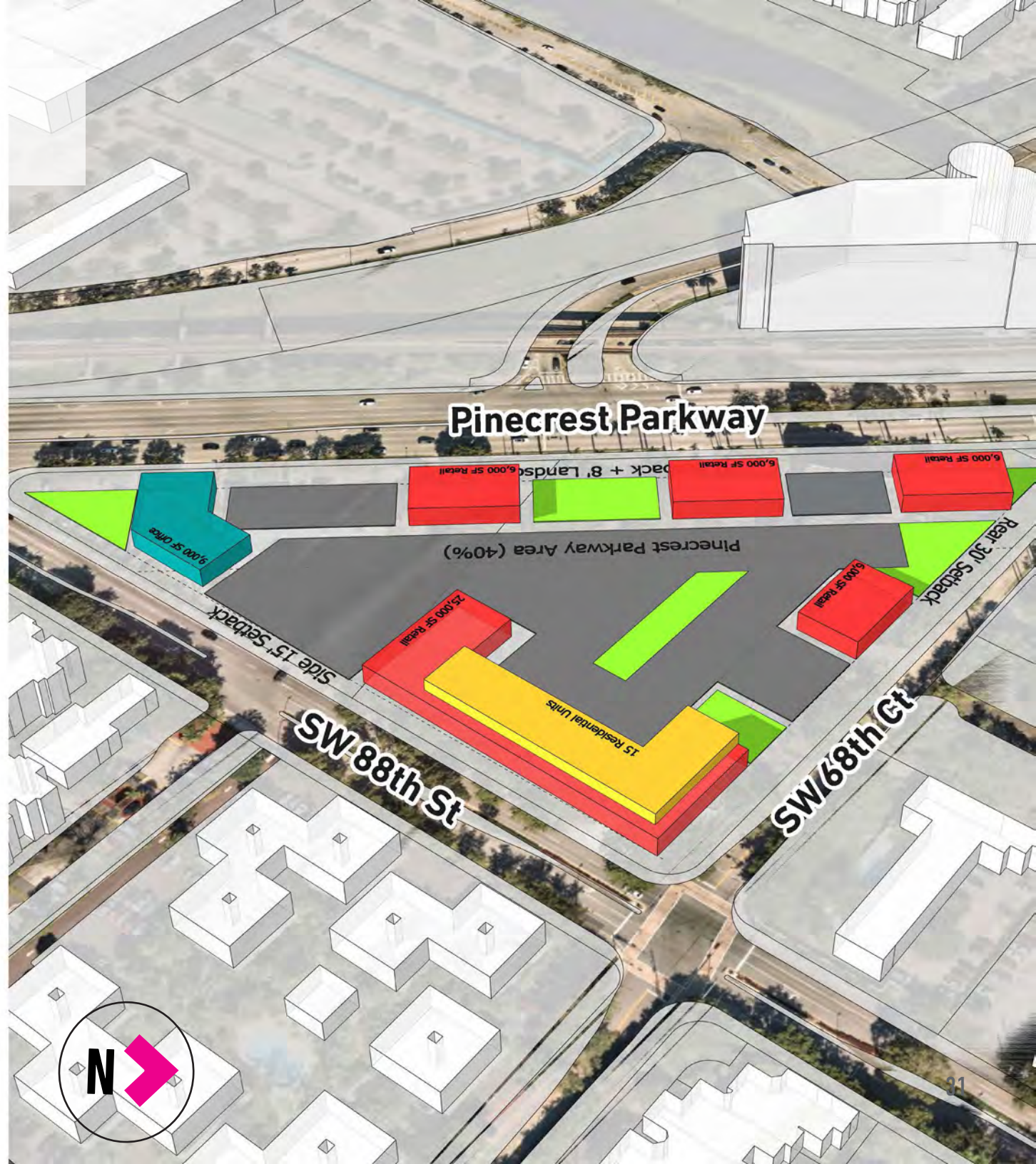
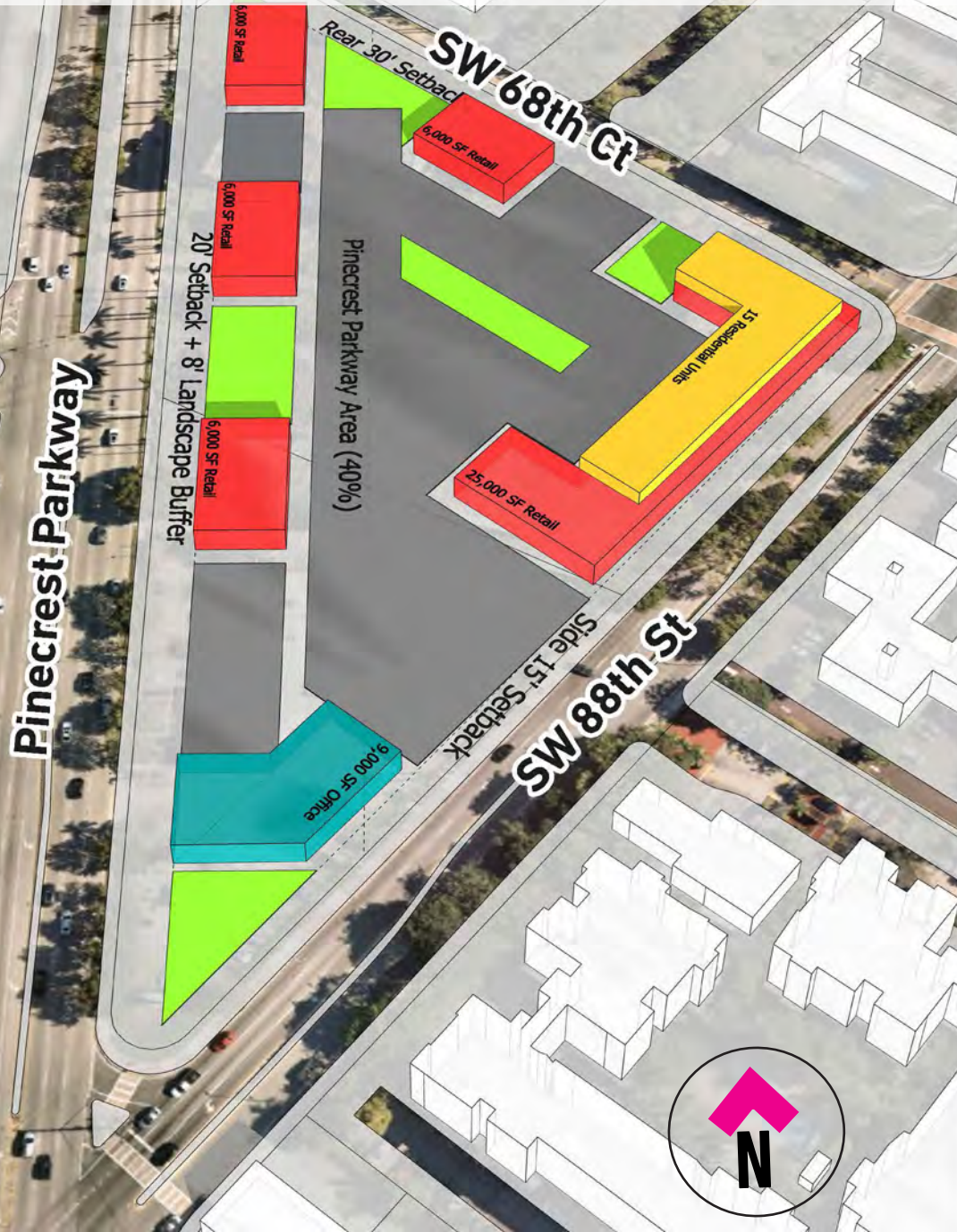
# DISCOVERY: FINDINGS

## Dadeland North and South Stations



# DISCOVERY: FINDINGS

## Dadeland North and South Stations



# DISCOVERY: FINDINGS

104th Street Station

Chase  
Bank

Mobil  
Station

Pinecrest Parkway

SW 104th St



# DISCOVERY: FINDINGS

104th Street Station

**BU-1 Restricted  
Commercial  
Development**

**BU-1A General  
Business  
Development**

20' Setback + 8' Landscape Buffer

Side 25' Setback (Abutts RU)

**Pinecrest Parkway**

**SW 104th St**



# DISCOVERY: FINDINGS

## 104th Street Station

16% Open  
Space  
Requirement

Office  
Development

20' Setback + 8' Landscape Buffer

12,000 SF Office

Side 25' Setback (Abutts RU)

SW 104th St

Pinecrest Parkway



# DISCOVERY: FINDINGS

136th Street Station

SW 84th Ave

Macy's

Publix

Home Depot

Office Max

Home Depot  
Parking Lot

Ocean  
Bank

Bank of  
America

SW 136th St

Pinecrest Parkway



# DISCOVERY: FINDINGS

136th Street Station

Macy's

Publix

Home Depot  
to Remain

BU-2 Special Business  
Development

SW 84th Ave

Rear 20' Setback

Side Internal 20' Setback

Pinecrest Parkway Area (40%)

20' Setback + 8' Landscape Buffer

SW 136th St  
Side 15' Setback

Pinecrest Parkway



# DISCOVERY: FINDINGS

136th Street Station

SW 84th Ave

Macy's

Publix

Home Depot  
to Remain

Retail  
Development

40,000 SF Retail

Pinecrest Parkway Area (40%)

6,000 SF Retail

5,000 SF Retail

6,000 SF Retail

12,000 SF Retail

12% Open  
Space  
Requirement

10,000 SF Retail

20' Setback + 8' Landscape Buffer

Pinecrest Parkway

SW 136th St

Rear 20' Setback

Side Internal 20' Setback

Side 10' Setback



# DISCOVERY: FINDINGS

## 136th Street Station

Macy's

Publix

Home Depot  
to Remain

Pinecrest Parkway

SW 84th Ave

SW 136th St

20' Setback + 8' Landscape Buffer  
5,000 SF Retail  
12,000 SF Retail

Pinecrest Parkway Area (40%)  
6,000 SF Retail

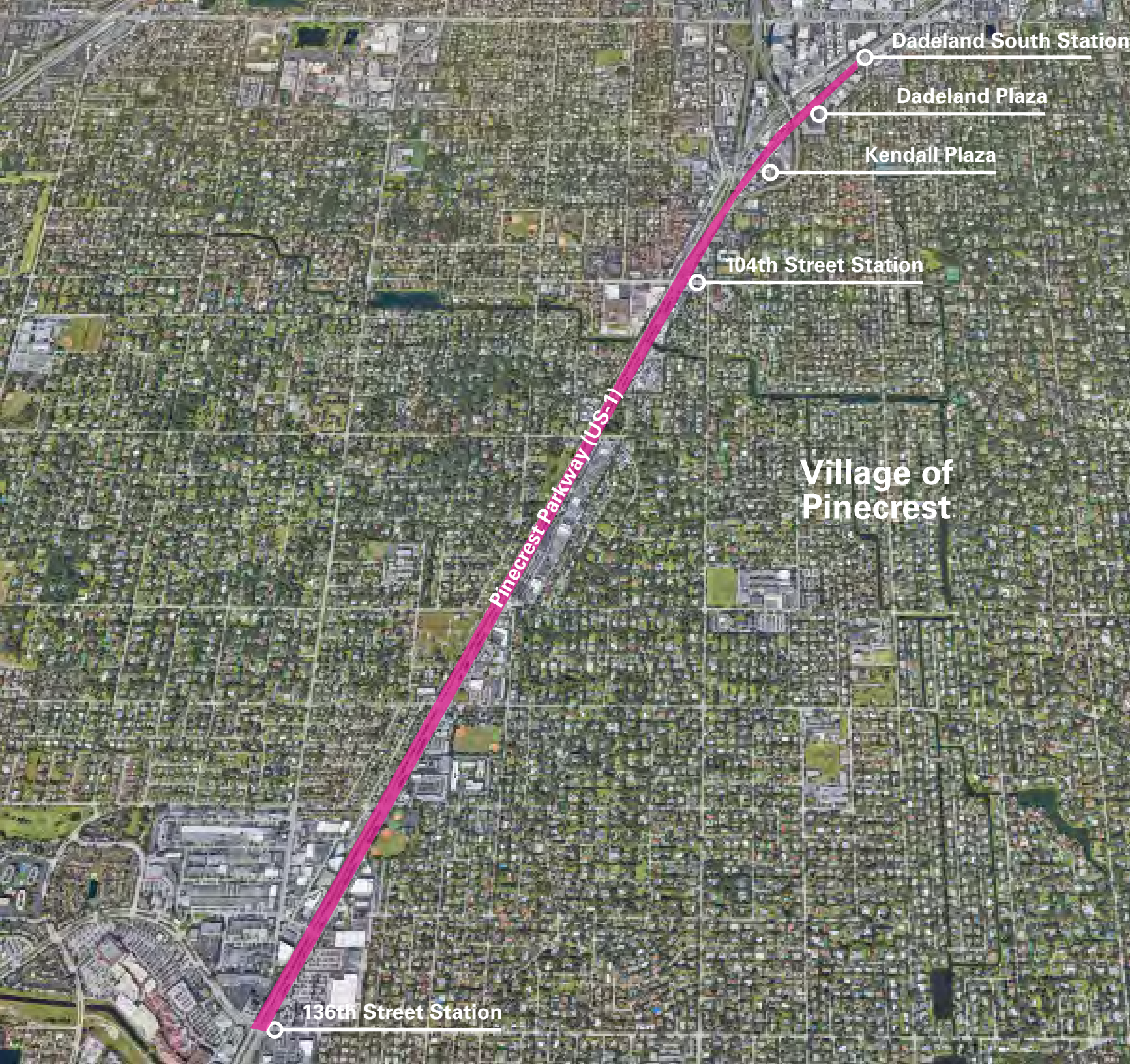
10,000 SF Retail

5,000 SF Retail

Side 15' Setback

Rear 20' Setback





# 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?

# **PINECREST PARKWAY VISION PLAN UPDATE**

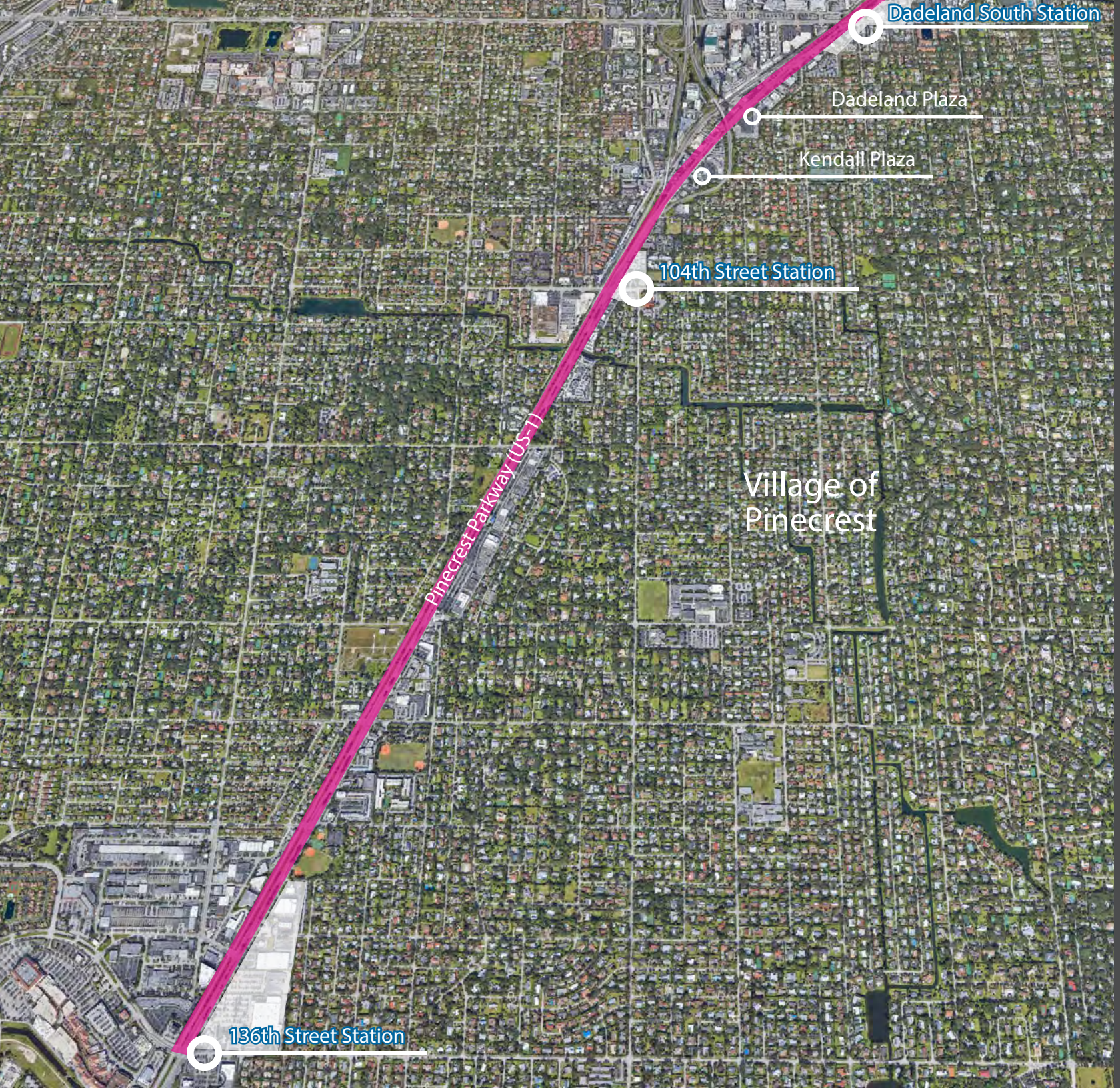
**CITIZEN'S COMMITTEE**

**AUGUST 10, 2022**



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

## Next Steps

### Project Kick-off

June

July

August

September

October

Discovery

Drill Down

Drill Down Cont.

Design

- 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

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

- 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.

An aerial photograph of a city grid, overlaid with a semi-transparent green filter. A white rectangular box is centered on the image, containing the text 'DEFINE THE CHARACTER' in bold, black, uppercase letters.

# **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

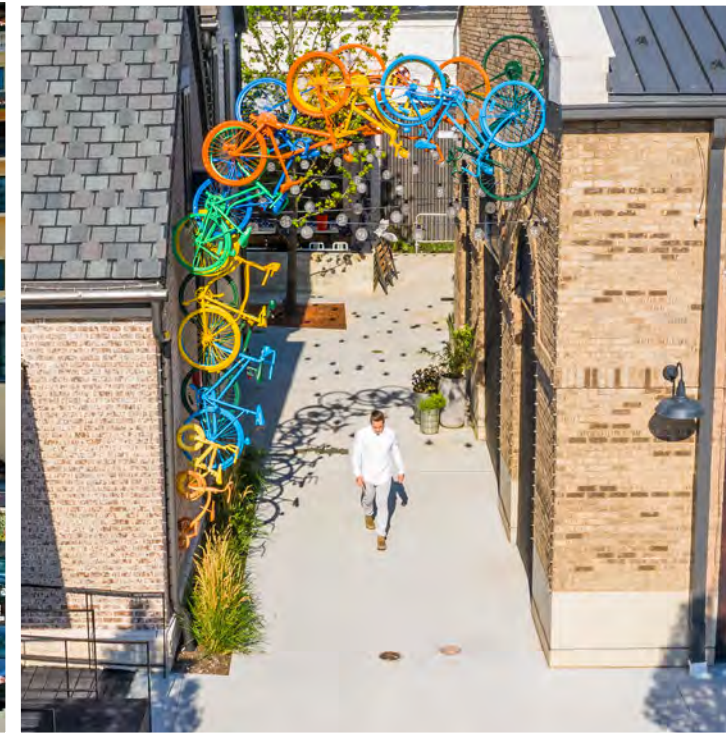
Walkable streets with street trees provide shade and wide sidewalks for a comfortable pedestrian experience

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



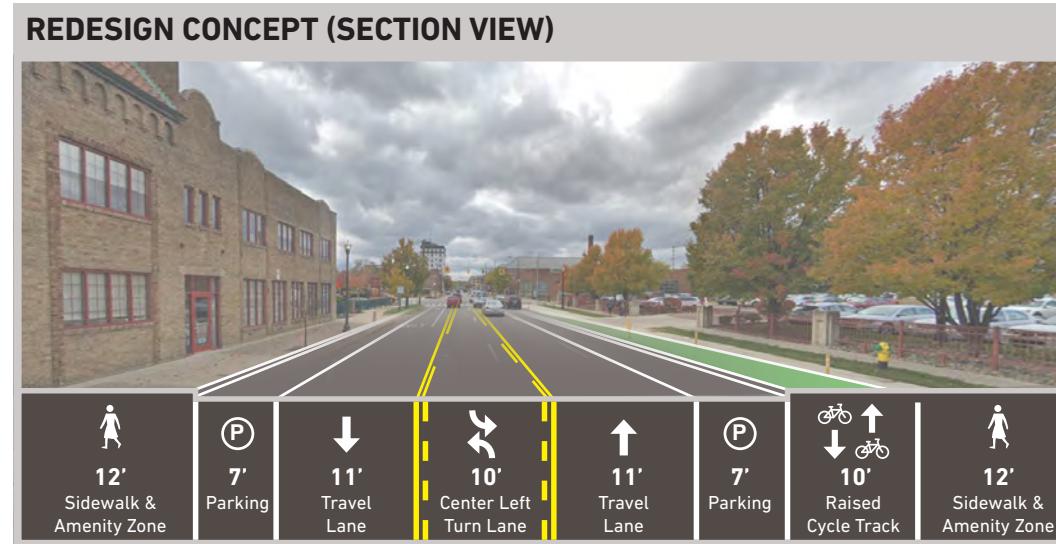
# DEFINE THE CHARACTER

## Streetscapes

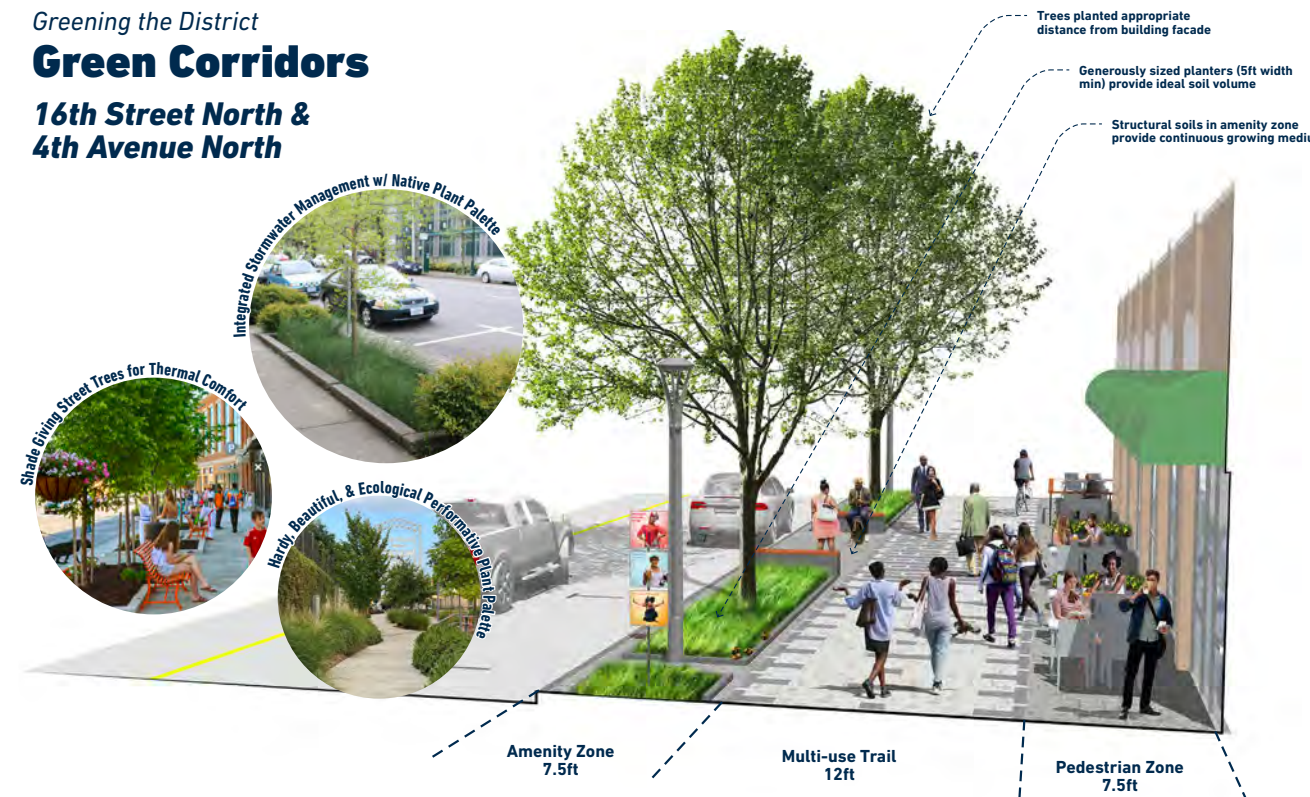
Narrow travel lanes for traffic calming

Multi-use paths and generous pedestrian amenities will encourage walkability

Shade trees will provide a comfortable walking and biking environment



### 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



An aerial photograph of a city grid, overlaid with a semi-transparent green filter. A white rectangular box is centered on the image, containing the text "ACHIEVING 1.0 FAR" in bold, black, uppercase letters.

# **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		
<i>General</i>	1.0 space per unit	1.5 spaces per unit for 0-2BR; 2.0 spaces per unit for 3BR+
<i>Multi-family or attached within 600' of a transit station</i>	.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		
<i>General</i>	1.75 spaces per 1000 sf	3.3 spaces per 1000 sf
<i>Establishments of 1000 sf or less within 600' of a station</i>	no minimum	3.3 spaces per 1000 sf

Source: MARTA (Atlanta, GA)

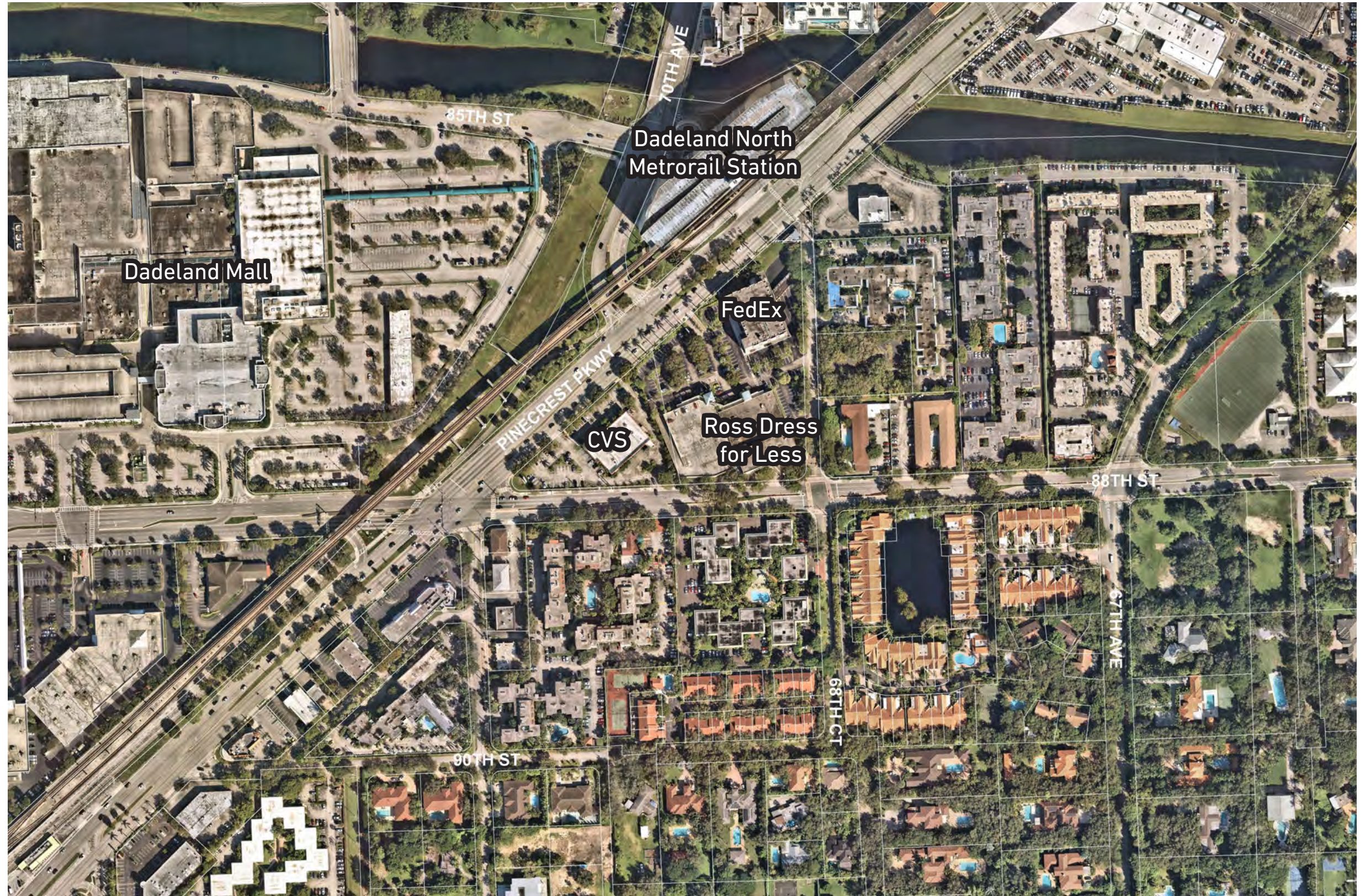
An aerial photograph of a city grid, overlaid with a semi-transparent green filter. The grid consists of numerous streets and blocks, with some larger buildings and structures visible. The overall tone is a muted green, giving it a technical or planning feel.

# **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=](https://miro.com/app/board/uXjVOj20LfQ=/)

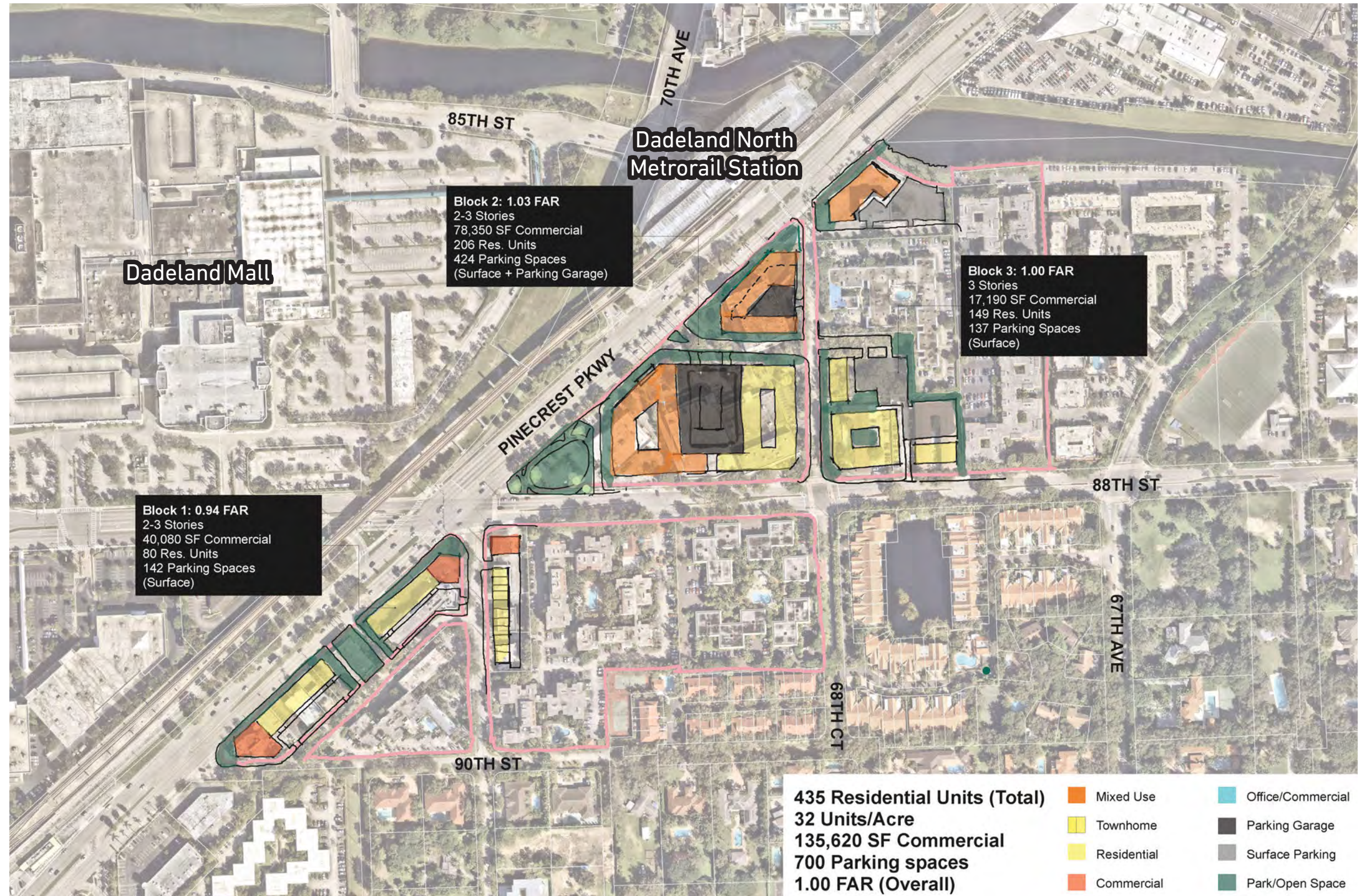
# BUILD-OUT SCENARIOS

## 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.



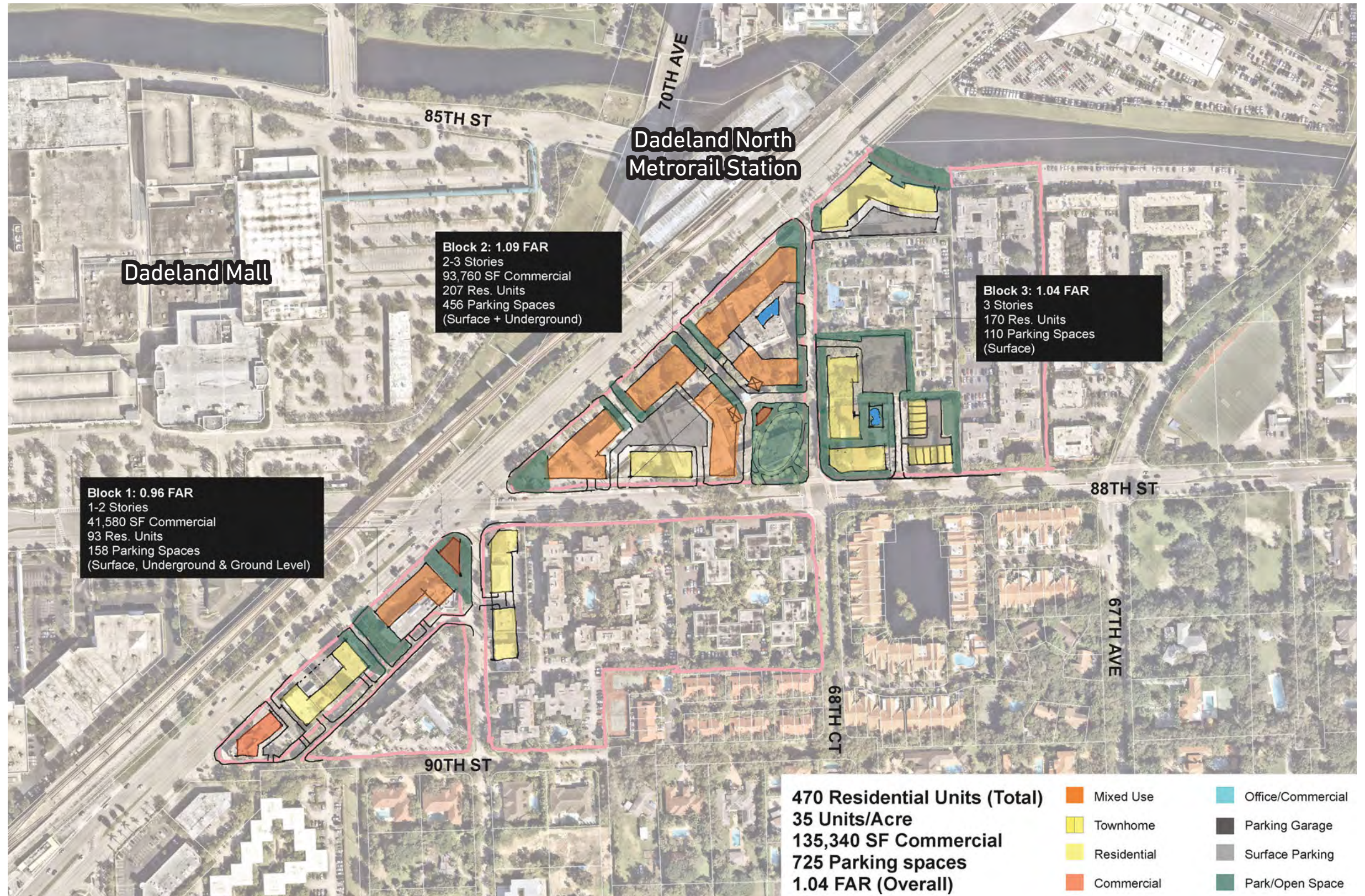
# BUILD-OUT SCENARIOS

## 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

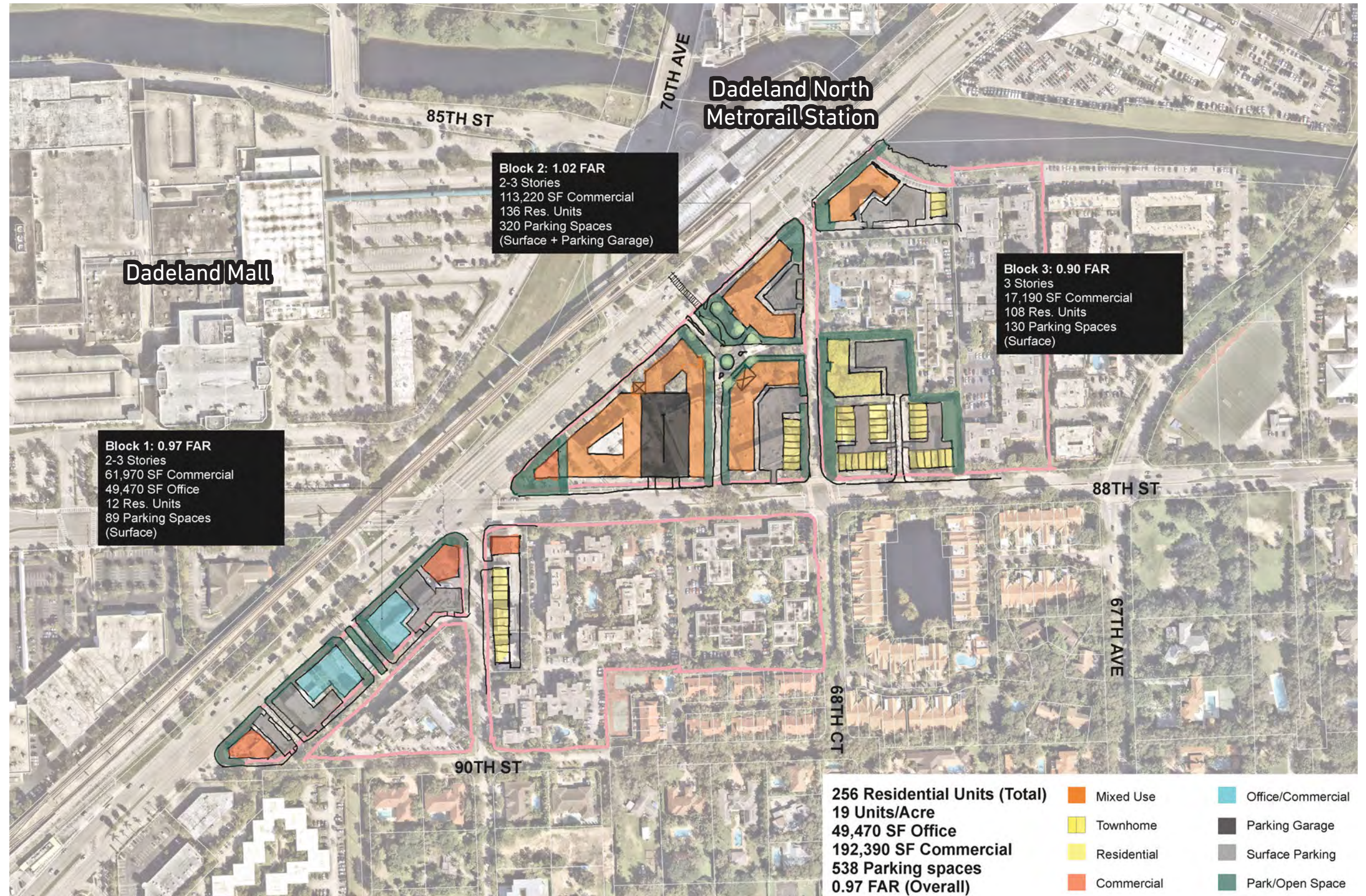
## Dadeland Station: Concept 3A

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.



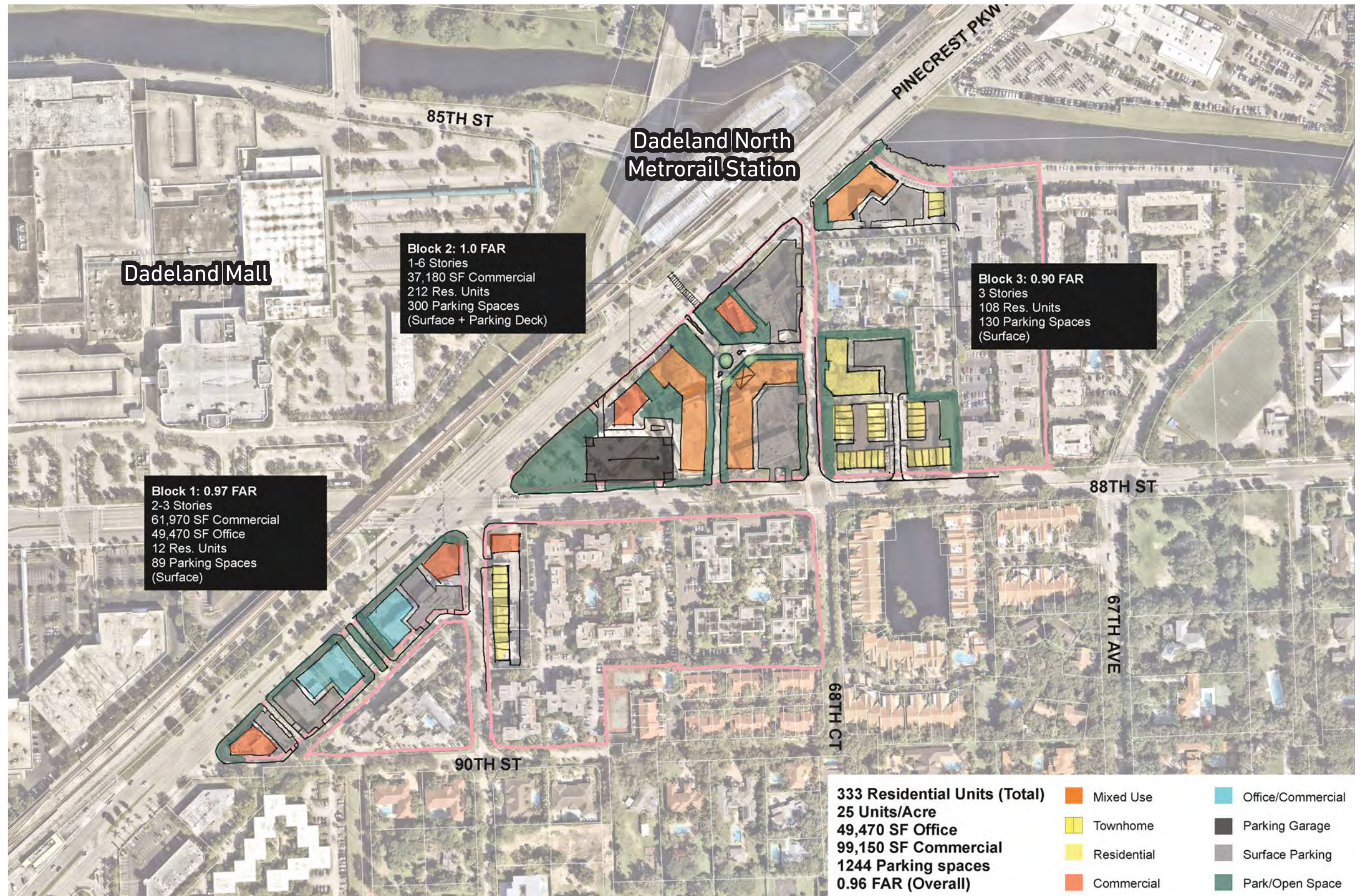
# BUILD-OUT SCENARIOS

## 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.

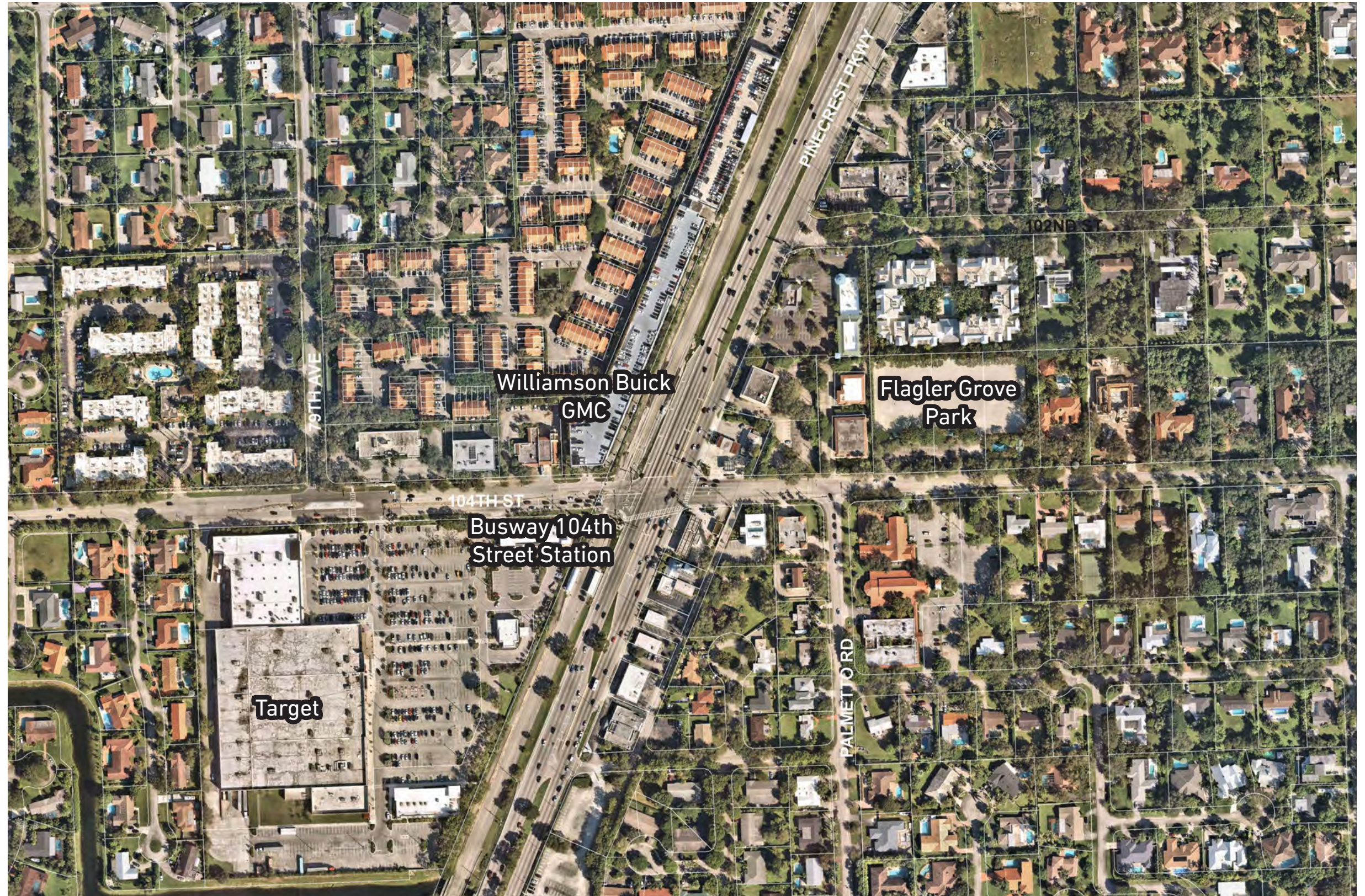
Focuses green and park space at the heart of the development and at the intersection of Pinecrest Parkway and 88th Street.



# 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

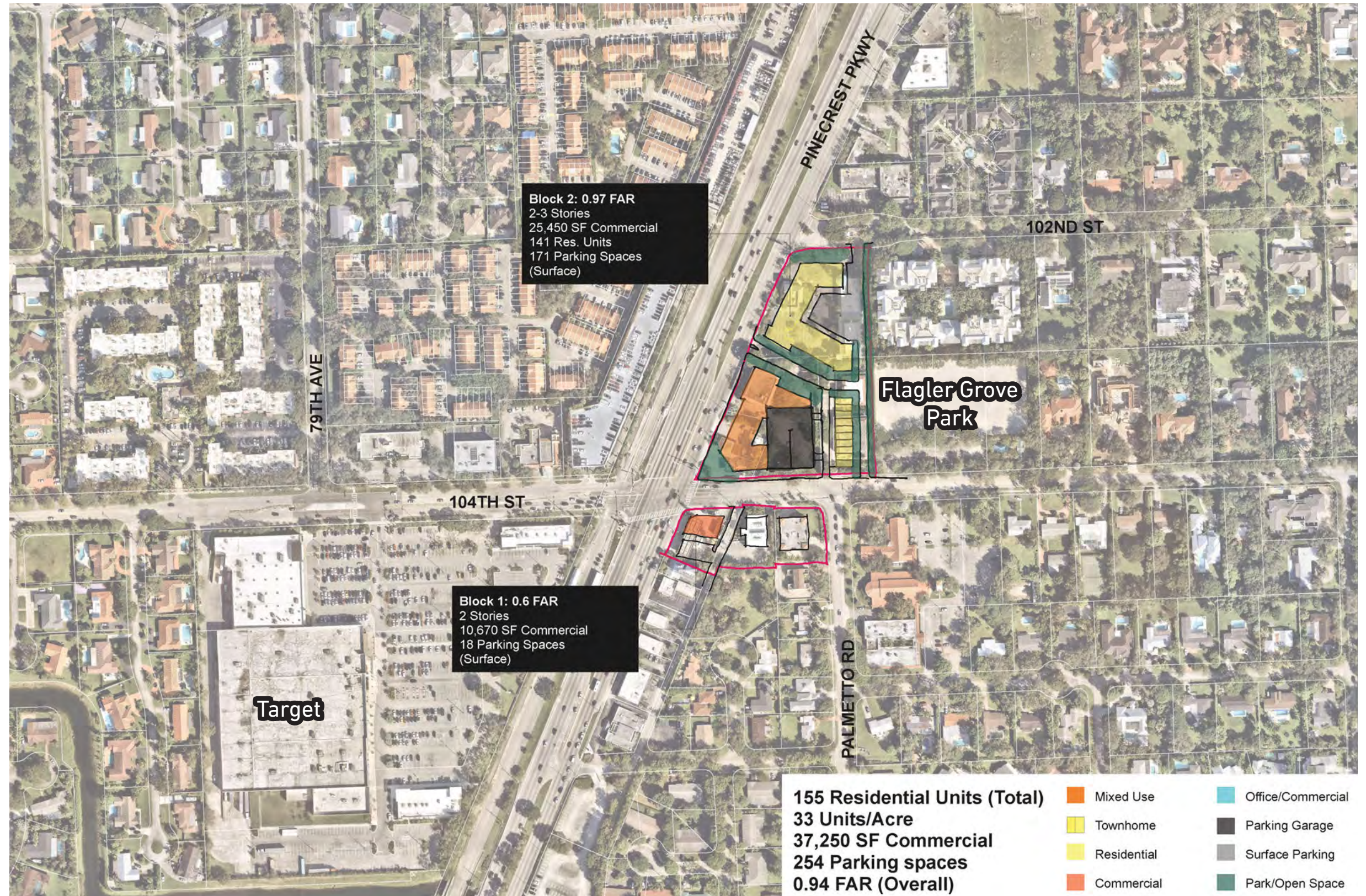
## 104th Street Station: Concept 2

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.

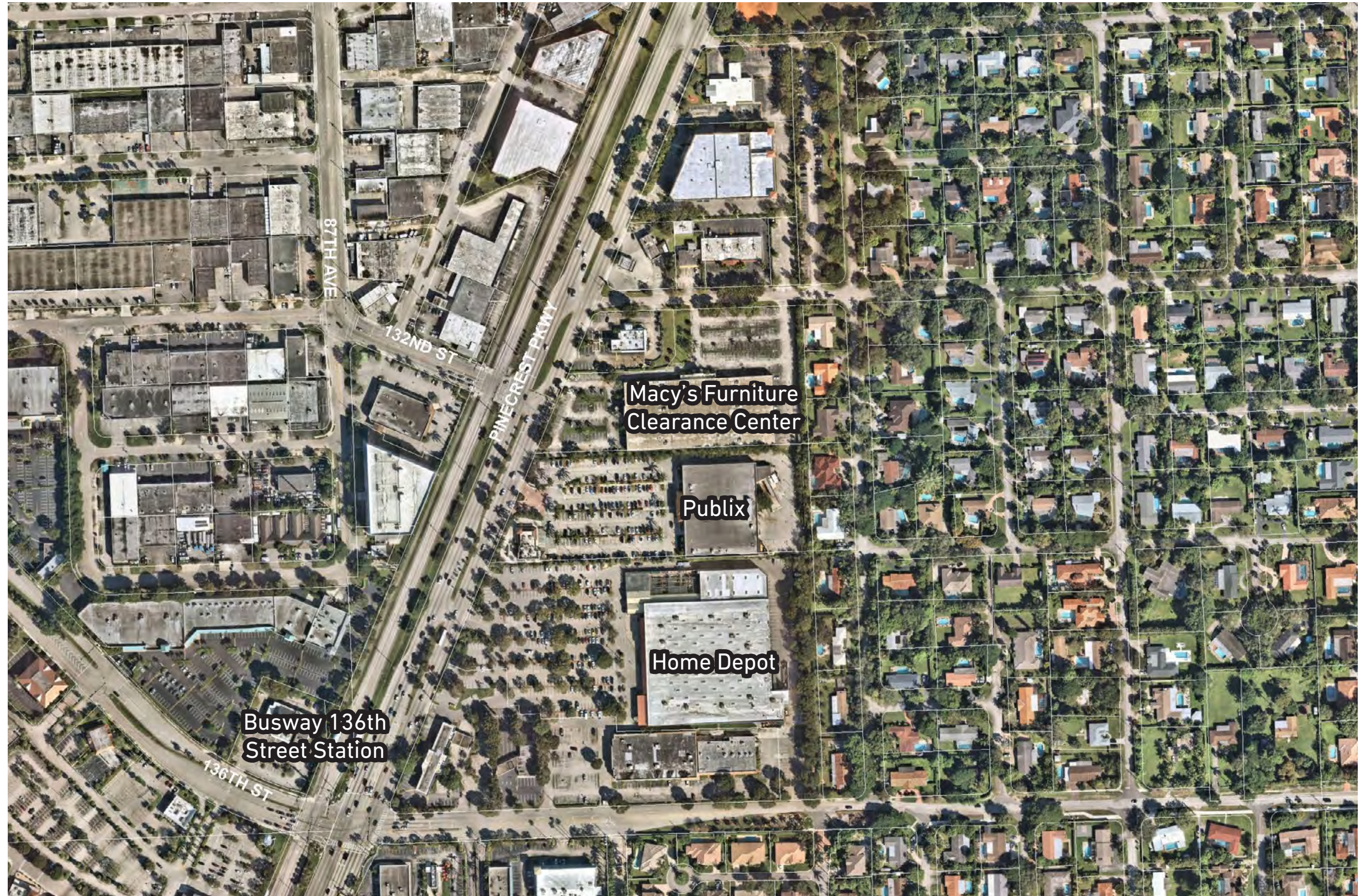
Steps down in density toward residential areas with townhomes.



# 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



**Legend**

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

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

# BUILD-OUT SCENARIOS

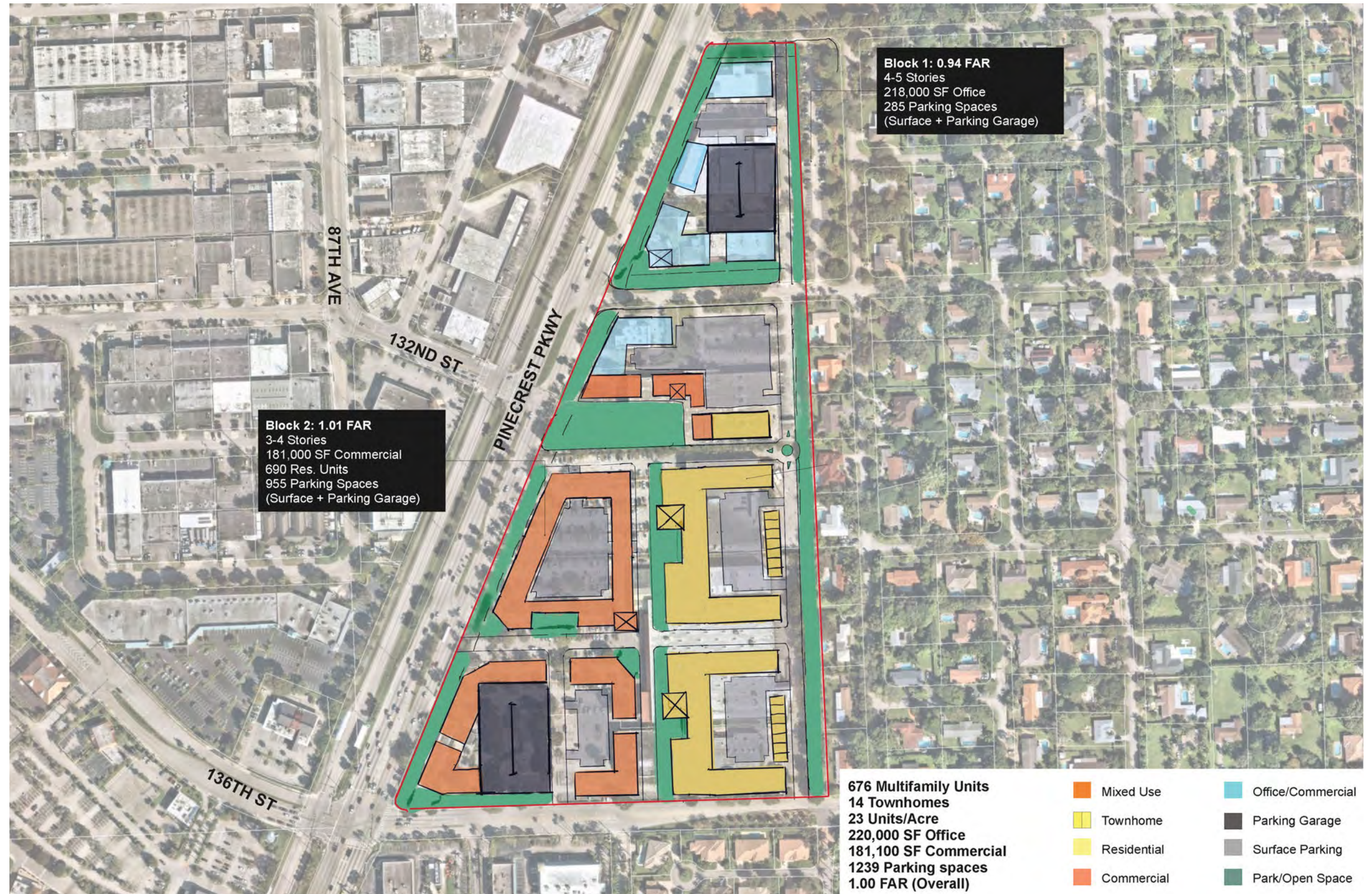
## 136th Street Station: Concept 1

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

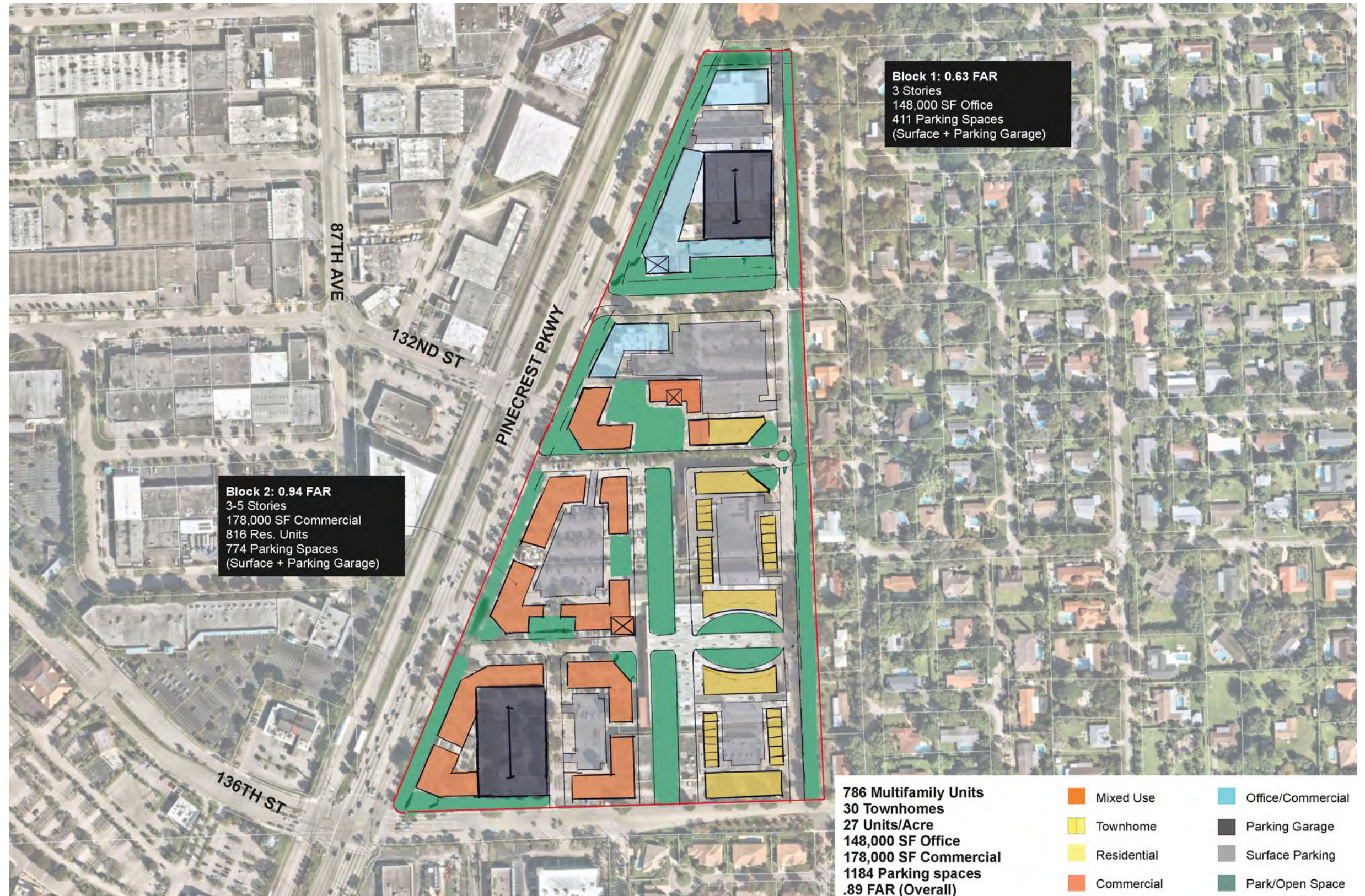
## 136th Street Station: Concept 2

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.

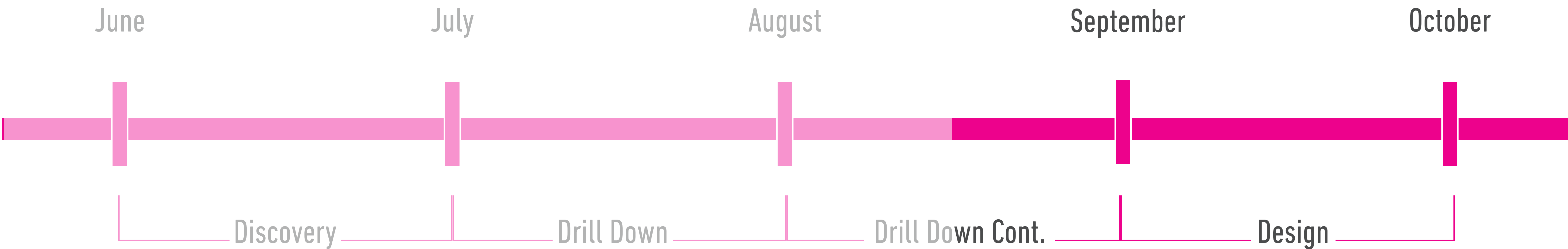


# HISTORY + PROCESS



## Work To Date

## Next Steps



- Discovery review of existing conditions and previous 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
- 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

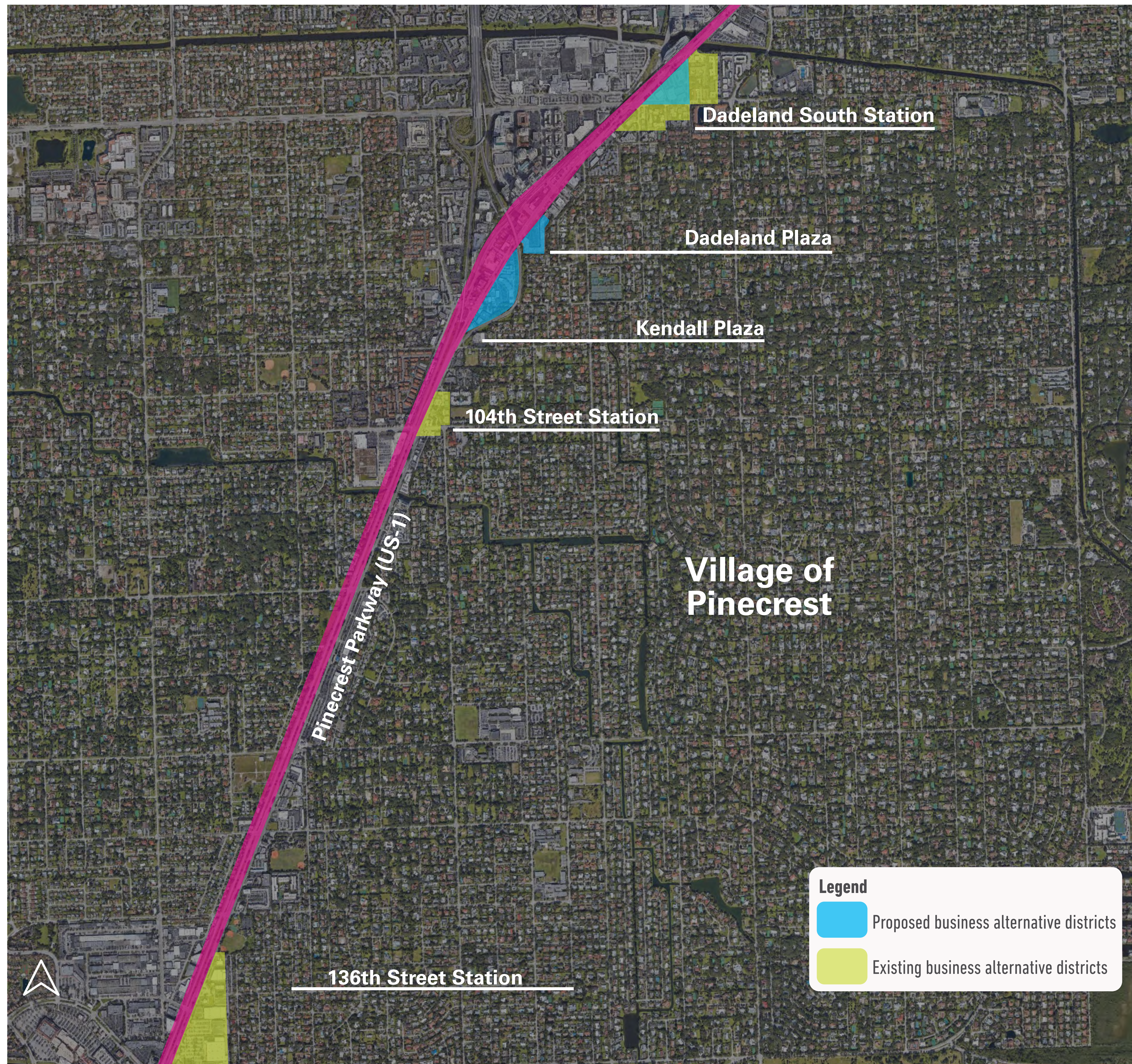


MKSK



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





## 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 different scenarios.

### Three phased approach to urban planning and outreach:

1. Discovery

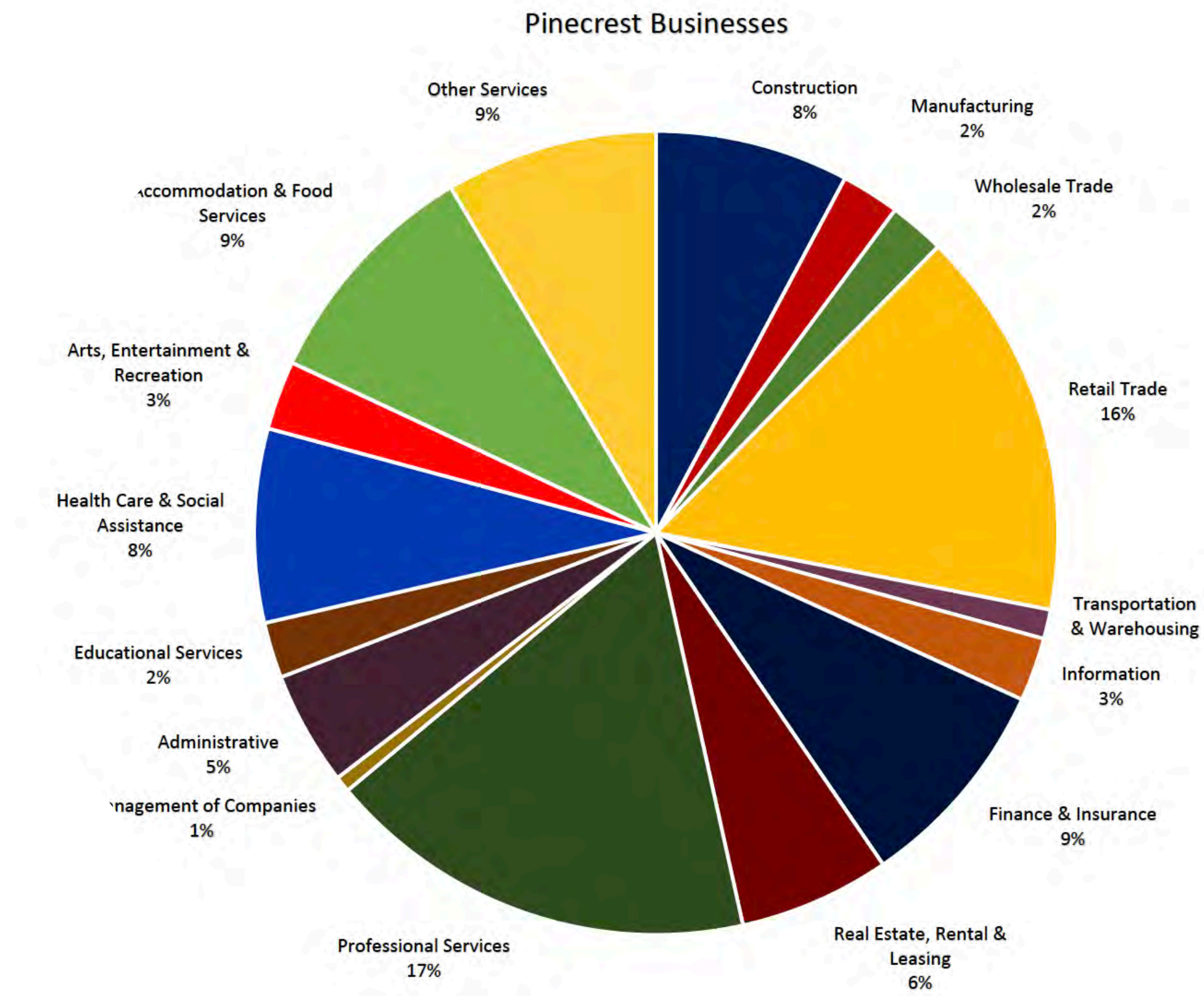
2. Drill Down

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 office, 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.

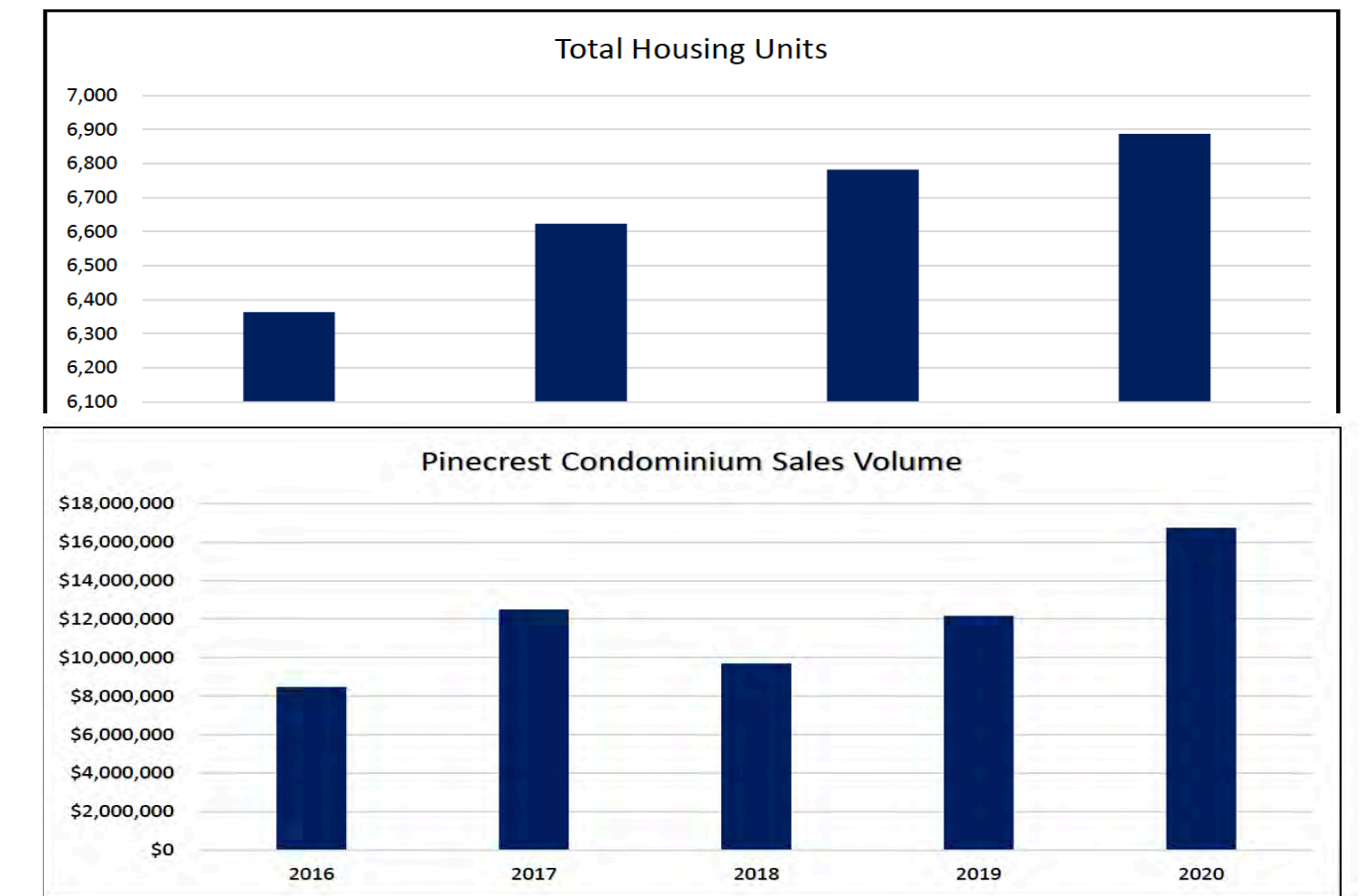
Eating establishments account for only 6.7% of overall business, 65% goes to business professional services, although it only makes up 17% of total businesses in Pinecrest.

## RESIDENTIAL

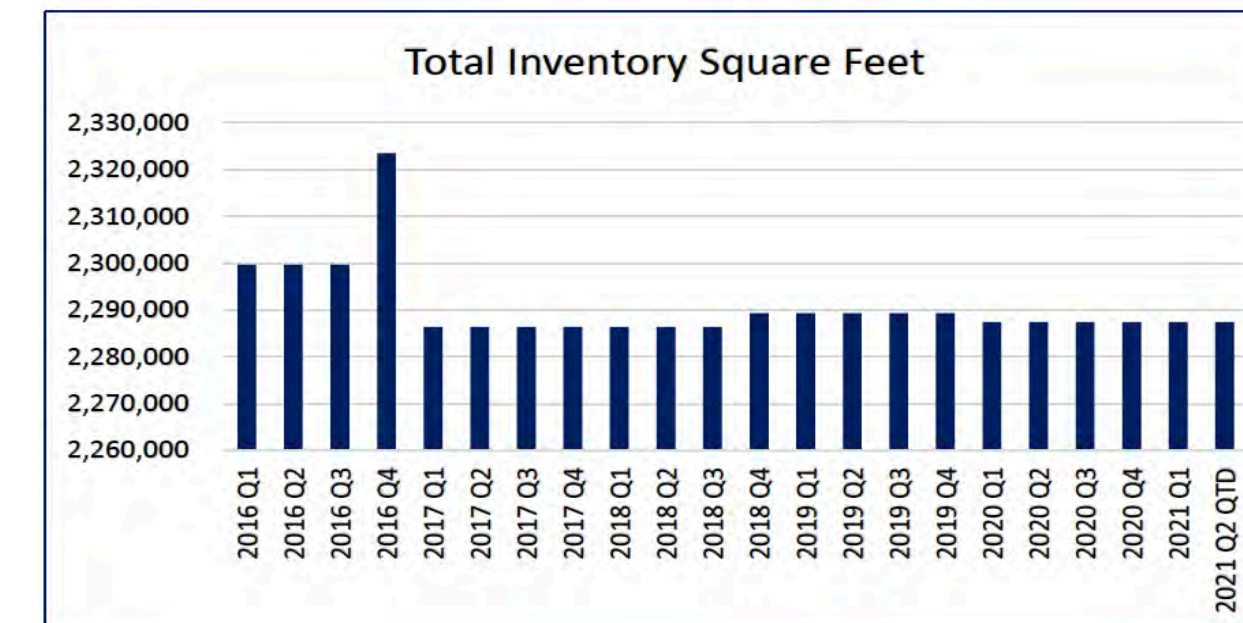
Housing demand is high, but supply has seen limited growth (+159 units since 2010)

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 office space in Pinecrest is just over 440,000 square feet.

No new office product has been delivered since 2016.

Office vacancy rates were 6% in 2020 Q4.

## 2020 INCOME

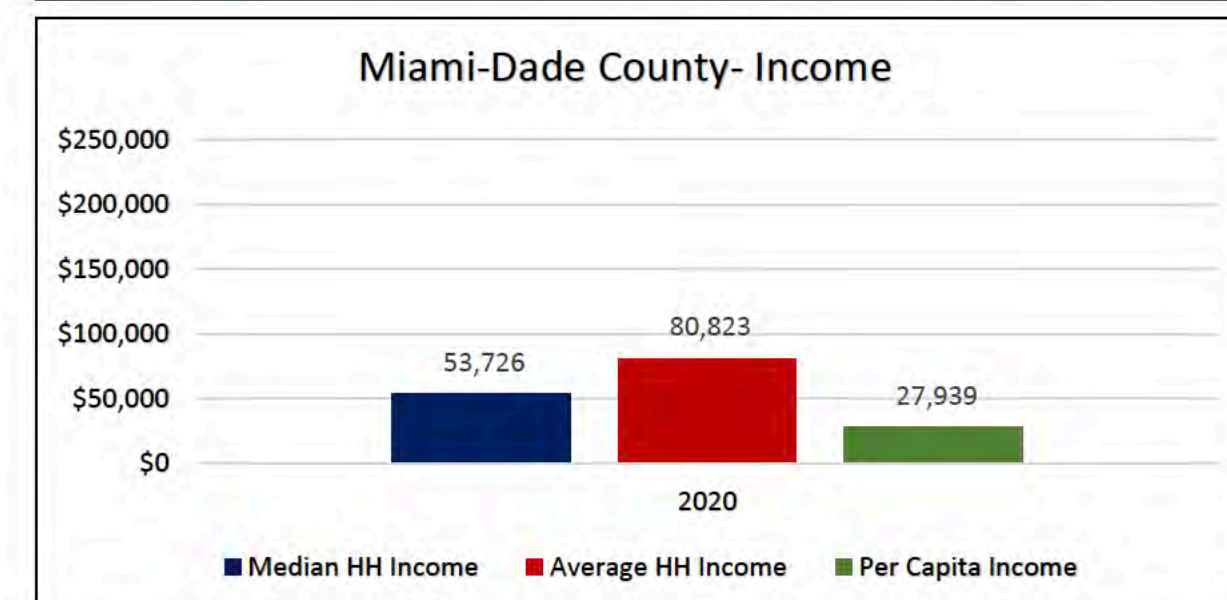
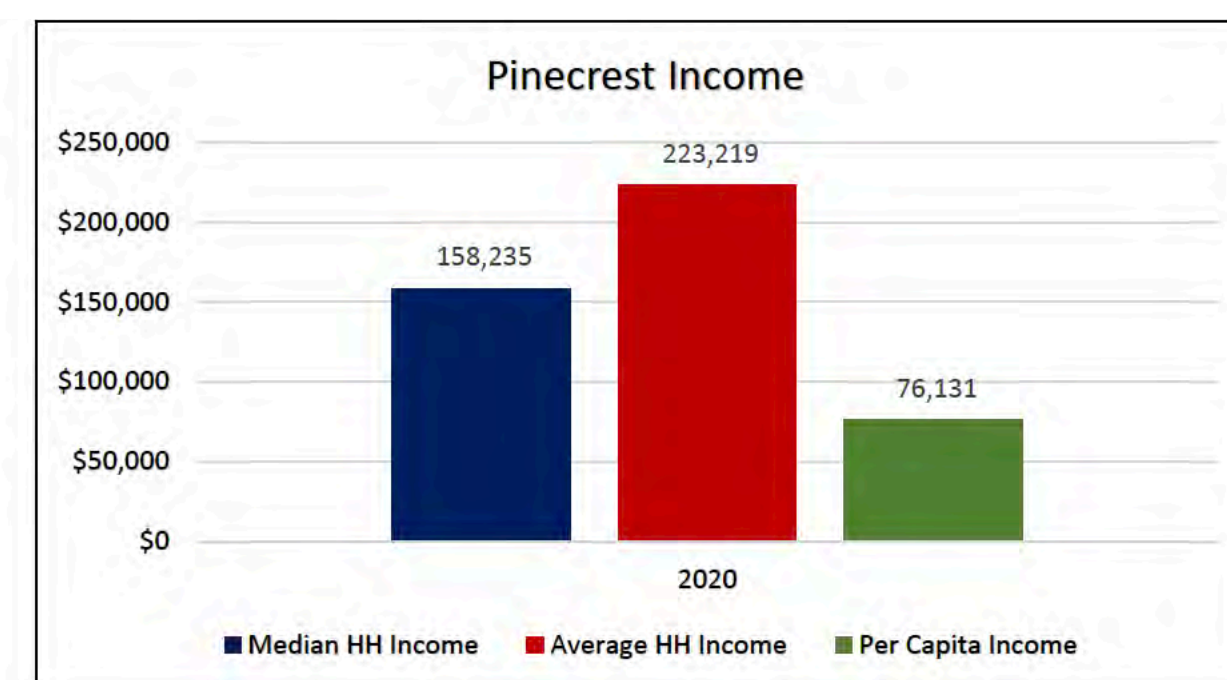
Pinecrest Median household income: \$158,235

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

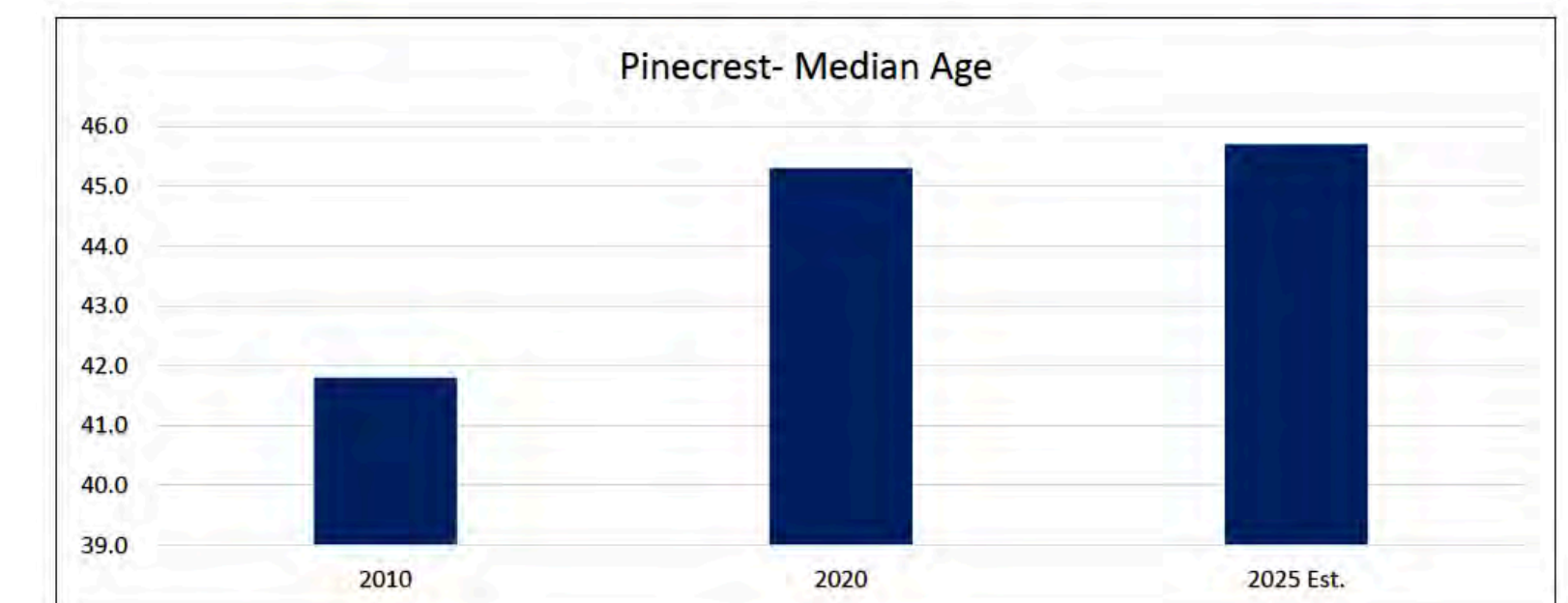
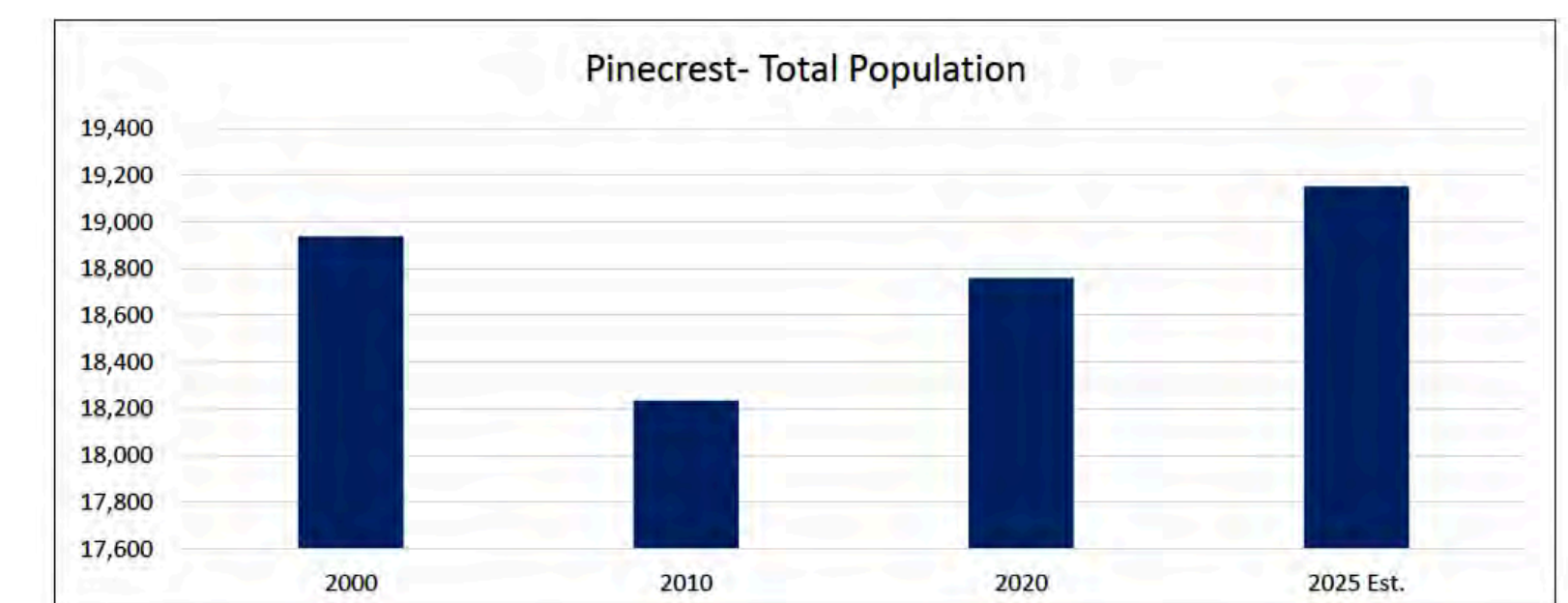
2020 population: 18,388

2021 population estimate: 18,419

2010 median age: 41.8

2020 median age: 45.3

Population growth of 5.1% from 2010 to 2019.

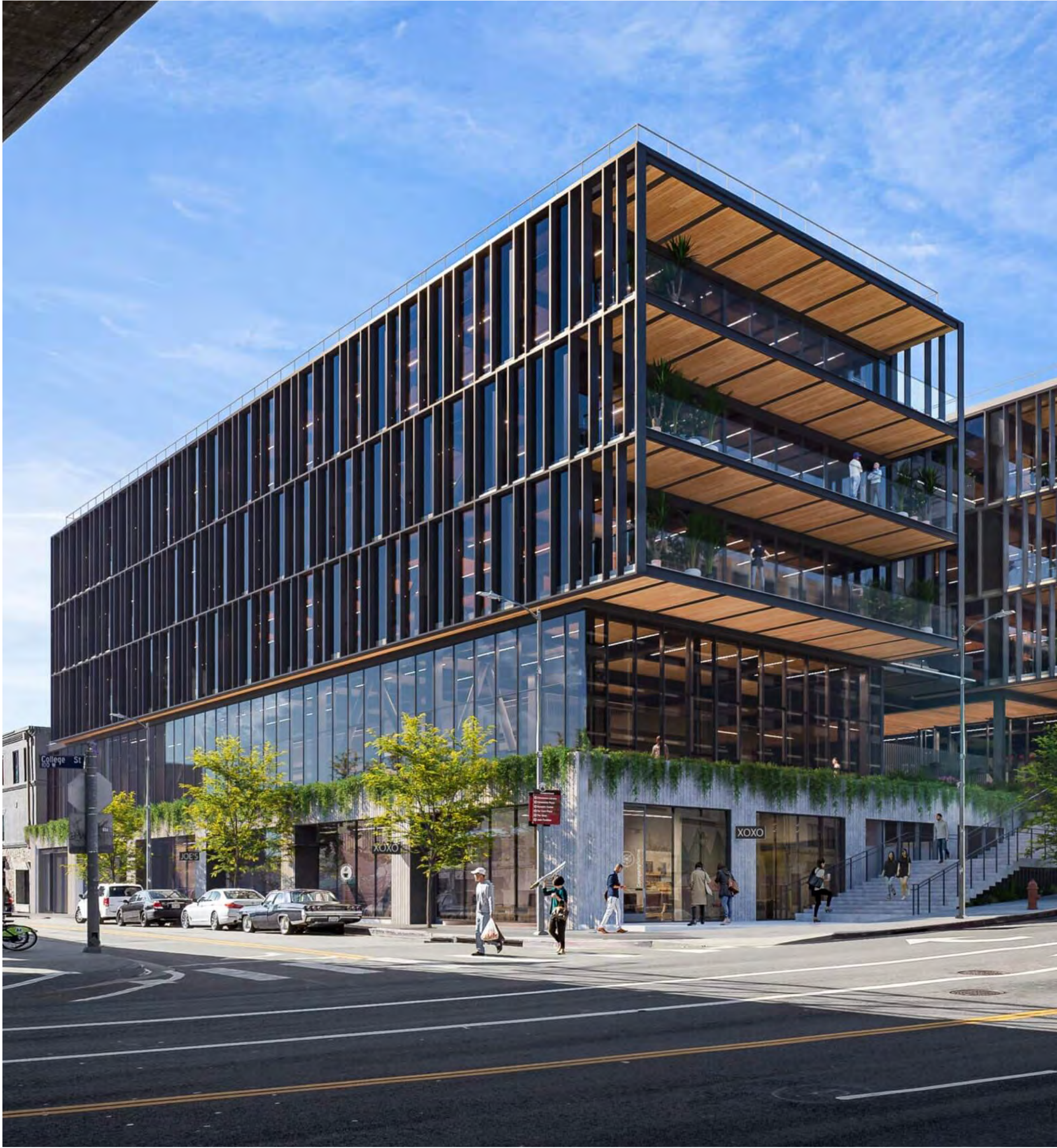


Source, Pinecrest Market Analysis Report

# 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.



Different 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.



Different textures and angles give buildings more architectural interest.

# PUBLIC REALM AROUND TRANSIT

## Theme 3: Enhance the Public Realm Around Transit Stations

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



Small pocket parks can offer a break in building blocks.

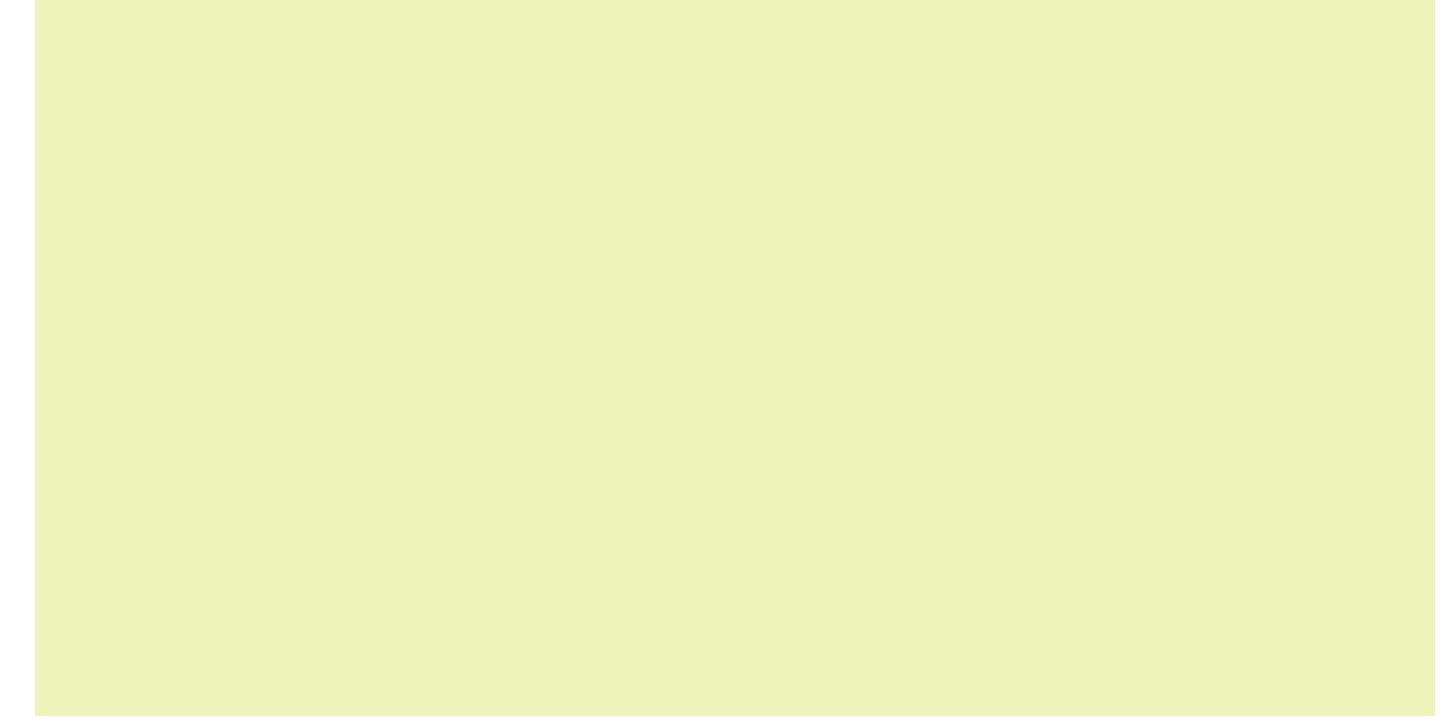
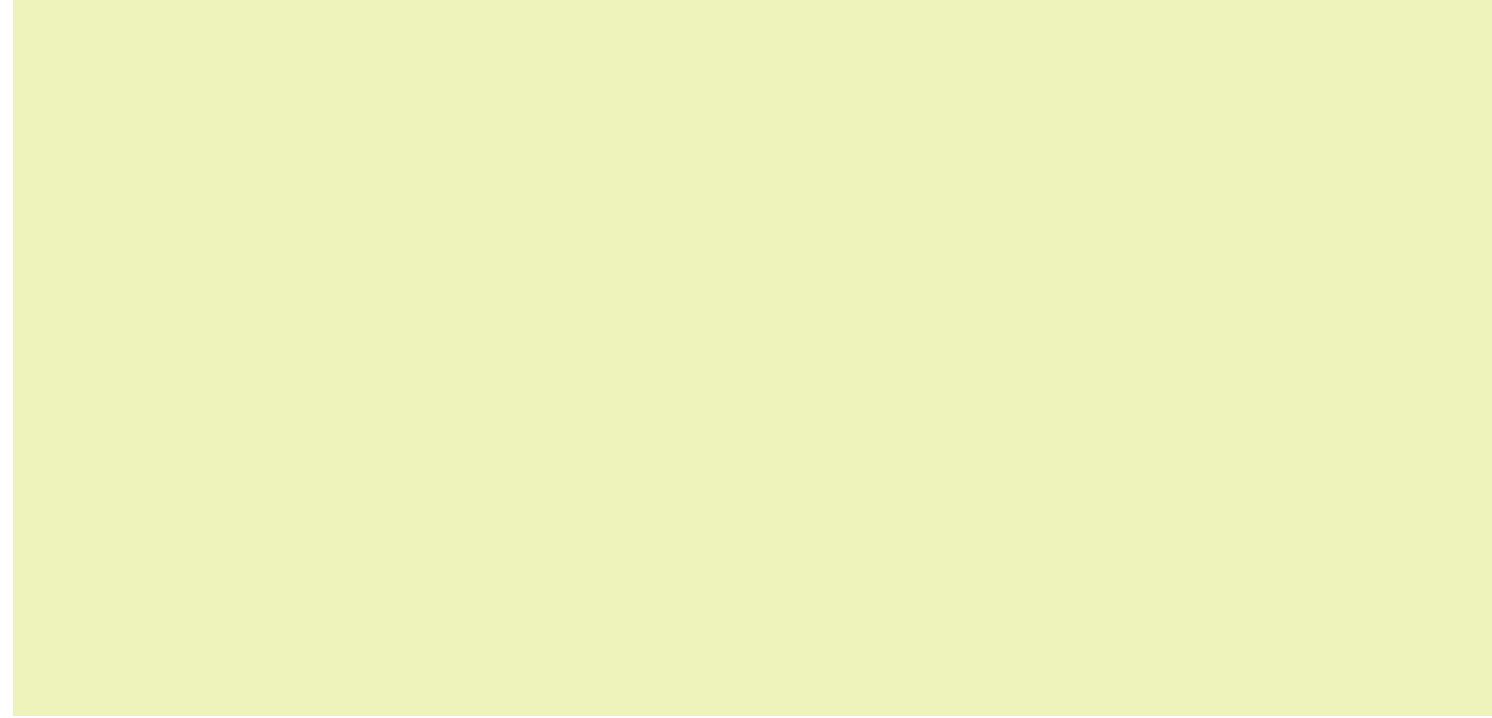
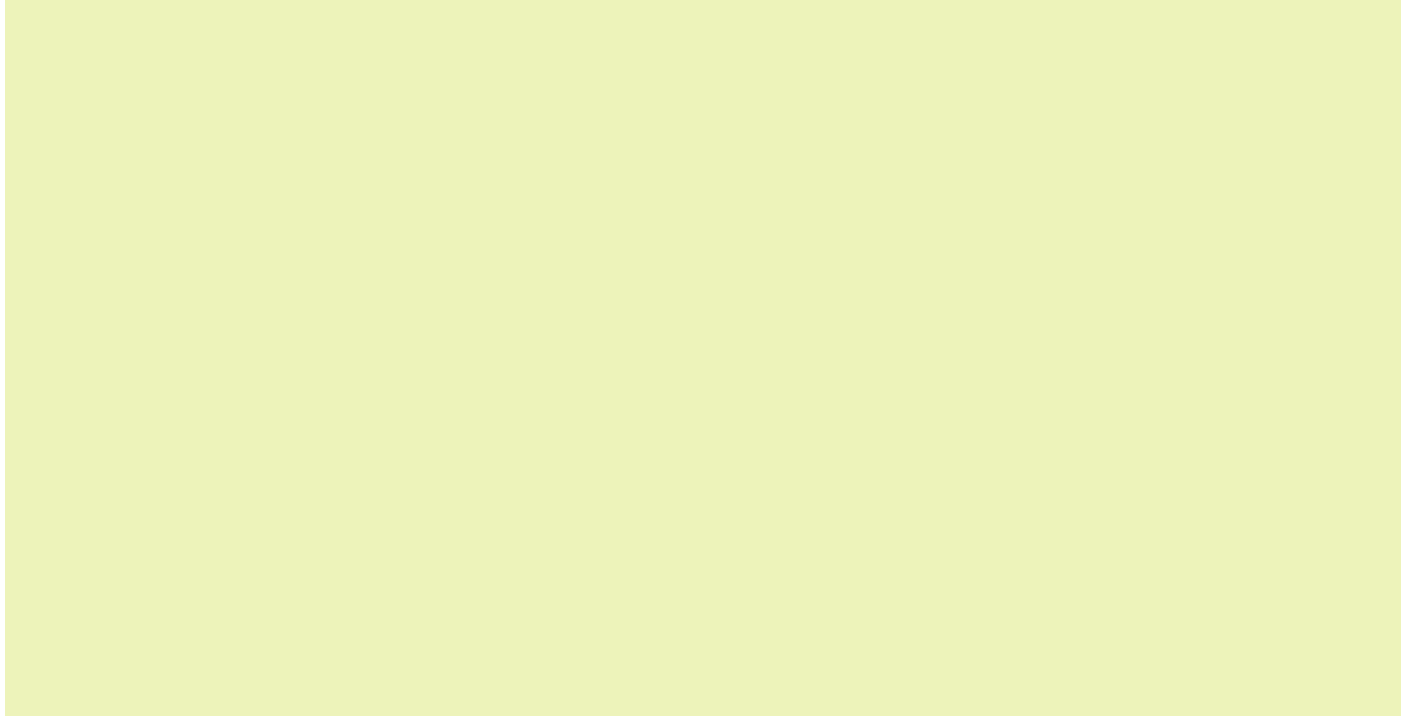


Green space along street frontage can create a buffer and amenity for buildings that face it.



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

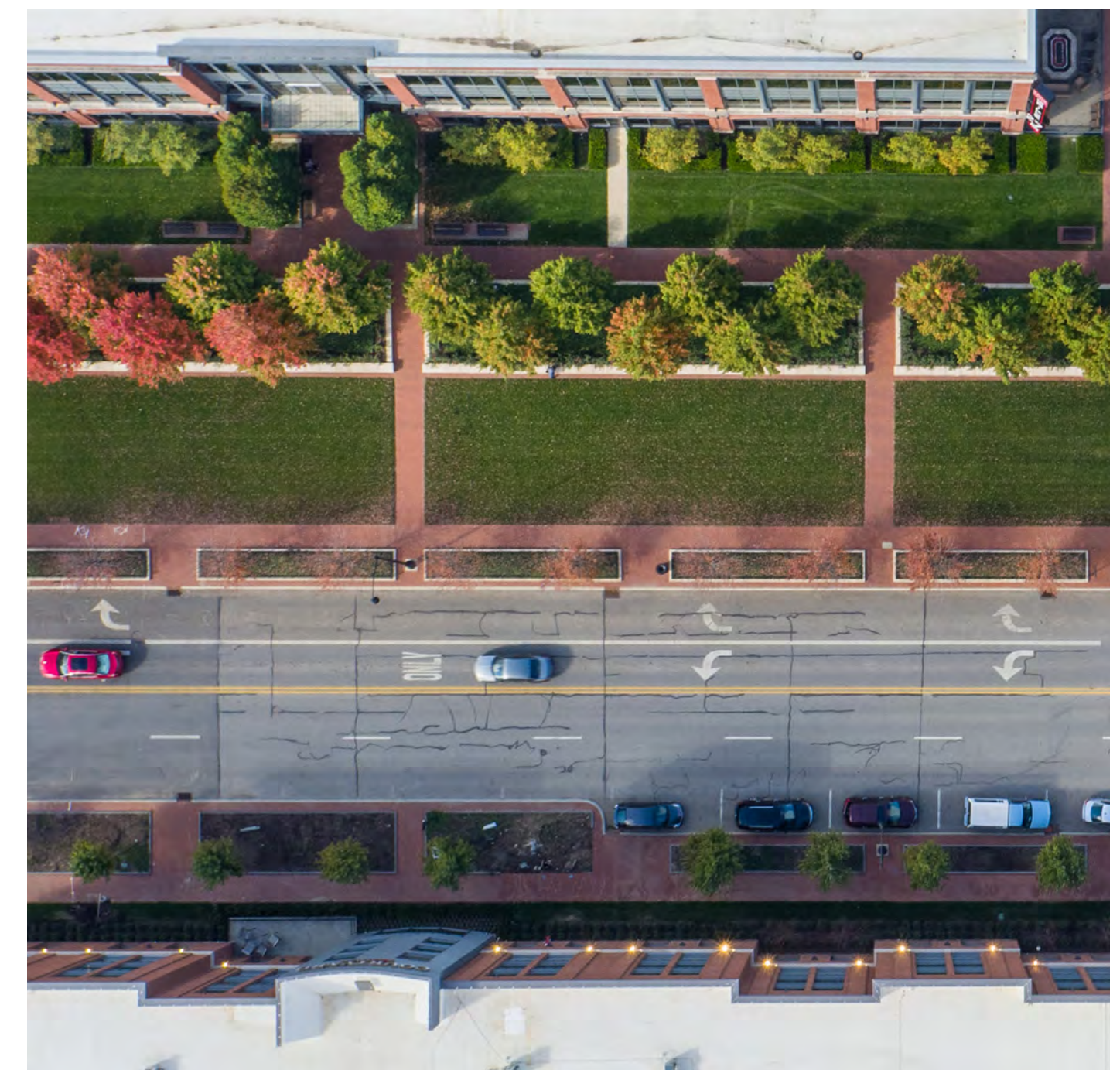
PLACE STICKERS ON THE IMAGES YOU PREFER



Small intimate courtyards provide spaces for more green.

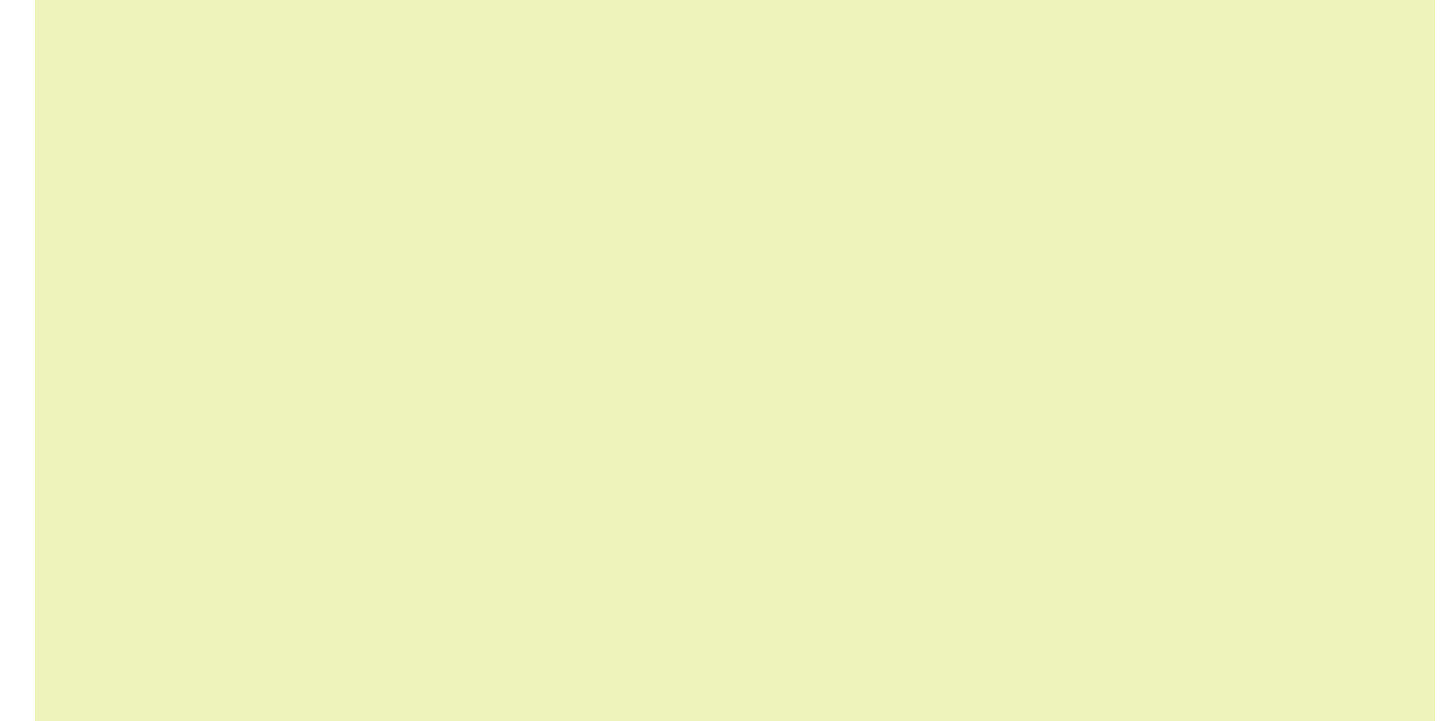
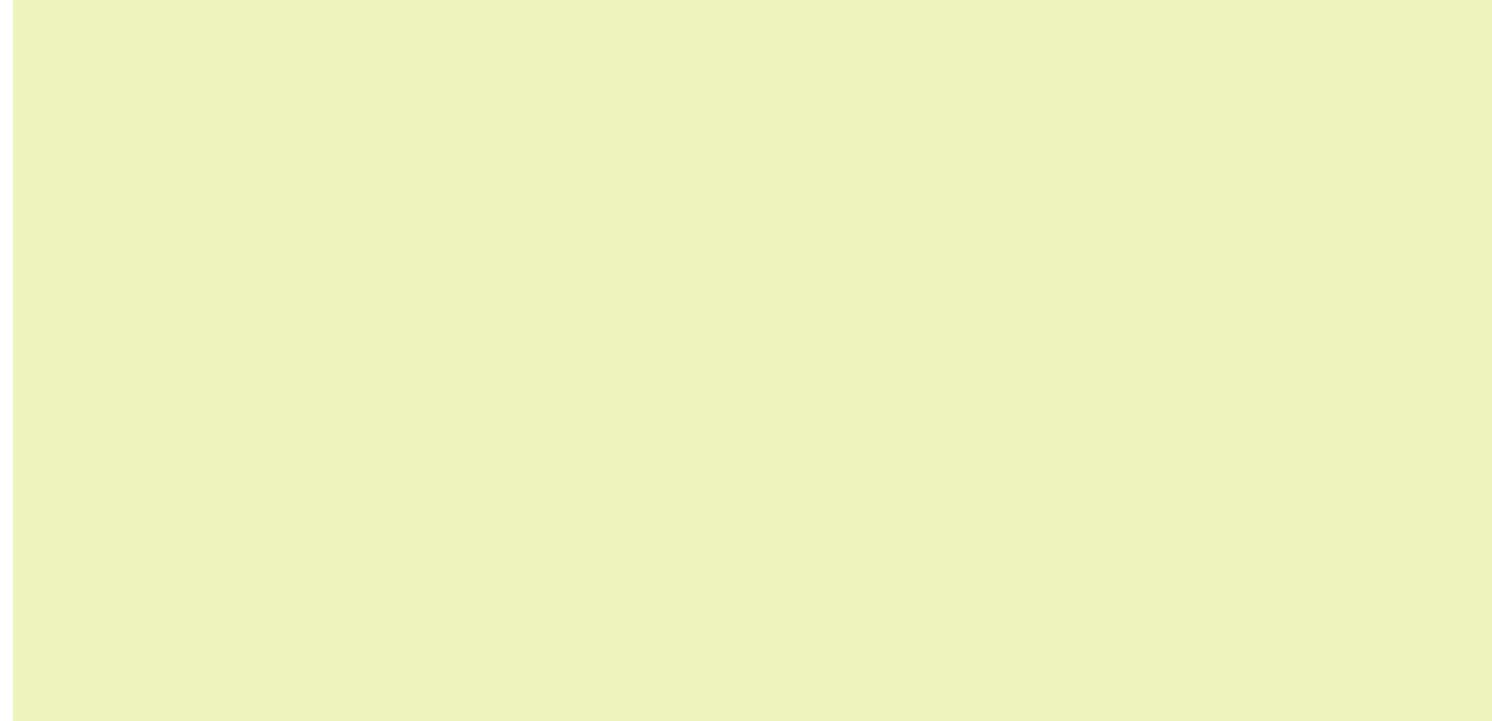
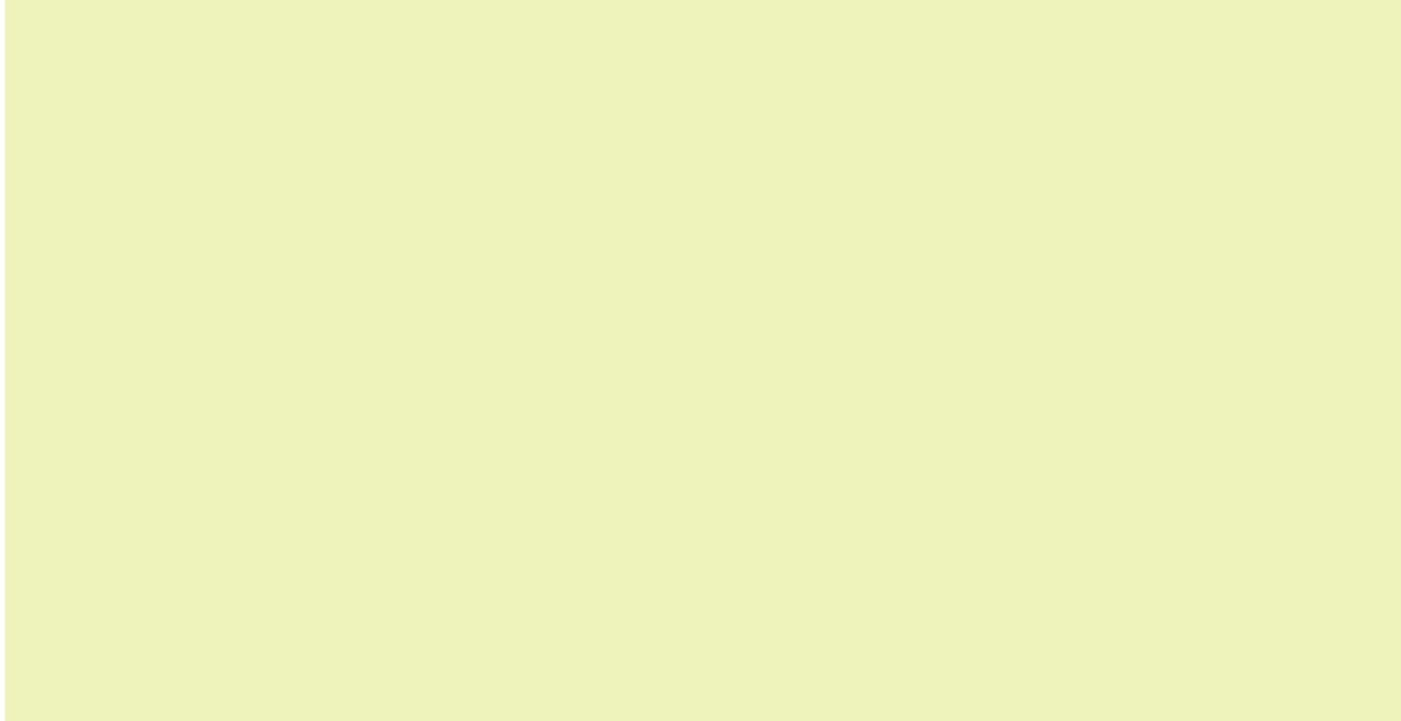


Plazas with outdoor seating and shade can create a comfortable space for nearby residents and workers.



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 offer 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.

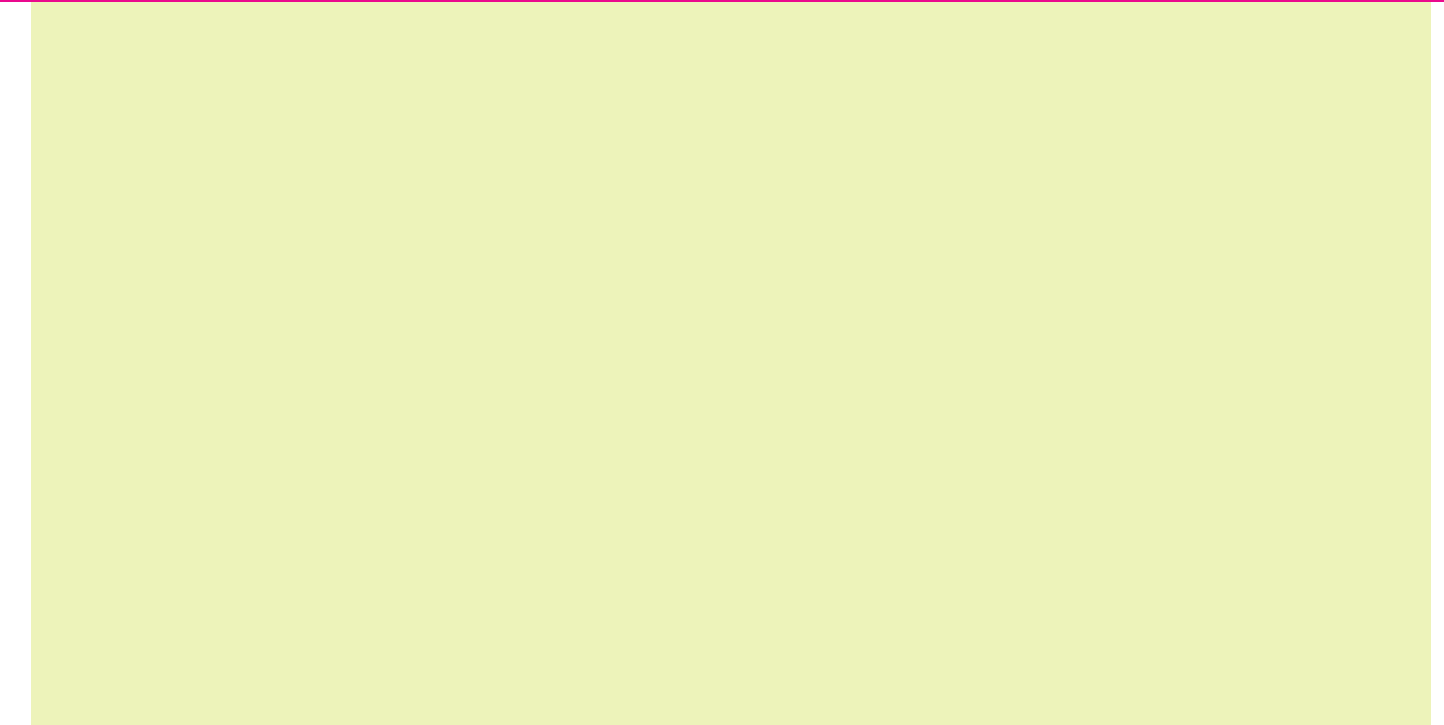
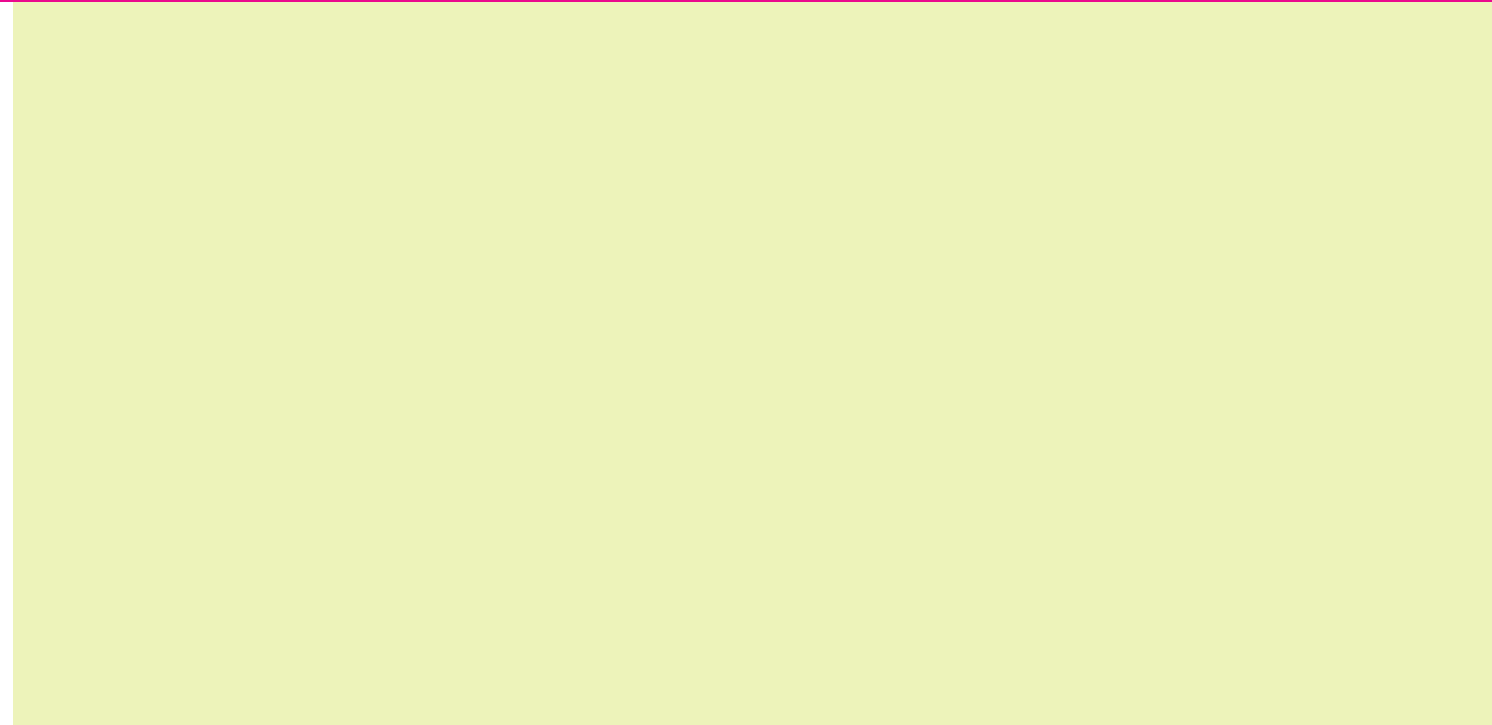
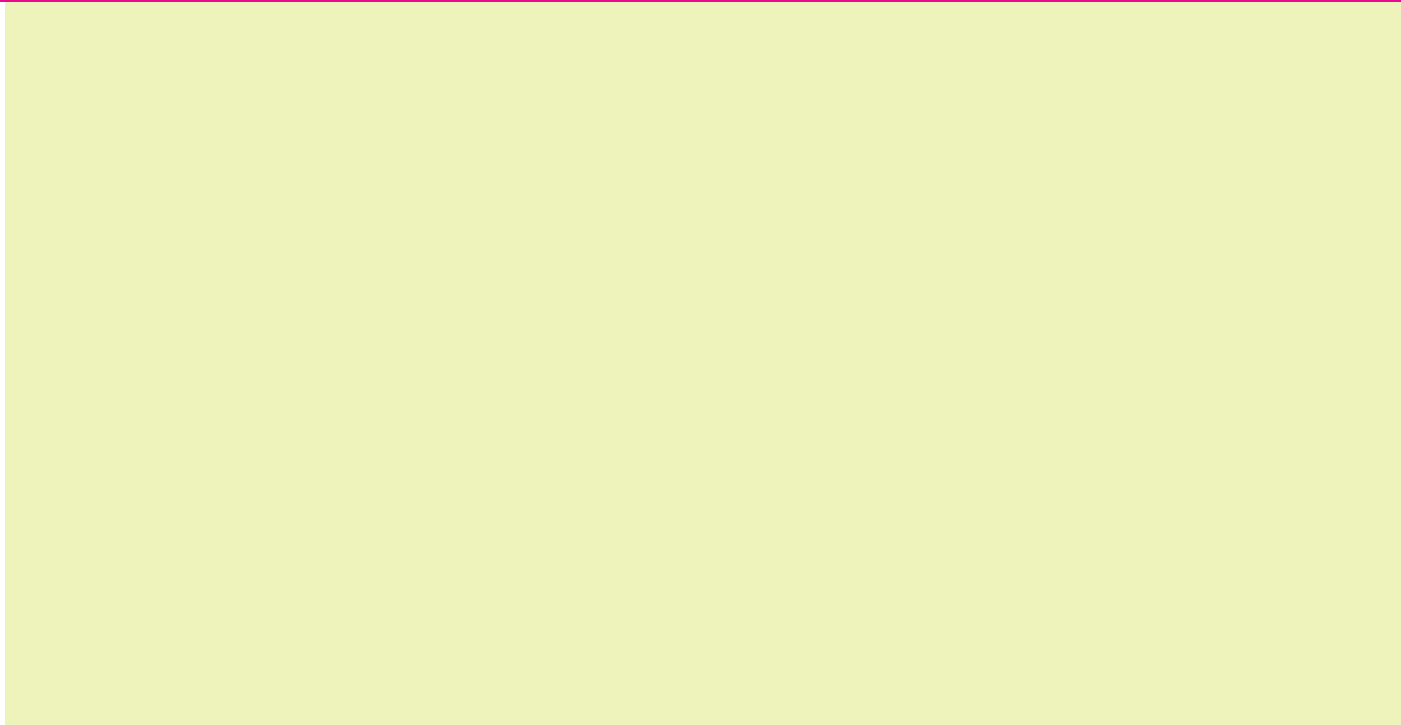


Landscaped buffer along the parkway can add more green spaces in front of the buildings.



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.

**NPBAD (North Pinecrest Business Alternative District)**  
Minimum of 75% of ground floor occupied by office, restaurants, institutional, covered parking, and/or retail and personal service uses, accessory parking structures as a conditional use.  
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  
Mixed use 2-stories (max 25% of total floor area)

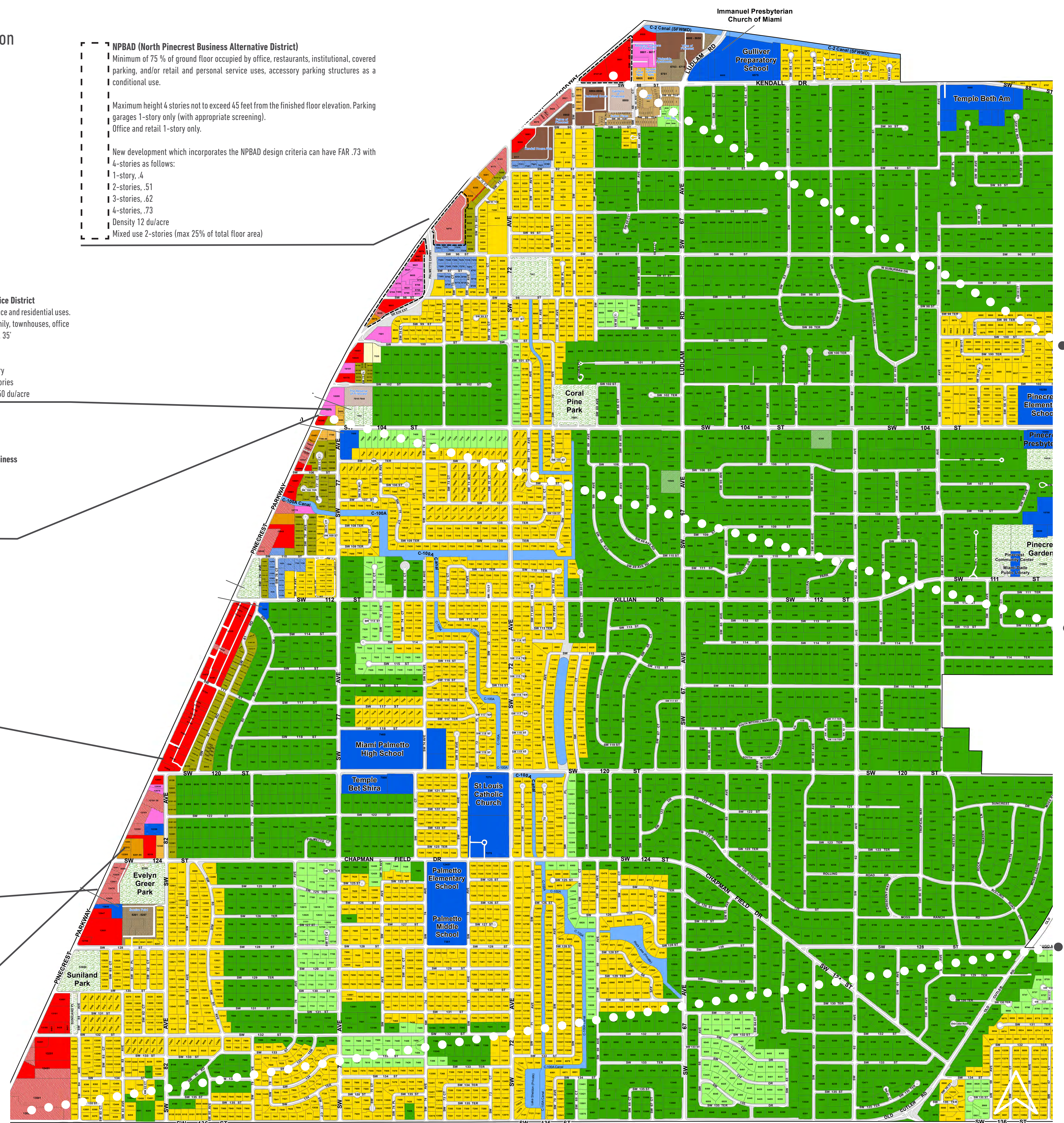
**BU-5 Office District**  
Mixed office and residential uses, multi-family, townhouses, office 2-stories, 35'  
FAR  
.4, 1-story  
.51, 2-stories  
Density: 50 du/acre

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

**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

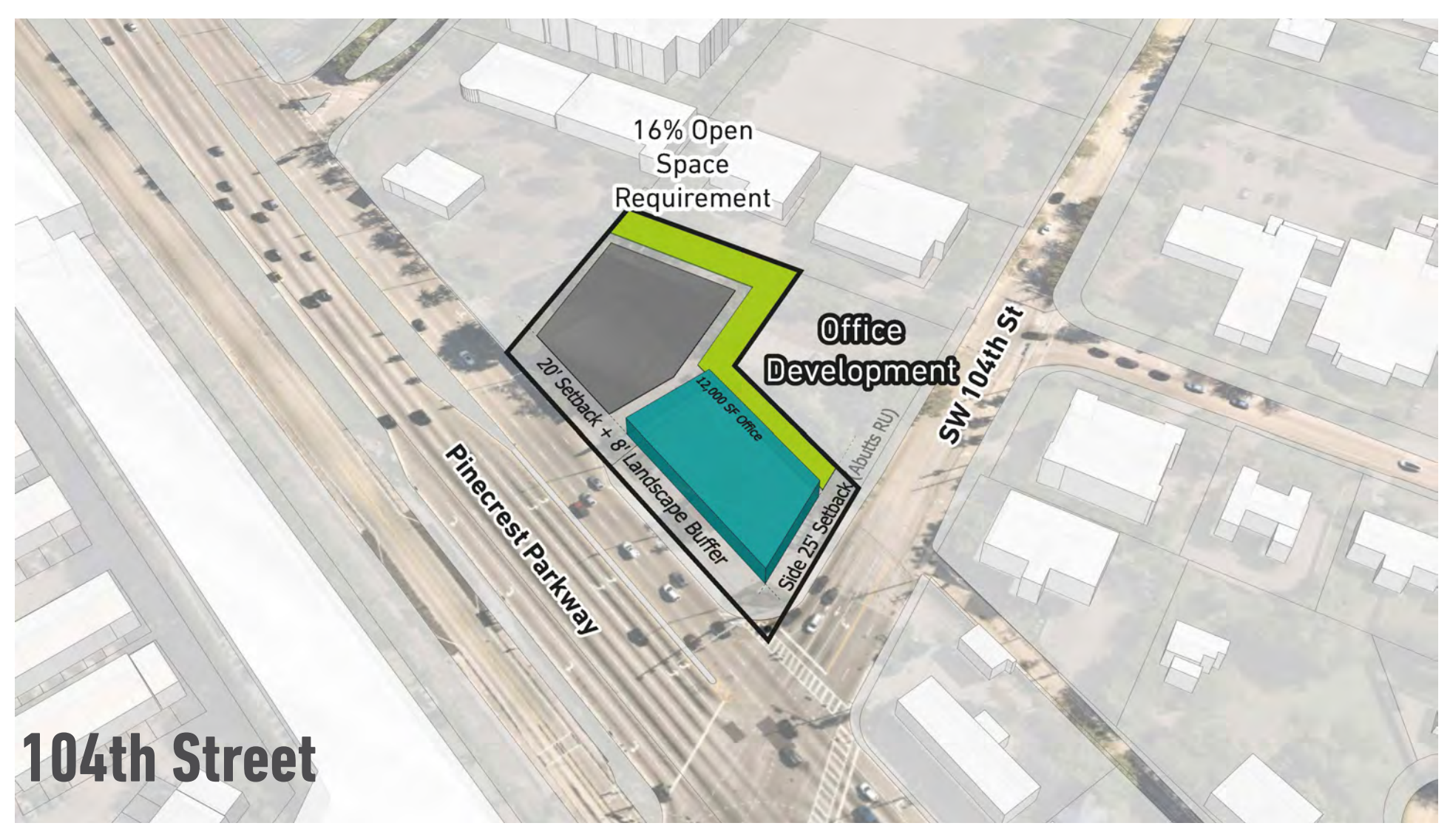
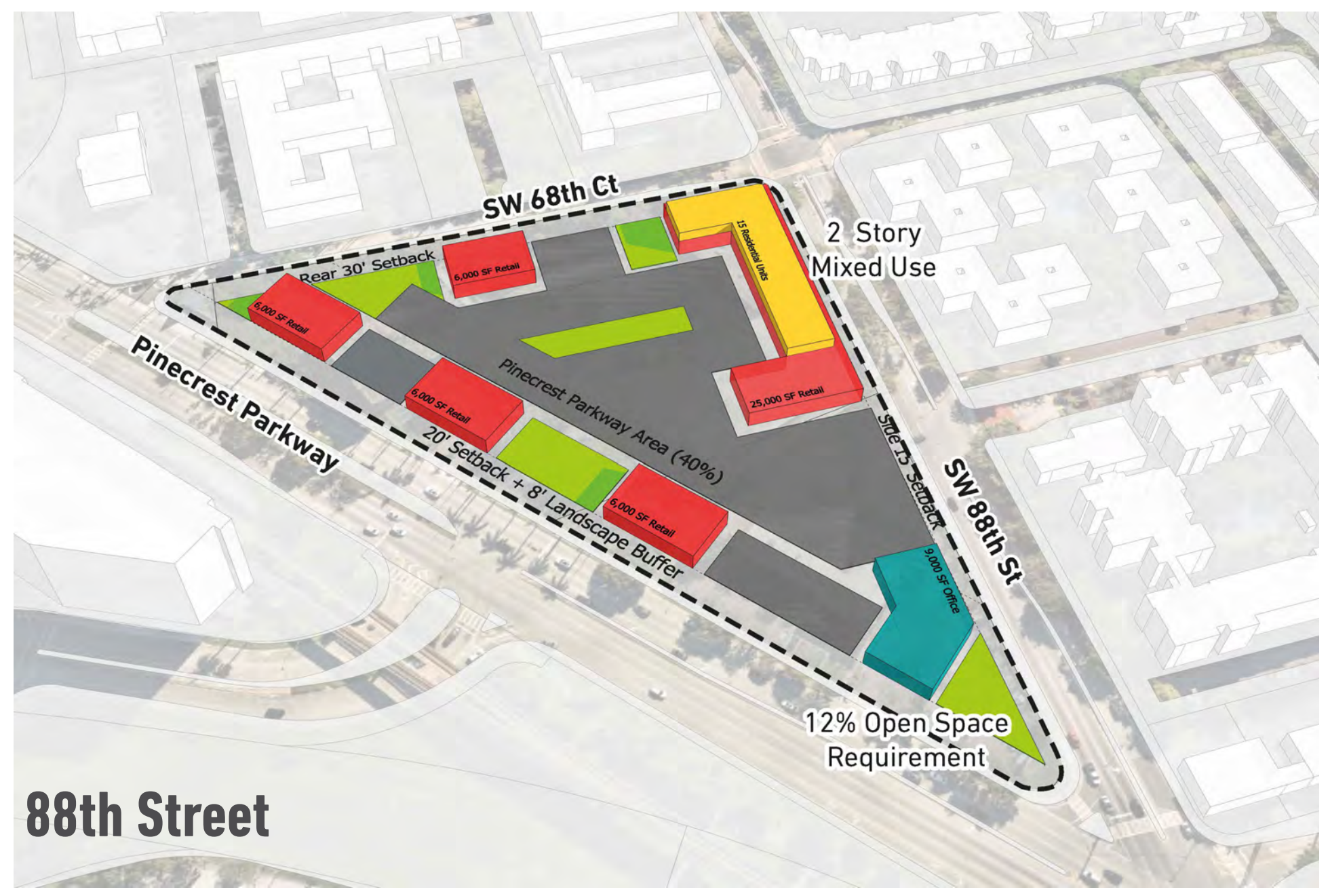
**BU-2 Special Business**  
Large scale retail and general and alcohol sales accessory parking structures as a conditional use less than 4-stories 4-stories, 45'  
FAR  
.4, 1-story  
.51, 2-stories  
.62, 3-stories  
.73, 4-stories

**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



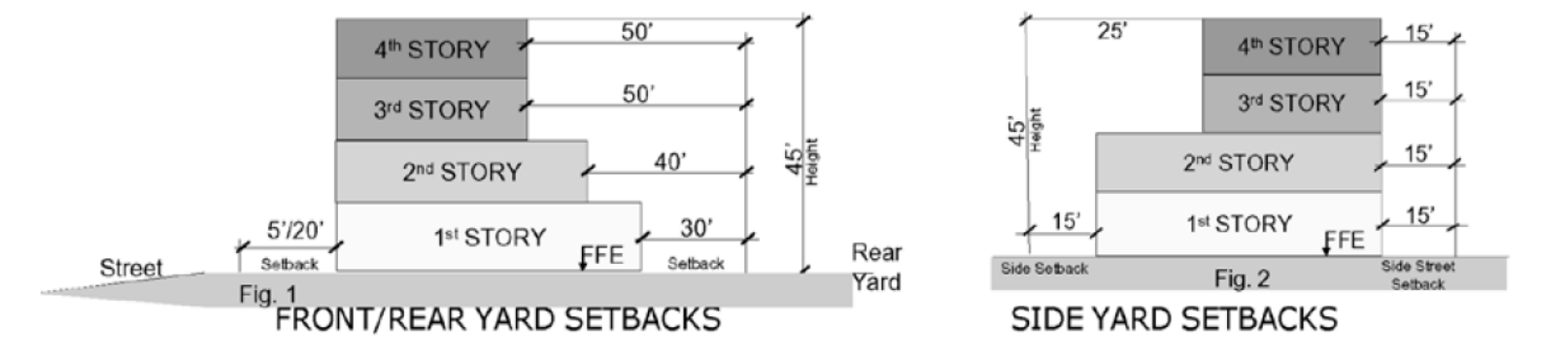
**Things that aren't supporting redevelopment:**

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%.



**Place a sticker where you live on the map.**

**Additional information about the zoning districts:**



Zoning District	Lot Coverage/ Frontage	Setbacks in feet
NPBAD	40% building 12-18% green space Maximum impervious area 82%	See diagram above
BU-5 Office 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 from 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 from 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 from 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 from 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.

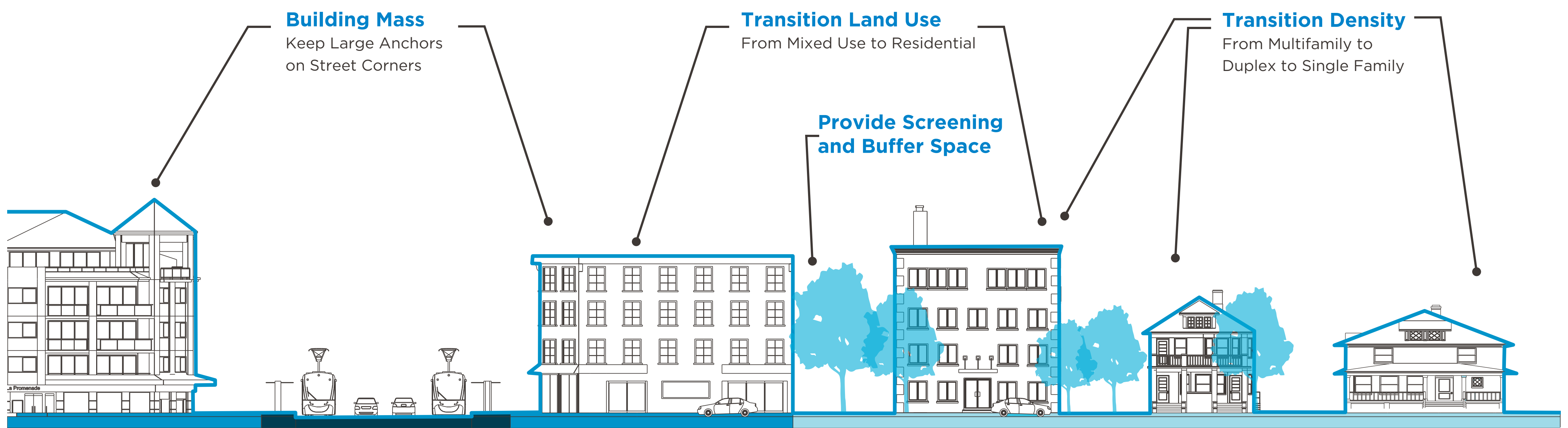
### Case study Kansas City, MO



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](https://issuu.com/bnim/docs/00_kcmo_tod_policy)



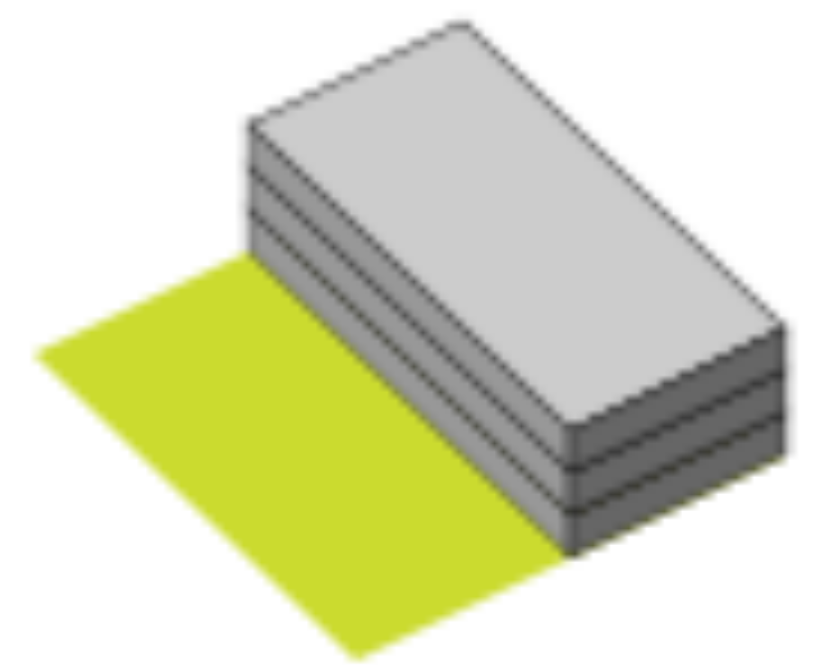
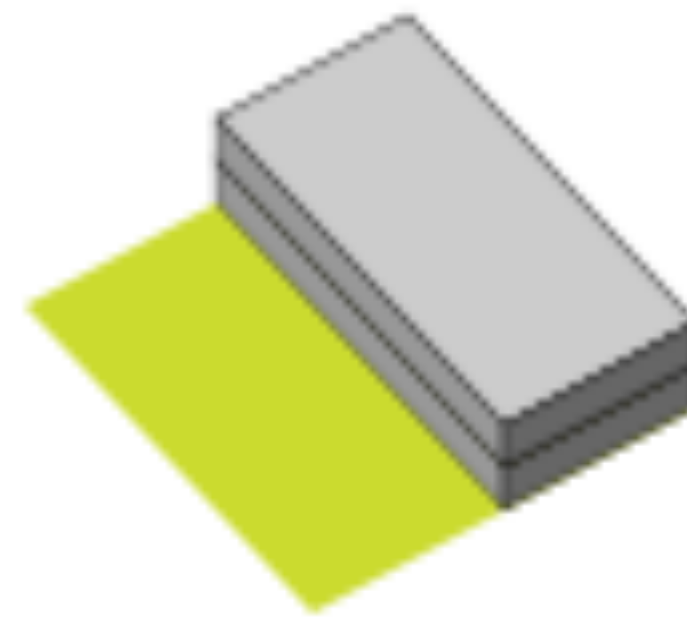
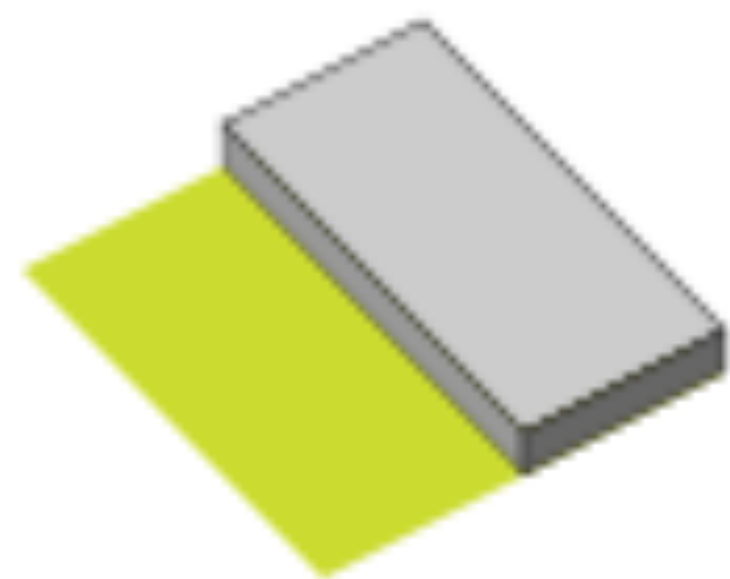
### FAR (Floor Area Ratio)

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)

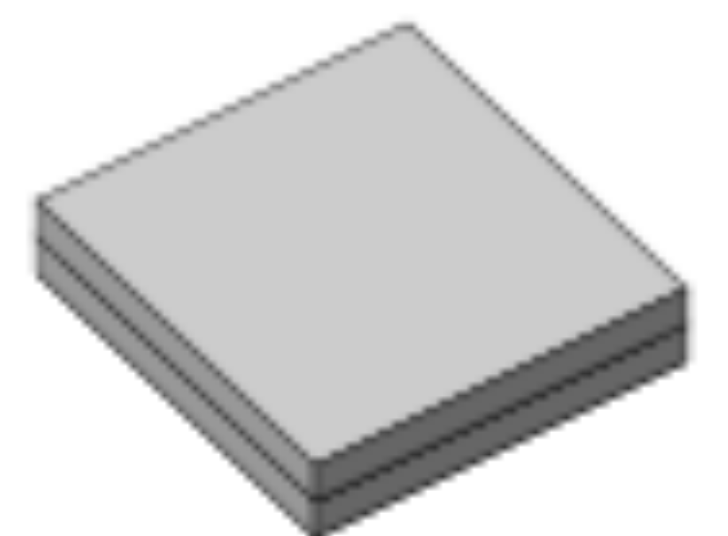
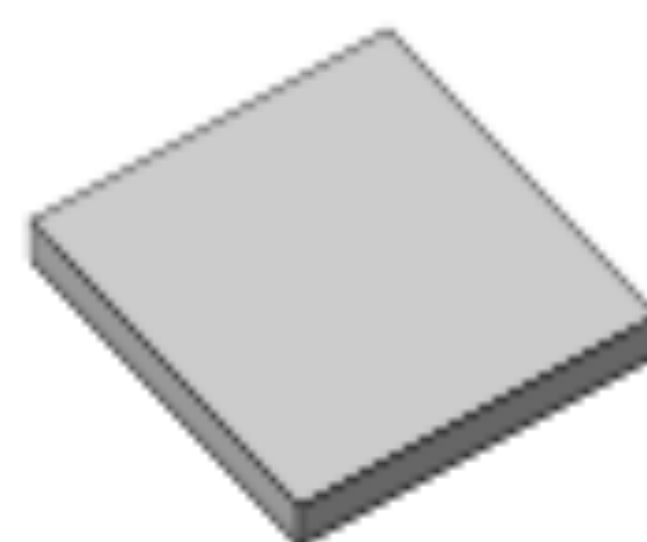
0.5 FAR

1.0 FAR

1.5 FAR



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



# 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 buffer 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.

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



Residential streets with traffic calming elements like landscaped median.



Safe intersection with dedicated bike lane.



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.



Curbside 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



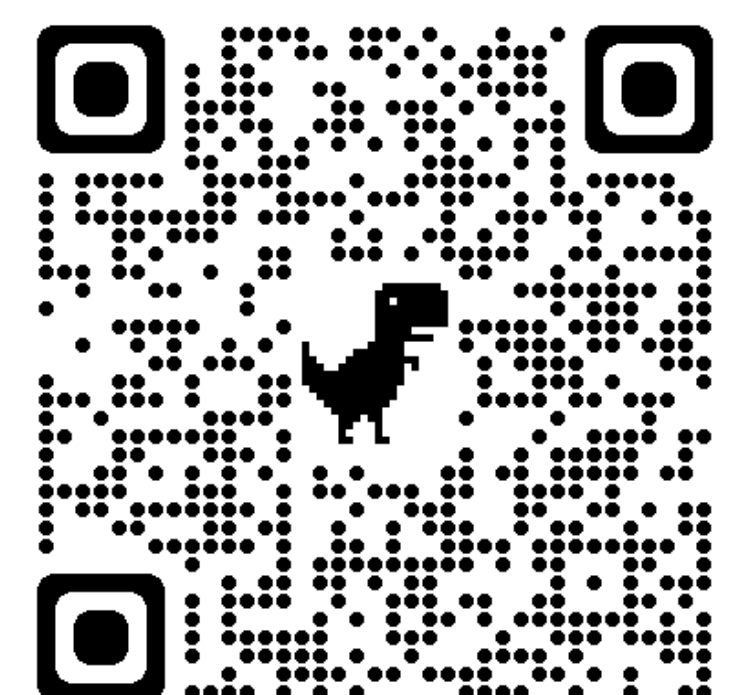
# COMMENTS

Please share your comments here.

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## SURVEY

Please scan the QR Code to provide additional input:



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

## 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 office, 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 different 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 sufficient buffers 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.