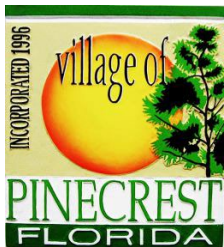


VILLAGE OF PINECREST *PINECREST PARKWAY (US-1)* *VISION PLAN*



UPDATE 2022 (DRAFT)



Inspire Pinecrest - Preserve and Enhance

January 27, 2022

INSPIRE PINECREST
PINECREST PARKWAY (US 1) VISION PLAN UPDATE – 2022

ACKNOWLEDGMENTS

VILLAGE COUNCIL

Mayor Joseph M. Corradino

Vice Mayor Katie Abbott

Councilmember Anna Hochkammer

Councilmember Doug Kraft

Councilmember Shannon del Prado

VILLAGE MANAGER

Yocelyn Galiano, ICMA, LEED-GA

PLANNING DIRECTOR

Stephen R. Olmsted, AICP, LEED-GA

TEAM MEMBERS

Bruce Arthur, WHA Architects

Kevin Crowder, Business Flare

Alex David, AICP, Calvin Giordano

Monica Diaz, Infinite Source Communications Group

Renee Miller, R. Miller Consulting Group, LLC

**INSPIRE PINECREST
PINECREST PARKWAY (US 1) VISION PLAN UPDATE – 2022**

Table of Contents

Introduction/Background	1
Pinecrest Parkway (US 1) Vision Plan 2012	2
Pinecrest Parkway (US 1) Vision Plan Update - Inspire Pinecrest – 2022	2
Interactive Polling Questions and Responses.....	3
Good Qualities.....	3
Issues of Concern.....	4
Desired Improvements.....	5
Mixed-Use Development Features and Amenities.....	6
Open Ended Questions.....	7
Protecting Community Character.....	8
Economic Sustainability.....	11
Transit Oriented Development.....	12
Diverse Housing Options.....	14
Summary.....	15
Other Planning Initiatives and Influencing Factors	16
Strategic Miami Area Rapid Transit (SMART Plan) - South Dade Transit Corridor.....	16
Pinecrest Parkway (US 1) Transit Stations.....	16
Miami-Dade County Comprehensive Development Master Plan Amendments.....	17
South Corridor Land Use Scenario and Visioning Study.....	18
Pinecrest Comprehensive Development Master Plan (CDMP).....	19
Village of Pinecrest Land Development Regulations.....	21
North Pinecrest Business Alternative District.....	21
Village of Pinecrest Strategic Plan – Goal.....	22
Plan Recommendations	23
Protecting Community Character.....	23
Economic Sustainability.....	23
Transit Oriented Development.....	24
Diverse Housing Options.....	24
Development Alternatives/Examples	32
 Map 1. Metrorail Stations and Proposed Rapid Transit Stations.....	 17
Map 2. Pinecrest Business Alternative Districts (Existing and Proposed)	27

INSPIRE PINECREST

PINECREST PARKWAY (US 1) VISION PLAN UPDATE – 2022

Introduction/Background

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 planning initiatives include 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* (2020); 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* (2021); and 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).

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 the Village of Pinecrest, including the decision to enhance rapid transit service adjacent to Pinecrest Parkway with the construction of new Bus Rapid Transit Stations in close proximity to SW 104 Street and SW 136 Street. Consequently, Village Council has prioritized the update of the Pinecrest Parkway (US 1) Vision Plan to include consideration of the aforementioned planning initiatives, and 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 of Pinecrest, 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 2021, 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 following adoption of the Pinecrest Parkway (US 1) Vision Plan in 2012, the Land Development Regulations were subsequently amended in 2021 to now require gathering spaces to be designed and included as opportunities arise in the redevelopment of commercial properties going forward.

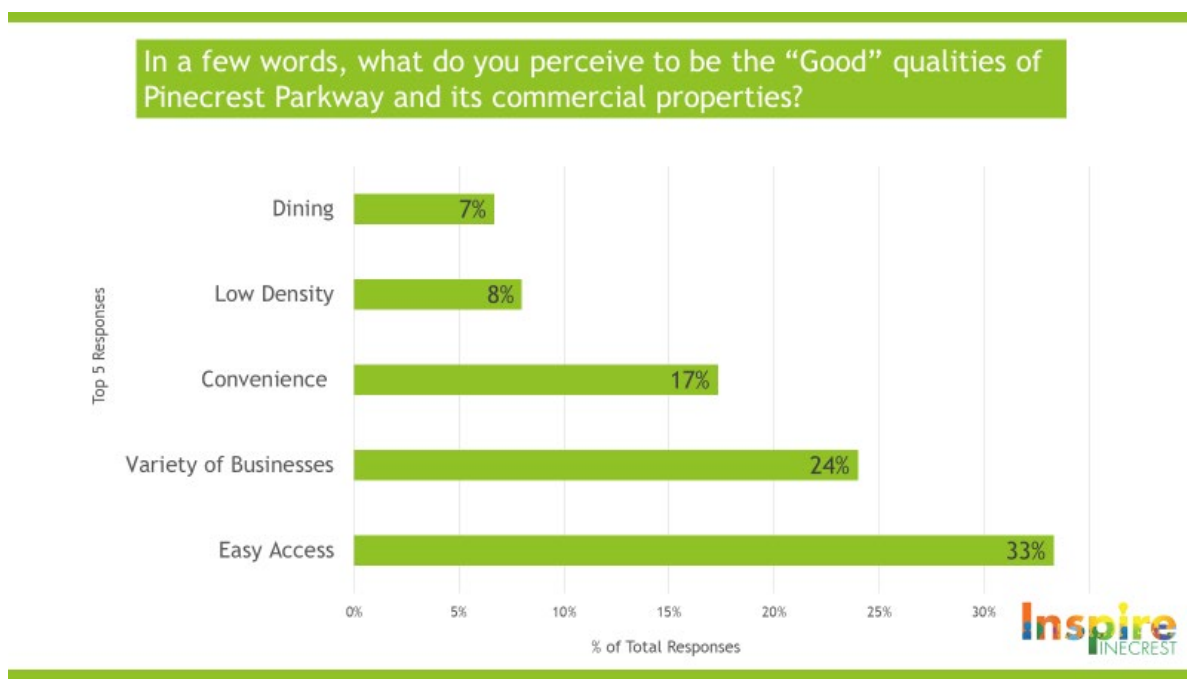
Pinecrest Parkway (US 1) Vision Plan Update - Inspire Pinecrest - 2022

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 make recommendations for the update of the Pinecrest Parkway (US 1) Vision Plan and improvement of the Pinecrest Parkway (US 1) Corridor. The project included two virtual meetings on ZOOM, and two (2) live forums held at Evelyn

Greer Park and Pinecrest Gardens. Survey questions and responses focused on the good qualities of Pinecrest Parkway, issues of concern, and changes and improvements the community would like to see. The survey was subsequently followed by a series of small group breakout sessions intended to define community priorities through a series of open-ended questions that focused on Protecting Community Character, Economic Sustainability, Transit Oriented Development, and Diverse Housing Options. Thereafter, the in-person meetings allowed a period of questions and answers and an opportunity to continue the exchange of ideas and gather additional input.

A summary of questions asked in the interactive polling of all participants and their responses is provided as follows:

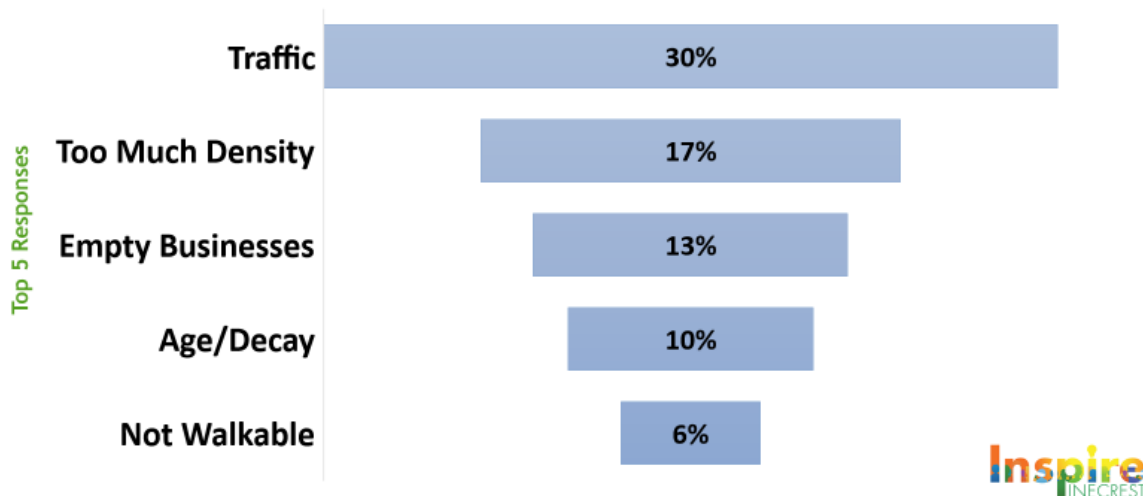
INTERACTIVE POLLING QUESTIONS AND RESPONSES



Good Qualities - Survey participants enjoy ease of access to a variety of businesses and restaurants adjacent to Pinecrest Parkway and the fact that development is “low density”. Any future plans and redevelopment should continue to support and strengthen these “good qualities” of Pinecrest Parkway. A recent market assessment completed by Business Flare for the Village of Pinecrest has identified the types of businesses favored by Pinecrest residents. Only 6.7% of the Local Business Tax Receipts issued by the Village of Pinecrest are for restaurants. Over the course of several years, the Village has studied parking requirements for restaurants and made adjustments consistent with current demand and

trends including a reduction in the number of parking spaces required, and an allowance of shared use parking in shopping centers in an overall effort to attract more restaurants to Pinecrest. New restaurants have since located in Pinecrest including “Platea Prime Steakhouse & Ceviche Bar”, “La Boulangerie”, and “Carrot Express”. The Market Assessment has identified future opportunities for additional commercial development and dining through the potential retrofit of identified parking lots to create outdoor plazas, and redevelopment of identified commercial properties adjacent to planned transit stations.

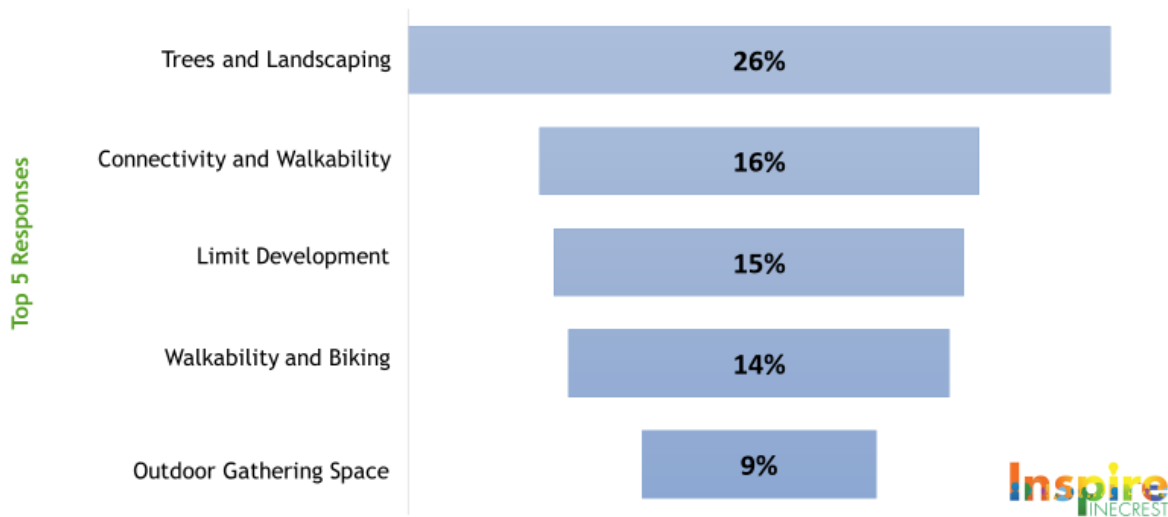
In a few words, what are the most pressing issues of concern that Pinecrest Parkway and its commercial properties face today?



Issues of Concern - Traffic, condition of commercial development, lack of pedestrian amenities, and density are the most pressing issues of concern to survey participants. The Village of Pinecrest has completed several amendments to its Land Development Regulations in recent years to address these concerns, including a requirement for the installation of cross-access connections between commercial properties as redevelopment occurs, a requirement for bike racks to support use of bicycles as an alternative mean of transportation, an increase in the size and quality of canopy trees to provide more effective shade for pedestrians, a reduction in the height of signs to prevent conflict with canopy trees, and approval of additional standards for improved property maintenance. Although it is expected that identified concerns will continue to be resolved as new development and redevelopment occur, and as business conditions improve following the recent COVID-19 Pandemic, it is recommended that the Village continue to coordinate with business owners in the attraction of new businesses, the retention and expansion of existing businesses, and

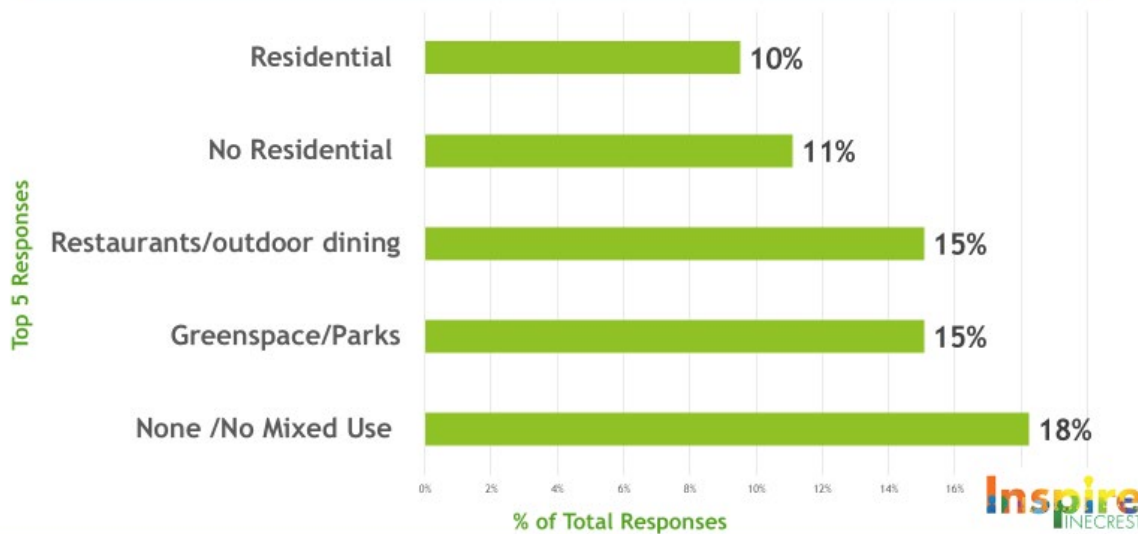
the marketing of Pinecrest to identified and preferred businesses favored by Village residents.

Overall, what changes would you implement to make Pinecrest Parkway and its commercial properties better and more attractive?



Desired Improvements - Survey participants indicate a need for more landscaping and better pedestrian amenities to allow for improved connectivity and walkability. The Village has increased minimum landscaping standards to require larger shade trees at the time of redevelopment and continues to require improved connectivity as new development occurs. It is recommended that new requirements be adopted for the treatment and orientation of new commercial development toward the residential neighborhoods to the east of Pinecrest Parkway. Suggested improvements include new and improved pedestrian and bicycle connections, and architectural façade improvements to welcome residents approaching from the east.

What features and amenities would you like to see included in a mixed-use development?



Mixed-Use Development Features and Amenities - Survey results above show that survey participants were evenly split in their opinions regarding the inclusion of a residential component to a mixed-use development adjacent to Pinecrest Parkway (10% in favor; 11% opposed). Restaurants and greenspace are two features that participants would support in a mixed-use development, while 18% of respondents were not supportive of mixed-use. Mixed-use commercial and residential development has been permitted in the Village of Pinecrest in the North Pinecrest Business Alternative Districts adjacent to the Kendall 1 Plaza Shopping Center (DSW Shoes), Dadeland Plaza Shopping Center (Roasters and Toasters), and Kendall Plaza Shopping Center (Captains Tavern) since 2004 as the result of an agreement with the Florida Department of Community Affairs. Permitted density is currently limited in these locations to 12 dwelling units per acre and 4 stories or 45 feet in height. Higher residential densities of 36 dwelling units per acre within the RU-4L, Residential Multi-Family District and 50 units per acre within the RU-4M Residential Multi Family zoning districts are permitted in limited areas outside of the North Pinecrest Business Alternative Districts.

Although mixed-use residential and commercial development have been permitted within the North Pinecrest Business Alternative District since 2004, the Village has not yet received an application for consideration of a mixed-use development project since that time. Given the value of land adjacent to Pinecrest Parkway, it is suspected the Village's Land

Development Regulations that currently limit residential density to 12 dwelling units per acre and building height to 4 stories or 45 feet is insufficient to allow for an economically viable mixed-use development. Mixed-use development in Pinecrest should continue to be permitted in the existing North Pinecrest Business Alternative District, and consideration should also be given to allowing mixed-use development within the commercial zoning districts of Pinecrest Parkway adjacent to planned Bus Rapid Transit stations at SW 104 Street and SW 136 Street.

It has been determined that there are sharp increases (a tripling) in ridership as average residential densities approach 30 units per acre (Capitol Regional Council of Governments, Hartford, CT). Higher residential densities (7 to 25 dwelling units per acre) adjacent to transit stations is consistent with Policy 2-1.4.1 of the Village's Comprehensive Development Plan. For these reasons, consideration should be given to an amendment to the Village's Land Development Regulations to allow mixed-use development at a density of 25 dwelling units per acre adjacent to the transit stations. This density is sufficient to support mass transit, and would be consistent with Policy 2-1.4.1 of the Village's Comprehensive Development Master Plan:

***Policy 2-1.4.1: Encourage Land Uses that Promote Transit.** Coordinate policies and projects with the future land use element to encourage land uses that promote public transportation along the Pinecrest Parkway corridor. Such land uses include commercial, medium to high density residential, institutional or a mix of all of the above. Commercial uses include hotels, theaters, neighborhood shopping centers, medium sized stores, department stores, and convenience stores. **Residential densities between 7 and 25 dwelling units per acre promote transit.** Institutional uses include recreational, cultural, day care, parks, educational, religious, and government. In considering land uses, the Village shall consider the two types of transit facilities in the area; the multi-modal Metrorail stations and the South Dade Transit Way. The higher intensity development should be focused around these facilities.*

OPEN-ENDED QUESTIONS

Another segment of Inspire Pinecrest allowed participants to separate into smaller groups to focus on a series of questions in an environment that better facilitated discussion and interaction between participants. A series of open-ended questions focused on Protecting Community Character, Economic Sustainability, Transit Oriented Development, and Diverse Housing Options.

Protecting Community Character

In a few words, what do you want Pinecrest Parkway and its commercial properties to look and feel like in 20 years?	Total Responses to Question	# of Similar Responses	% of Total
Landscaping	61	17	28%
No Residential	61	8	13%
Low Density	61	8	13%
	Responses Represent		54%



One of the primary and fundamental goals of the Village is to protect community character. Lower density residential development and ample landscaping including thousands of new trees planted throughout the community since incorporation are notable hallmarks of the Village’s established character. Not surprisingly, survey participants noted landscaping and low density as two features to be emphasized in the look of Pinecrest in the next twenty years.

Protecting Community Character

In a few words, what would you discourage along Pinecrest Parkway and its commercial properties?	Total Responses to Question	# of Similar Responses	% of Total
Residential	76	25	33%
Tall Buildings/Height	76	16	21%
Increased Density/up zoning	76	4	5%
Responses Represent			59%



Survey participants noted residential development and tall buildings as components of future development they would like to see discouraged along Pinecrest Parkway. A smaller percentage of respondents (5%) indicated lack of support for “increased density/up-zoning”. Residential use should continue to be limited along Pinecrest Parkway to those areas where currently permitted in the North Pinecrest Business Alternative District and expanded to areas adjacent to planned Bus Rapid Transit stations at SW 104 Street and SW 136 Street. Building heights should continue to be limited to 4 stories and 45 feet in height in those areas of Pinecrest outside of the Pinecrest Business Alternative Districts. Consideration should be given to a modest increase in height of buildings within the revised Pinecrest Business Alternative District adjacent to the existing and planned transit stations.

A residential density of 25 dwelling units per acre can generally be accomplished in a range of building heights varying between 4 and 10 stories, depending on the desired community character. A building height ranging between 2 and 8 stories would allow for the preservation of more open space, would better accommodate a density of 25 dwelling units per acre necessary to support transit, consistent with the Policy 2-1.4.1 of the Village’s Comprehensive Development Master Plan, and, if properly designed, would be aesthetically appealing, and consistent with the Village’s overall community character.

Protecting Community Character

What design features should we encourage along the Parkway?	Total Responses to Question	# of Similar Responses	% of Total
Landscaping/Trees	87	33	38%
Bike Lanes/Walking Paths	87	7	8%
Low Building Height	87	6	7%
Responses Represent			53%



Additional landscaping, bike lanes and walking paths and low building heights are design features that survey participants continue to recommend and support. Existing sidewalks adjacent to Pinecrest Parkway are 4 feet wide. The sidewalk is located within only a few feet of the vehicle lanes and prevent a feeling of safety that is needed for comfortable pedestrian activity. Redevelopment of commercial properties adjacent to Pinecrest Parkway should incorporate enhanced, wider pedestrian amenities.

Protecting Community Character

What design features should we discourage along the Parkway?	Total Responses to Question	# of Similar Responses	% of Total
Tall Buildings/ Height	66	23	35%
Residential	66	17	26%
Signage /Big Signs	66	11	17%
Responses Represent			77%



Tall buildings, residential development, and large signs are design features that survey participants would like to see discouraged as redevelopment occurs adjacent to Pinecrest Parkway. Recently, the Village Council amended the Village’s Land Development Regulations to reduce the maximum permitted height of free-standing signs from 30 feet to 15 feet. The larger signs approved prior to the recent amendment are non-conforming signs, but can be amortized and removed at the end of a defined amortization period if approved by the Village Council.

Economic Sustainability

Economic Sustainability	What kinds of uses would you want included in future redevelopment opportunities? (Select all that apply)	Total Responses	% of the respondents that selected this option
	Locally Owned Retail and Commercial	48	87%
Fine Dining	45	82%	
Urban Greenspace	40	73%	
Personal Services	39	71%	
Luxury Retail	23	42%	
Artist Lofts	15	27%	
Offices	15	27%	
Co-working Spaces	14	25%	
Live-Work Units	13	24%	
Traditional Apartment Living	12	22%	
Franchise and National Retail Establishments	11	20%	

Given the recent pandemic, the Village was particularly interested in determining what, if any, impacts the pandemic has had on local businesses in the Village. The *Pinecrest Market Analysis*, completed by Business Flare in 2021, indicates a very strong local market and robust economic conditions in the Village of Pinecrest that have survived the impacts of the recent COVID-19 pandemic. A list of preferred uses identified by survey participants for inclusion in future redevelopment projects include locally owned retail and commercial uses, fine dining, greenspace, luxury retail live-work units, and traditional apartments. Consistent with recommendations of the Pinecrest Market Assessment, and the preferences of survey participants, mixed-use development if limited in location, density and height would allow for enhancement of quality of life, and provide for the “traditional apartment living” and “live-work units’ supported by a portion of the survey respondents. An increase in minimum

dwelling unit size within the Pincrest Business Alternative Districts from 600 square feet to 1,000 square feet is recommended.

Economic Sustainability

Would any of the statements below apply to your thoughts about growth and development (Select all that apply): <i>I support growth and development as long as..</i>	Total Responses	% of the respondents that selected this option
It is in line with the scale and character of the Village of Pincrest	40	75%
It improves my quality of life	35	66%
It includes high quality design	23	43%
It increases my property values	23	43%
It supports future transit	11	21%
It expands retail options	11	21%
Nothing changes	5	9%
It creates jobs	4	8%

For full list of resident statements
Visit www.pinecrest-fl.gov/inspire.

Survey respondents indicated support for future growth and development provided it does not detract from the established scale and character of the Village of Pincrest, improves the residents' quality of life, is well-designed, and has a positive impact on property values.

Transit Oriented Development

Transit Oriented Development

Do any of the words below apply to your vision for transit-oriented development for the transit hub areas? (Select all that apply)	Total Responses	% of the respondents that selected this option
Walkable	37	88%
Public Gathering Spaces	19	45%
Low-rise (max 4 stories)	17	40%
Mixed Use	9	21%
Workforce Housing	7	17%
Mid-rise (max 6 stories)	3	7%

For full list of resident statements
Visit www.pinecrest-fl.gov/inspire.



Survey respondents expressed a desire for any future transit oriented development to be walkable and pedestrian friendly to reduce dependence on the automobile, to include public gathering spaces, and to include a mixture of uses. Forty percent of survey respondents indicated that low-rise-development at 4 stories in height is consistent with their vision for transit oriented development. In order to support transit at a density of 25 dwelling units per acre as provided within Policy 2-1.4.1 of the Village’s Comprehensive Development Master Plan, a higher building height ranging between 2 and 8 stories should be considered in the existing and planned Pinecrest Business Alternative Districts adjacent to existing and planned transit stations. The increase in height could allow for larger, higher quality housing units in the districts where permitted, and allow for preservation of more green space, consistent with the overall character of the Village of Pinecrest.

Transit Oriented Development

Do any of the statements below apply to your concerns about transit-oriented development at transit hubs? (Select all that apply)	Total Responses	% of the respondents that selected this option
I do not want low quality housing	42	84%
Too much traffic	40	80%
I do not want mid-rise development (max 6 stories)	34	68%
I do not want population growth	30	60%
No concerns	2	4%

Survey respondents indicated that housing within a transit-oriented development should not be “low quality”, and should not generate excessive traffic. Thirty-four respondents were opposed to 6 story building heights. However, mixed-use development at 12 dwelling units per acre and 4 stories in height has not occurred as planned within the North Pinecrest Business Alternative District since its inception in 2004. In order to achieve “high quality” residential development within a transit oriented development, it would need to be permitted at a higher density and this would typically require higher building heights. A residential density of 25 dwelling units per acre would support transit and could more easily

be accommodated in buildings that range between 2 and 8 stories in height, depending on location and desired community character.

Diverse Housing Options

Diverse Housing Options

Currently, Pinecrest Parkway and its commercial properties lack housing options for young professionals and families to invest and grow in	Total Responses	% of the respondents that selected this option
Very Important	15	26%
Somewhat Important	10	17%
Not Important	33	57%



Forty-three percent of survey respondents think housing options for young families is either “very important” or “somewhat important”. The remaining 57% do not think this is an important issue facing Pinecrest today.

Diverse Housing Options

Currently, Pinecrest Parkway and its commercial properties lack housing products for aging seniors who wish to downsize within the community. How important is this issue to you?	Total Responses	% of the respondents that selected this option
Very Important	15	26%
Somewhat Important	16	28%
Not Important	27	47%



In contrast to the response to the question related to housing for young professionals, 54% of survey respondents believe Pinecrest Parkway and its commercial properties lack housing products for aging seniors who wish to downsize and move to a smaller dwelling in the Village.

Summary

In summary, residents participating in the survey like and want the following:

- The easy access and convenience of Pinecrest Parkway
- To retain the established character of the Village of Pinecrest
- Low-rise development.
- Improved architectural design
- Improved landscaping
- More walkability and bike paths
- Public gathering spaces and parks

Residents participating in the survey have concerns about:

- Residential expansion
- Potential mid-and high-rise development
- Increased population

OTHER PLANNING INITIATIVES AND INFLUENCING FACTORS

Strategic Miami Area Rapid Transit (SMART Plan) - South Dade Transit Corridor

The Strategic Miami Area Rapid Transit (SMART) Plan is an “Infrastructure investment program consisting of projects intended to improve transportation mobility and provide world-class transit that will support economic growth and competitiveness”. Bus Rapid Transit (BRT) is the preferred alternative for the South Dade Transitway (“South Corridor”) extending from Dadeland south to Florida City.

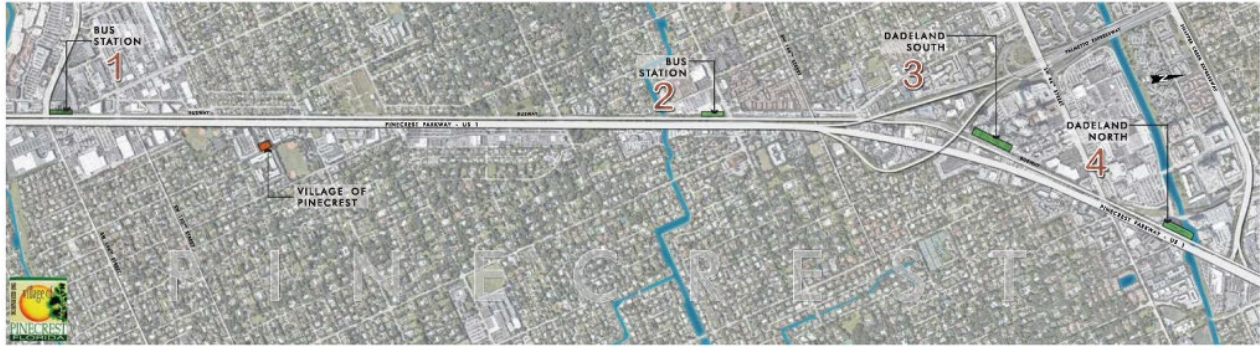
The Miami-Dade Transportation Planning Organization (TPO) voted on the Locally Preferred Alternative (LPA) for the South Dade Transit corridor and selected Bus Rapid Transit (BRT) as the most feasible mode of transportation. Subsequently, Miami-Dade County has received final confirmation from the Federal Transit Administration (FTA) for the County’s funding request of \$100 million for the South Corridor Rapid Transit project.

The South Dade Transit Corridor (South Corridor) is one the six rapid transit corridors of the Strategic Miami Area Rapid Transit (SMART) Plan. The corridor runs 20-miles in length and connects numerous municipalities in Miami-Dade County. The South Corridor extends from the Dadeland South Metrorail Station to the SW 344th Street Park-and-Ride/Transit Terminal and provides connection between the Miami Central Business District and the Pinecrest, Palmetto Bay, Cutler Bay, Homestead, and Florida City.

Once completed, BRT will provide rail-like travel time, new 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 Busway. Approved Bus Rapid Transit station locations servicing Pinecrest include stations at SW 104 Street and SW 136 Street.

Pinecrest Parkway (US 1) Transit Stations

Existing and planned transit stations adjacent to Pinecrest Parkway include **Dadeland North Metrorail Station**, **Dadeland South Metrorail Station**, and planned bus transitway improvements and new stations at **SW 104 Street** and **SW 136 Street**.



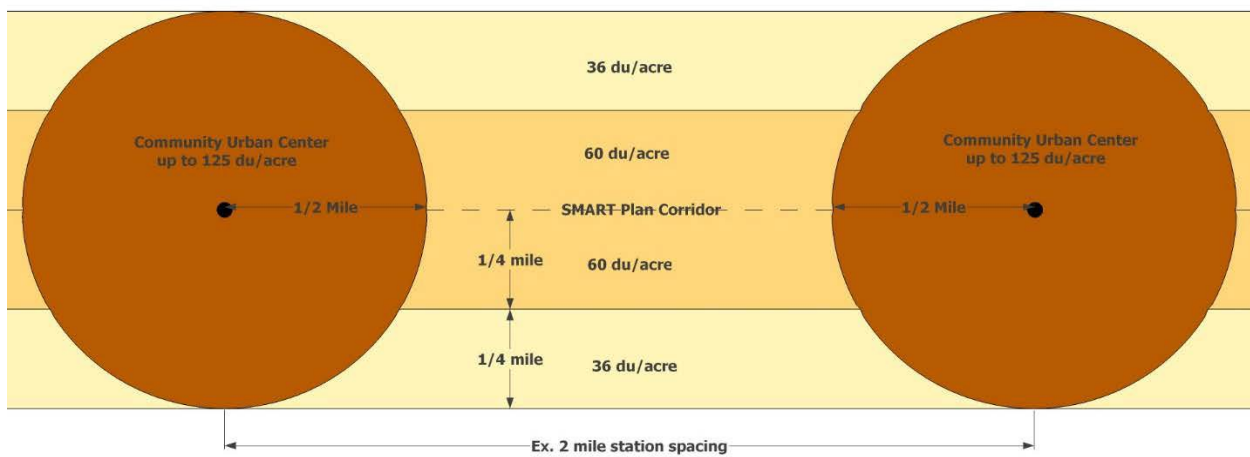
Map 1 – Metrorail Stations and Proposed Bus Rapid Transit Stations

Legend

- 1 - SW 136 Street Station
- 2 - SW 104 Street Station
- 3 - Metro Rail South
- 4 - Metro Rail North

Miami-Dade County Comprehensive Development Master Plan (CDMP) Amendments

Miami-Dade County has amended its Comprehensive Plan and Land Development Regulations to allow for a density of 60 dwelling units per acre within a quarter-mile of SMART Plan rapid transit corridors; and a density of 36 dwelling units per acre within the area between one-quarter and one-half of a mile of the corridors. The permitted density within a one-half mile radius of transit stations (Community Urban Center) is 125 dwelling units per acre.



Although approved increases in density in Miami-Dade County are applicable only to unincorporated areas of Miami-Dade County at this time, extension of the County's jurisdiction to the incorporated municipalities of Miami-Dade County is a proposal that has been tentatively discussed. The Village is determined to maintain local control of land use and planning decisions within the community and is not supportive of high density development at the densities approved for unincorporated Miami-Dade County.

Recent amendments to the Miami-Dade County Comprehensive Plan, in combination with scheduled Bus Rapid Transit (BRT) improvements along the adjoining South Dade Rapid Transit Corridor, and preliminary discussions regarding the possible extension of County jurisdiction to incorporated municipalities, have led to a review of the merits of allowing a mixture of residential, office, and retail uses in the future redevelopment of commercial properties along Pinecrest Parkway (US 1) in proximity to the existing Miami-Dade Transit Metro Rail Dadeland North Station (US 1 and SW 68 Court), Metro Rail South Station (US 1 and SW 72 Court), and at planned Bus Rapid Transit Stations to be located near SW 104 Street and SW 136 Street.

South Transit Corridor - Land Use Scenario and Visioning Study

The Study Advisory Committee of the Transportation Planning Organization and residents of communities adjacent to the South Rapid Transit Corridor participated in a series of planning exercises to identify preferred land use types and scale for future development adjacent to all proposed Bus Rapid Stations adjacent to US 1. One of the project exercises asked participants to select the types of centers (City, Town, or Neighborhood) they would like to see along the corridor. Participants indicated a preference for "Neighborhood Center" type of development adjacent to the proposed station at SW 104 Street and "City Center" type of development adjacent to the proposed station at SW 136 Street.

Design Recommendation - SW 104 Street

Charrette participants favor and support "Neighborhood Center" scale development adjacent to the planned Transit Station at SW 104 Street illustrated as follows:



Building Height in this type of center typically ranges between 3 and 4 stories in height with a transition to 1 and 2 stories in height.

Design Recommendation - Falls Shopping Center/SW 136 Street

Charrette participants favor and support “City Center” scale development adjacent to the planned Transit Station at SW 136 Street illustrated as follows:



Building height in this type of center can range between 8 and 25 stories

Pinecrest Comprehensive Development Master Plan (CDMP)

The Future Land Use Map of the Village's Comprehensive Development Master Plan identifies and designates three commercial areas within the North Pinecrest Business Alternative (NPBAD) District allowing for a mixture of commercial, office, and residential land uses. The North Pinecrest Business Alternative District was established in 2004 following an Agreement with the Florida Department of Community Affairs.

The Village's Comprehensive Development Master Plan includes goals objectives, and policies in support of mixed-use development at a density of 7 to 25 dwelling units per acre adjacent to the Pinecrest Parkway corridor, in proximity to the multi-modal Metrorail stations and the South Dade Transit Way. The recommended densities and locations of mixed-use development will be compatible with the existing and planned commercial and transit uses adjacent to Pinecrest Parkway. Limiting higher density mixed-used development to the limits of the existing commercial corridor will be consistent with the goals and policies of the Village's Comprehensive Development Master Plan and prevent the encroachment of incompatible land uses and land use densities into the Village's established lower density single-family residential neighborhoods.

Chapter 2: Transportation Element

***Policy 2-1.4.1: Encourage Land Uses that Promote Transit.** Coordinate policies and projects with the future land use element to encourage land uses that promote public transportation along the Pinecrest Parkway corridor. Such land uses include commercial, medium to high density residential, institutional or a mix of all of the above. Commercial uses include hotels, theaters, neighborhood shopping centers, medium sized stores, department stores, and convenience stores. Residential densities between 7 and 25 dwelling units per acre promote transit. Institutional uses include recreational, cultural, day care, parks, educational, religious, and government. In considering land uses, the Village shall consider the two types of transit facilities in the area; the multi-modal Metrorail stations and the South Dade Transit Way. The higher intensity development should be focused around these facilities.*

Mixed-use development is consistent with the Village's Comprehensive Development Master Plan, specifically Policy 3-1.3.3 that encourages a diversity of housing types to create opportunities for new younger home buyers and retirees.

Chapter 3: Housing Element

Policy 3-1.3.3: Provision of Diverse Housing Types. *The Village shall continue to provide land use designations and zoning districts on the Future Land Use Map respectively, to ensure that single family, duplex, and multi-family housing units are allowed within the Village that create opportunities for life-cycle housing and aging-in-place.*

Village of Pinecrest Land Development Regulations

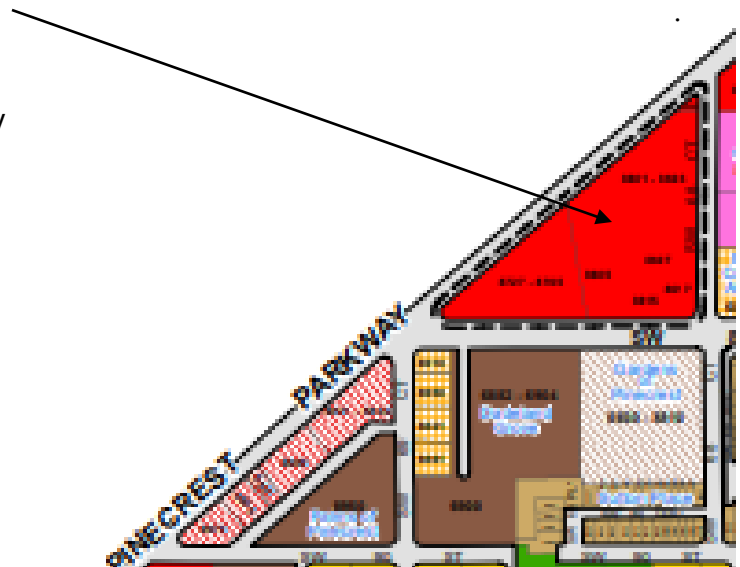
Similar to the Future Land Use Map of the Village's Comprehensive Development Master Plan), the Village's Official Zoning Map of the Village's Land Development Regulations also currently identifies and designates the same commercial areas within the North Pinecrest Business Alternative (NPBAD) District allowing for a mixture of commercial, office, and residential land uses at an intensity of 12 dwelling units per acre and 4 stories in height.

North Pinecrest Business Alternative District (NPBAD)

Future Land Use and Zoning:

Kendall 1 Plaza ("DSW Shoes") North Pinecrest Business Alternative District (NPBAD) - Existing

Approximate Area: 7.3 Acres
Permitted Uses: Commercial (Mixed-Use Residential and Commercial within NPBAD)
Existing Land Use: CVS; Ross/Regions/DSW
Transit Proximity: Yes – Dadeland North
Future Land Use/Official Zoning Map: BU-1A, General Business Development/North Pinecrest Business Alternative District (NPBAD)
Maximum Permitted Height: 4 Stories, 45 Feet



Dadeland Plaza ("Roasters and Toasters")
and Kendall Plaza ("Captain's Tavern")
NPBAD - Existing

Approximate Area: 5.8 Acres (Dadeland Plaza); 7.5 Acres Kendall Plaza)
Permitted Uses: Commercial (Mixed-Use Residential and Commercial within NPBAD)
Existing Land Use: Commercial/Office
Transit Proximity: Yes, Dadeland Metrorail Station South
Future Land Use/ Official Zoning Map: BU-1, BU-1A, BU-2 Business Development
Maximum Permitted Height: 4 Stories/45 Feet



Village of Pinecrest Strategic Plan – Goal

The Village Council has included a goal within its Strategic Plan to consider amendments to the Village's Comprehensive Development Master Plan and Land Development Regulations to allow mixed-use development: *Goal: Residential Character and Community Enhancement: Review the Land Development Regulations in the commercial corridor to identify opportunities to promote mixed-use redevelopment.*

PLAN RECOMMENDATIONS

PROTECTING COMMUNITY CHARACTER

- **Non-Conforming Signs** - Pursuant to requirements of Article 7 of the Village's Land Development Regulations, identify non-conforming signs adjacent to Pinecrest Parkway (US 1), provide for a period of amortization of identified non-conforming signs and require replacement with monument signs consistent with current requirements.
- **Residential Access and Interconnectivity to Commercial Businesses** - With redevelopment of commercial properties adjacent to Pinecrest Parkway, continue to require architectural treatment of the rear of the buildings to include a façade and accessible entries to welcome pedestrians and bicyclists and allow accessibility to those approaching from the east. Alleys, service drives, and vehicular and pedestrian access pathways should be improved in an attractive, decorative, and aesthetically appealing design with decorative paving patterns and surfaces that will be clean, safe and inviting to residents and visitors.
- **Public Area Enhancements and Pedestrian Sidewalks** – Stronger definition of pedestrian paths should be required through widened sidewalks, pedestrian connections to planned transit station areas, and landscaped, open space features. Sidewalks should be widened to a minimum of 8 to 10 feet along the entire length of the Pinecrest Parkway (US 1) Corridor wherever possible. This can be accomplished by obtaining sidewalk easements on private property where inadequate right-of-way width currently exists. Sidewalk easements should be obtained during the development review process for new or redevelopment projects. Shrubs should be planted between streets and sidewalks to provide physical separation, improved safety, and a more inviting, comfortable pedestrian experience.

ECONOMIC SUSTAINABILITY

- **Economic Development** - Develop an administrative framework to promote the economic strengths and advantages of the Village of Pinecrest and attract preferred and targeted types of businesses to the Village. Program components should at a minimum include:
 - Business Attraction and Marketing: Creating a sense of place by utilizing branding and marketing strategies to positively promote the Village of Pinecrest to targeted businesses,

providing assistance and information related to identification and selection of sites, coordination with commercial property owners, etc.

- Business Retention and Expansion: Supporting local businesses through technical assistance, business surveys, and organizational resources.
- Workforce Development: Connecting potential employees with skills-training programs and educational opportunities.

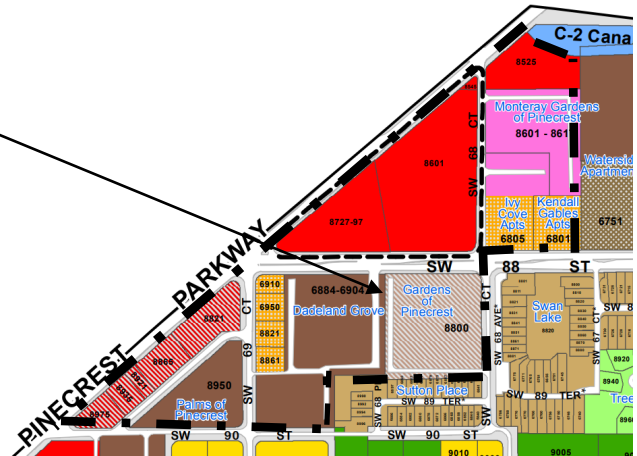
TRANSIT ORIENTED DEVELOPMENT and DIVERSE HOUSING OPTIONS

- **Mixed-use Development** - While mixed-use development (Commercial, Office, and Residential) is currently permitted in the North Pinecrest Business Alternative Districts, located in proximity to the Metro Rail Stations, mixed-use development should also be considered for the areas adjacent to the planned Bus Rapid Transit stations at SW 104 Street and SW 136 Street. Additionally, it is recommended that the area immediately adjacent to the North Pinecrest Business Alternative District located to the north of SW 88 Street be considered for inclusion in the district. It is a multi-family residential property (Monterey Gardens, Dadeland Grove, and Gardens of Pinecrest), located in close proximity to the Dadeland North Metrorail Station.
- **Comprehensive Development Master Plan (Goals, Objectives, and Policies)** - Amend the Goals, Objectives, and Policies of the Village's Comprehensive Development Master Plan to include background data and reference to the recent BRT studies, Pinecrest Parkway (US 1) Vision Plan Update, and Pinecrest Strategic Plan that recommend Mixed-use Transit Oriented Development at appropriate locations immediately adjacent to the planned Bus Rapid Transit Stations.
- **Comprehensive Development Master Plan (Future Land Use Map)** - Amend the Future Land Use Map of the Village's Comprehensive Development Master Plan to rename the "North Pinecrest Business Alternative District" to the "Pinecrest Business Alternative District" and to designate additional areas including the area located at the northeast corner of Pinecrest Parkway and SW 136 Street, the area adjacent to SW 104 Street, and the area on the north side of SW 88 Street, immediately east of Kendall 1 Plaza Shopping Center with density limited to 25 dwelling units per acre and building heights limited to a range between 2 and 8 stories, depending on the specific location of each of the five (5) existing and planned Pinecrest Business Alternative Districts.

- **Land Development Regulations** - Amend the Land Development Regulations and Official Zoning Map to rename the “North Pinecrest Business Alternative District” the “Pinecrest Business Alternative District” and to designate additional areas including the area located at the northeast corner of Pinecrest Parkway and SW 136 Street, the area adjacent to SW 104 Street, and the area on the north side of SW 88 Street, immediately east of Kendall 1 Plaza Shopping Center with density limited to 25 dwelling units per acre and building height limited to a range between 2 and 8 stories, depending on the specific location of each of the five (5) existing and planned Pinecrest Business Alternative Districts.

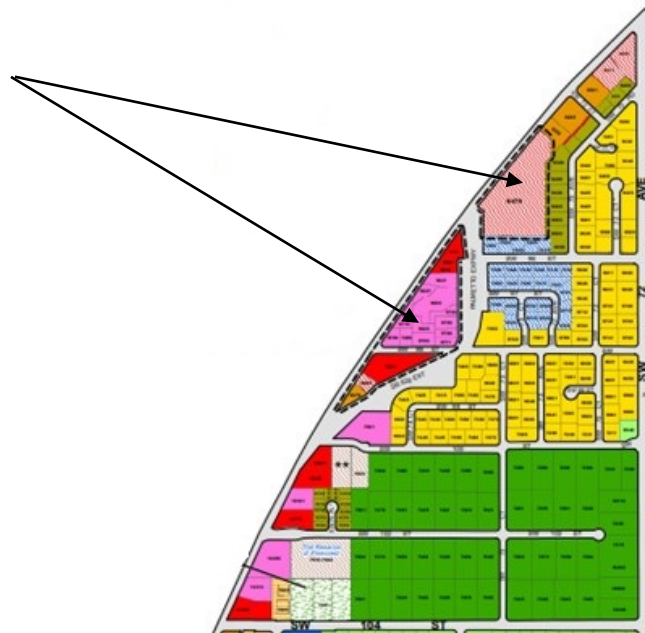
1. N.E. Corner SW 88 Street/SW 68 Court
– Monterey Gardens Apartments (PBAD
Proposed Expansion)

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
 Maximum Permitted Height: 2 to 8 Stories (24 to 80 Feet)



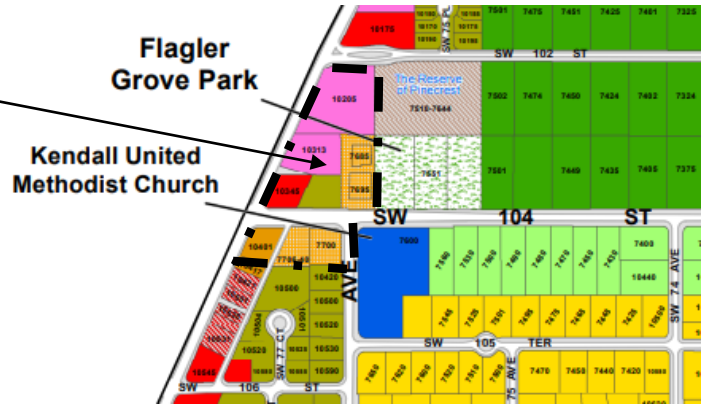
2. Dadeland Plaza (“Roasters and Toasters”)
and 3. Kendall Plaza (“Captain’s Tavern”)
PBAD - Existing

Approximate Area: 5.8 Acres (Area 2); 7.5 Acres (Area 3)
 Permitted Uses: Commercial (Mixed-Use Residential and Commercial within NPBAD)
 Existing Land Use: Commercial/Office
 Transit Proximity: Yes, Dadeland South
 Future Land Use/ Official Zoning Map: BU-1, BU-1A, BU-2 Business Development
 Maximum Permitted Height: Area 2=2 to 6 Stories (24 to 65 Feet) Area 3=2 to 8 Stories (24 to 80 Feet)



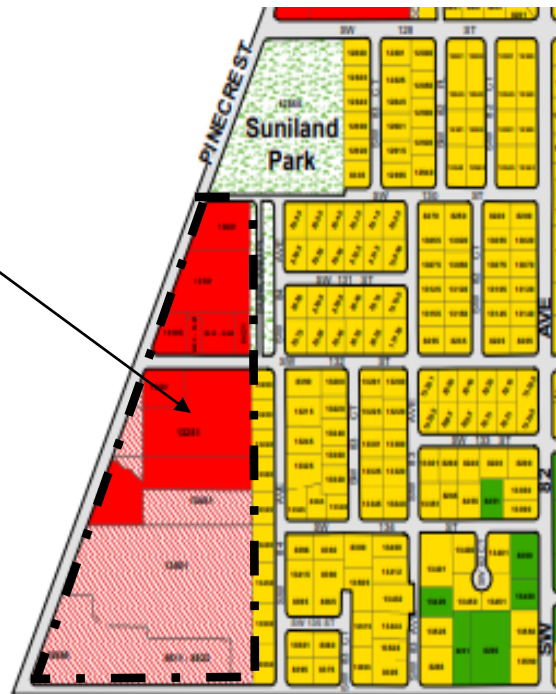
Pinecrest Parkway (US 1)/SW 104 Street
(PBAD Proposed)

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; Maximum Permitted Height: 2 to 5 Stories (24 to 55 Feet)



NE Corner SW 136 Street/Pinecrest Parkway –
(PBAD Proposed)

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
Maximum Permitted Height: 2 to 8 Stories (24 to 80 Feet)





Map 2 – Pincrest Business Alternative Districts

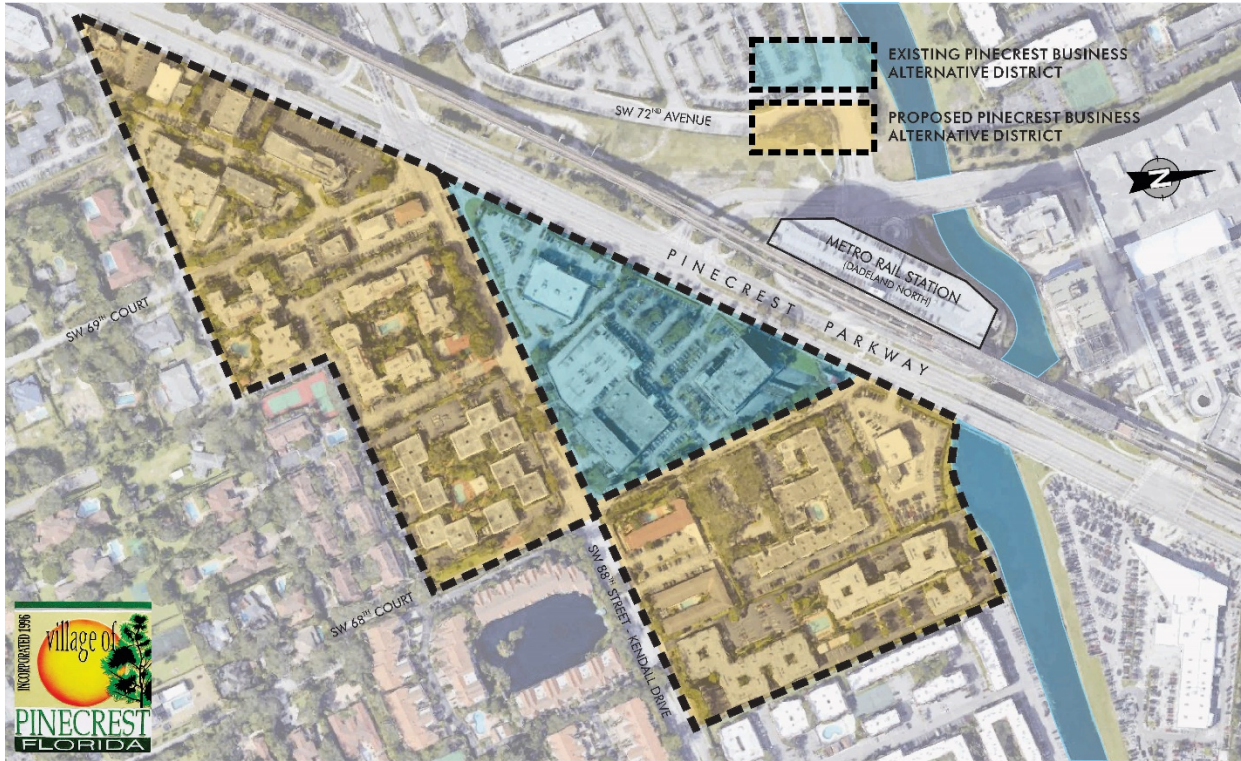


Existing



Proposed

1. Kendall Drive and Pinecrest Parkway District (Existing and Proposed Expansion)
2. Dadeland Plaza District (Existing)
3. Kendall Plaza District (Existing)
4. SW 104 Street District (New Proposed)
5. SW 136 Street District (New Proposed)



1. Kendall 1 Plaza and Monterey Gardens Districts (Existing and Proposed Expansion) – 24 Acres

Recommended Residential Density: 25 Dwelling Units/Acre (Maximum)

Recommended Building Height: 2 to 8 Stories –

Maximum Height Permitted at Center of Property

Abutting US 1: Minimum 2 Stories; Maximum 4 Stories

Abutting Residential Zoned Property: Minimum 2 Stories, Maximum 3 Stories



2. Dadeland Plaza (Roasters and Toasters) – 5.8 Acres

Recommended Residential Density: 25 Dwelling Units/Acre (Maximum)

Recommended Building Height: 2 to 6 Stories –

Maximum Height Permitted at Center of Property: 6 Stories

Abutting US 1: Minimum 2 Stories; Maximum 4 Stories

Abutting Residential Zoned Property: Minimum 2 Stories, Maximum 3 Stories

3. Kendall Plaza (Captain's Tavern) Districts (Existing) – 7.5 Acres

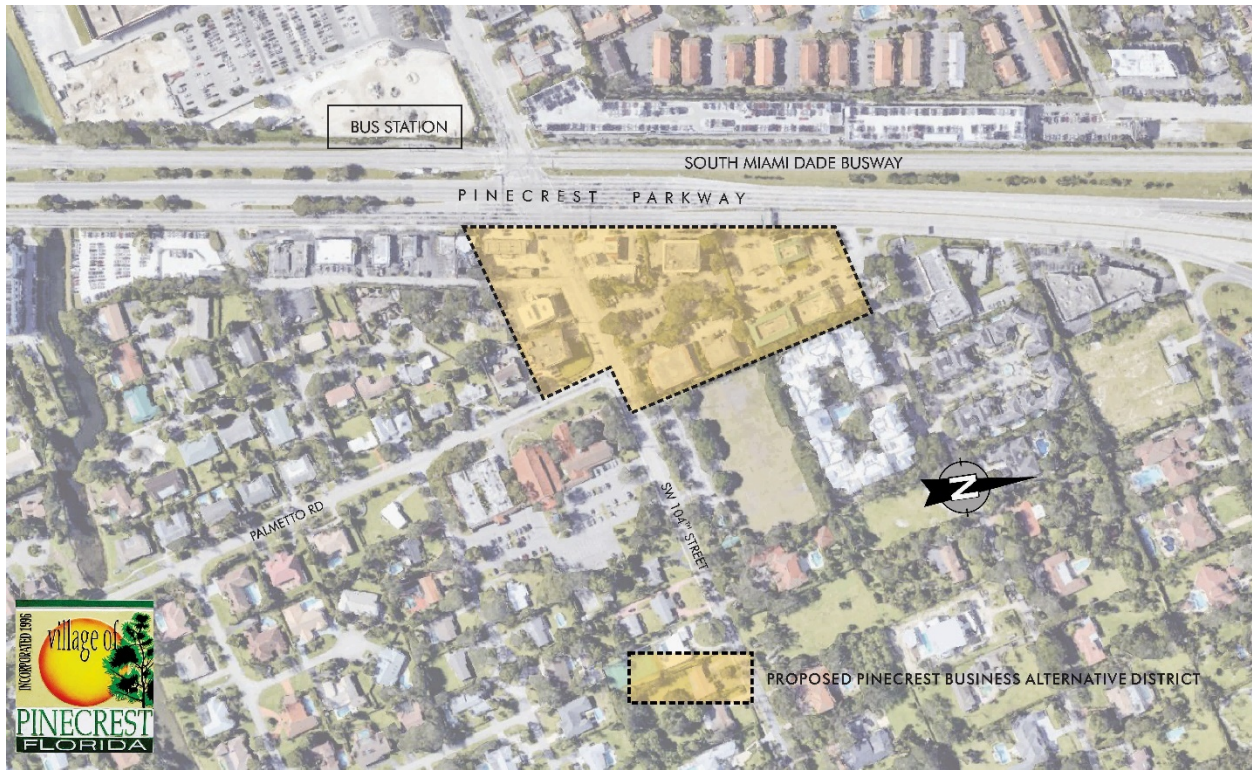
Recommended Residential Density: 25 Dwelling Units/Acre (Maximum)

Recommended Building Height: 2 to 8 Stories –

Maximum Height Permitted at Center of Property: 8 Stories

Abutting US 1: Minimum 2 Stories; Maximum 4 Stories

Abutting Residential Zoned Property: Minimum 2 Stories, Maximum 3 Stories



4. SW 104 Street District (New Proposed) – 7.3 Acres

Recommended Residential Density: 25 Dwelling Units/Acre (Maximum)

Recommended Building Height: 2 to 5 Stories –

Maximum Height Permitted at Center of Property: 5 Stories

Abutting US 1: Minimum 2 Stories; Maximum 4 Stories

Abutting Residential Zoned Property: Minimum 2 Stories, Maximum 3 Stories



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

Recommended Residential Density: 25 Dwelling Units/Acre (Maximum)

Recommended Building Height: 2 to 8 Stories –

Maximum Height Permitted at Center of Property: 8 Stories

Abutting US 1: Minimum 2 Stories; Maximum 4 Stories

Abutting Residential Zoned Property: Minimum 2 Stories, Maximum 3 Stories

Notes

Estimated Village of Pinecrest Population (2020): 18,619

Current Number of Dwelling Units: 6,600

Average Persons /Dwelling Unit: 2.82

Village Land Area: 7.5 Square Miles = 4,800 Acres

Current Residential Density: 1.375 Dwelling Units/Acre

Mixed-use: Existing Mixed-use NPBAD: 20.6 Acres; Proposed New Mixed-use PBAD: 74 Acres = 94.6 Acres Total

Approximate Example: 74 Acres of NPBAD (new) at 25 Dwelling Units Per Acre = 1,850 Dwelling Units; subtract 491 dwelling units to account for existing multi-family residential zoning permitted at 36 and 50 units per acre = 1,359 dwelling units = 3,832 potential population increase above that currently permitted.

- **Architectural Design** - Develop Architectural Design Standards and Site Development requirements for mixed-use Transit Oriented Development within the Pinecrest Business Alternative Districts, ranging between 2 to 8 stories in height, depending on location and proximity to adjoining land uses. Mixed-use Development shall include lush, well designed landscape architecture; easily accessible and inviting pedestrian gathering spaces; open terraces, above ground gardens, attractive, low intensity and shielded lighting; environmentally conservative design and construction; and architecturally appealing design with tiered, articulating and undulating facades.

New development projects should include well-designed facades with massing that helps to create a discernible “street side” condition, and with clearly defined cornice lines at the upper levels rather than flat parapets to help define a sense of visual order and character. New buildings should be positioned adjacent to new, wider sidewalks. Awnings and canopies should be provided over sidewalks and pedestrian ways to provide shade. All signage should be restricted to horizontal signage above store-front windows. No pylon or pole mounted signs at the edge of the right-of-way should be allowed in the Pinecrest Business Alternative Districts.

- **Pedestrian Amenities** - Pedestrian amenities including courtyards, arcades, and plazas should be required to include seating areas, public art, water features, overhead protection, and well-designed landscaping features.
- **Mechanical Equipment** – Mechanical equipment, trash receptacles, dumpsters, and loading/unloading areas must be designed in an aesthetically appealing manner, screened from view, in a way that does not interrupt or discourage the flow of pedestrian traffic between buildings and parking areas. Screen walls and landscaping should be included consistent with the design of the main building(s) as necessary to screen the equipment from public view.

Examples of preferred types of Development include the following:

Development Alternatives/Examples – 4 to 7 Stories

Artistic renderings and examples of existing developments in Coral Gables, Boca Raton, and Naples, Florida; Charlotte, North Carolina and other locations are provided below.





Mizner Park, Boca Raton, FL - 29 Acres – 3 to 6 Stories - Commercial/Office/Amphitheater;
272 Residential Dwelling Units



Merrick Park – Coral Gables, FL - 16.9 Acres – 3 to 6 Stories (6 Stories Apartments) - Commercial/Office; 98 Stores; 129 Residential Dwellings (Apartments)





The Mercato, Naples, FL - 53.1 Acres - 5 Stories - Mixed-use Commercial, Office, Residential – 74 Stores and Offices; 134 Residential Dwelling Units (92 Condominiums, 33 Detached Single-Family, 19 Villas/Duplexes)



Birkdale Village, Charlotte, NC – 52 Acres - Residential, retail and office mixed-use community





