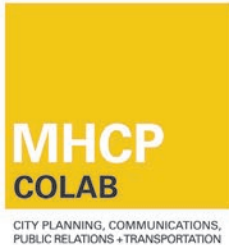
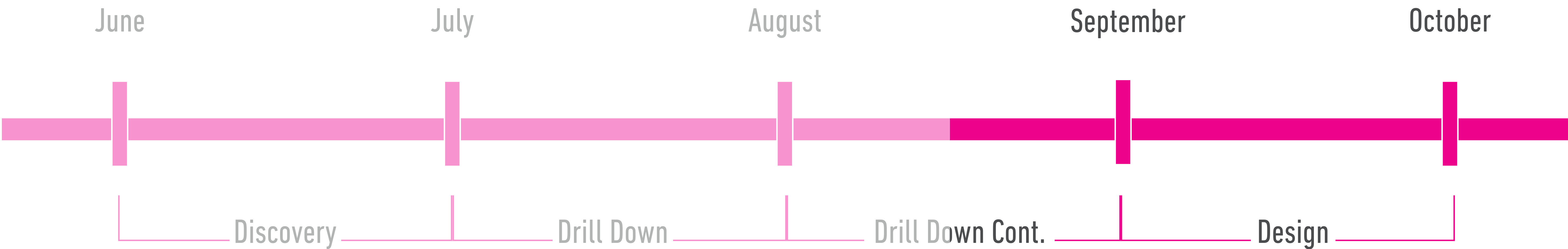


HISTORY + PROCESS



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

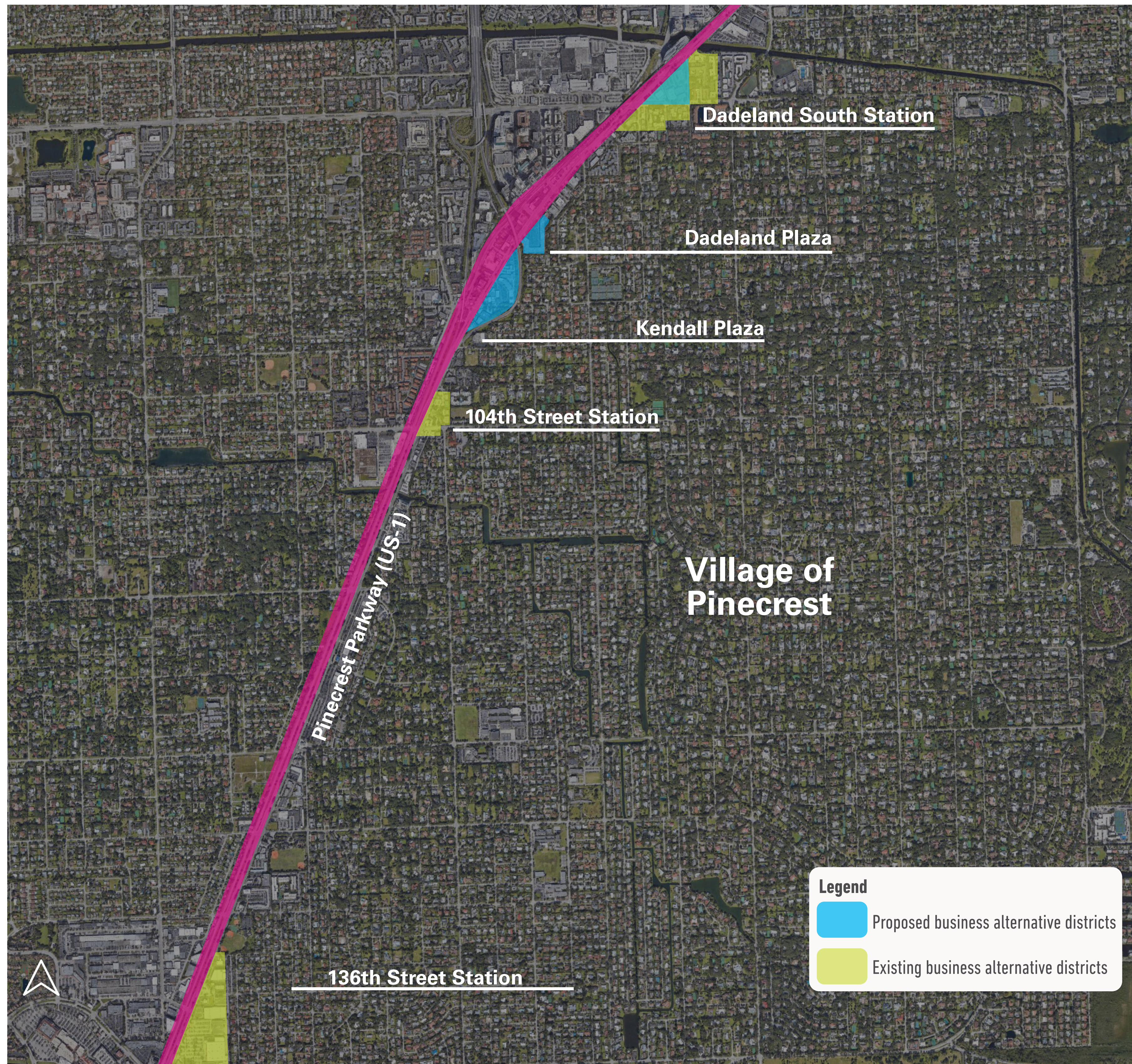


MKSK



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

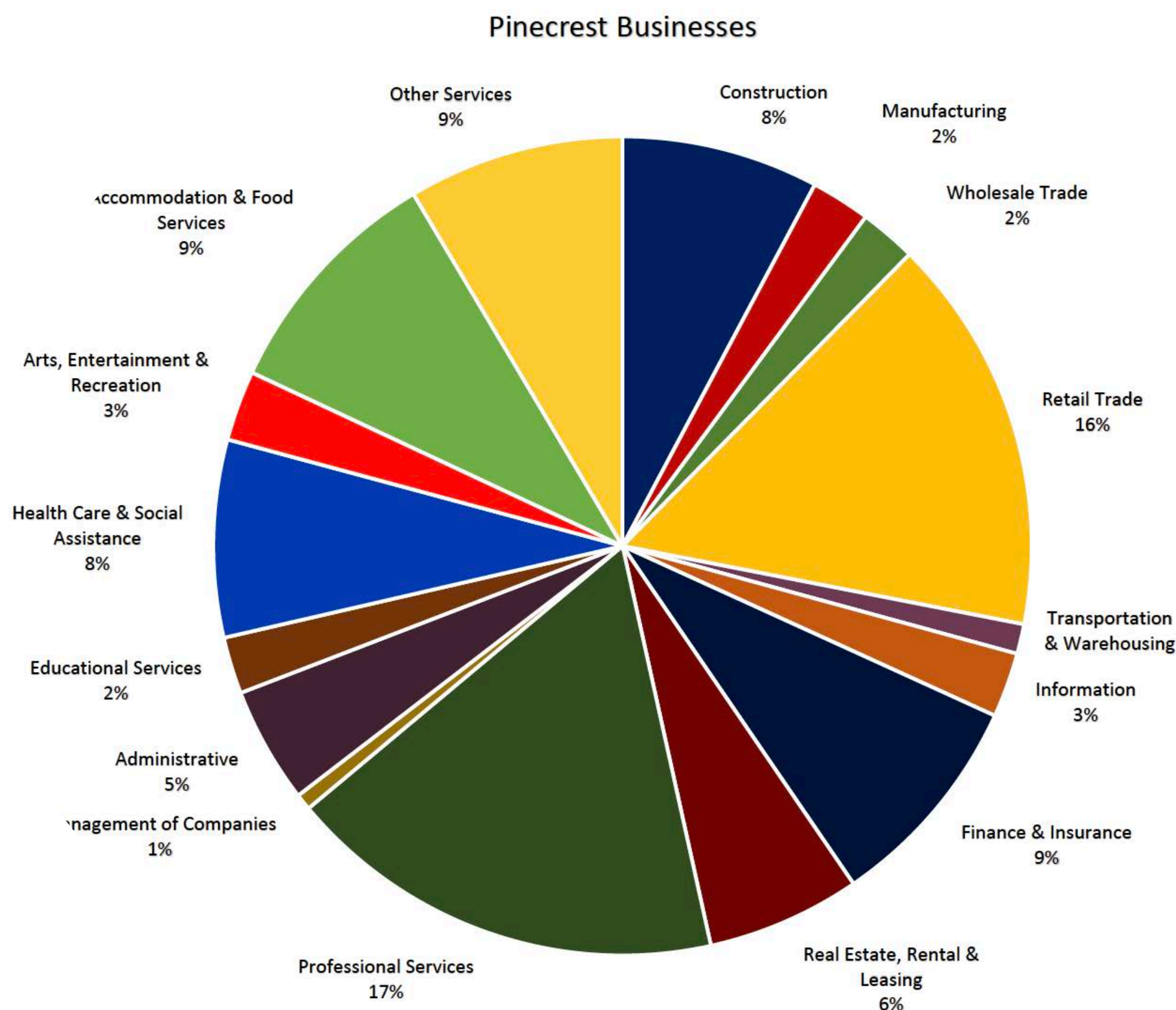
1. Discovery

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.



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.

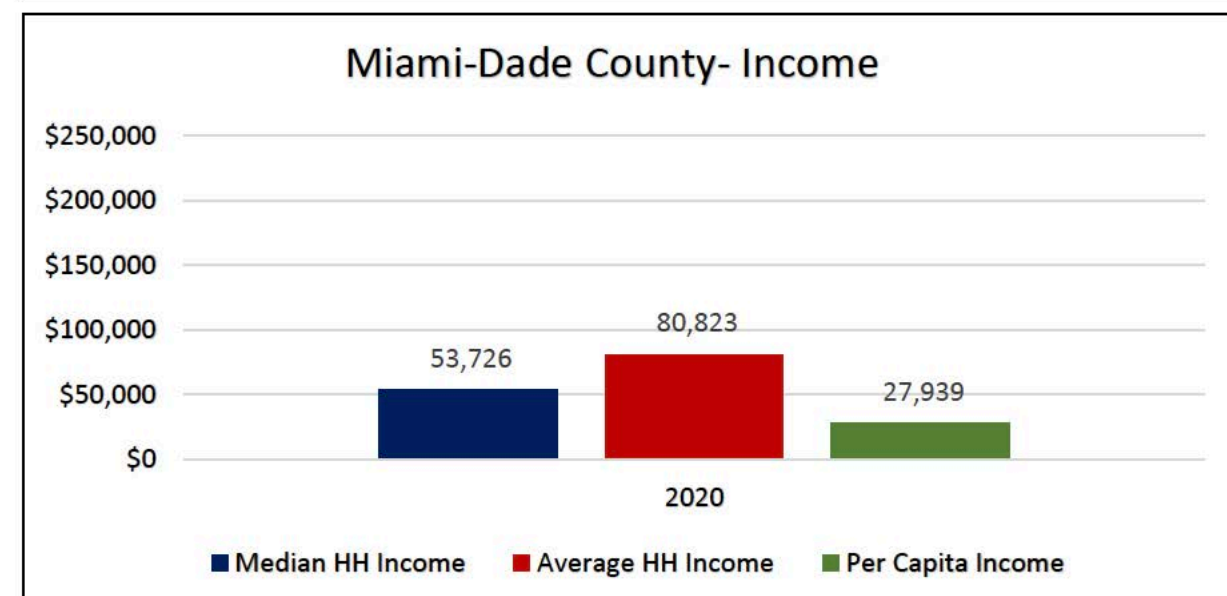
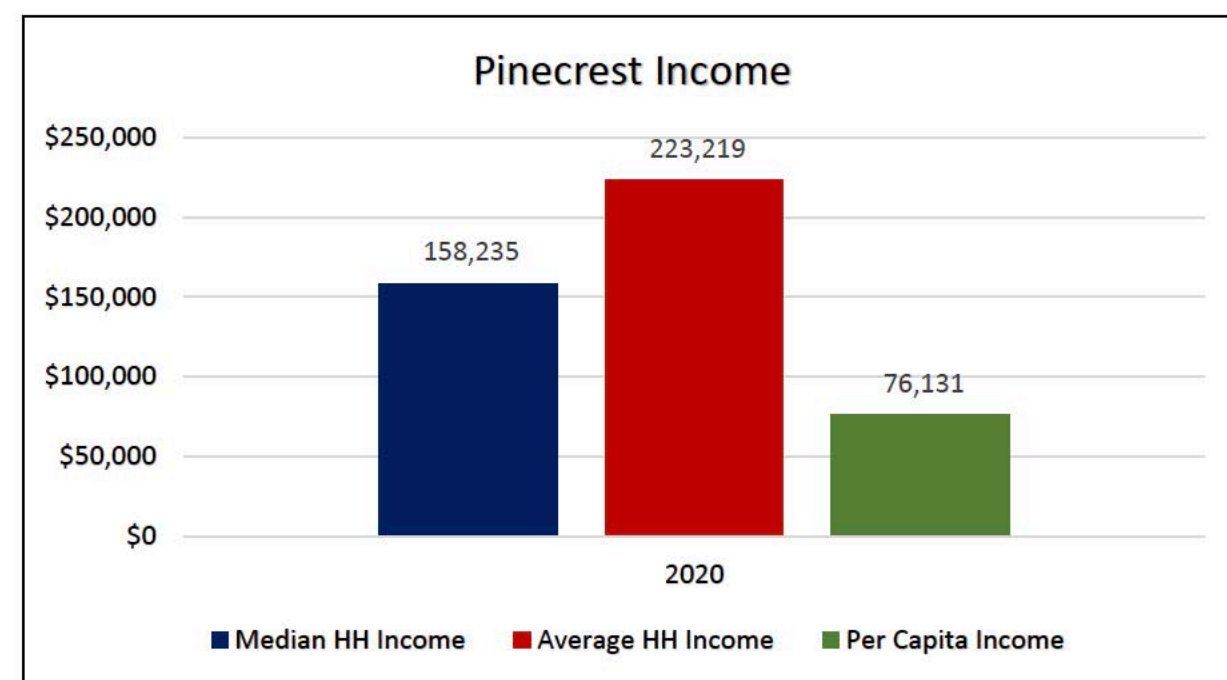
Source, Pinecrest Market Analysis Report

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.



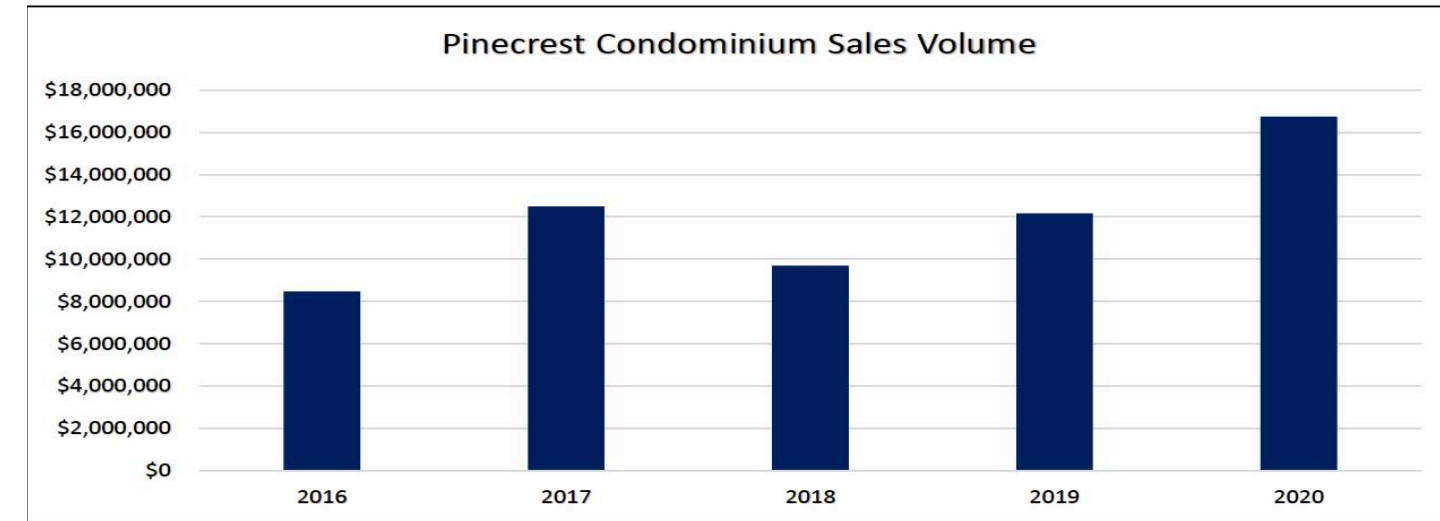
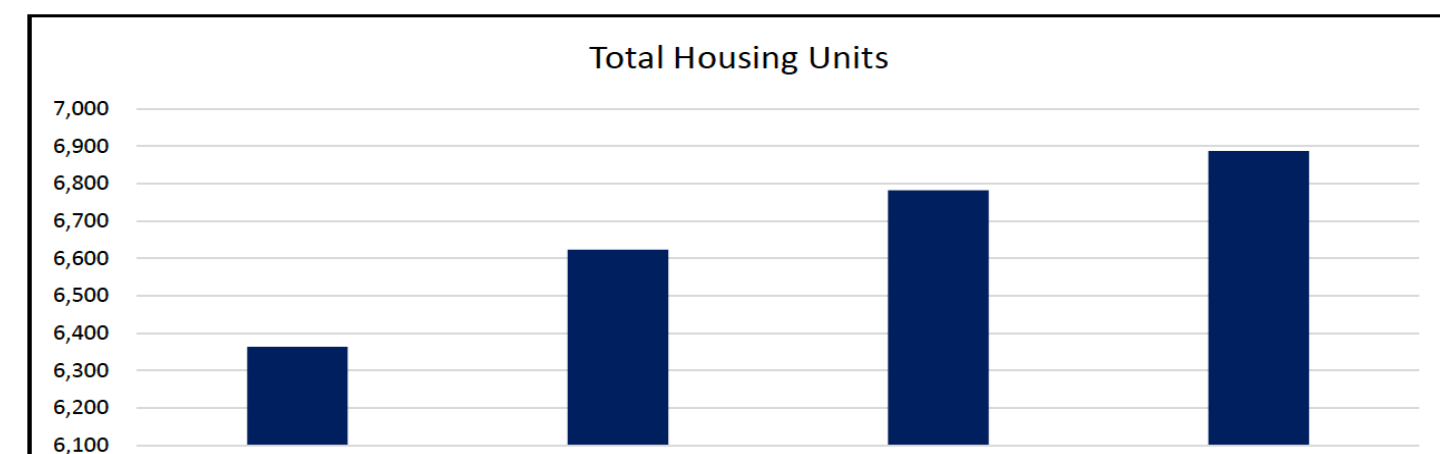
Source, Pinecrest Market Analysis Report

RESIDENTIAL

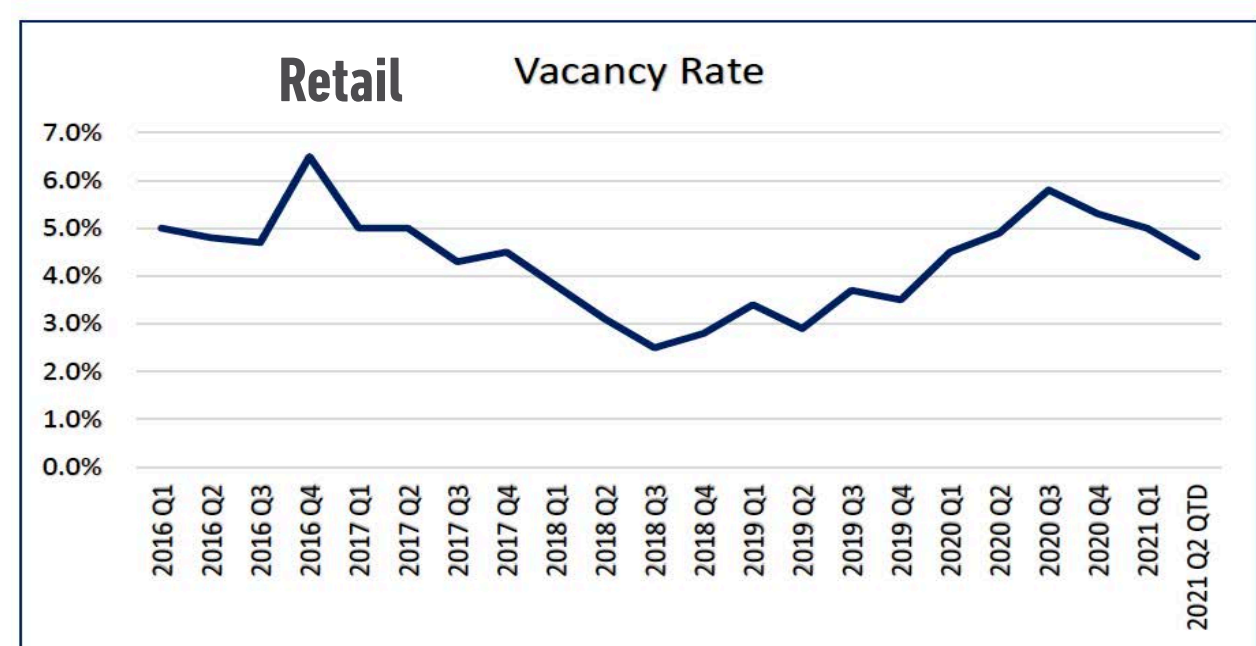
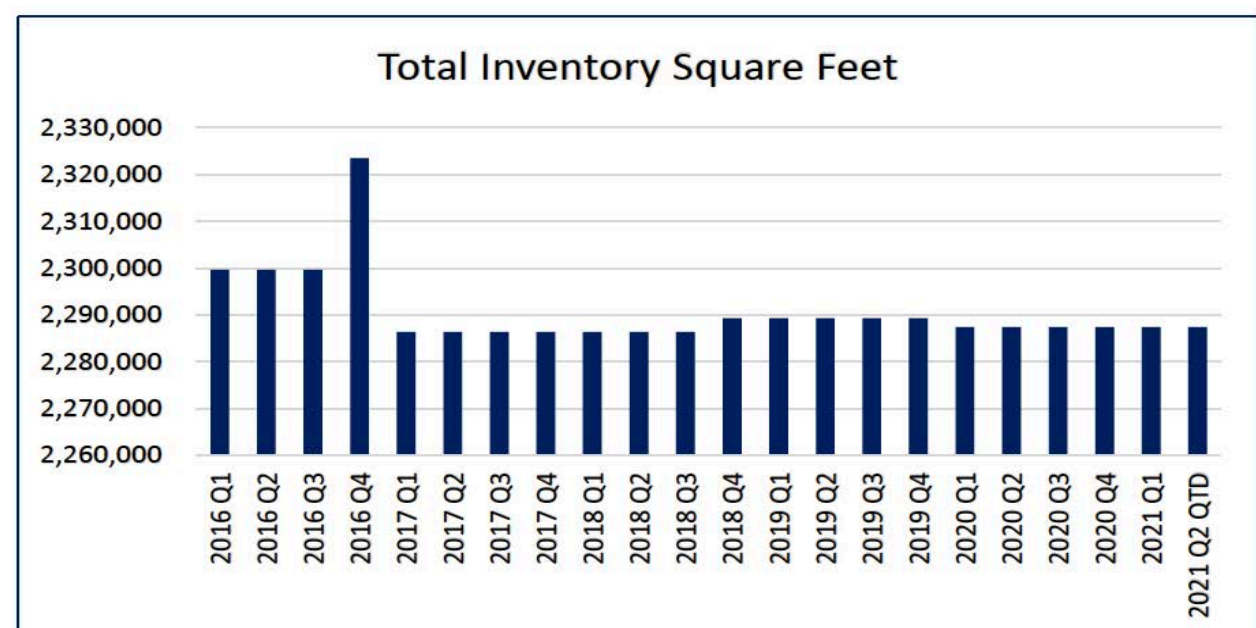
Housing demand is high, but supply has seen limited growth (+159 units since 2010)

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.

POPULATION

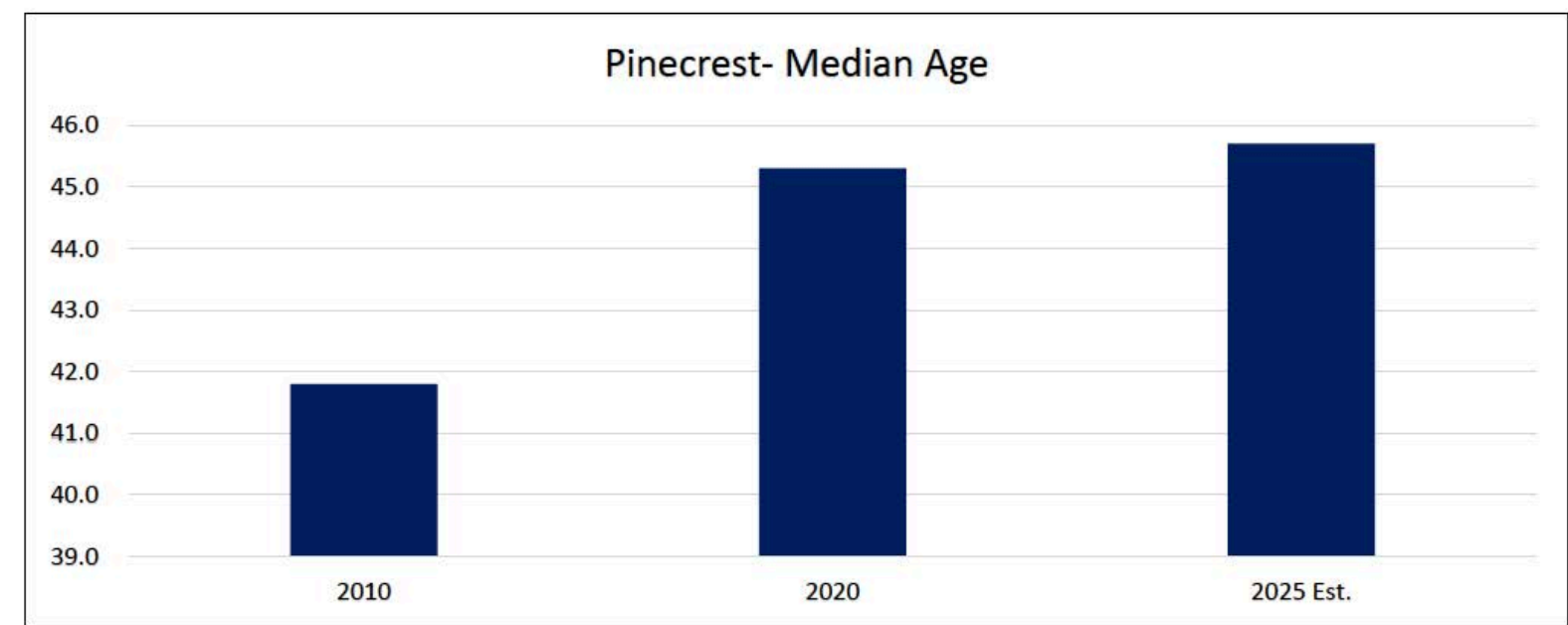
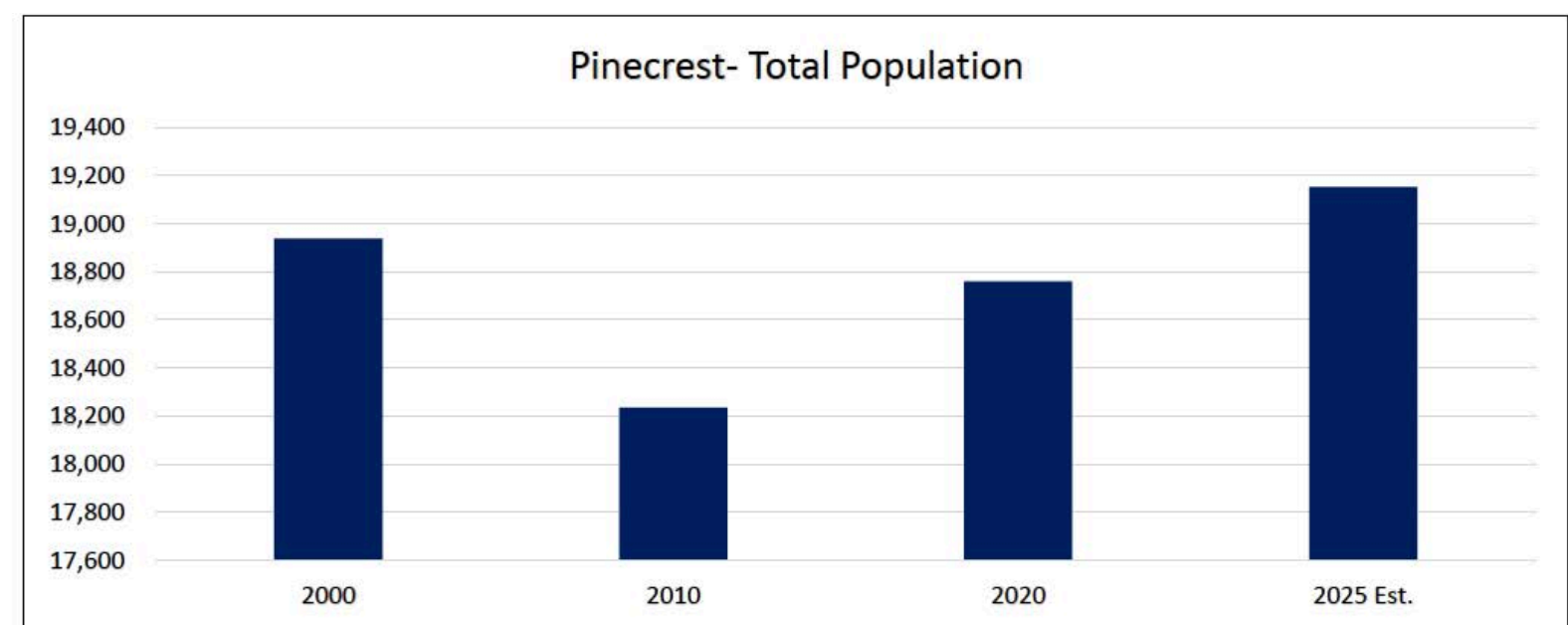
2020 population: 18,388

2021 population estimate: 18,419

2010 median age: 41.8

2020 median age: 45.3

Population growth of 5.1% from 2010 to 2019.



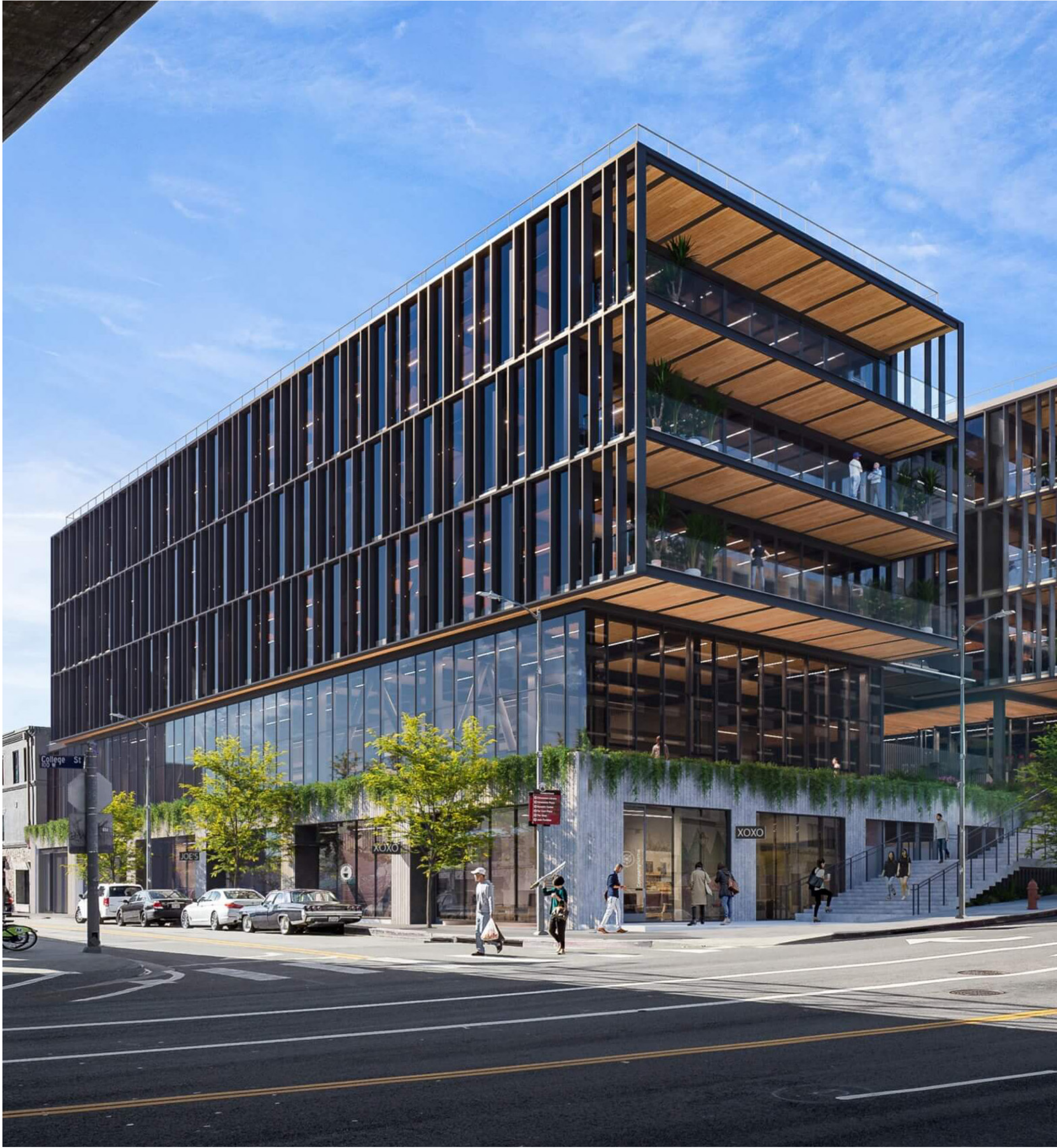
Source, Pinecrest Market Analysis Report

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.

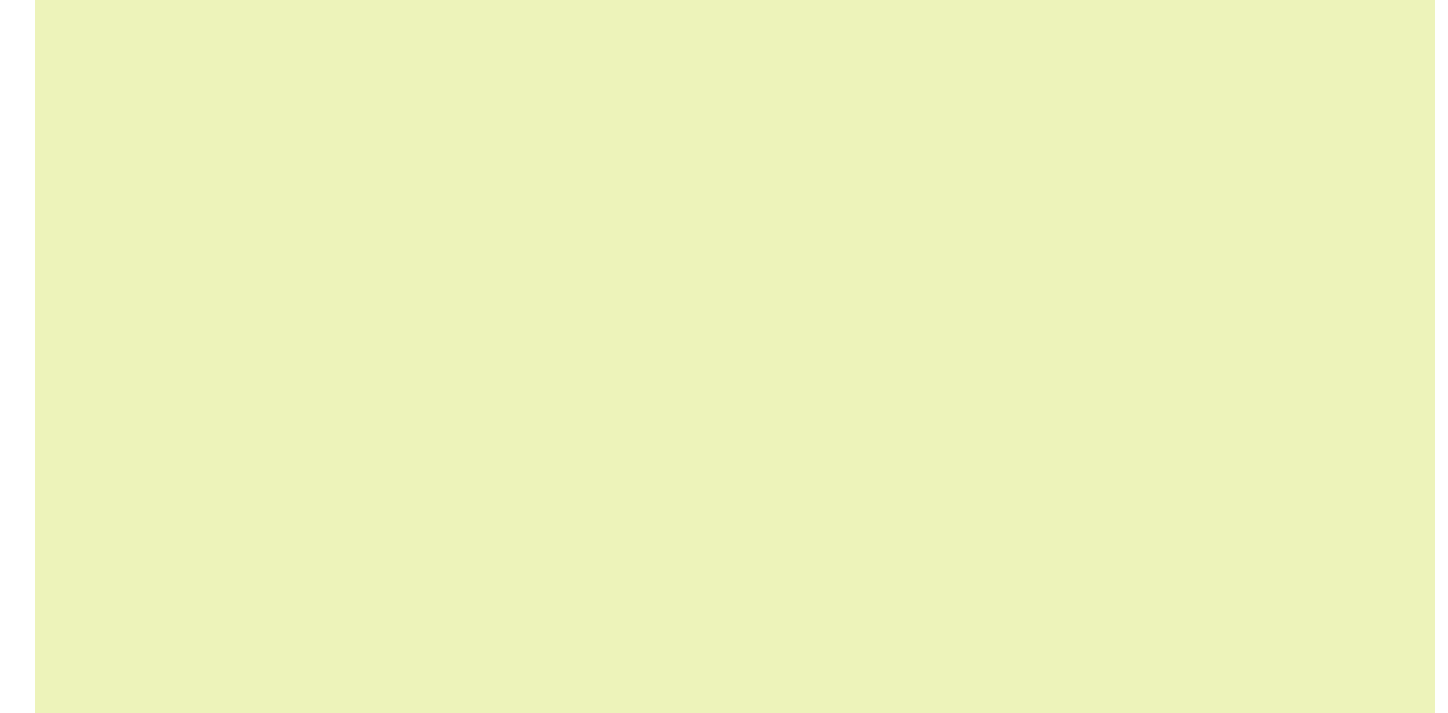
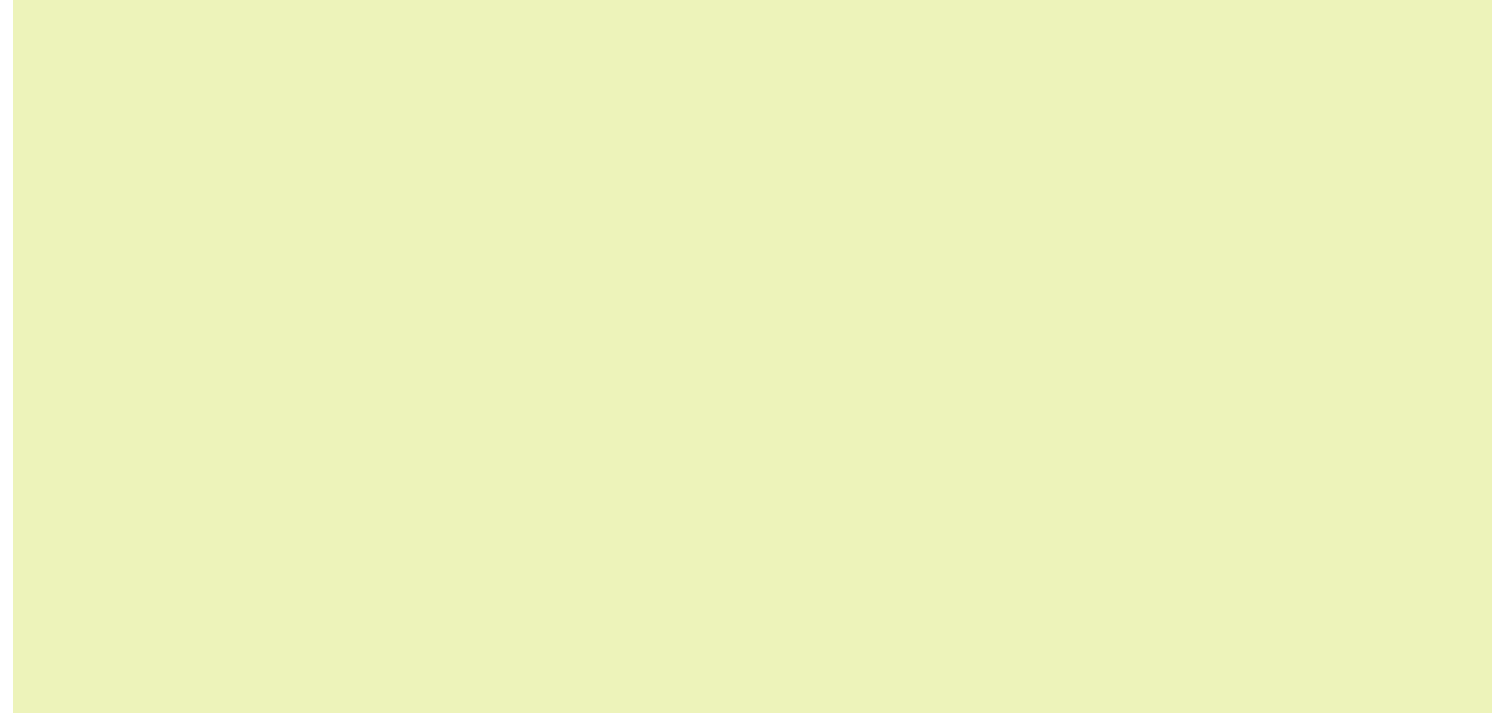
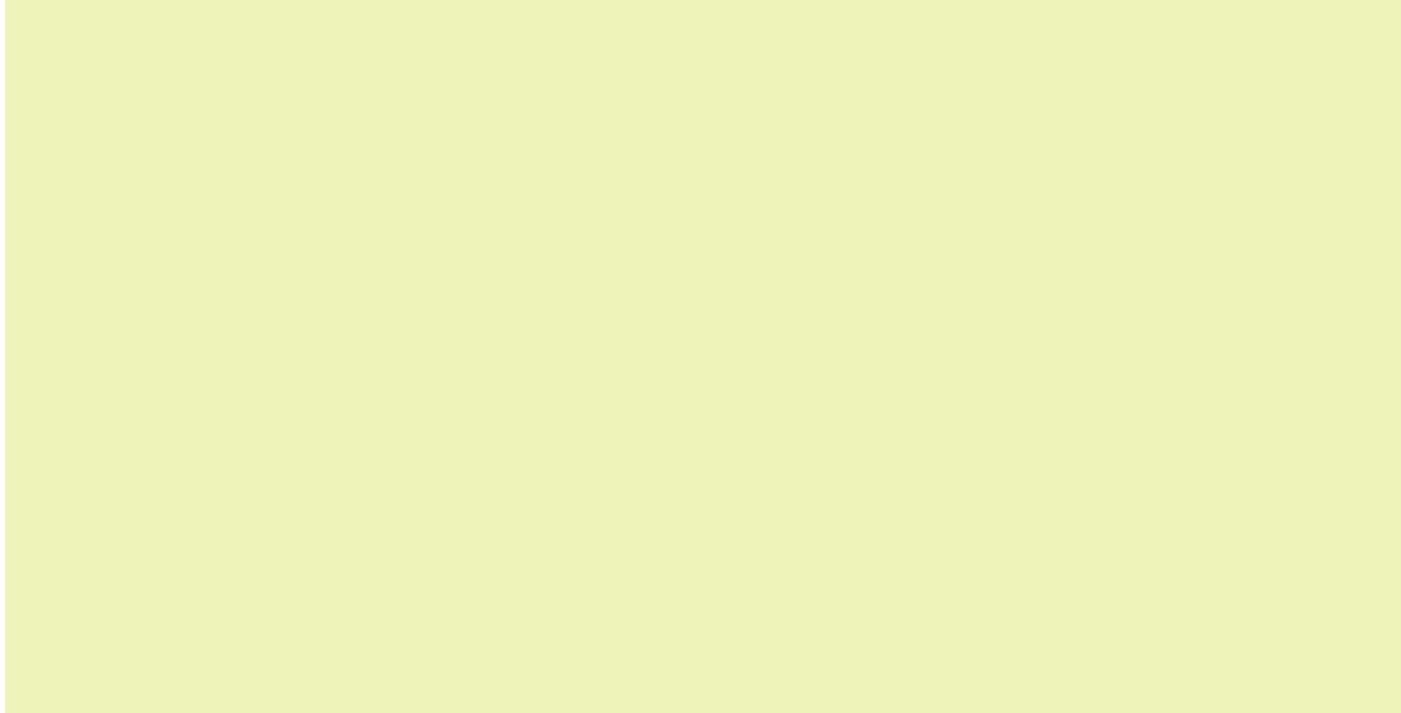


Green space along street frontage can create a buffer and amenity for buildings that face it.



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

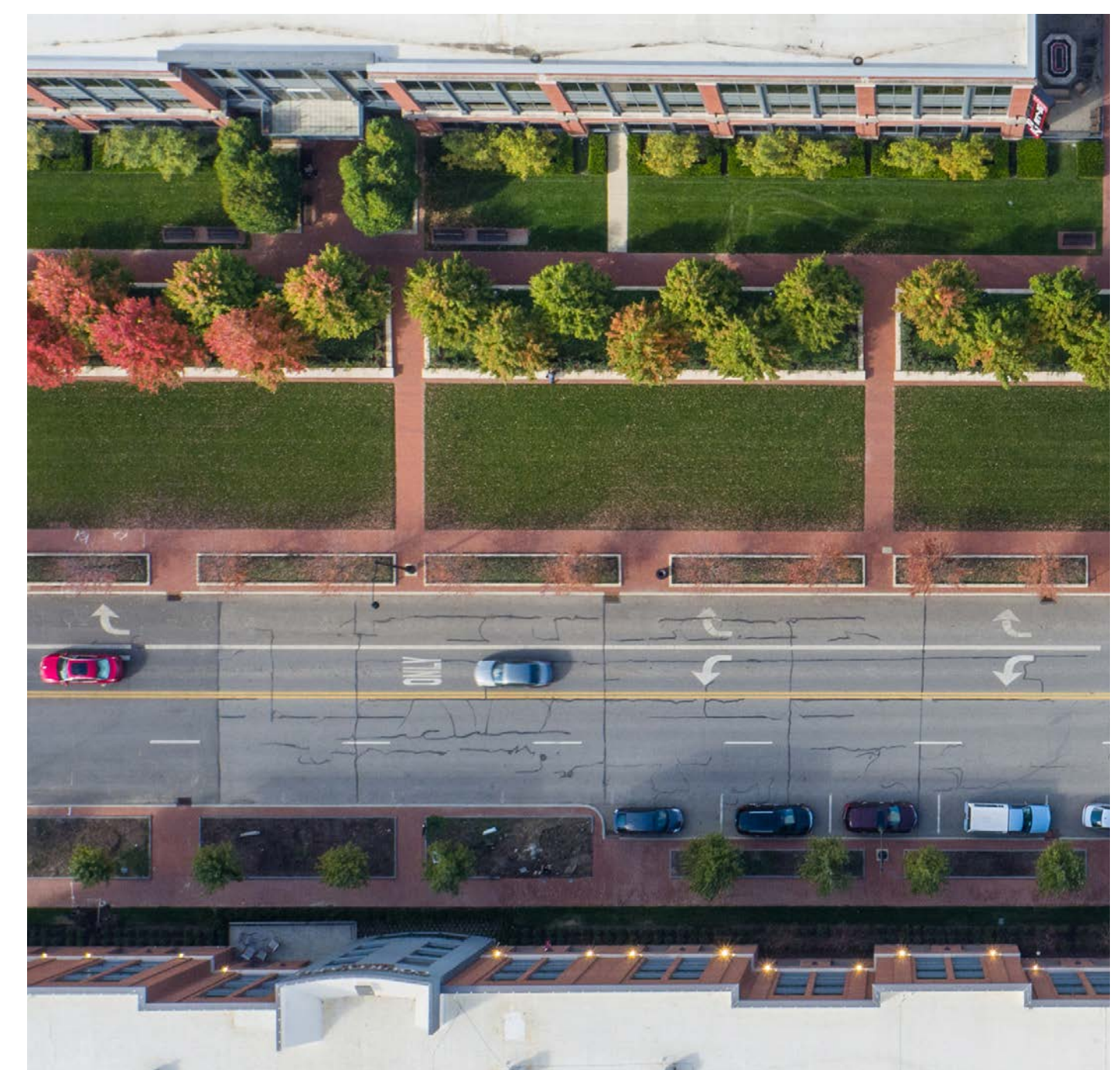
PLACE STICKERS ON THE IMAGES YOU PREFER



Small intimate courtyards provide spaces for more green.

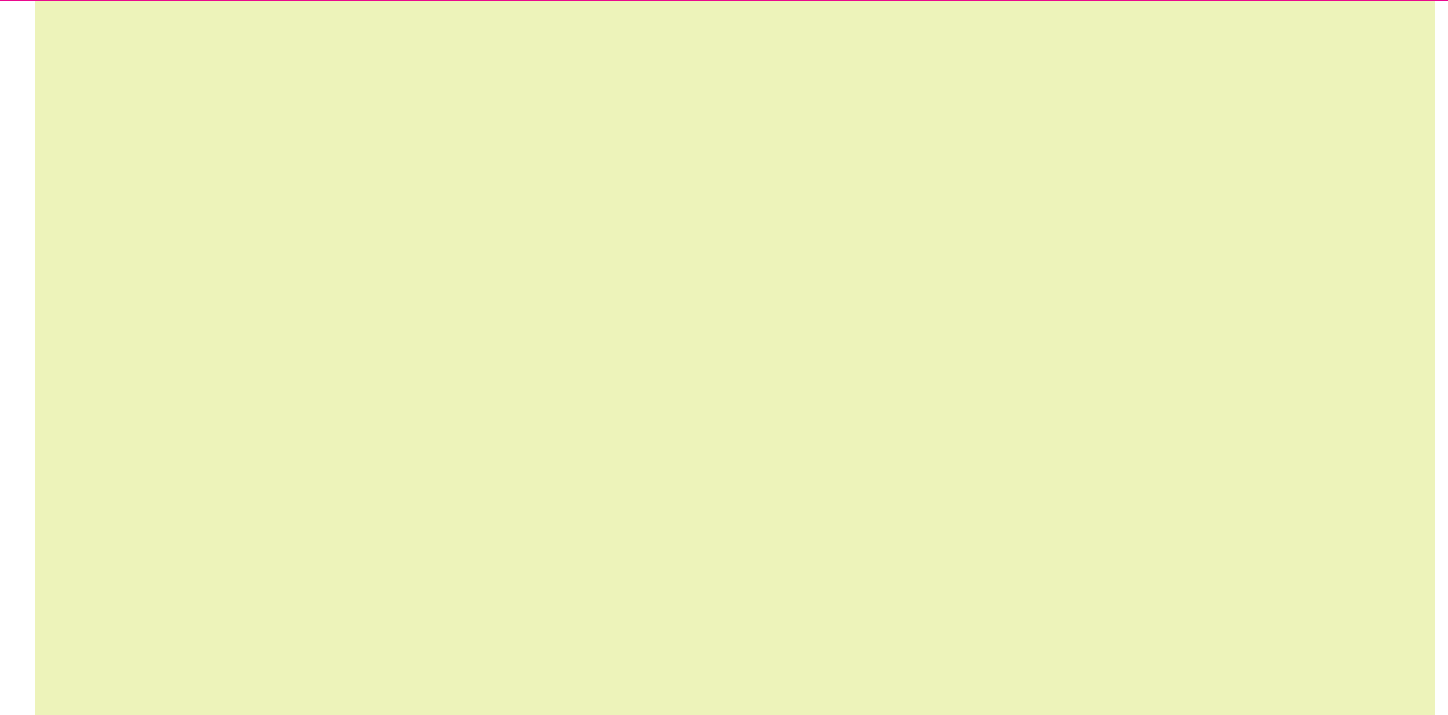
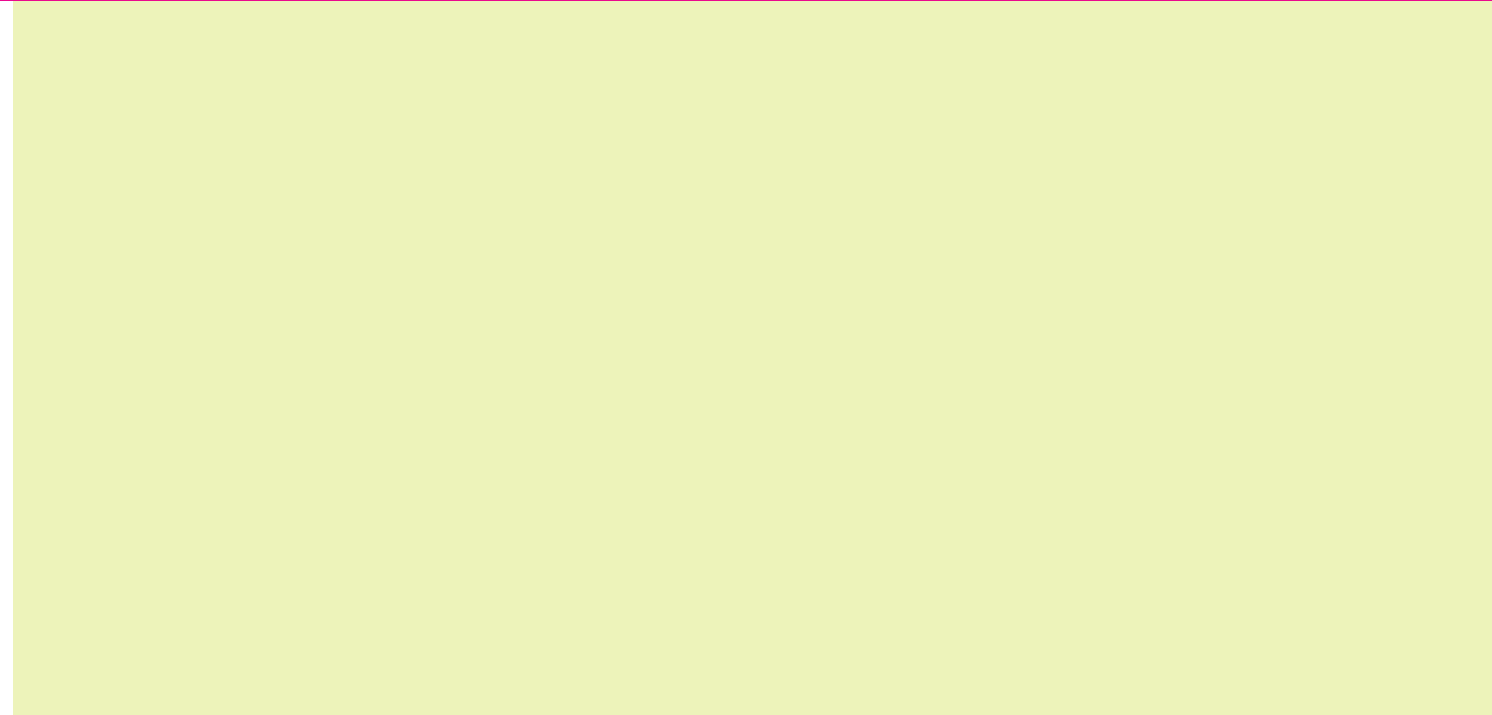
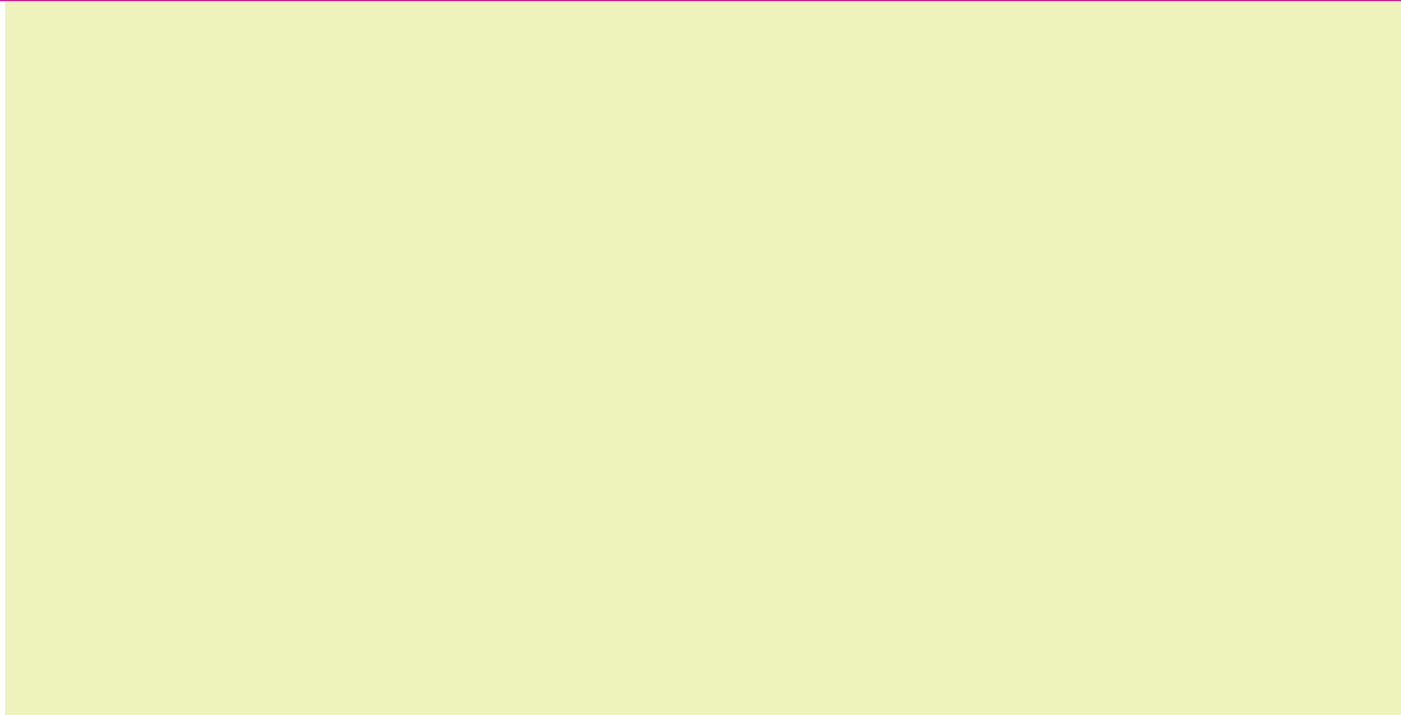


Plazas with outdoor seating and shade can create a comfortable space for nearby residents and workers.

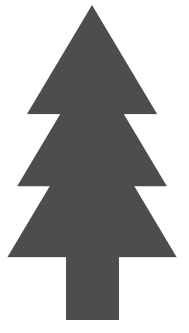


Narrow passageways can create more green spaces and connectivity in building blocks.

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.

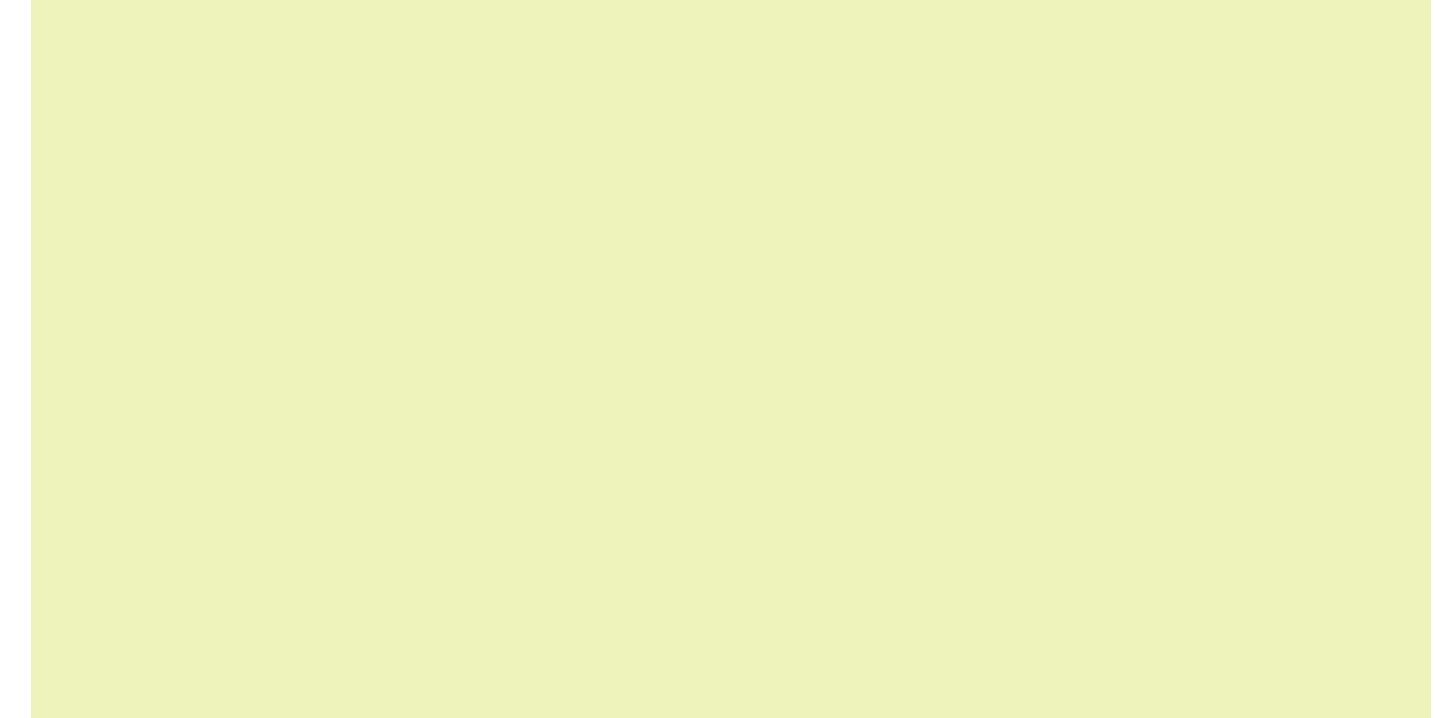
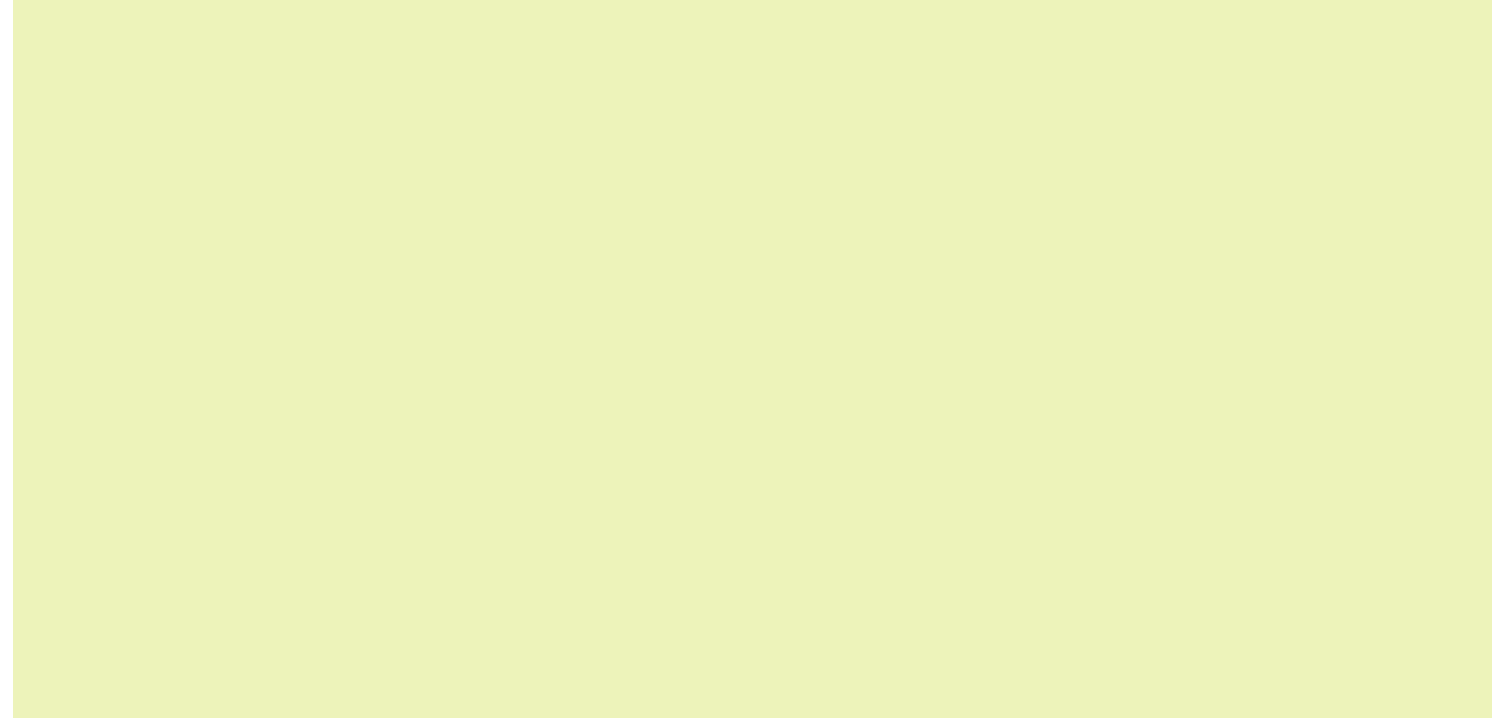
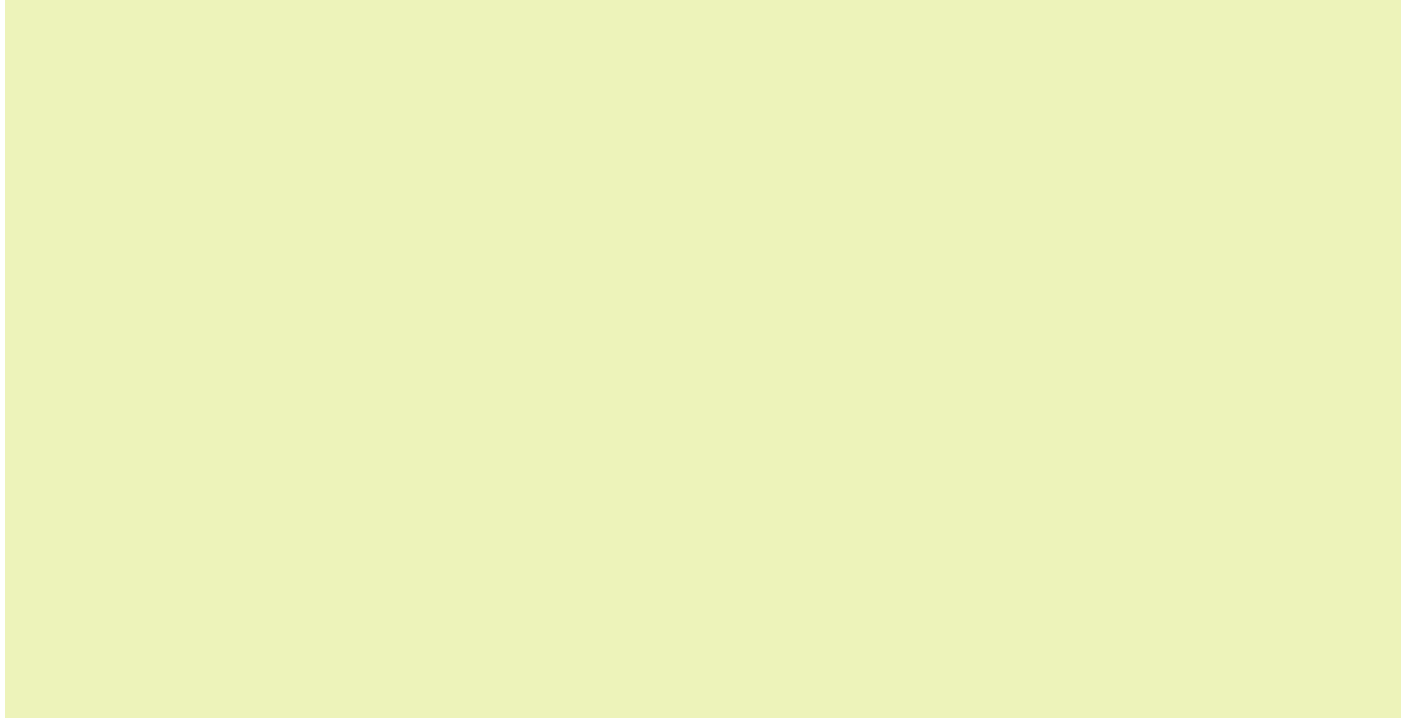


Creative overhead art pieces offer another solution to gateways.



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.

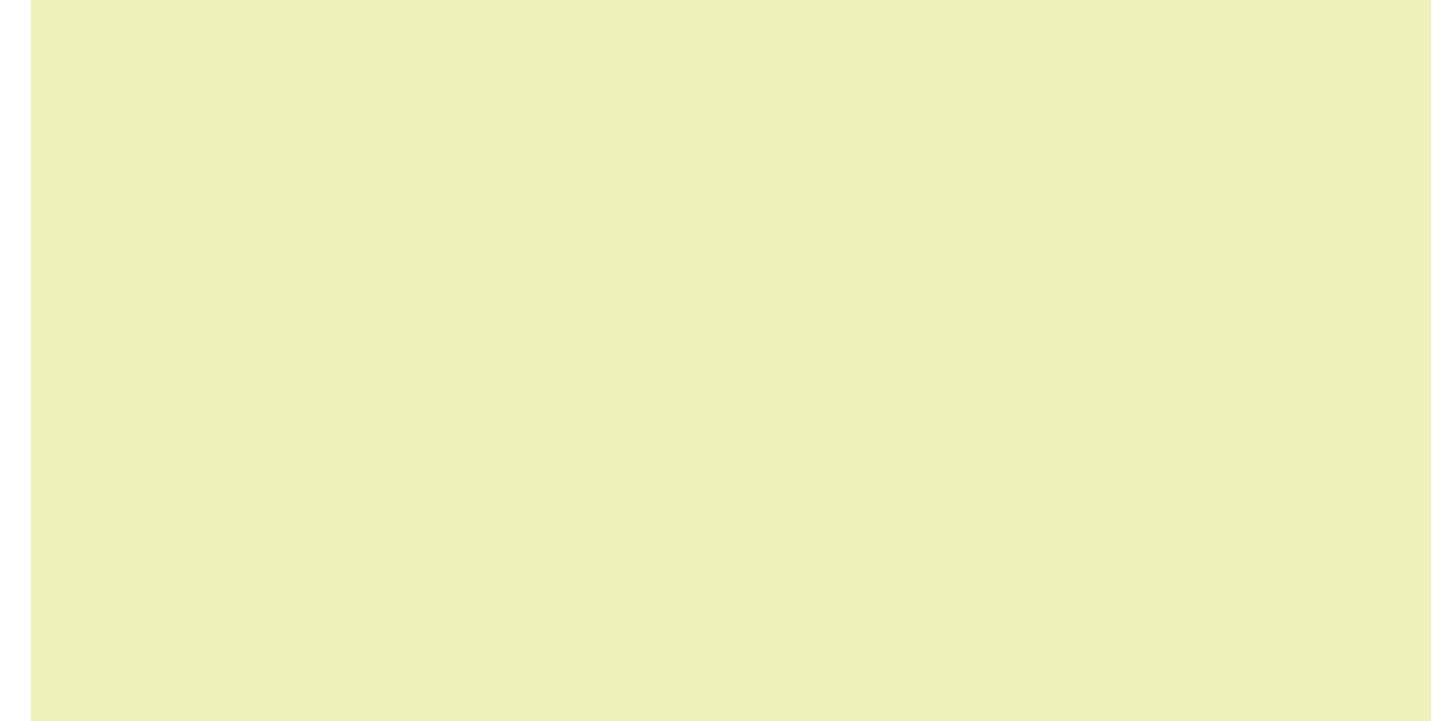
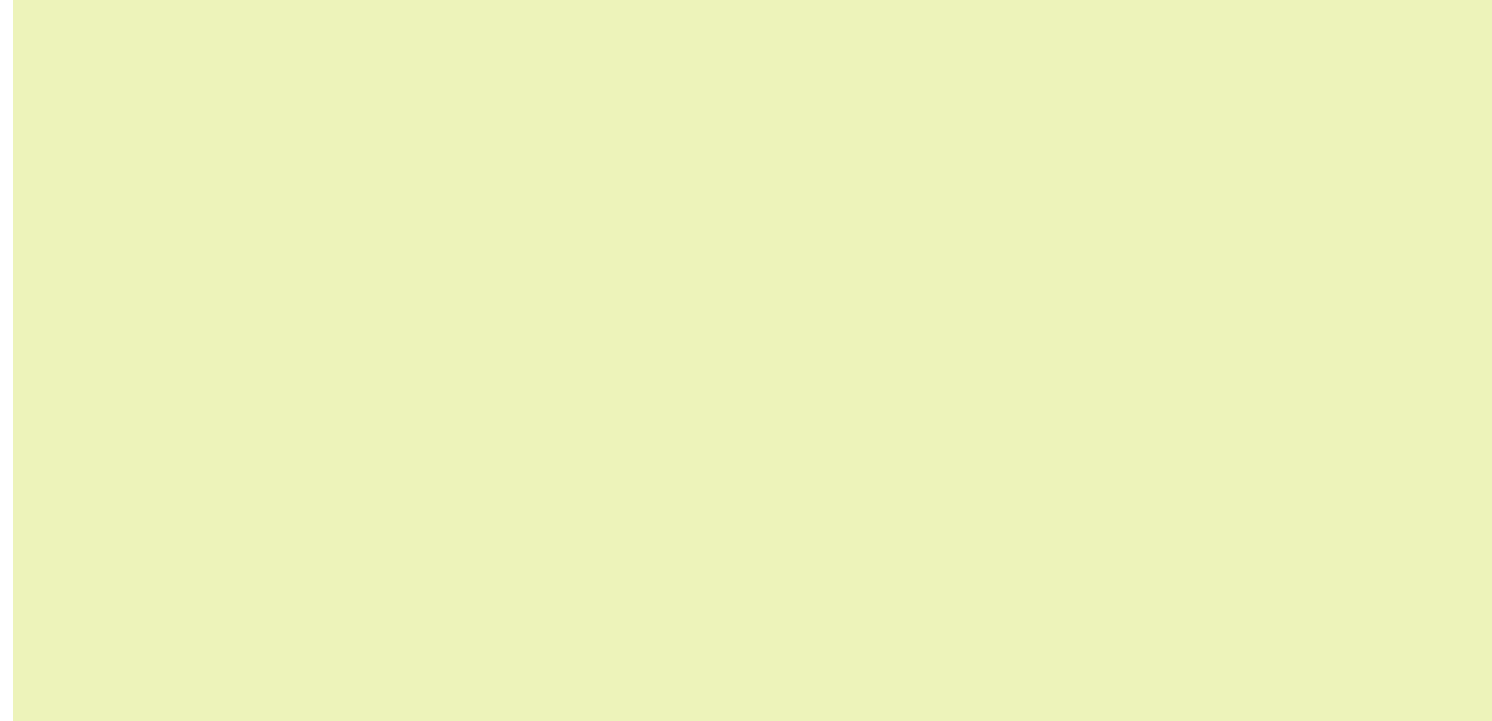
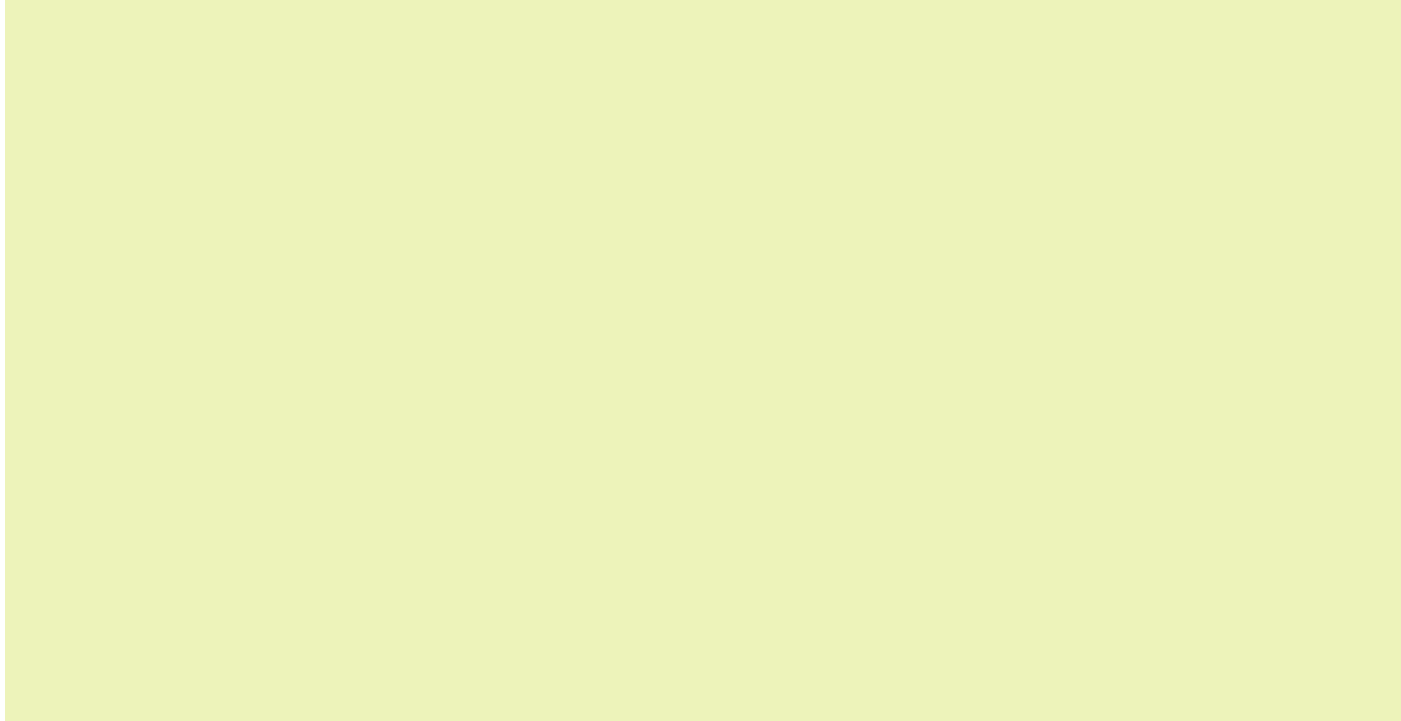


Landscaped buffer along the parkway can add more green spaces in front of the buildings.



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 1-story, .4
2 2-stories, .51
3 3-stories, .62
4 4-stories, .73
Density 12 du/acre
Mixed use 2-stories (max 25% of total floor area)

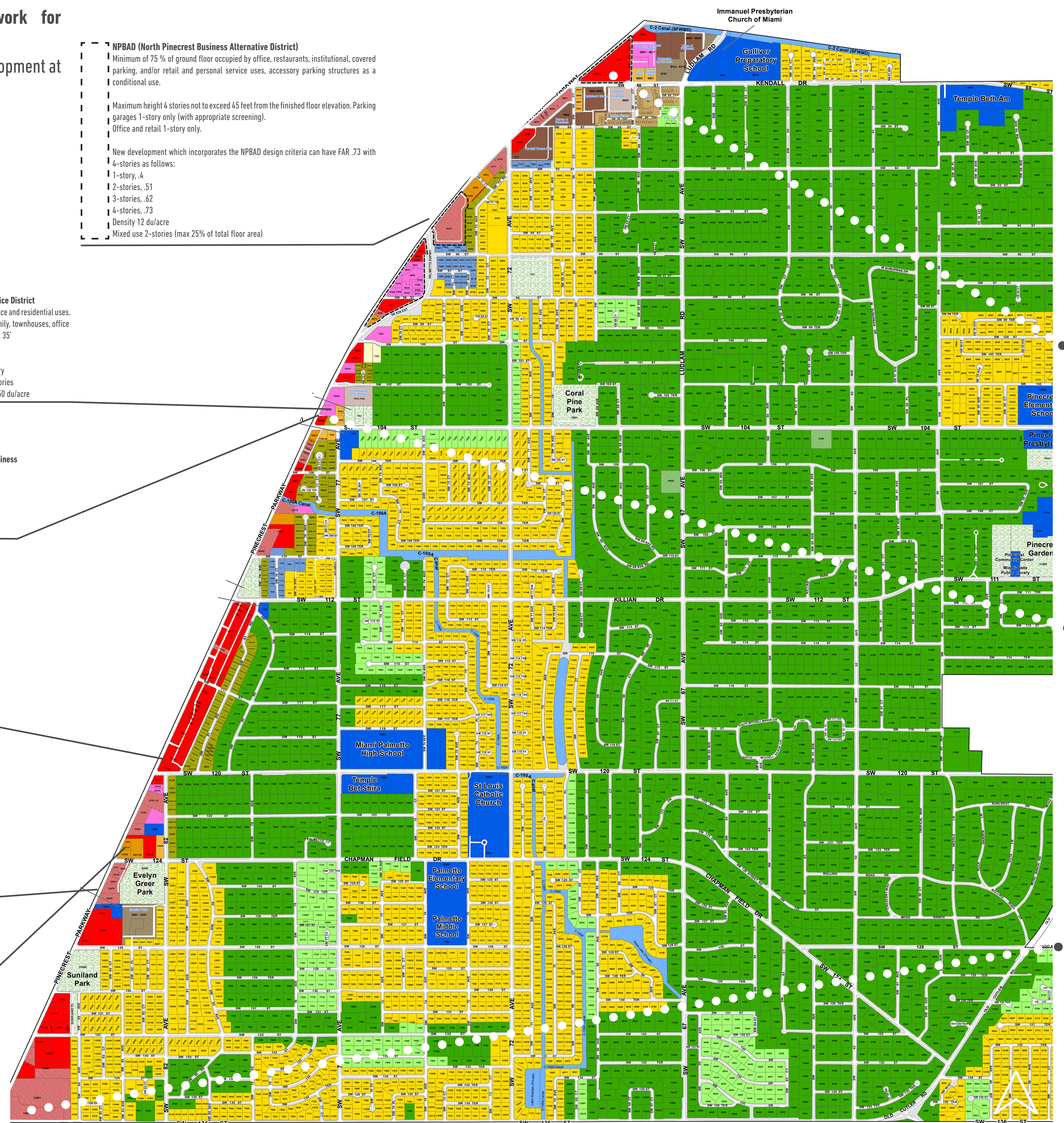
BU-5 Office District
Mixed office and residential uses, multi-family, townhouses, office 2-stories, 35'
FAR
.4, 1-story
.51, 2-stories
Density: 50 du/acre

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

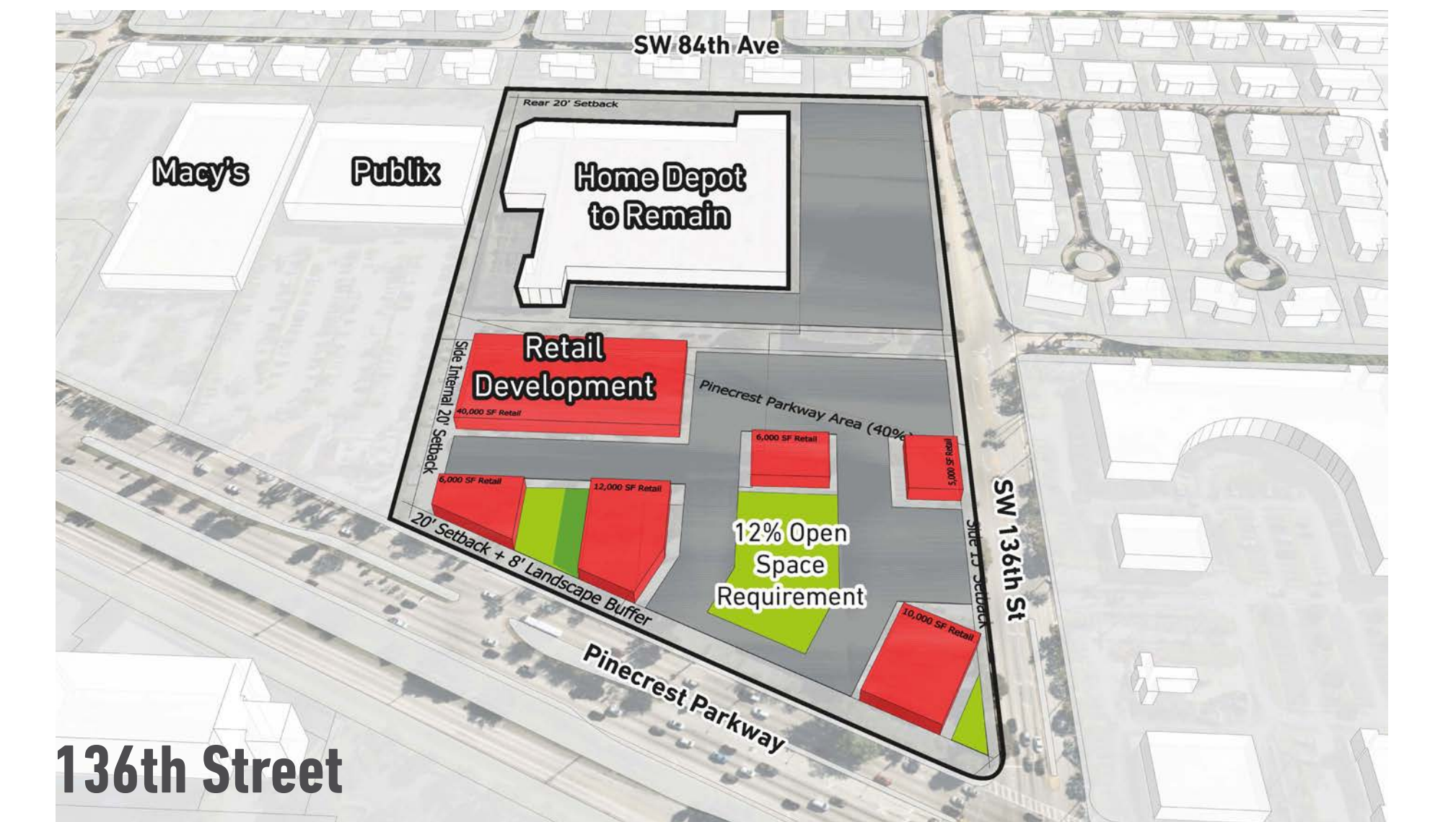
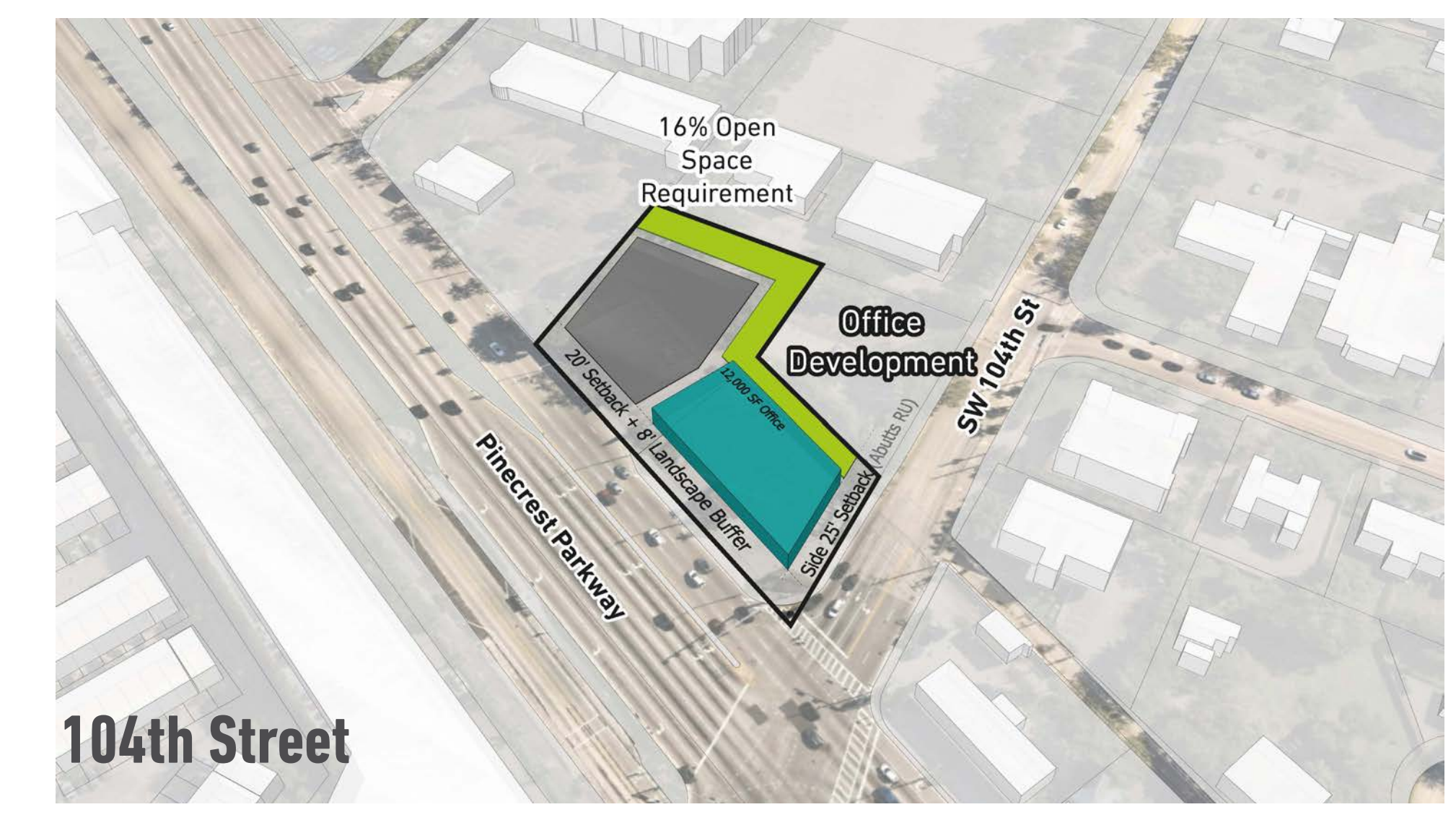
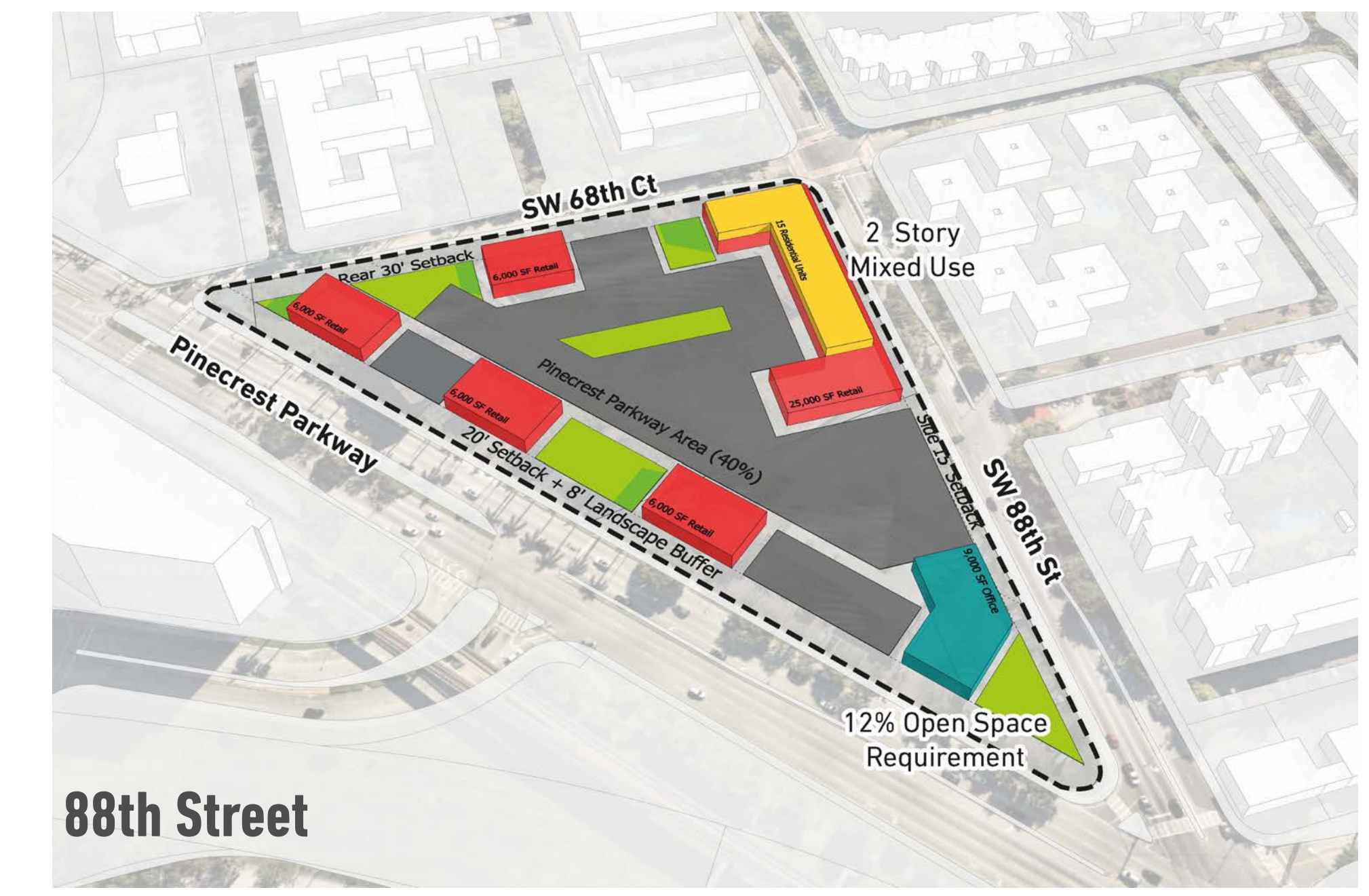
BU-2 Special Business
Large scale retail and general and alcohol sales accessory parking structures as a conditional use less than 4-stories 4-stories, 45'
FAR
.4, 1-story
.51, 2-stories
.62, 3-stories
.73, 4-stories

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



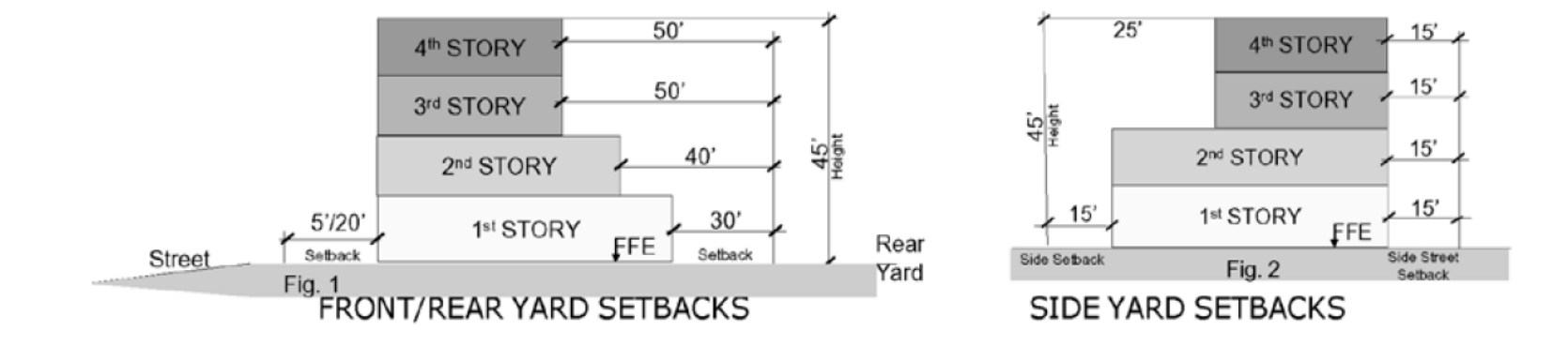
Things that aren't supporting redevelopment:

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.

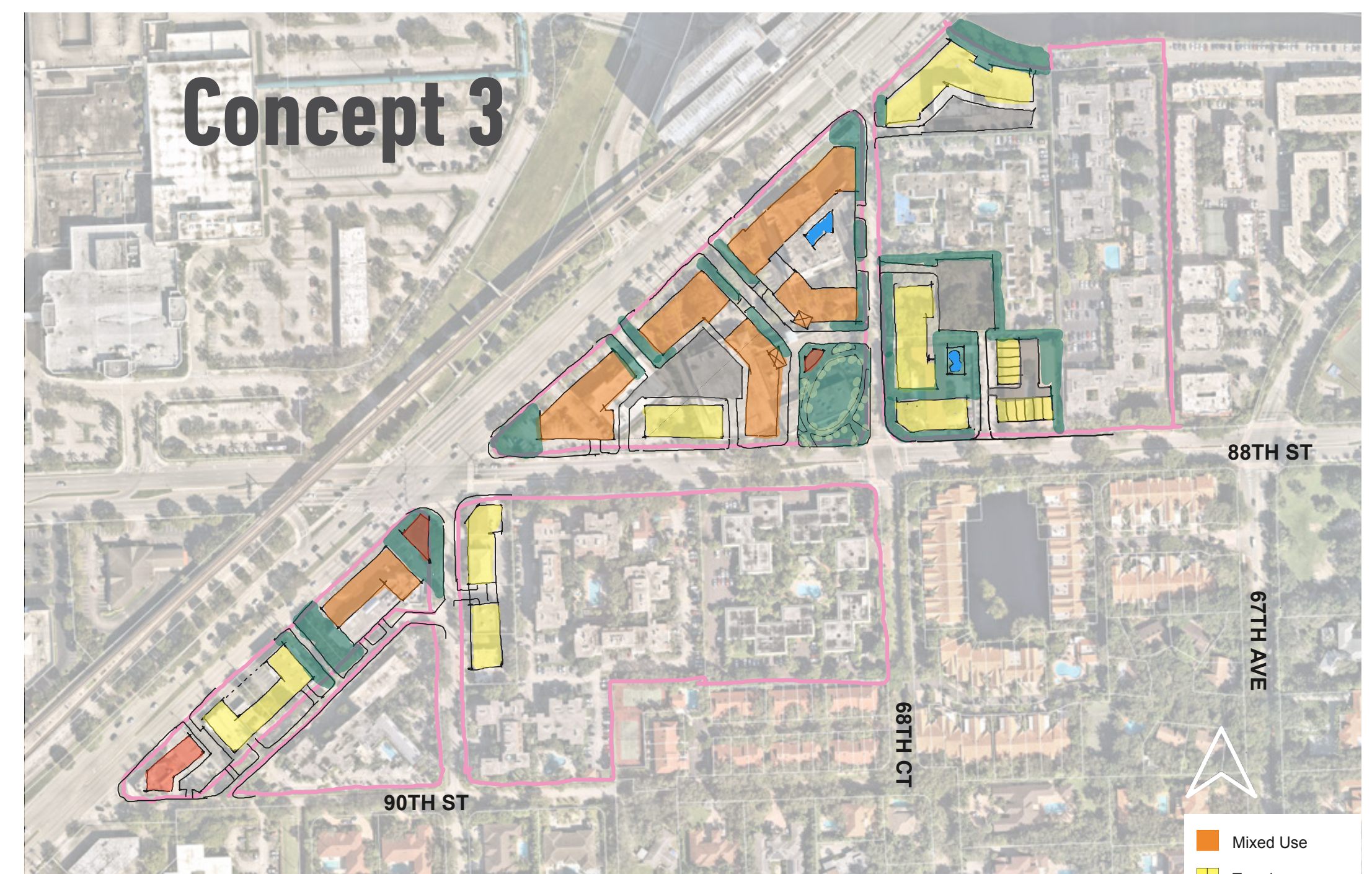
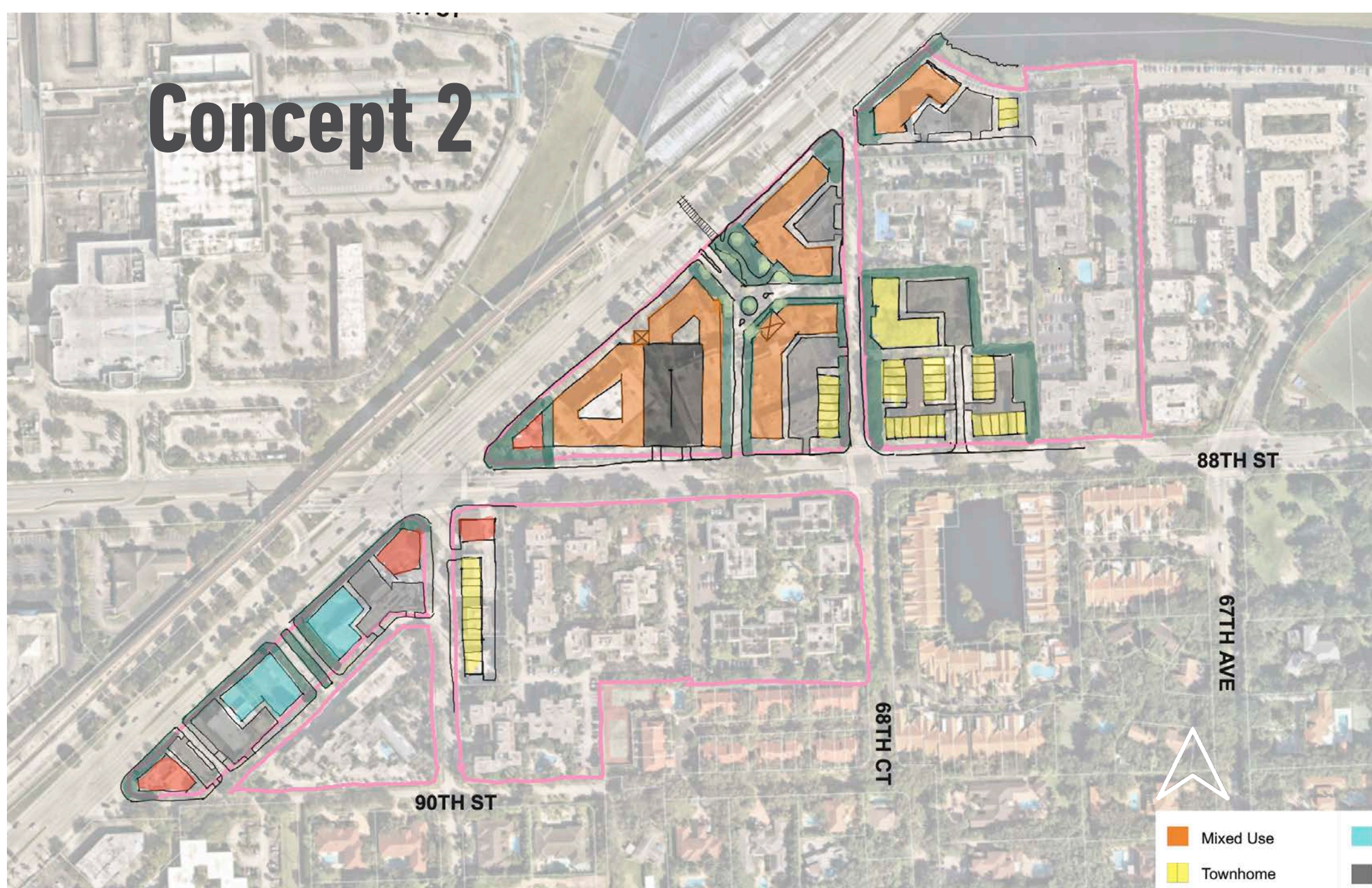
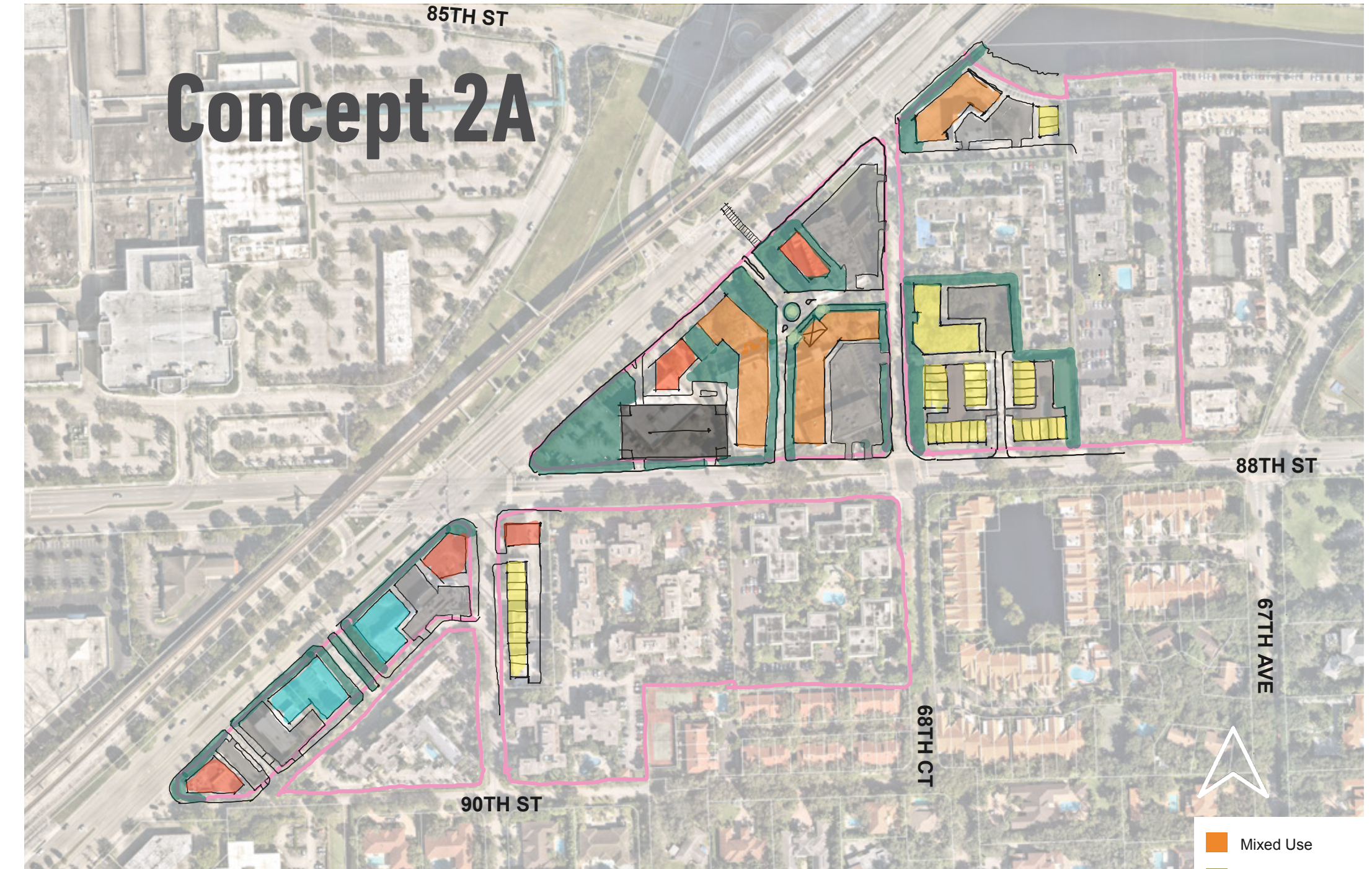
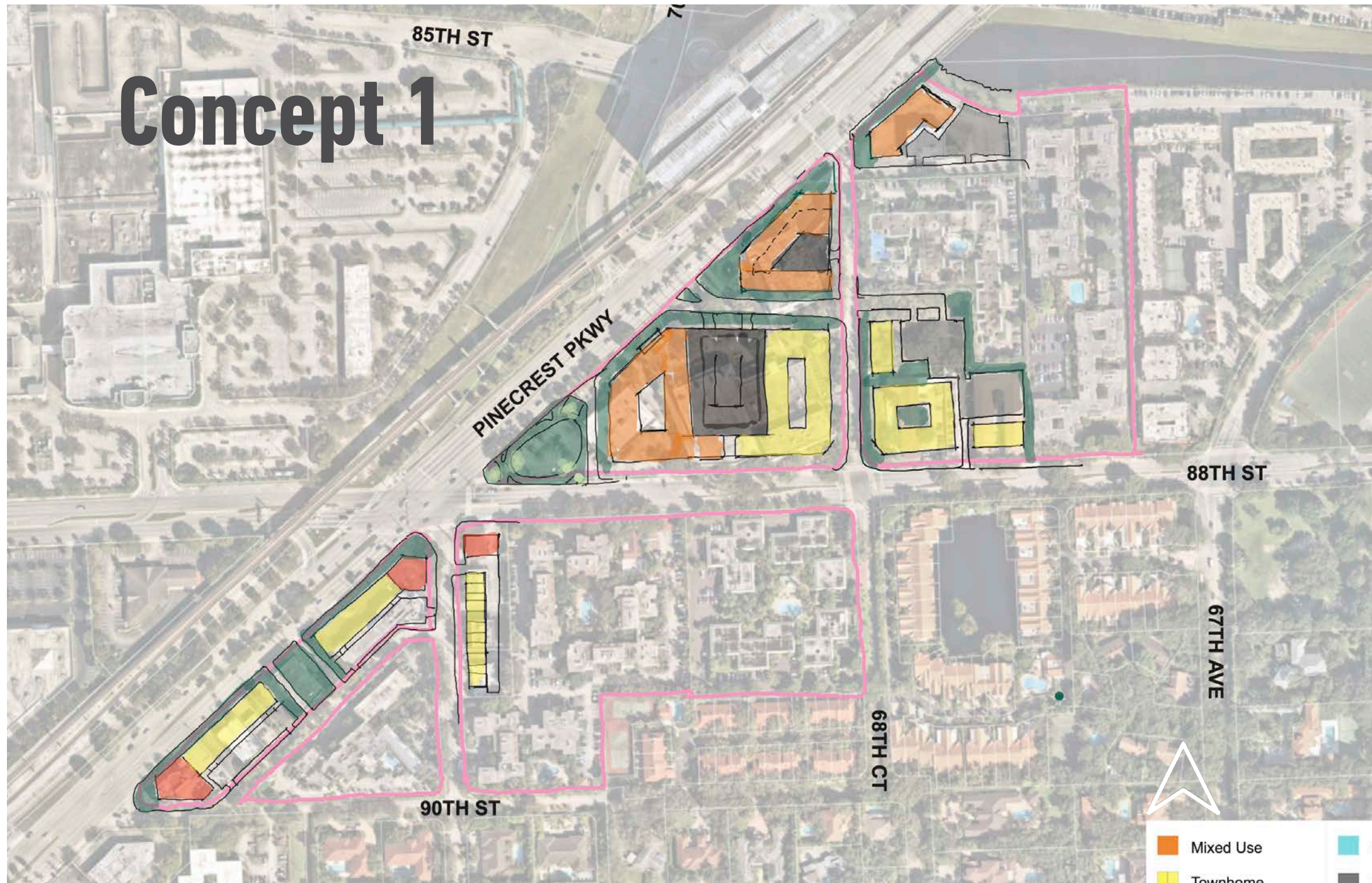
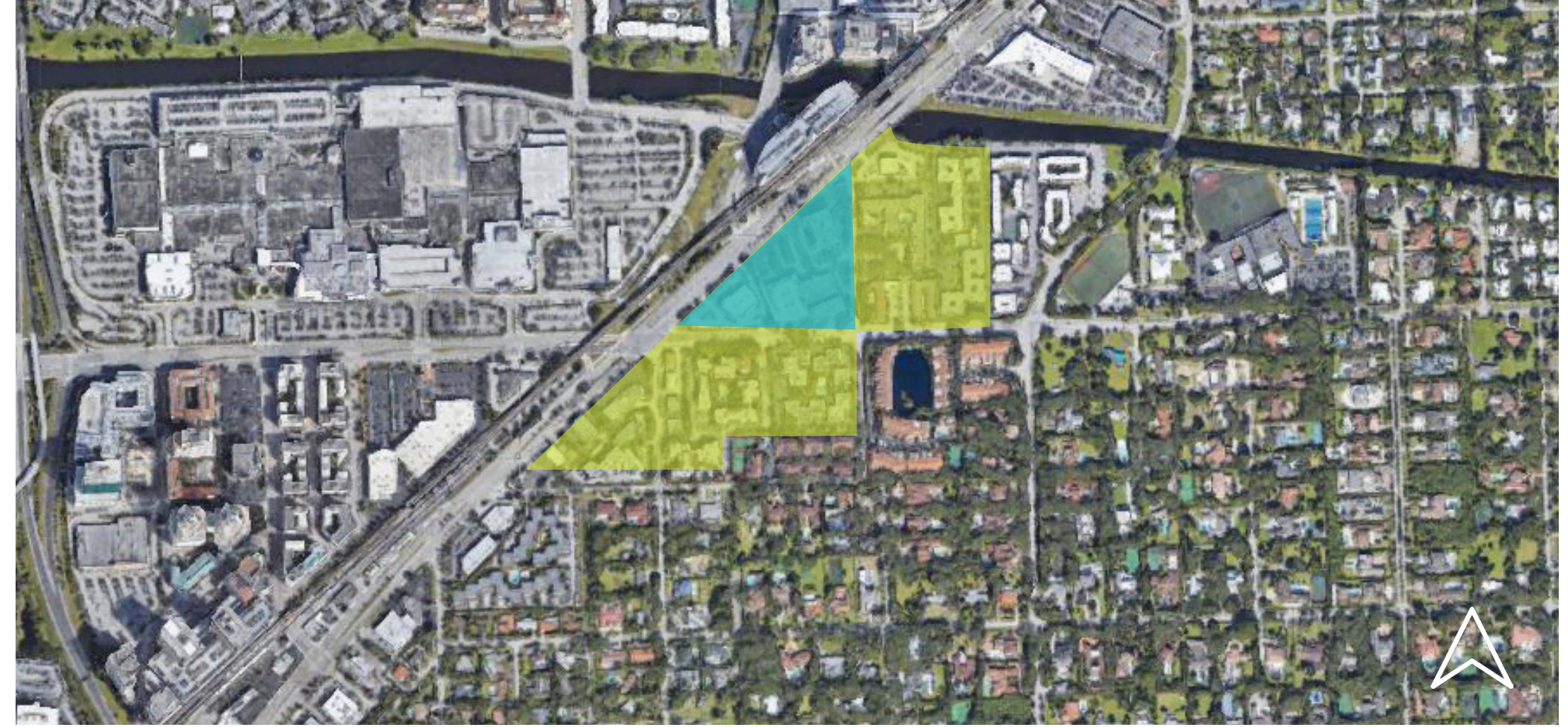
Additional information about the zoning districts



	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

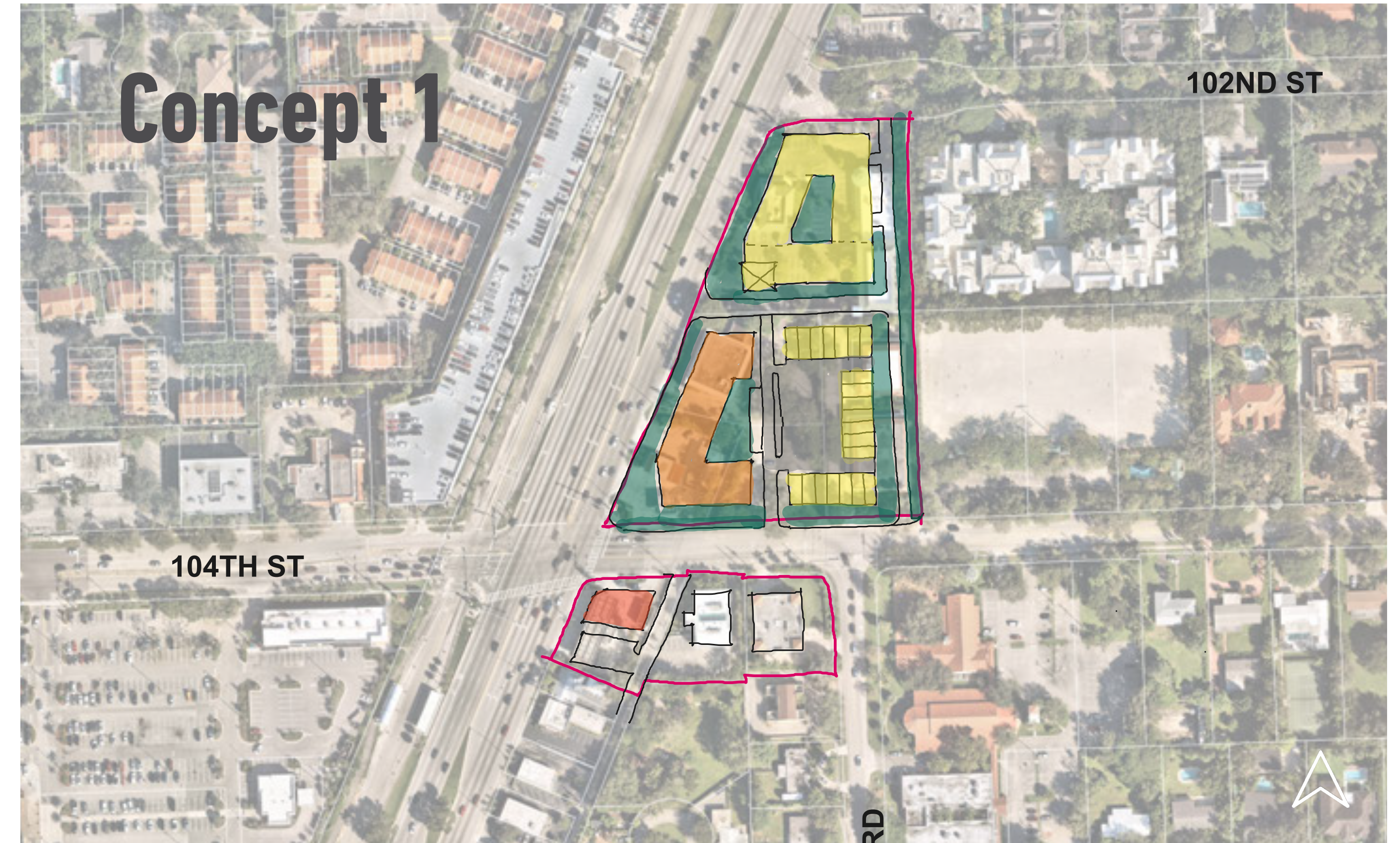
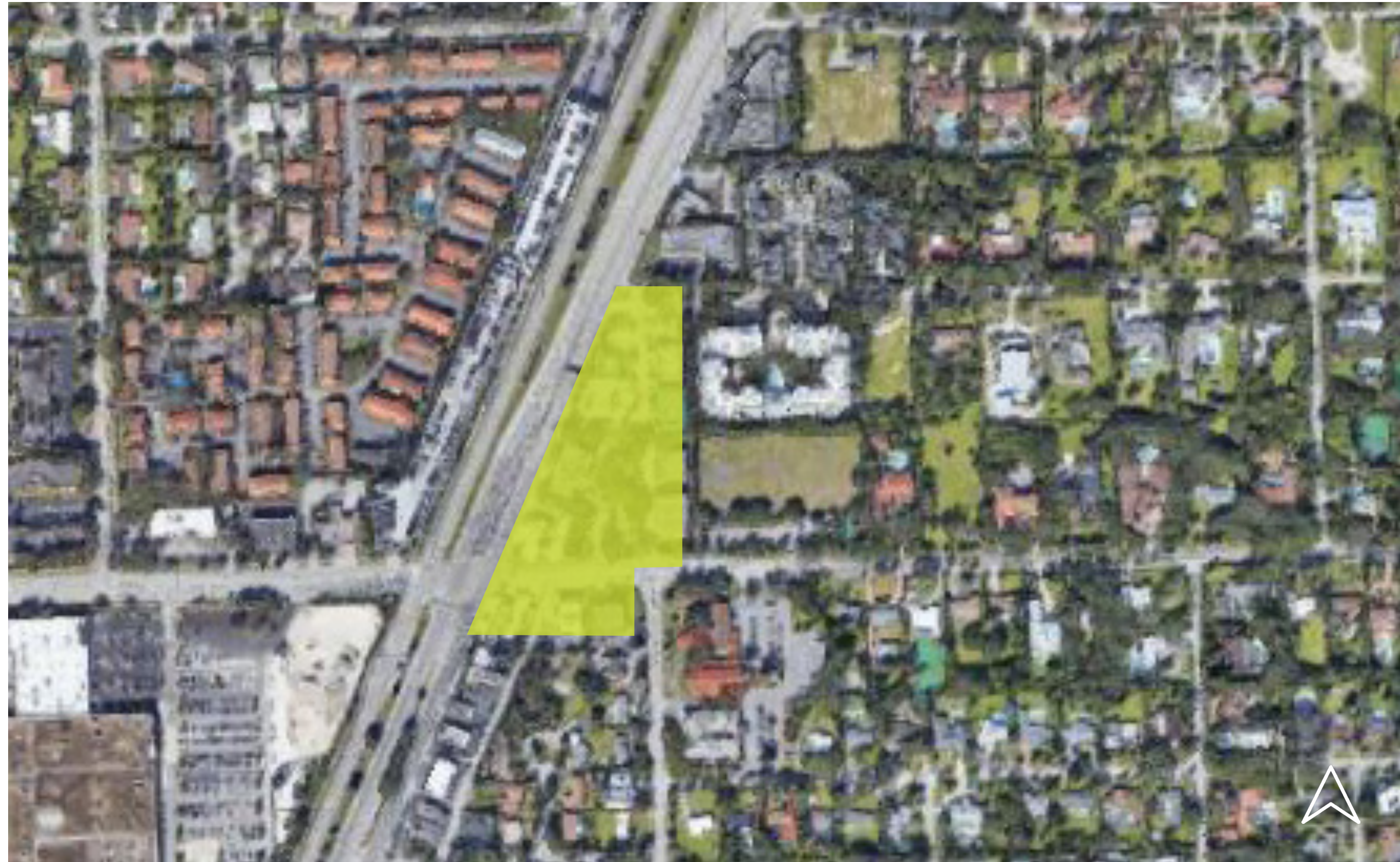
DADELAND STATION

LOOK TO THE LEFT
Please leave your comments there
and rank your preferred alternative



Allowable uses	Current zoning (0.73 FAR)	Concept 1 (1.0 FAR)	Concept 2 (1.0 FAR)	Concept 2A (1.0 FAR)	Concept 3 (1.0 FAR)	Concept 3 with increased density (1.5 FAR)
Commercial (SF)	89,881	135,620	192,387	99,152	135,336	149,704
Office (SF)	264,119	0	49,466	49,466	0	0
Dwelling Units	62	435	256	333	470	746
Parking Spaces	N/A	703	538	1,244	725	725
Height in stories	1 to 4	2 to 3	2 to 3	1 to 6	1 to 3	3 to 5
Total FAR	0.43	1.00	0.97	0.96	1.04	1.50

104th STREET STATION

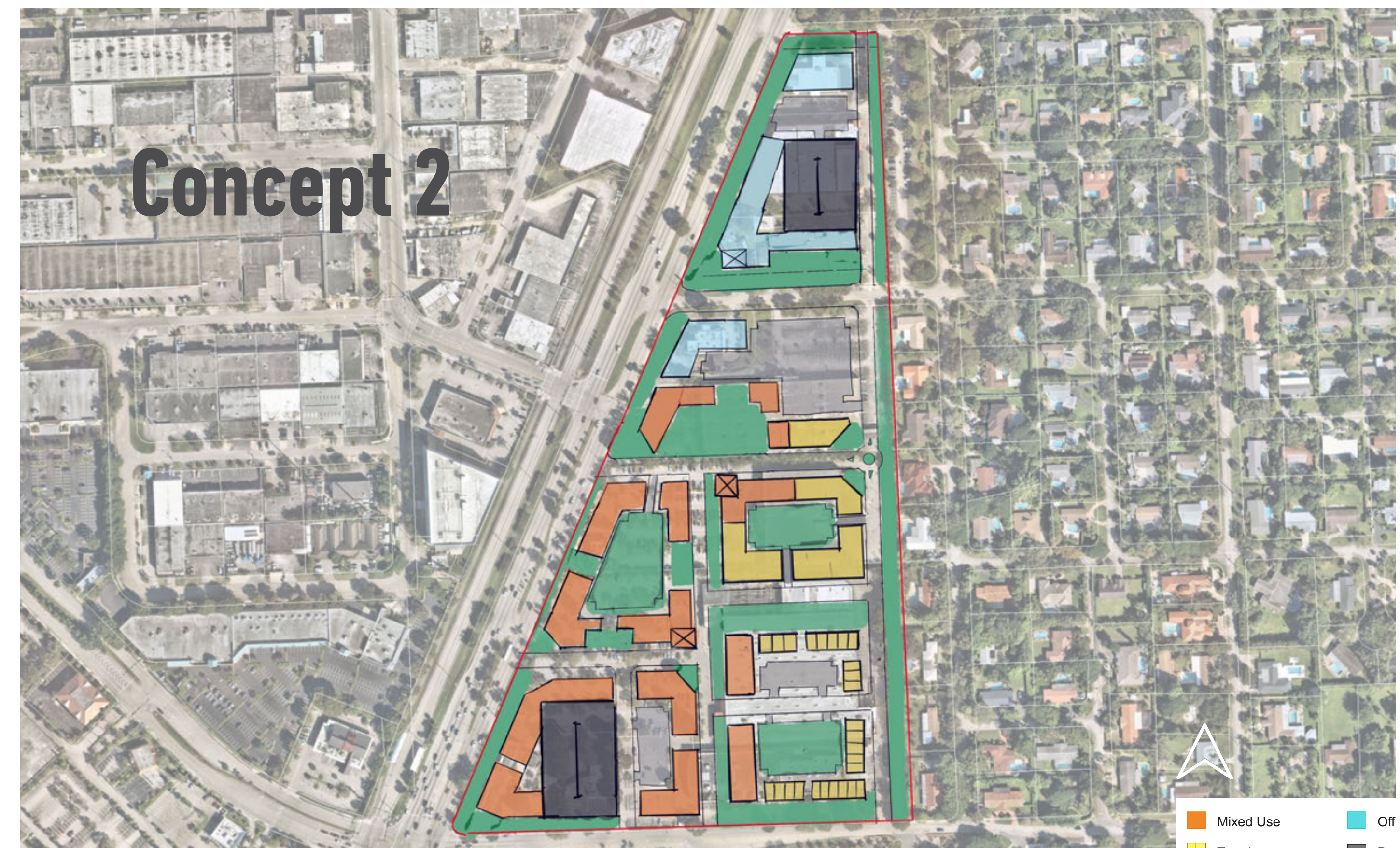
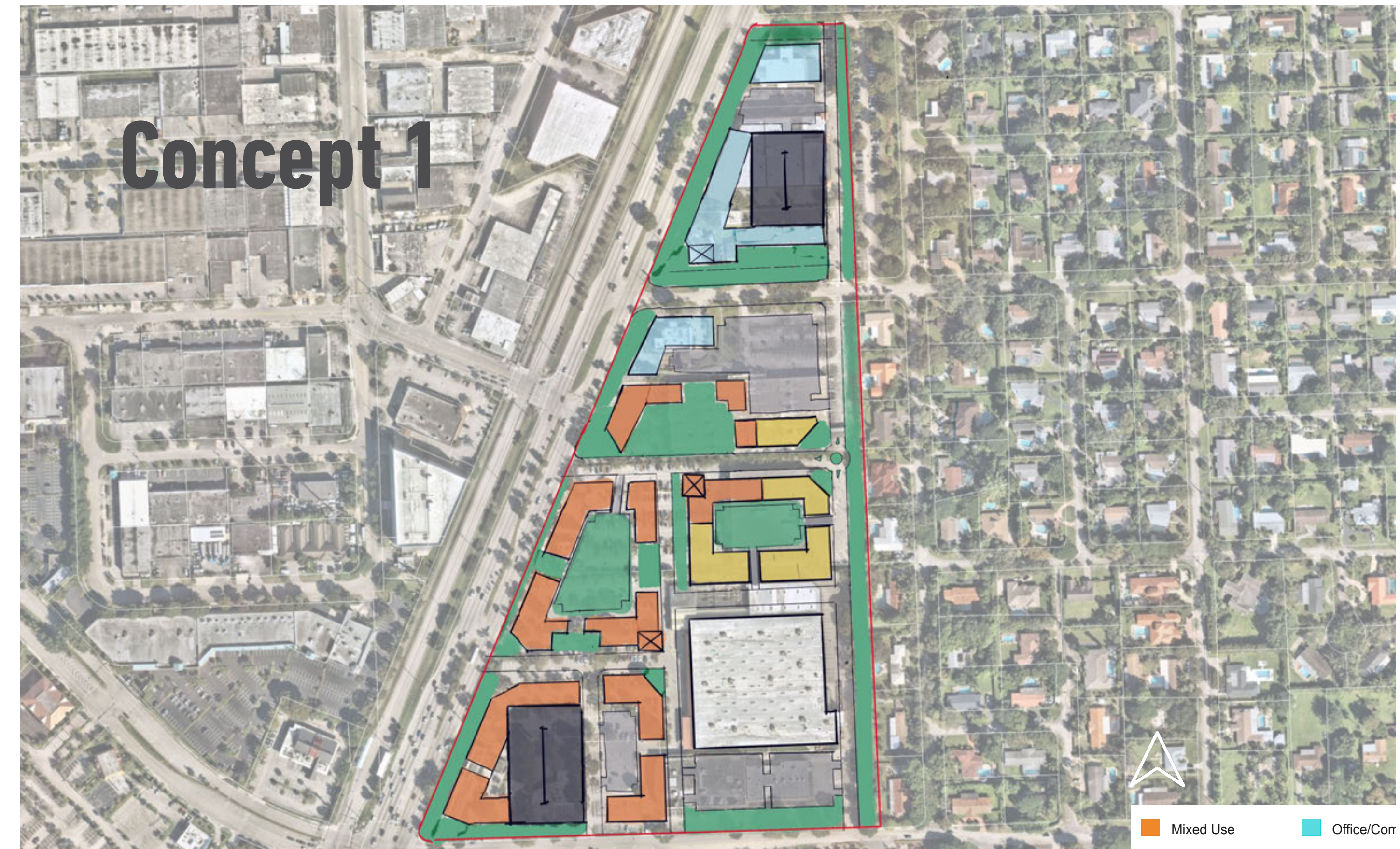
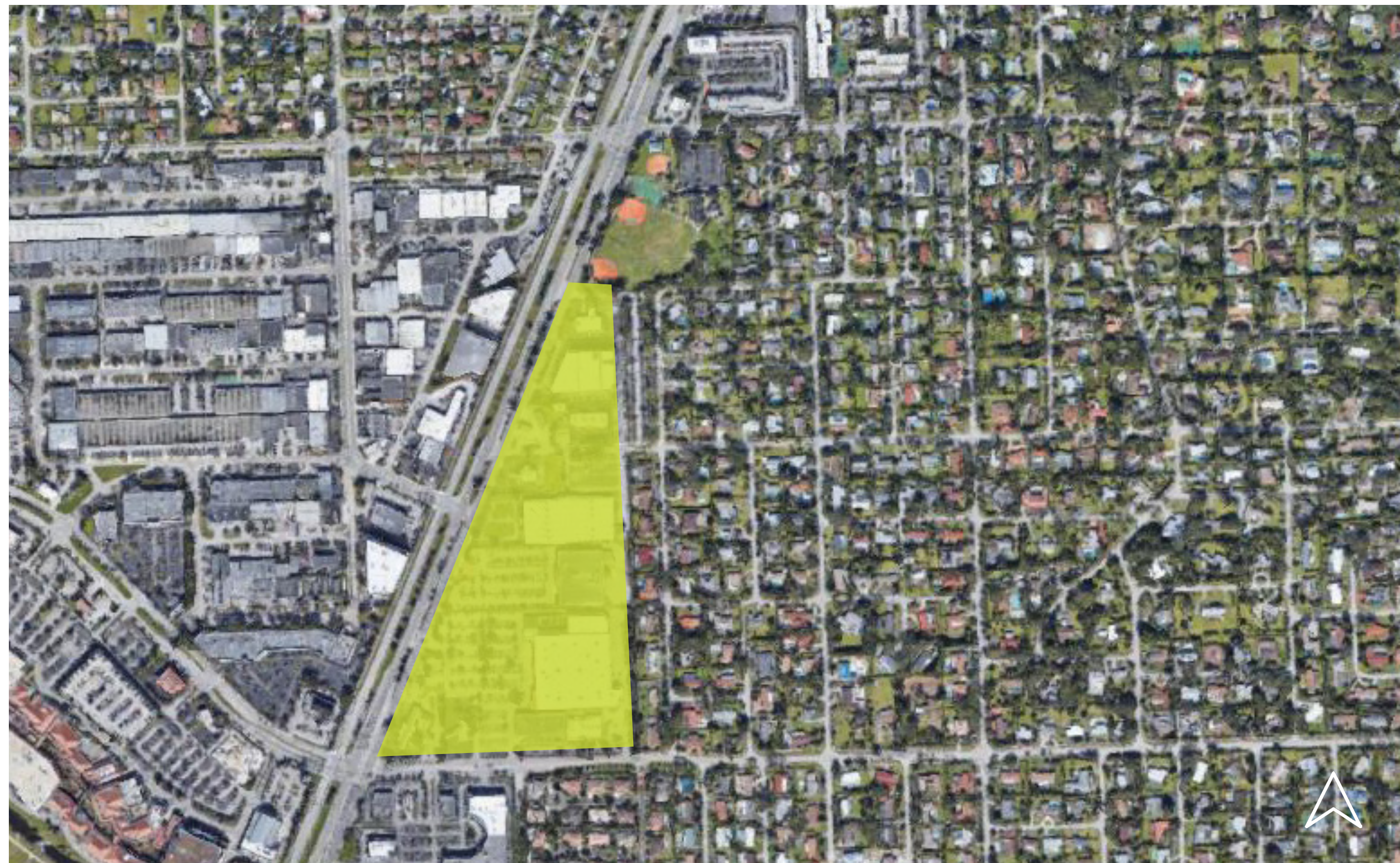


Comparison Tables of Each Concept with Different Intensities

Allowable uses	Current zoning (0.73 FAR)	Concept 1 (0.92 FAR)	Concept 2 (0.94 FAR)	Concept 2 with in- creased density (1.48 FAR)
Commercial (SF)	32,012	36,117	37,253	58,582
Office (SF)	34,000	0	0	0
Dwelling Units	0	141	155	270
Parking Spaces	N/A	189	254	254
Height in stories	1 to 3	2 to 3	2 to 3	3 to 6
Total FAR	0.32	0.92	0.94	1.48



136th STREET STATION



Comparison Tables of Each Concept with Different Intensities

Allowable uses	Current zoning (0.73 FAR)	Concept 1 (0.91 FAR)	Concept 2 (1.0 FAR)	Concept 2 with increased density (1.5 FAR)
Commercial (SF)	340,388	292,503	188,073	252,637
Office (SF)	133,340	180,716	180,716	338,812
Dwelling Units	0	731	807	1440
Parking Spaces	N/A	1,390	1,380	1,380
Height in stories	1 to 3	3 to 5	3 to 5	3 to 7
Total FAR	0.36	0.91	0.88	1.50

TRANSITIONS + BUFFERS



Theme 6: Ensure Transitions Between Existing Residential and Commercial Development

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

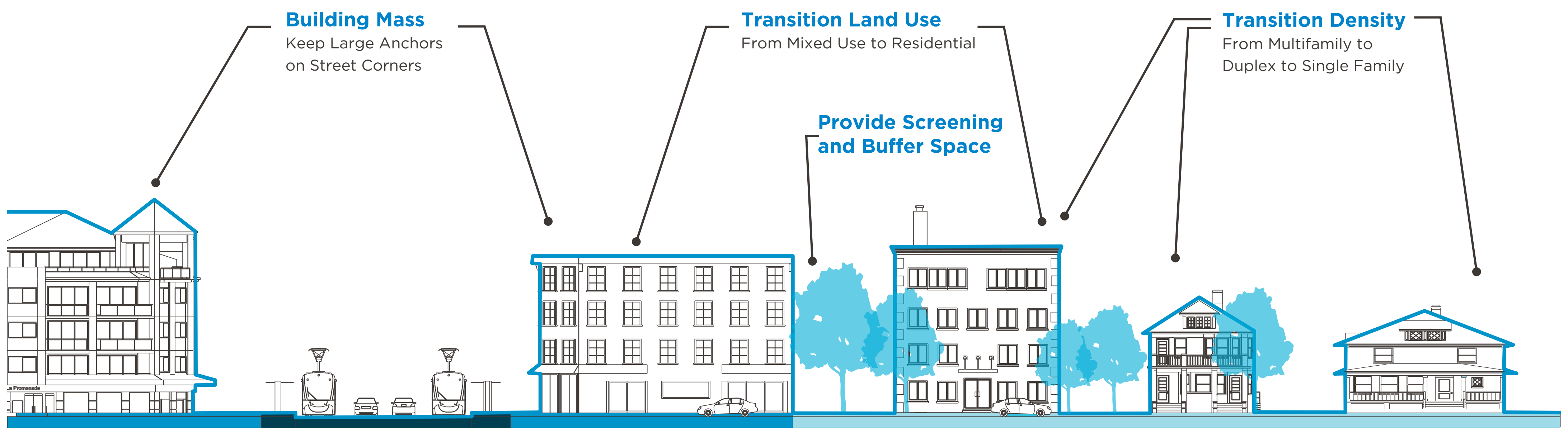
Case study Kansas City, MO



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

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

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



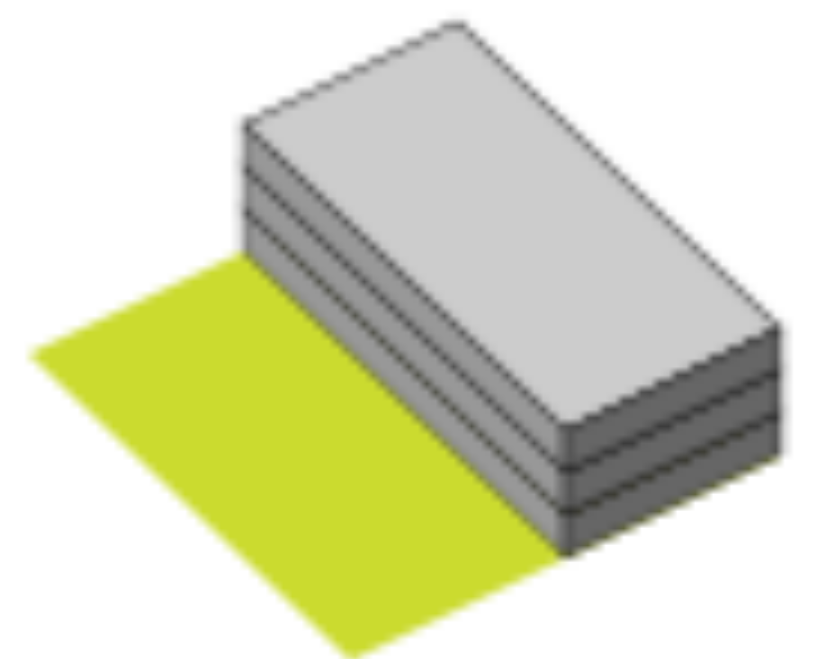
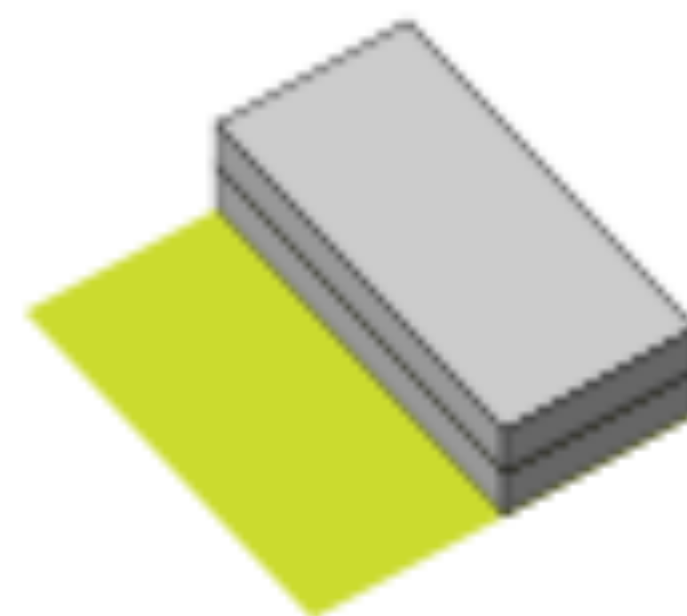
FAR (Floor area ratio)

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

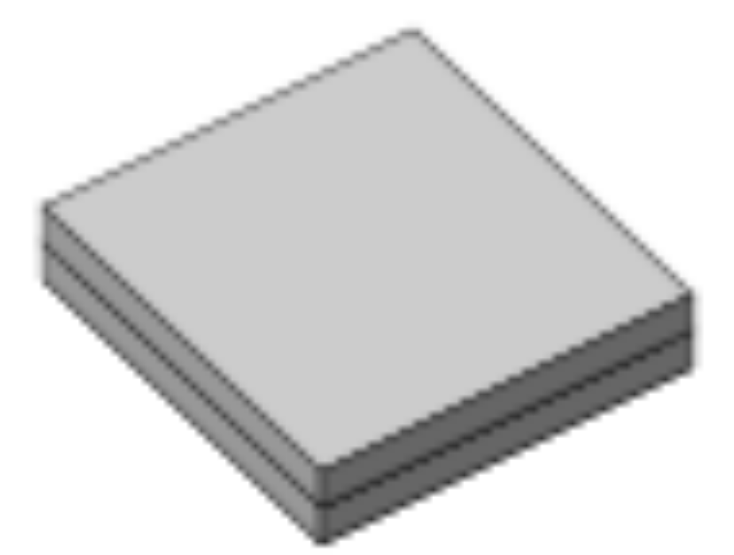
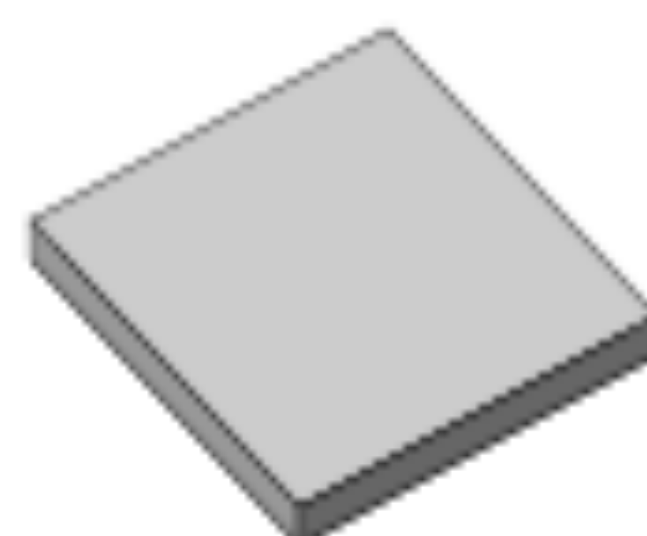
0.5 FAR

1.0 FAR

1.5 FAR



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



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.



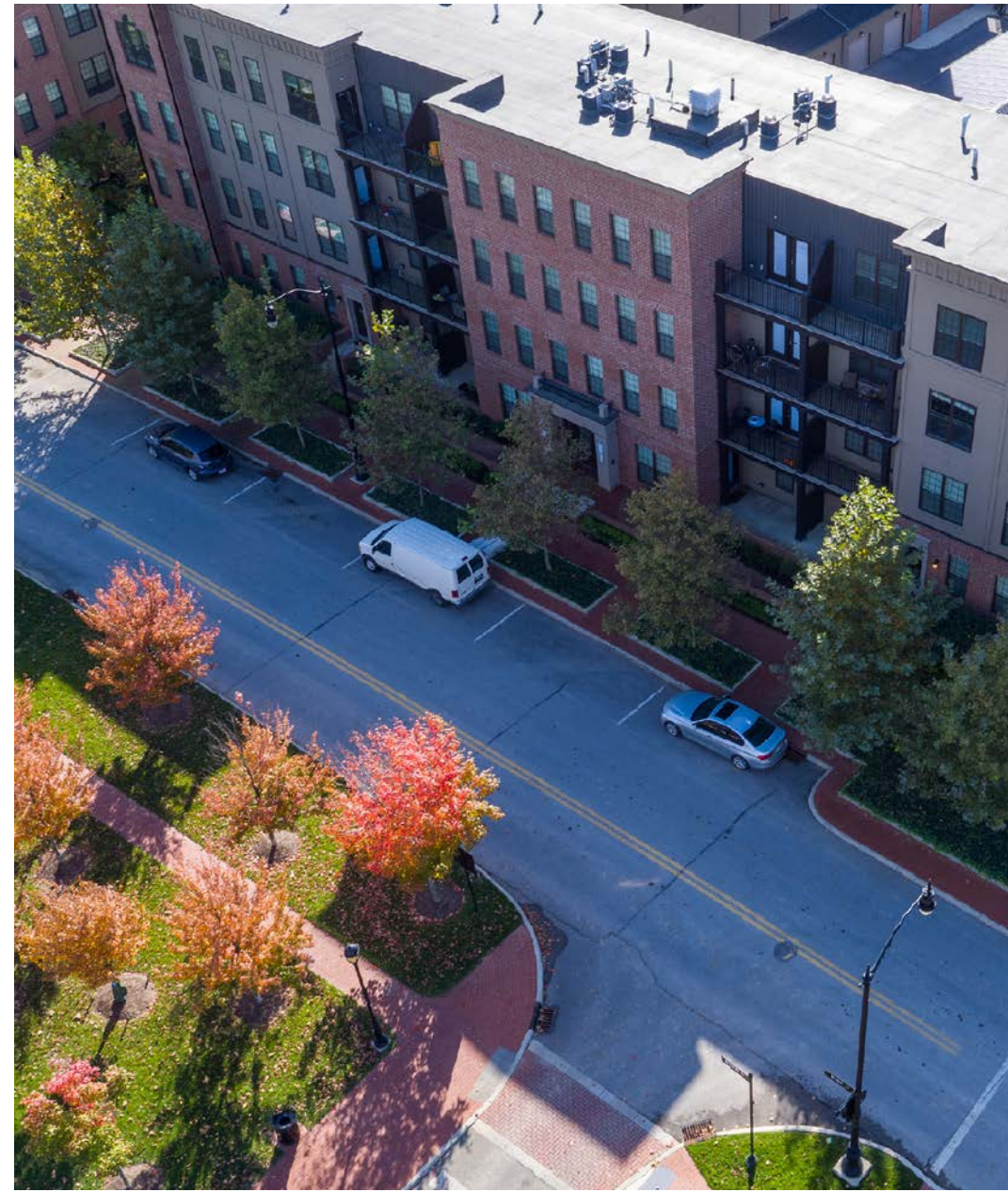
Existing condition shows a nice landscape buffer in Pinecrest.



Parking garage screened by greenery.



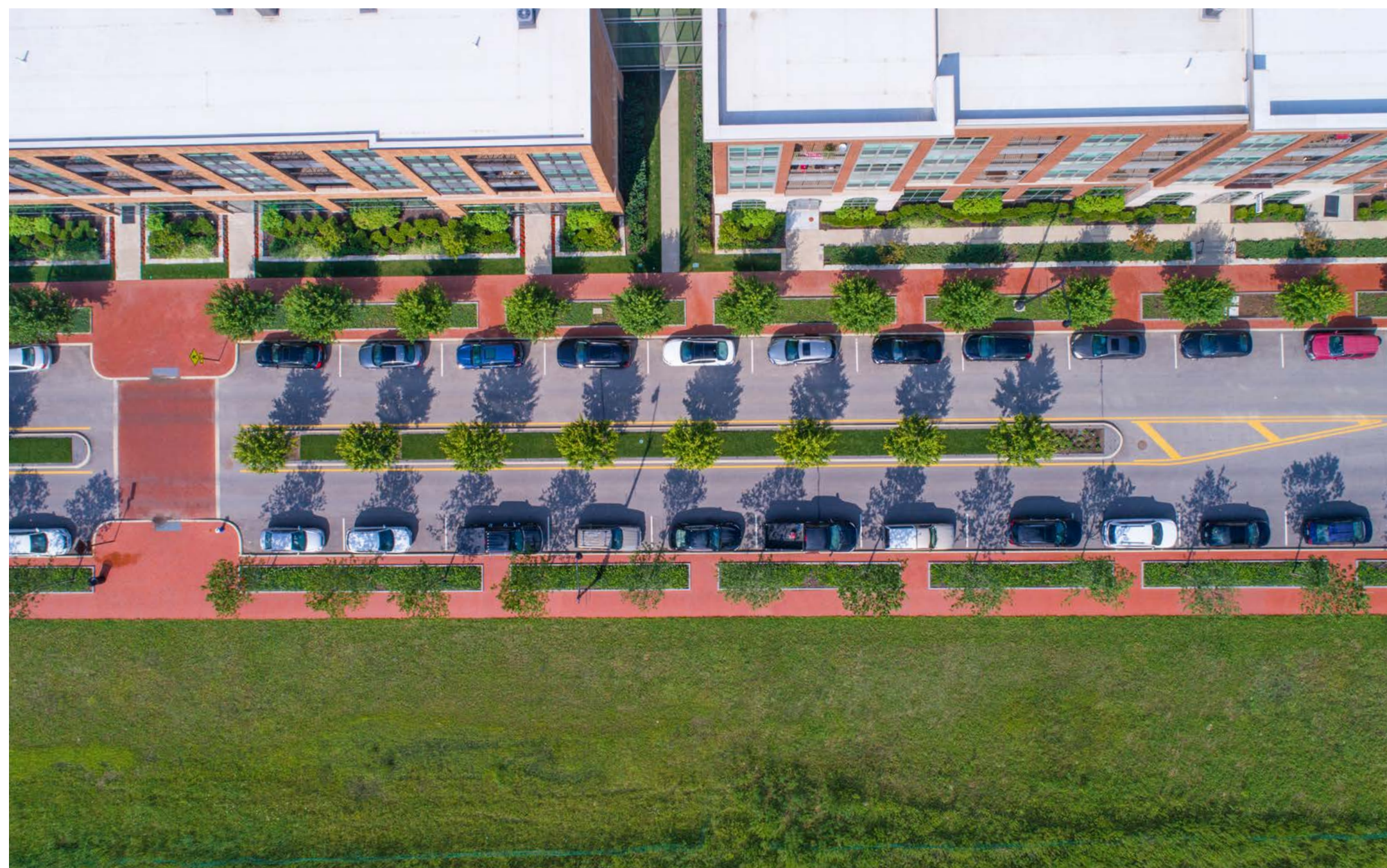
Green spaces and appropriately scaled sidewalk and streetscape on busy streets.



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



Pedestrian streets are landscaped with shade trees



Seating for pedestrians in busy retail areas.



Curbsless intersections are safer for pedestrians and bicyclists. Multi-use trails give pedestrians and bikers a designated space.



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



136TH STREET CONCEPT 1



136TH STREET CONCEPT 2

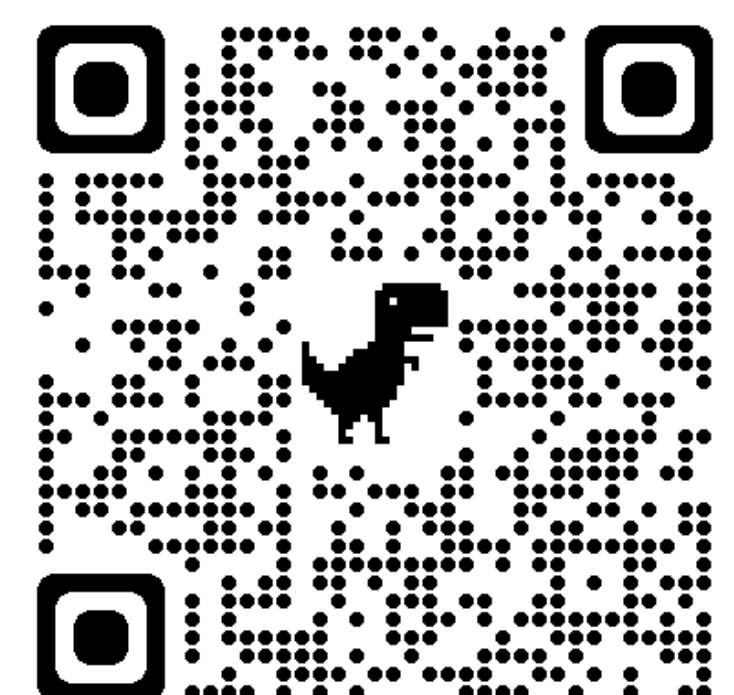


COMMENTS

Tell us how you feel or if you have any comments you would like to share.

SURVEY

Please scan the QR Code to give us feedback about the visioning session:



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