

VILLAGE OF PINECREST

PINECREST, FLORIDA  MIAMI-DADE COUNTY

PINECREST PARKWAY (US1) VISION PLAN

OCTOBER 2012



VILLAGE COUNCIL

Mayor Cindy Lerner

Vice Mayor Nancy L. Harter

Councilmember Joseph M. Corradino

Councilmember Jeff Cutler

Councilmember Bob Ross

VILLAGE STAFF

Village Manager Yocelyn Galiano Gomez, ICMA-CM

Assistant Village Manager Maria Alberro Menendez

Village Clerk Guido H. Inguanzo, Jr., CMC

Village Attorney Cynthia A. Everett

Planning Director Stephen R. Olmsted, AICP

Planner Pat Janisse

USI VISIONING STEERING COMMITTEE

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John Steinbauer, Vice Chair

John Adams

Roger Kobert

Donna Bahr-Landsea

Jay Gottlieb

Brian Shapiro

Henry Su

Jennifer Wollmann

Al Kramer

Priscilla Rivera



VISIONING SESSION ATTENDEES

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John Adams
Marvin Sussman
Michael Comras
Jennifer Wollman
Priscilla M. Rivera
Ken Fairman
Carlos Cejar
James Couper
Al Kramer
John Steinbauer
Brian Shapiro
Henry Su
Rob Ragen
David Singer
Bob Hingston
Andrew Lyons
Heriberto Florez

Joe Puig
Jay Gottlieb
B.J. "Chico" Goldsmith, Jr.
Bill Fernandez
Karen Ross
Margaret Poppe
Aida Curtis
Rob Curtis
Jerry Proctor
Mark & Corinne Hutcheson
Tere Garcia
James McDonald
Cecilia & Antonio Garcia
Steve Mccue
Tamara Despujols
Ilana Rothman
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Council Resolution No. 2010-13
Council Resolution No. 2012-55
Council Resolution No. 2012-56



INTRODUCTION

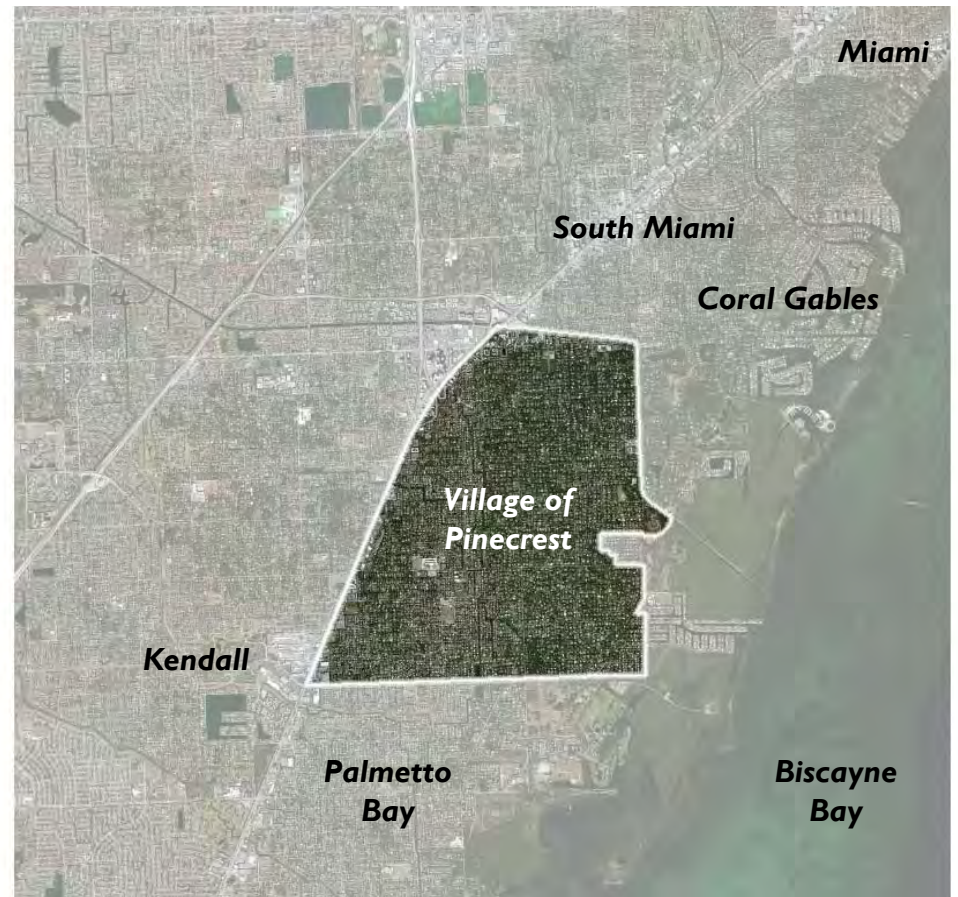


1.1 GENERAL OVERVIEW

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 (US1).

This effort stems from the Council's completion of a 5-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.

This Vision Plan will serve as a framework for the accomplishment of those goals. It will enumerate and describe a series of recommendations formulated to address redevelopment opportunities, land development regulations, landscaping, aesthetics, parking, public safety, improved pedestrian and vehicular circulation, and economic incentives.



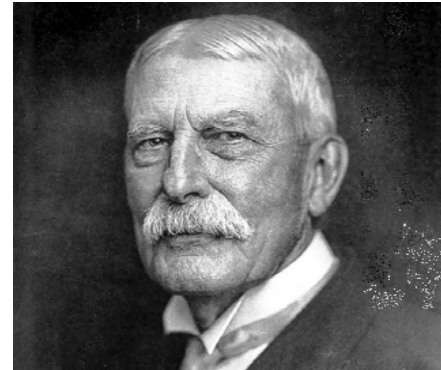
Village Boundaries



1.2 VILLAGE HISTORY

In 1901, railroad pioneer Henry Flagler began construction of an extension of the Florida East Coast Railway to Homestead, near the southern tip of mainland Florida. He intended to extend his entire railroad system to Key West, Florida's most populated city at the time. As the railroad advanced southward from the Miami River, Flagler built 15 stations along the way to Homestead, creating the nuclei for a series of new communities in South Dade. In return for bringing his railroad to the area that now comprises the Village of Pinecrest, the State of Florida granted Flagler 170 acres.

In 1904, a decision was made to clear a northwestern portion of the acreage for use as a citrus grove. The remaining strip of land around the south and east of the grove would remain undeveloped and serve as protection against disease and fire. After a series of devastating hurricanes in the 1920s, the area that had come to be known as Flagler Grove (for its location along Flagler Boulevard) was sold to realtor Kenneth S. Keyes of Keyes Company, who created Flagler Grove Estates, Inc., developing it into small groves and home sites.



Henry Flagler



Arrival of First FEC Railroad in Key West



John Warwick Estate. 1926



Horse Buggy Ride through Pinecrest



Historic Parrot Jungle Entrance. 1936



1.2 VILLAGE HISTORY

In the 1930s, the area's growth continued and the community began to evolve around one of the first tourist attractions established in the vicinity – Parrot Jungle and Gardens. The Parrot Jungle was founded in 1936 by Franz and Louise Scherr on twenty-acres of property located at Red Road and Southwest 111 Street and over the years became a world famous tourist attraction whose visitors included Sir Winston Churchill.

Once a land of large avocado and mango groves carved out of pinelands, Pinecrest by the 1950s had become a suburban community of ranch homes on large residential lots. As Miami-Dade transformed over the last half of the 20th Century, increased crime, zoning issues, frustration with County government, and a desire for a greater community identity encouraged the area's residents to act. In 1996, the Village of Pinecrest was incorporated and became the 29th municipality in Miami-Dade County.



Pinecrest Municipal Center



Evelyn Greer Park



Pinecrest Gardens, formerly Parrot Jungle



Residence in the Village of Pinecrest



Residence in the Village of Pinecrest



1.3 DEMOGRAPHICS

The Village of Pinecrest occupies a 7.5 square mile area in southeastern Miami-Dade County bordered by the City of South Miami and unincorporated Miami-Dade County to the north, the City of Coral Gables to the east, the Village of Palmetto Bay to the south, and US-1 and unincorporated Miami-Dade County to the west. The Village is substantially developed and has not been expanded in size through annexations since its incorporation in 1996.

The Village’s population is currently over 18,000 and is projected to increase slightly through the 5, 10, 15 and 20 year planning horizons.

The Table at right details the projections and the Village’s population in comparison with Miami-Dade County as a whole.

Population Projections

Village of Pinecrest, Florida 2010

	Pinecrest	Miami-Dade County
2010	18,233	2,496,435
2015	18,727	2,600,932
2020	19,877	2,722,889
2025	20,669	2,841,371
2030	21,555	2,952,762

Population Projections

**Above Demographics based on University of Florida Shimberg Center Population Studies*



1.3 DEMOGRAPHICS

The Village is a relatively affluent community, with a high-quality and well-maintained housing stock. There are approximately 6,198 households in the Village, with an average household size of 2.94 persons. In 2011, the average value of a single family home in the Village was \$595,441, while the average value of a condominium unit was \$136,930. By comparison, the average value for a single family home statewide in 2010 was \$153,028.

The median single family home sales price in the Village of Pinecrest in 2010 was \$1,103,918. This value is higher than the 2000 median sales price of \$541,609, but lower than the peak of \$1,505,750 in 2007. The median condominium sales price in 2010 was \$211,448, higher than the median condominium sales price of \$118,254 in 2000 but lower than the peak of \$280,855 in 2006.



Aerial View of Typical Pinecrest Block



Residence in the Village of Pinecrest



Residence in the Village of Pinecrest



1.4 STUDY AREA

The Pinecrest Parkway (US1) Vision Plan focuses on the area from the median on Pinecrest Parkway, the Parkway itself, those properties fronting Pinecrest Parkway, and the properties immediately to the rear of those properties.

The northern boundary of the Study Area is the Snapper Creek Canal (approximately SW 86th Street), while the southern boundary is SW 136th Street, a distance of 3.75 miles.



Study Area: Pinecrest Parkway



1.4 STUDY AREA

● Parcel Depth: approx. 300' +

● Parcel Depth: 500' +

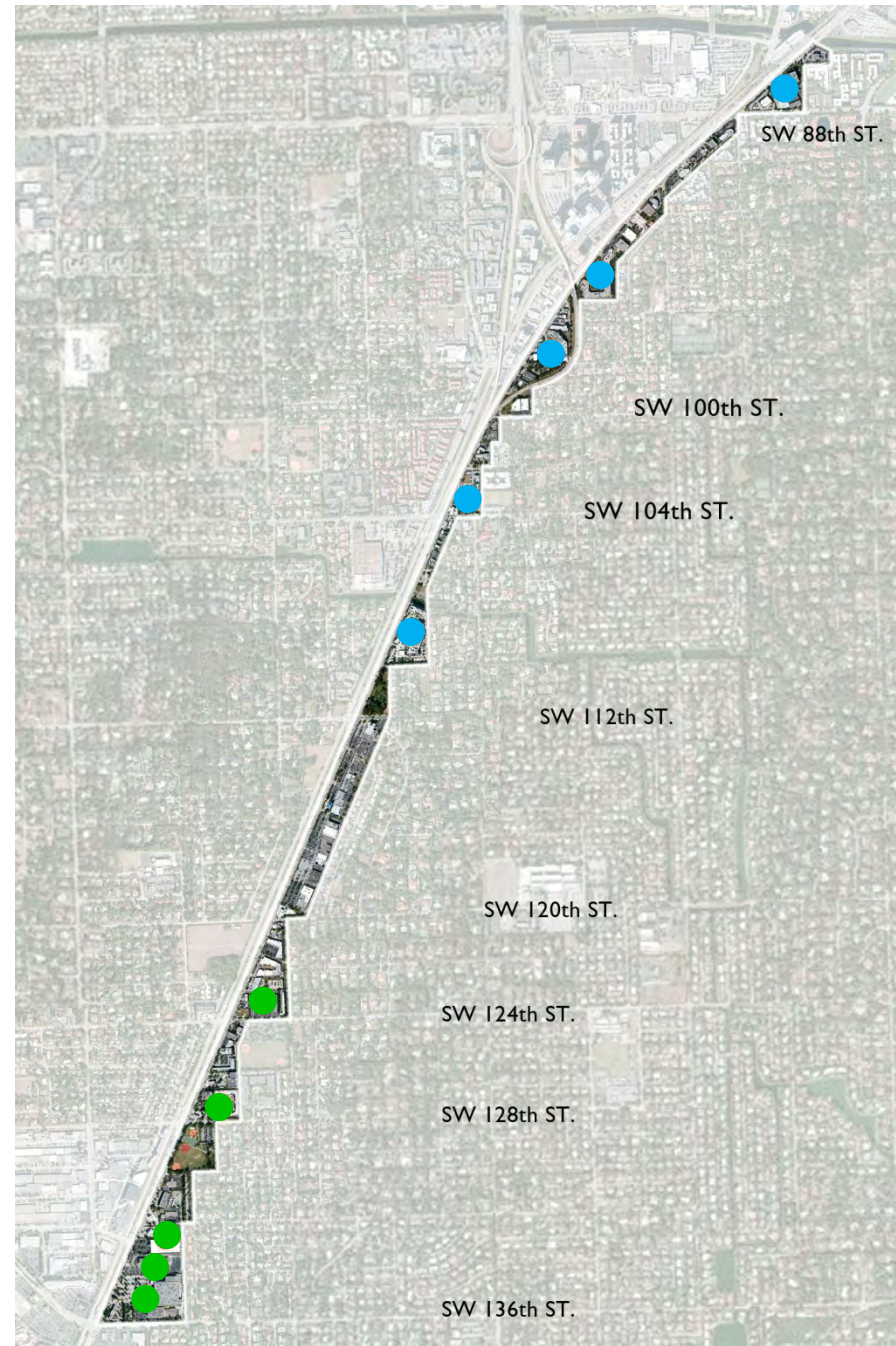


Diagram Showing Parcels with Increased Opportunities for Redevelopment



1.5 EXISTING CONDITIONS

This entire length of the Study Area may be characterized simply as typical suburban commercial development, which includes strip shopping centers as well as stand-alone, single-use retail structures. Many structures are older and approaching the end of their useful lives. Many of the parcels are underutilized and lack adequate landscaping. There is also a perception of inadequate parking.

A lack of cross-access easements between commercial properties forces an unnecessary amount of local traffic onto Pinecrest Parkway, resulting in little to no pedestrian activity along the corridor.

Despite the existence of numerous alleys and rear parking lots that could provide secondary access for Pinecrest residents, a lack of signage, proper pedestrian connections, and poor landscaping and lighting prevent any substantial use.



Dadeland Plaza



Pinecrest Parkway & SW 104th St.



Suniland Shopping Center



Pinecrest Parkway & SW 130th St.



Pinecrest Town Center



Pinecrest Parkway & SW 102nd St.



1.5 EXISTING CONDITIONS

Pinecrest Parkway is lined with large, older and in many instances unattractive signage. Many newer municipalities have developed new sign codes since incorporation to better regulate signage and to differentiate themselves from other cities and from unincorporated Miami-Dade County.

Lack of adequate landscaping is an issue, not just on private property, but also in the public realm. The median, which could be a signature or unique landscaped area welcoming passersby to Pinecrest, should be enhanced.



Large Billboard Signage



Sparse and Underwhelming Median Landscape

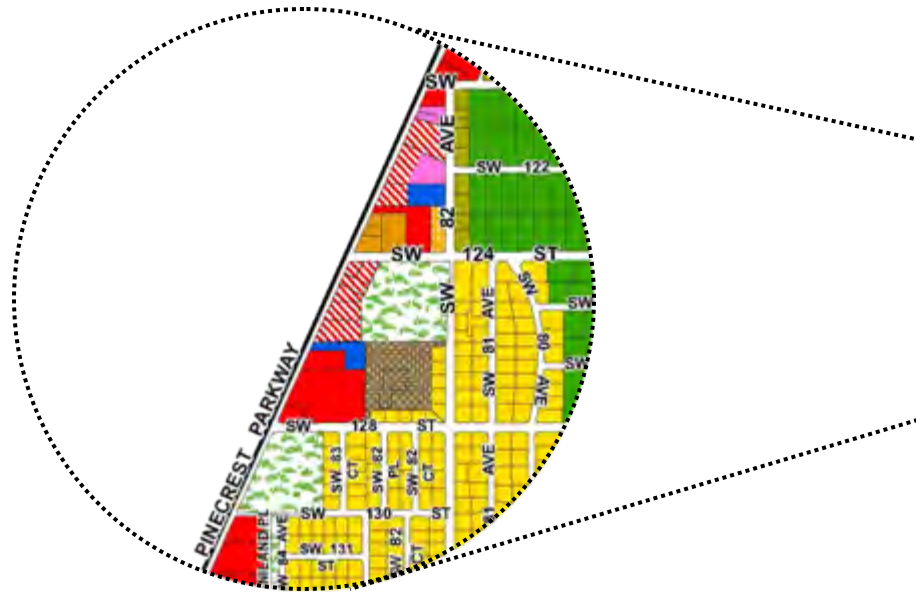


1.5 EXISTING CONDITIONS

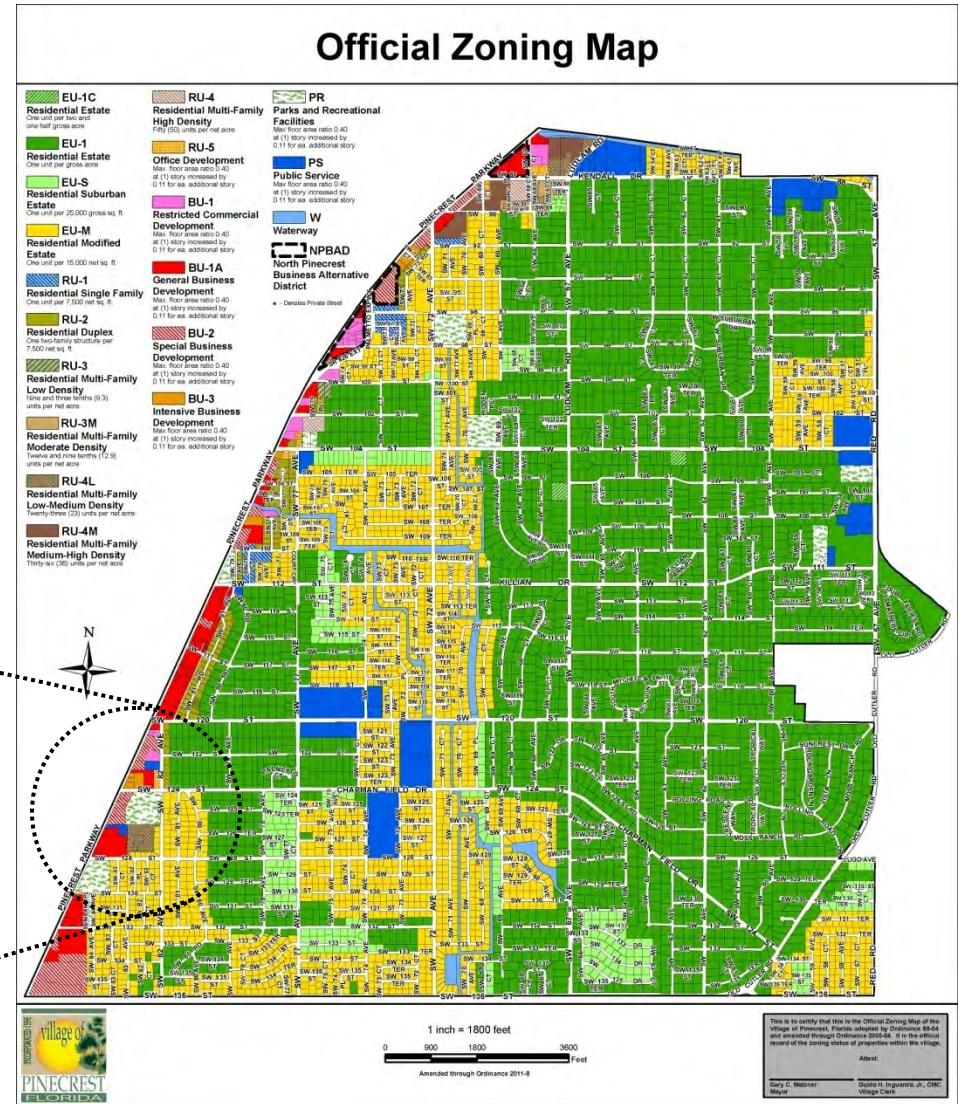
This relatively linear strip is composed of five different zoning districts, some virtually right next to each other in the same shopping center.

In addition, the current makeup of this corridor does not allow for the efficient movement of vehicles or pedestrians.

Additional amendments to the existing Land Development code will be necessary for full implementation of the recommendations of the proposed plan.



Typical Composition Along Corridor



Official Zoning Map



1.5 EXISTING CONDITIONS

General Description of Zoning Districts

RU-5

The RU-5 district is principally intended to accommodate office development and provide a buffer between more intense commercial (BU) districts on the east side of Pinecrest Parkway and west of the established Low Density Residential Districts.

Permitted Uses:

Business and professional offices, financial institutions without drive-ins, government facilities, medical services, mixed office and residential, multiple family residential, municipal parking lots, townhouses, foster care and group homes.

**All districts have varying conditional uses as approved by the Village Council.*



*RU-5 Development: Office Buffer
(SW 124th St. & 82nd Ave)*



1.5 EXISTING CONDITIONS

General Description of Zoning Districts

BU-I

Businesses within the BU-I district are located within the Pinecrest Parkway linear corridor and are intended to service neighborhood residential markets within the immediate vicinity, as opposed to village-wide or regional markets. The district is not intended to accommodate: large scale discount stores or supermarkets, department stores, mini-storage, outside storage, wholesale or warehousing activities, service or repair of motor vehicles, machine equipment, etc.

Permitted Uses:

Bakeries (retail only), business and professional services, dry cleaning (with cleaning off-premises), government facilities, general retail and services, medical services, municipal parking lots, personal services, plant and garden sales, restaurants without drive-through, veterinary medical services (with outside kennels), retail sales of used merchandise with max. 4,000 SF of gross floor area.



*BU-I Development: Local Commercial Development
(between Pinecrest Parkway, the Palmetto Expressway, & SW 98th St)*



1.5 EXISTING CONDITIONS

General Description of Zoning Districts

BU-IA

Businesses within the BU-IA district are located within the Pinecrest Parkway commercial corridor and are intended to accommodate retail sales and services, including highway-oriented sales and services to residents and motorists along the Pinecrest Parkway corridor. The district is not intended to accommodate manufacturing or other activities which may generate nuisance impacts or other impacts generally associate with more intensive industrial uses. It is also not intended to accommodate large-scale retail sales generally serving a village-wide or regional market, or warehousing and storage activities.

Permitted uses:

Bakeries (retail only), business and professional offices, commercial recreation (excluding adult uses), dry cleaning (with cleaning off-premises), financial institutions without drive-through, funeral home or mortuary, general retail sales and services, government facilities, medical services, municipal parking lots, package stores, personal services, plant and garden sales, restaurants, veterinary medical services, retail sales of used merchandise with max. 4,000 SF of gross floor area.



*BU-IA Development – Parkway Commercial Development
(Suniland Shopping Center - Pinecrest Parkway between SW 117th St. and SW 120th St)*



1.5 EXISTING CONDITIONS

General Description of Zoning Districts

BU-2

Businesses within the BU-2 district are intended to accommodate retail sales, highway oriented sales and services, to Village residents and motorists along Pinecrest Parkway. The district is also intended to accommodate larger scale retail, discount, and regional facilities servicing home and office markets within an area larger than the Village. The BU-2 district also includes a land use regulatory program for managing the site location process for night clubs, lounges serving alcoholic beverages, and related facilities. It is not intended to accommodate manufacturing, light manufacturing, warehousing, mini-storage, or outside storage.

Permitted Uses:

Bakeries (retail only), business and professional offices, commercial recreation (excluding adult uses), dry cleaning (with cleaning off-premises), financial institutions without drive-through, funeral home or mortuary, general retail sales and services, government facilities, medical services, municipal parking lots, package stores, personal services, plant and garden sales, restaurants, veterinary medical services, retail sales of used merchandise with max. 4,000 SF of gross floor area.



*BU-2 Development – Regional Commercial Development
(Dadeland Plaza - Pinecrest Parkway north of the Palmetto Expressway)*



1.5 EXISTING CONDITIONS

General Description of Zoning Districts

BU-3

Businesses within the BU-3 district are intended to accommodate retail sales, highway oriented sales and services, to Village residents and motorists along Pinecrest Parkway. The district is also intended to accommodate larger scale retail, discount, and regional facilities servicing home and office markets within an area larger than the Village. The BU-3 district also includes a land use regulatory program for managing the site location process for night clubs, lounges serving alcoholic beverages, and related facilities. The BU-3 district can accommodate limited storage and warehousing activities within enclosed buildings. It is not intended to accommodate outside storage or light manufacturing.

Permitted Uses:

Bakeries (retail only), business and professional offices, commercial recreation (excluding adult uses), dry cleaning (with cleaning off-premises), financial institutions without drive-through, funeral home or mortuary, general retail sales and services, government facilities, medical services, municipal parking lots, package stores, personal services, plant and garden sales, restaurants, veterinary medical services, retail sales of used merchandise with max. 4,000 SF of gross floor area.



*BU-3 Development (partial): Regional Commercial Development
(Pinecrest Parkway & SW 124th St)*



1.5 EXISTING CONDITIONS

As shown by the Table, properties along Pinecrest Parkway could be developed in many different forms:

General Zoning Regulations

	District:	RU-5: Office Buffer	BU-1: Local Commercial	BU-1A: Parkway Commercial	BU-2: Regional Commercial	BU-3: Regional Comm. + Storage
Standards:						
Minimum Lot Area [^]		10,000	5,000*	5,000*	5,000*	5,000*
Maximum Floor Area Ratio		.40 .11/addl. floor	.40 .11/addl. floor	.40 .11/addl. floor	.40 .11/addl. floor	.40 .11/addl. floor
Maximum Impervious Area (building, parking, hardscape)		.75	.82-.88	.775-.88	.775-.88	.775-.88
Maximum Density		50 DU's/Acre				
Maximum Height		35 feet 2 stories	35 feet 2 stories	45 feet 4 stories	45 feet 4 stories	45 feet 4 stories
Minimum Lot Width		100 feet	50 feet**	50 feet**	50 feet**	50 feet**
Minimum Green Area		.25	.18-.12 .015/addl. floor	.225-.12 (includes .015/addl. floor)	.225-.12 (includes .015/addl. floor)	.225-.12 (include .015/addl. floor)
Setbacks:						
Front		25 feet	20/25/10 feet	20/25 feet	20/25 feet	20/25 feet
Side		15 feet	0/15 feet	0/15 feet	0/15 feet	0/15 feet
Rear		25 feet	5/20/15 feet	5/20/15 feet	5/20/15 feet	5/20/15 feet
Side Street		15 feet	15 feet	15 feet	15 feet	15 feet
Bet. Bldgs.		20 feet	20/30 feet	20/30 feet	20/30 feet	20/30 feet

[^] Net Square Feet

* Corner Lots – 7,500 square feet

** Corner Lots – 75 feet

Note: Where there is more than one setback it is formatted Business District/Residential District

Note: Required Parking is based on specific use.



1.6 CRITICAL ISSUES

One of the most critical issues facing the Village, one that will set the tone for the future, is “Branding,” or the development of a language of materials and images to guide future development. The Village seeks to set itself apart from other areas – both incorporated and unincorporated – with a unique style or look that is easily identifiable. Part of this endeavor is to assist the Village to create that look through, among other things: gateways, landscaping, lighting, and hardscape. This will guide development and redevelopment of parcels and structures that are approaching the end of their useful lives.

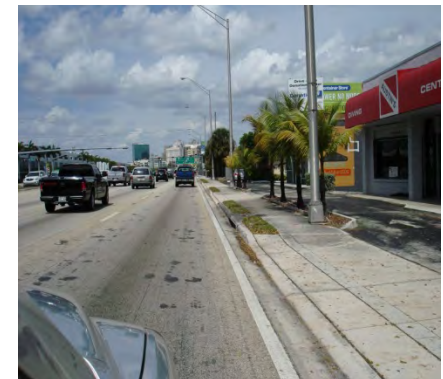
Major critical issues include:

- Creation of a Village Identity or Brand
- Accessibility – pedestrians, bikes, property to property
- Redevelopment
- Transition
- Safety
- Traffic Alleviation
- Economic Development
- Village Center
- Parking

Other critical issues include vehicular and pedestrian movements, lack of alternates to Pinecrest Parkway, and the uninviting landscape of the corridor.



Successful Examples of “Branding”



Unpleasant & Generic Conditions



1.6 CRITICAL ISSUES

There are two projects under consideration by outside agencies that would have significant negative impacts on the physical nature and character of Pinecrest Parkway. One project is proposed by Florida Power and Light (FPL), while the other is under the auspices of the Miami-Dade Expressway Authority (MDX) and Miami-Dade Transit (MDT).

FPL proposes to install new above-ground, high-voltage transmission lines on a route along Pinecrest Parkway/US I, from 136th Street north to Interstate Highway 95 along the US I corridor. The transmission lines would be over 85 feet in height and would pose challenges for Pinecrest's transportation and development plans for Pinecrest Parkway.

The other project under consideration is a study by MDX and MDT to evaluate the use of Managed Lanes along the South Miami-Dade Busway, extending from SW 88th Street/Kendall Drive on the north, to Florida City on the south, for a distance of approximately 20 miles. "Managed lanes" are tolled expressway travel lanes allowing for travel at 45 to 55 miles per hour. Although the feasibility and design of the project are still under consideration, the likely configuration would require elevated overpasses on the South Dade Busway facing Pinecrest Parkway, and would require the construction of on/off ramps to allow traffic to enter and exit the highway. This project would also present serious challenges to Pinecrest's transportation and development plans for the parkway, and would be detrimental to the existing and planned character of the Village of Pinecrest.

The other project under consideration is a Both the US I Visioning Steering Committee and the Village Council have expressed serious objections to both projects. The Village Council has passed one resolution opposing the FPL project (Resolution 2010-13) and two resolutions regarding the MDX/MDT project (Resolutions 2012-55 and 2012-56). One resolution opposes the proposed facility while the other urges a delay to allow additional time for public review and discussion in the event that the project is not withdrawn. Village Council resolutions opposing both projects are included within the appendix of this vision plan.

See Appendix for Council Resolutions



1.7 GOALS

1. **CREATE A DISTINCT PINECREST BRAND (IDENTITY)**
2. **ENCOURAGE ENVIRONMENTALLY-EFFICIENT REDEVELOPMENT OF NEIGHBORHOOD-FOCUSED RETAIL**
3. **PROTECT NEIGHBORHOODS, AND PROVIDE FOR APPROPRIATE TRANSITIONS BETWEEN RESIDENTIAL AND NON-RESIDENTIAL AREAS**
4. **CONNECT AND CREATE A SENSE OF UNITY FOR COMMERCIAL PROPERTIES**

These Goals in their entirety will result in a number of benefits to residents, businesses, the local government, and developers that will result from the sound redevelopment of Pinecrest Parkway in accordance with this Plan.

Benefits to residents include: higher quality of life, better places to live, work, & play; higher, more stable property values; less traffic congestion; healthier lifestyles with more walking, and less stress; more diversity; and a better sense of place and community identity with more unique, architecturally interesting structures.

Benefits to businesses include: increased sales due to more foot traffic & people spending less on cars and gas; more profits due to spending less on advertising and large signs; better lifestyle choices by providing opportunities to live above shops in live-work units; economies of scale in marketing due to close proximity and cooperation with other local businesses, and; more community involvement and opportunities to meet residents.

Benefits to the local government include: a stable, appreciating tax base; less spent per capita on infrastructure and utilities than typical suburban development due to the compact, higher-density nature of projects; an increased tax base due to more building opportunities; less traffic congestion due to walkability of design; less crime due to the presence of more people day and night; less community resistance; a better overall community image and sense of place; less incentives to sprawl, and; greater civic involvement.

Benefits to developers include: more income potential from higher density mixed-use projects; higher property values and selling prices; faster development approvals; cost savings in parking facilities due to sharing of spaces throughout the day and; less need for parking facilities due to mix of residences and commercial uses within walking distance of each other; less impact on roads / traffic, which can result in lower impact fees; lower utility costs, and; greater acceptance by the public and less community.

Based on the Village's desired goals and objectives as outlined in this Vision Plan, a public/private partnership and approach is a plausible course of action to reposition this corridor as a premier local destination.



1.8 RELATIONSHIP TO OTHER DOCUMENTS

1. Current Comprehensive Plan

Goals objective and policies will be reviewed and added to/amended as necessary to incorporate recommended changes from the Vision Plan.

2. Land Development Regulations

The LDRs will be reviewed and added to/amended as necessary to incorporate recommended changes from the Vision Plan and Comprehensive Plan. Changes that may be considered may impact: Zoning District, Signage, Landscaping and Parking regulations.

3. Strategic Plan

The 2012 Update to the FY2010 Strategic Plan reaffirmed the Village's commitment to initiate a community conversation about a future vision for USI and to review land development regulations for this corridor.

4. Bike Plan

The Village Bike Plan will be incorporated into the Vision Plan with some modifications.

5. Tree Master Plan

The Tree Master Plan will be reviewed and expanded upon for this process.



PUBLIC PARTICIPATION PROCESS



2.1 USI VISIONING STEERING COMMITTEE FORUMS

As part of this endeavor, and to provide guidance, a USI Visioning Steering Committee was formed. The Committee held four forums where insights were shared, and a collaborative effort in formulating solutions was made. The USI Visioning Steering Committee was composed of 11 individuals. Each councilmember selected one or two members to serve on the Committee and the Village Manager appointed two members. The Committee was made up of a diverse group representing residents, business owners, commercial property owners, and developer representatives.

The following section lists the series of meetings that were held as part of the Committee's endeavors:

- 4/10 Consultant presents the Vision Plan process to Council.
- 4/25 Forum 1 held with USI Visioning Steering Committee to develop goals/priorities
- 5/9 Forum 2 held with Committee
- 5/23 Forum 3 held with Committee
- 5/30 Forum 4 held with Committee



Consultant Team Presenting to Committee



Steering Committee Forum at Suniland Park



Planning Director Stephen R. Olmsted



Committee Chair Ken Fairman and others



2.2 PINECREST PARKWAY VISIONING SESSION

The Pinecrest Parkway Visioning Session took place on June 9, 2012 at Evelyn Greer Park. It stemmed from the Village's efforts to enhance the "Main Street" of Pinecrest in accordance with a larger Strategic Plan completed in 2010.

The Visioning Session was attended by numerous residents, community leaders, business owners, and local developers who gathered together to help plan and guide future growth along Pinecrest Parkway.

Several boards were mounted along the walls, including maps to help identify the boundaries of the study area and a series of "Visual Preference" boards, which included images ranging from architectural styles to landscape themes and paving patterns. Attendees began the day by placing green dots on images they liked and red dots on images they disliked.



Mayor Cindy Lerner



Residents studying the Visual Preference Surveys



Attendees selecting their favorite images and discussing current problems

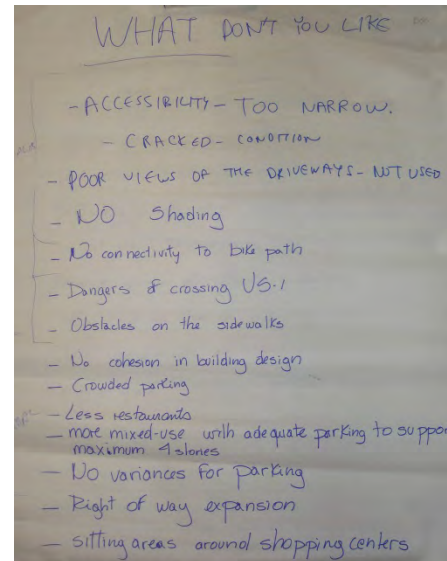


2.2 PINECREST PARKWAY VISIONING SESSION

Throughout the day, attendees worked in small groups with a volunteer facilitator. The facilitators' only responsibility was to help the groups create responses and identify what they would like to see accomplished.

Each group was given a set of aerial maps, drawing paper, pens, and markers to sketch out ideas. Additionally, each group had large notepads available to write what they liked, what they did not like, and what they would like to see happen along Pinecrest Parkway.

Near the end of the day, everyone gathered in a large group meeting, where all participants carefully listened to each group's insights.



Group 1
Spokesperson: Bob Hingston
Facilitator: Jerry Bell



2.2 PINECREST PARKWAY VISIONING SESSION



WANTED

- Native Plantings - shade trees on sidewalks
- Wider Sidewalks - so can do better (openness)
- No wider sidewalk
- Connectivity between Shopping Centers
- Connectivity between Parking lots and shops
- Whole Foods - huge retail shops (to support local vendors)
- Surface Parking in front
- Signage for rooftop parking
- Prefer the rooftop parking to front surface parking lots
- Green up Area
- ~~Surface~~ More flexible zoning
- Landscaping to Screens Stores

DONT WANT

- Don't like
- current sections
- Surface parking in front

WANT

- Reduce signage size
- Uniform signage - Marquee
- Define a Pinecrest style thru signage and landscaping
- Pinecrest Gardens as a look
- Canal road along US-1 incorporate with Parks (Hardscape)
- Loop with historic flavors of style
- unified look with lighting
- don't want bike path on US-1 but greenway
- No height increase
- Mix with gateway/Entrance - landscaping



WHAT WE LIKE

- * Anthony's Cool Fire Pizza (ARCH)
- * Sprink Shopping Center (ARCH)
- * Battery Park - could be better
- * Event Center Park
- * Pine Trees, Florida Live Oaks
- * More Retail/Resto spaces

WHAT WE DONT LIKE

- * low level strip mall
- * lack of trees
- * median
- * lack of connectivity
- * South of 10th
- * Surface parking
- * Black Asphalt
- * Current lighting

What we want

- * Bicycle Blvd 10th/7th up 2nd connecting to US-1
- * Connectivity
- * Pedestrian Lanes
- * High light 2 Link Historic Places
- * Access off US-1 connects Retail
- * Uniformity of Signage
- * Beach yellow, light green, deep
- * Earthy tones
- * Live/Work Transit Oriented
- * Mixed Use
- * Inconsistent signage
- * Outdoor Restaurants
- * Art District

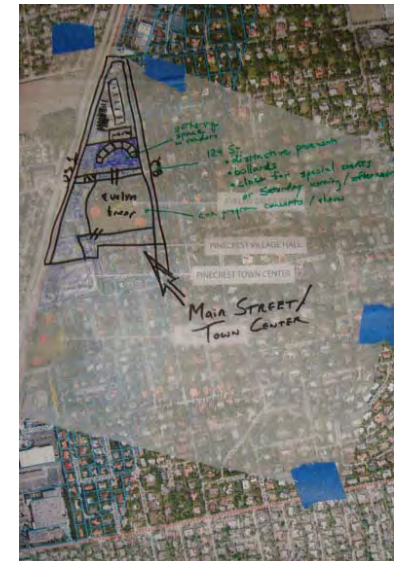
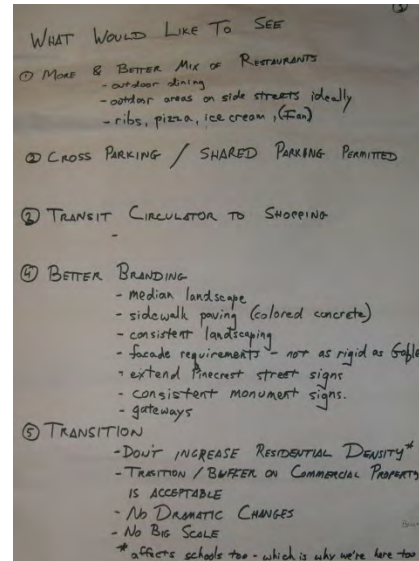
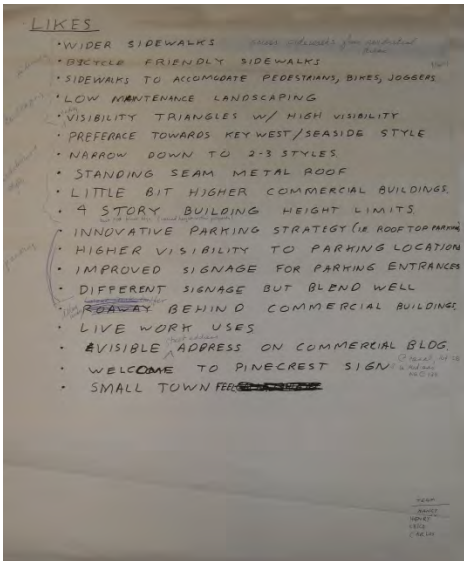


Group 2
Spokesperson: Karen Ross
Facilitator: Felipe Azenha

Group 3
Spokesperson: Priscilla Rivera
Facilitators: Craig Chester, Noelle McCutcheon



2.2 PINECREST PARKWAY VISIONING SESSION

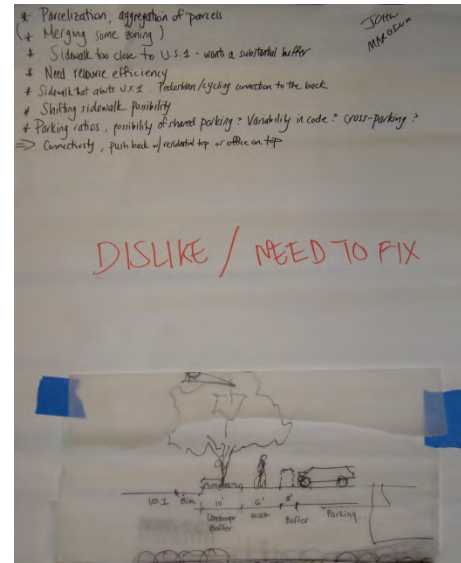
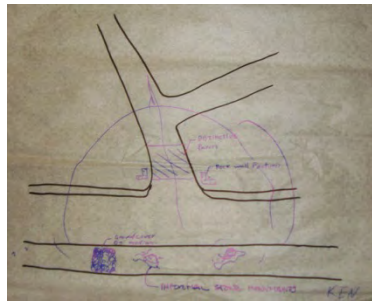
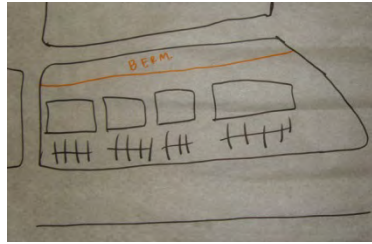
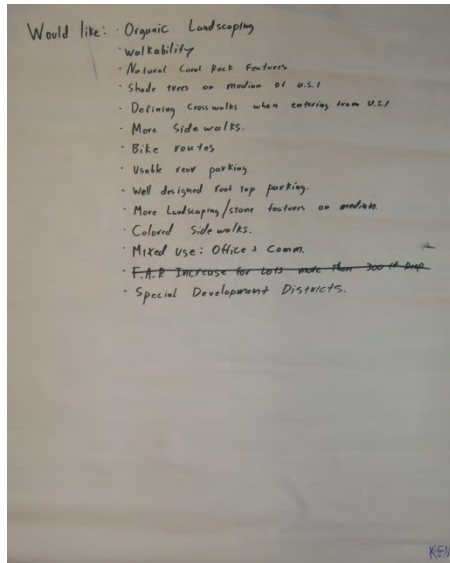
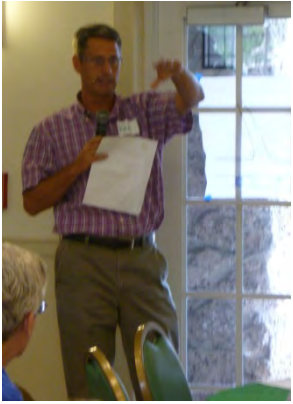


Group 4
Spokesperson: Henry Su, Nancy Harter
Facilitator: Marc Bell

Group 5
Spokesperson: Brian Shapiro
Facilitator: Mark Alvarez



2.2 PINECREST PARKWAY VISIONING SESSION



Group 6
 Spokesperson: Ken Fairman
 Facilitators: Javier Salman, David Baker

Group 7
 Spokesperson: John Adams
 Facilitator: Margina Demmer



2.2 PINECREST PARKWAY VISIONING SESSION

VISIONING SESSION CONCLUSIONS

The following ideas and observations were commonly expressed by all seven participating groups:

DISLIKES:

- Existing Pinecrest Parkway sidewalks
- Existing medians
- Large signage / billboards
- “Tombstone” gateway features
- Linear Palm Tree “look” (i.e. Coral Gables Medians)
- Pinecrest as a regional destination
- Repetitive strip mall typology

LIKES / WOULD LIKE TO SEE:

- More Flexible Zoning
- More Mixed-Use (Office/Commercial)
- Diversity in height, setbacks, and roof lines
- A variety of architectural styles within a cohesive group
- Defined Pinecrest landscape
- More flexible parking and landscape regulations
- Better rooftop parking signage
- Connected network of existing Village parks and new linear parks
- Development of a Village Center
- More restaurants and outdoor dining opportunities
- Network of bike and pedestrian paths that allow easier and safer access from residential neighborhood
- Defined entrances to Village
- More cohesive signage
- Crosswalks at key intersections
- Cross-access between certain commercial properties
- Low-maintenance and native landscaping
- Low-rise development
- Some existing architectural styles: Suniland Shopping Center, Pinecrest Municipal Center, Pinecrest Gardens



2.2 PINECREST PARKWAY VISIONING SESSION

Throughout the week following the Visioning Session, the project consultants made themselves available to local citizens for further discussion, clarification and visioning regarding Pinecrest Parkway. From Monday, June 11, 2012 to Thursday, June 14, 2012 at the Council Chamber, consultants met with residents and business owners who were either not able to attend the Visioning Session or simply had additional questions regarding the study area.

Additionally, a citizens' survey was placed on line to gather input from stakeholders who could not participate in one of the many public meetings that were held.

The subsequent timeline includes key dates in the preparation and completion of the Vision Plan:

- 7/25 Consultant completes draft of Vision Plan and submits to Village Manager for Staff Review
- 8/3 Village staff submits comments to consultant
- 8/10 Consultant submits revised Vision Plan to staff and USI Visioning Steering Committee
- 8/29 USI Visioning Steering Committee meets to review Vision Plan
- 9/4 Consultant submits Vision Plan to Village Manager
- 9/11 Local Planning Agency/Village Council meets to review Vision Plan
- 9/25 Village Council accepts Vision Plan

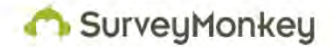


2.3 PINECREST PARKWAY VISIONING SURVEY

The Pinecrest Parkway (US1) Visioning Survey was placed on the Village website to gather additional information about local citizen’s primary concerns and interests in the visioning process. Over 100 residents, commercial property owners, and business owners participated in the survey, in which they were asked a number of questions regarding the positive and negative qualities of the corridor, as well as the types of improvements they would like to see implemented.

Some of the most pressing issues included traffic-calming and alternate access routes for residents, landscape and other beautification efforts, and the current lack of pedestrian pathways and overall walkability.

Pinecrest Parkway (US 1) Visioning Survey



What are the most pressing issues that the Pinecrest Parkway (US 1) commercial corridor faces today?

		Response Percent	Response Count
Traffic		61.9%	60
Landscaping/Open Space		47.4%	46
Architectural Design		52.6%	51
Pedestrian Walkability		45.4%	44
Parking		21.6%	21
Other (please specify)			16

Survey Results



2.3 PINECREST PARKWAY VISIONING SURVEY

VISIONING SURVEY CONCLUSIONS

The following comments were expressed by a number of survey participants:

What do you perceive to be the “positive” qualities of the Pinecrest Parkway (US1) Corridor?

- Accessibility for residents to a multitude of businesses
- Low-rise, neighborhood “feel”
- Convenience
- Opportunities for tax revenue

What do you perceive to be the “negative” qualities of the Pinecrest Parkway (US1) Corridor?

- Traffic congestion
- Unpleasant aesthetic (“lack of charm”)
- Inconsistent and oversized signage
- Not enough “green”
- Repetitive strip mall construction
- Pedestrian unfriendly

What improvements would you like to see made to Pinecrest Parkway (US1)?

- Additional and cohesive landscaping
- Pedestrian pathways, crosswalks, etc. – make it “walkable”
- Beautification of older buildings
- Reduced and consistent signage
- Outdoor dining and additional restaurant options
- Creation of a vibrant neighborhood center





VISION



3.1 VISION



The Pinecrest Parkway Corridor is envisioned as a unique local destination with a mix of uses appealing to all residents. Critical to the success of this Vision Plan is the realization of the Pinecrest Parkway Corridor’s dual nature as both regional thoroughfare and local Main Street. Through a series of strategic interventions and incentives, the Corridor will effectively operate within two distinct areas: the “Pinecrest Parkway Area” and the “Village Area.” This will transform the existing dichotomy into a more harmonious and mutually advantageous composition.

Commercial properties that are 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. These “icons” help to inform and narrate the vehicular journey.



3.1 VISION

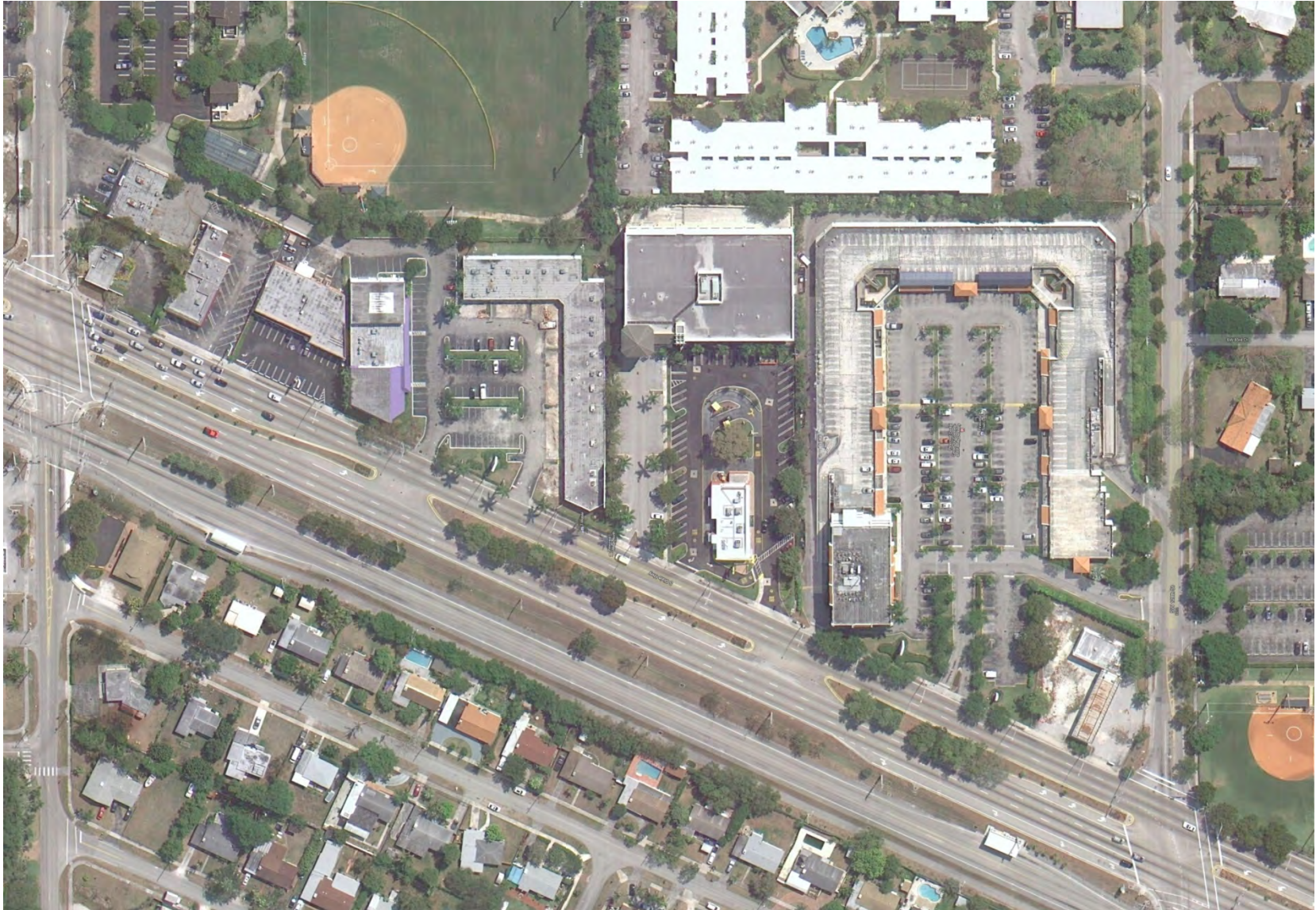
The “Village Area”, which is characterized by any part of the property that lies east beyond the 40% mark, caters specifically to local residents of Pinecrest. An alternate interior road allows easy access from the residential neighborhoods without the need for travel along the busy Parkway. Additionally, 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.



3.2 EXISTING CONDITIONS



The selected sample parcels are located along Pinecrest Parkway between SW 124th St. and SW 128th St.



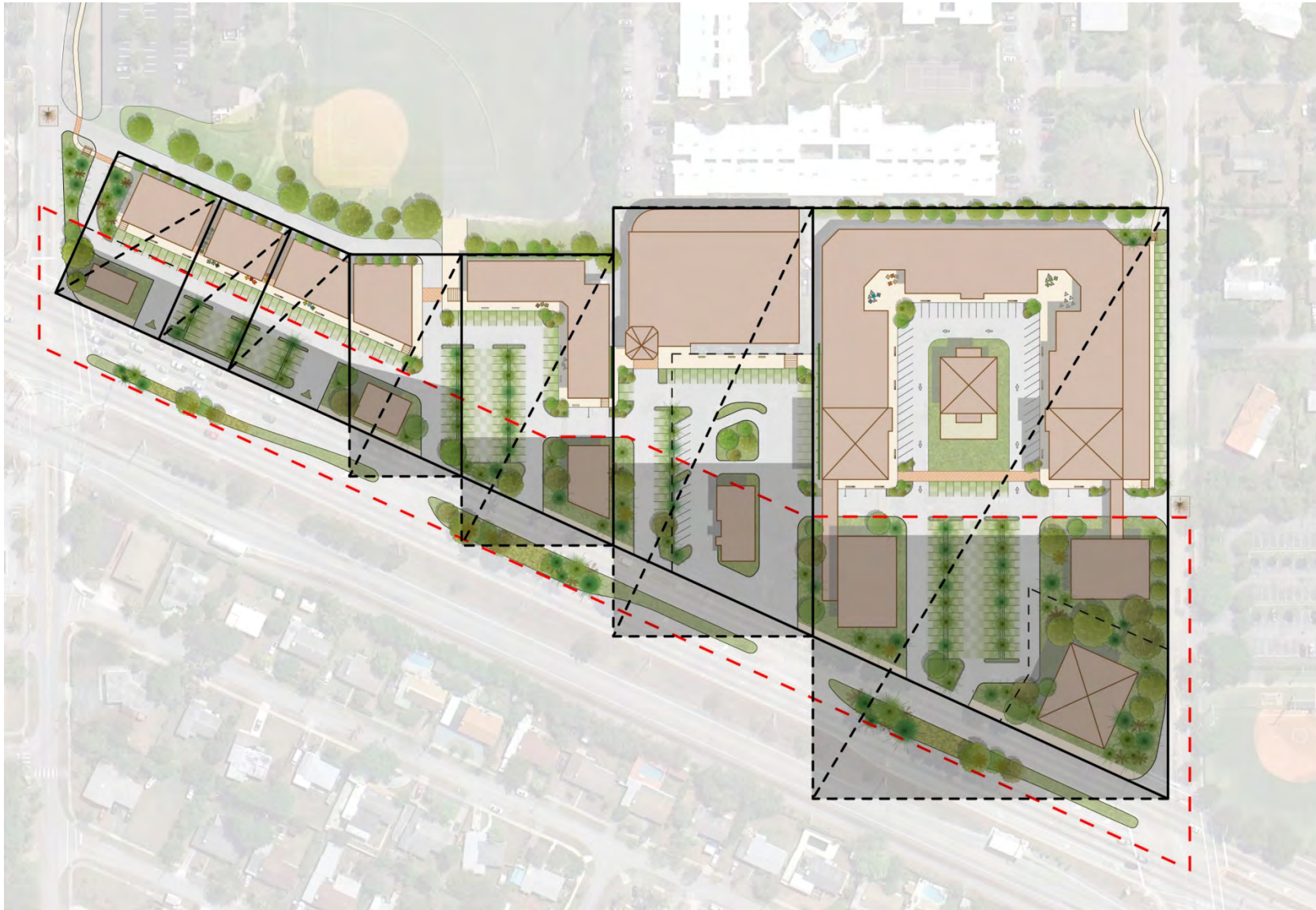
3.3 SAMPLE DESIGN



Sample design including interior access from residential neighborhood, new "Village Walks", increased development opportunities in deep lots, new median landscape, and commercial gathering spaces. Reduced amount of parking footprint in "Pinecrest Parkway Area" either through direct reduction in parking or use of grass block or other green paving system.



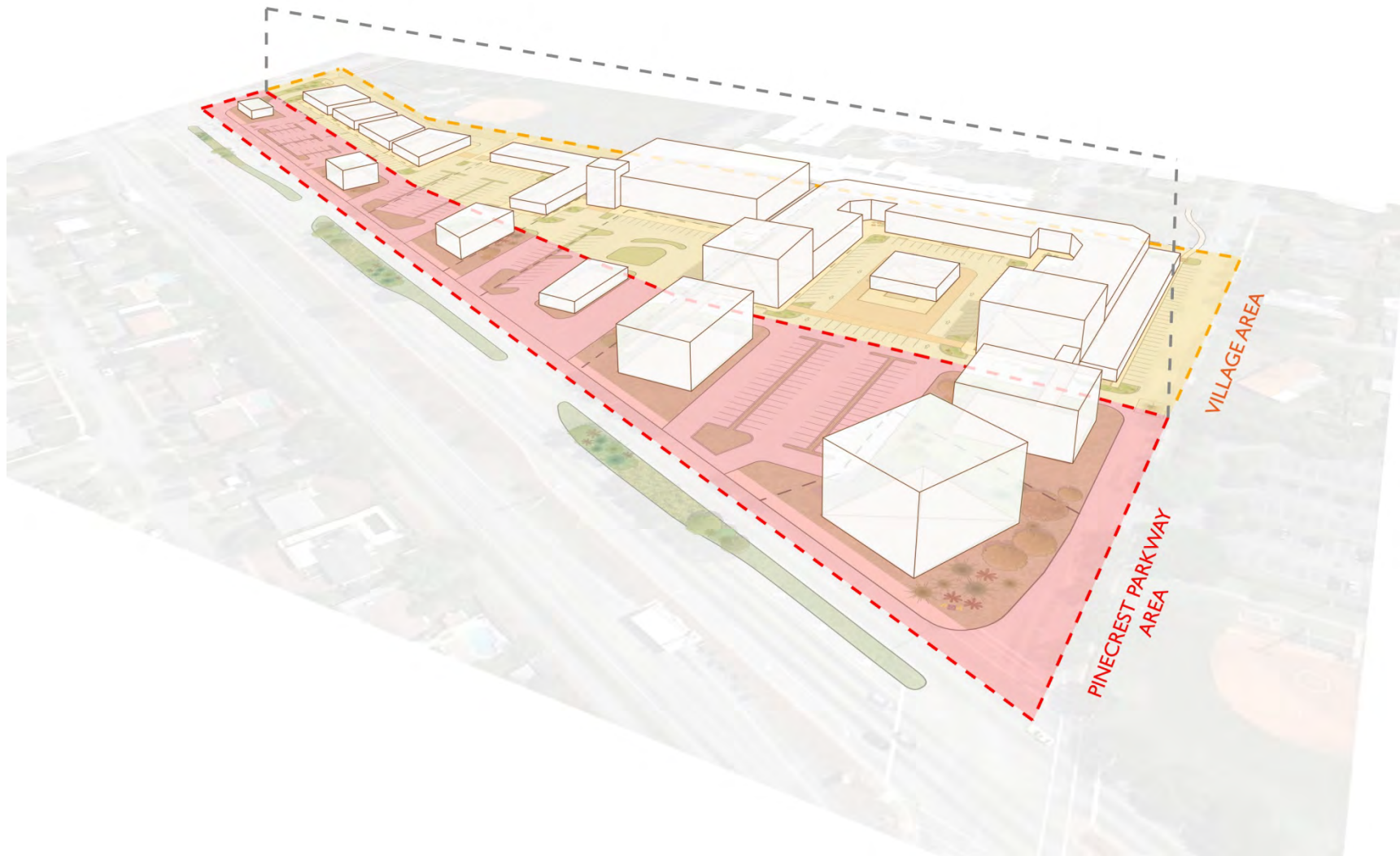
3.4 BUILDING PLACEMENT + ZONE REGULATIONS



The “Pincrest Parkway Area” is defined by calculating the front 40% of each parcel, allowing for visual continuity and adequate parking and landscape areas.



3.5 REDEVELOPMENT OPPORTUNITIES



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.



RECOMMENDATIONS: PINECREST PARKWAY



4.1 PINECREST PARKWAY

The Pinecrest Parkway corridor is marked by nondescript suburban commercial development and inconsistent landscaping and signage designs. But the corridor holds the potential to imbue Pinecrest with a pleasing and distinct mixed-use (office/retail) corridor that could be the envy of Miami-Dade County.

As previously mentioned, a new “Pinecrest Parkway Area” will be created to allow for those properties immediately fronting Pinecrest Parkway to develop at higher densities while maintaining continued regional access from the Parkway. This area effectively includes everything from the median along Pinecrest Parkway to the 40% development mark within individual commercial properties.

Design enhancements can help the area to serve as a more appealing destination through the introduction of attractive gateway markers, a unique median landscape design, mixed-use development, and improved parking arrangements, among other features.



Pinecrest Parkway & SW 132nd St.



Pinecrest Parkway Median



Along Pinecrest Parkway



Pinecrest Parkway & SW 121st St.



Pinecrest Parkway & SW 104th St.



Pinecrest Parkway & 132nd St.



4.2 LANDSCAPE SCHEMES

4.2.1 MEDIAN

With regard to the medians on Pinecrest Parkway, landscaping can serve to introduce a defined “Pinecrest” brand for those driving within the Village limits. The Village recently began a campaign – **“Bring the pine back to Pinecrest”** – that harkens back to its origins as a woody oasis in the midst of a bustling metropolis. The medians provide the opportunity to reintroduce the native pine tree as a symbol of the splendor and history of the Village of Pinecrest.

The medians will be designed to resemble a naturalistic landscape evocative of the Pine groves and Oak clusters which existed on site prior to development.

The accompanying page depicts a typical median design that could be implemented throughout the parkway.



Dade County Slash Pine



Low-Maintenance, Colorful Planting

Native, Natural, and Subtle



4.2 LANDSCAPE SCHEMES

4.2.1 MEDIAN: PROPOSED DESIGN

* Landscaping Will Be Planted Per FDOT Standards
For Line Of Sight Clearance

Shade Tree Cluster

Florida Live Oak
(*quercus virginiana*)
Royal Palm
(*roystonea regia*)

Pine Tree Cluster

South Florida Slash Pine
(*pinus elliotii* var. *densa*)
Sabal Palm
(*sabal palmetto*)

Bahia Grass
(*paspalum notatum*)

Native Wild Grasses
(i.e. Dwarf Fakahatchee Grass,
Muhly Grass, and Elliott's Love Grass)

Palmetto Saw Plant
(*serenoa repens*)

Native Ground Cover



4.2 LANDSCAPE SCHEMES

4.2.2 RIGHT-OF-WAY

Similarly, the plantings along the sides of the road, in front of the properties facing Pinecrest Parkway, should reflect the same natural, native, and distinct aesthetic and Pinecrest brand promoted on the medians themselves. A mix of shade trees and low-maintenance grassy plantings would help to provide respite from the South Florida sun while also visually breaking up the wide expanse of asphalt that is Pinecrest Parkway.

The Village currently requires 30- to 36-inch-tall hedges to help shield the public from wide parking lots while not blocking the views of the businesses themselves. This plan encourages the use of such plantings, which would also provide a unique and uniform pattern and buffer between commercial properties and Pinecrest Parkway.



Effective Landscape Buffer



Natural Materials, Tropical Landscape



Wild Grasses



4.3 GATEWAY FEATURES

Pinecrest is located at the crossroads of a number of municipalities and long-existent neighborhoods. The introduction of gateway features can serve as markers to elegantly introduce visitors to the Village, while also serving as unique works of public art. In recent years the Village has introduced markers to its parks that reflect the popular signs located at its gem, Pinecrest Gardens. These elements each incorporate stonework, landscaping, and the use of beige and green colors.

Saluting this Pinecrest-specific aesthetic, the gateway feature depicted on the following page maintains the subtle and natural look desired by the Village and incorporates landscape clusters as natural markers. Gateway features should be located at the northern and southern boundaries of the Village, while a smaller variation of the feature can be placed at key intersections.



Incorporation of Natural Stone



Existing Village Signage



Pinecrest Gardens: Coral Rock, Neutral Colors, Plantings



4.3 GATEWAY FEATURES

4.3 GATEWAY: PROPOSED DESIGN FOR VILLAGE ENTRANCES



4.4 SIDEWALKS

The sidewalks along US1 throughout southern Miami-Dade County experience little usage by pedestrians, especially when located at the front of large lots with buildings set toward the rear.

To better define a Pinecrest brand in the future, sidewalks within the right-of-way could potentially be constructed in another color or pattern – preferably the beige color introduced in the gateway and parks signs – to differentiate the Village in a manner that is subtle yet elegant. It should be noted that a wider shared use path will be incorporated within the “Village Area” of each commercial property, allowing for a safer distance for pedestrians and bicyclists from the cars moving along the Parkway.

In addition, sidewalks should be extended into those side streets that do not currently have sidewalks or paths leading into the Village. Doing so will facilitate access to all commercial properties by those not using automobiles.



Striped Pavement Pattern with Buffer



Neutral Sidewalk with Pedestrian Seating



Pedestrian Lighting, Landscape, and Neutral Stone Sidewalk



4.5 HARDSCAPE

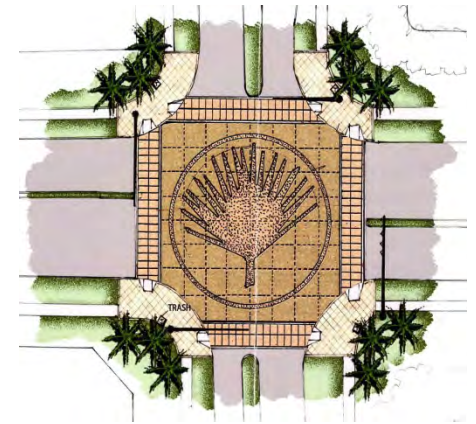
Apart from the introduction of colored sidewalks, the Village can also incorporate the use of distinct patterns and inlays at key intersections.

The attractive hardscape pattern found at Suniland Plaza (depicted at bottom right) has established a “look” for such surface treatments. Given the width of intersections, other similar treatments at SW 124th Street, for example, and elsewhere would be noticeable by pedestrians, bicyclists, and drivers alike.

The hardscape designs could be abstract or feature native patterns (such as the leaf pattern, featured at top right) reminiscent of Pinecrest’s greenery.



Unique Crosswalk Markings



Decorative Brick Work



Pinecrest Gardens Paving



Suniland Plaza



RECOMMENDATIONS: COMMERCIAL CORRIDOR



5.1 COMMERCIAL CORRIDOR

The commercial corridor is the key layer of the Pinecrest Parkway Vision Plan. It has to achieve three objectives without compromise:

- Provide the platform for viable, sustainable commercial development and employment centers
- Provide an attractive gateway into the Village's residential neighborhoods
- Transition from the Parkway commerce to Pinecrest residences in terms of scale, noise, light levels, air quality and privacy

Based on their siting within a property, commercial buildings will fall into one of two areas: the "Pinecrest Parkway Area" or the "Village Area." On the following pages, three key parameters are used to guide future developments in achieving all three corridor objectives:

- Building types
- Height
- Building placement

All three are interdependent, and the choice among each are driven by:

- Depth of the property
- Parking: available space, rooftop parking feasibility, and regulatory requirements
- Location of the property on an interior lot or at a corner to a side street
- Relationship of the existing transition to residential property to the east: density of residential use, and presence of an alley, street or direct abutment



Expansive Surface Parking Lots



Large Billboard Signage



Lack of Architectural Character



Properties Ready for Redevelopment



Depth Prevents Visibility



Empty Parcels



5.2 BUILDING TYPES

Mixed-use (office/retail) building types help achieve a combination of providing viable and flexible retail spaces in the long term, adding office employment space, creating a pedestrian-friendly environment suitable for restaurants and cafes, and addressing residents and neighborhoods to the east with improved transitions. Two types of mixed-use buildings are possible:

- **Vertical Mixed-Use:** complementary but different uses are separated among the floors of a single building; a more urban form of mixed use, such as office above street-fronting retail.
- **Horizontal Mixed-Use:** complementary but different uses are separated on the site, typically in different buildings. Generally used to transition among uses and improve compatibility from more intense uses to less intense uses, which are typically single family residences.

Both strategies are recommended; however, small sites, with shallow depths are not capable of accommodating horizontal mixed-uses, and a more traditional buffering strategy is used. Along the Corridor, Horizontal Mixed-Use becomes feasible at lot depths of 400 feet.



Mixed-Use Retail



Single-Use Retail



Mixed-Use Retail and Office



5.3 BUILDING PLACEMENT

Building placement helps to achieve Horizontal Mixed Use where the site is sufficient, but also positions all components of the site to enhance the residential transition, while maintaining market viability for the commercial uses.

On the following pages, concepts are presented for arranging buildings, parking, loading areas, pedestrian amenities, and landscaping on sites. Each concept is provided as a guide to achieve objectives of commercial viability, providing a community gateway, and providing good transition.

The overall criteria guiding these concepts are:

- Freestanding buildings will be placed so as to avoid alignment with buildings on neighboring lots.
- Provide at least an internal 2-way drive aisle along retail frontage with one row of parking to allow for customer drop-off and pick-up, to provide for two way circulation, and provide an on-site fire lane.
- Utilize rooftop parking where feasible, and organize requirements to allow buildings to achieve appropriate depths to efficiently support roof-top parking.
- Provide for partial 2nd floor use by office use or a retail loft where rooftop parking is utilized. The 2nd floor use helps to activate the rooftop parking area and provide passive security.
- Where the property is deep enough move the office building forward, and locate a retail structure to the rear of the property with an adequate landscape buffer between the retail building and existing residential.
- Where there is only one building, every attempt must be made to internalize loading, service, and trash pick up so that it is not in the buffer to the existing residences.



Pedestrian Scale Storefronts with Sidewalk



Landscape Buffer with Concealed Parking



Some Parking for Retail at Village Walk



5.4 BUILDING HEIGHT

The maximum height allowed along the existing commercial corridor is:

- Four stories on properties zoned BU-1A, BU-2, and BU-3
- Three stories on properties zoned BU-1 (Restricted Business), and RU-5 (Office)

Buildings located in the “Pincrest Parkway Area” should be free standing where possible and serve as iconic features within the Parkway.

Parkway development will further require a reduction of paved parking area.



Mixed-Use Development, Naples, FL



Low-Rise Retail + Parking Development



Low-Rise Mixed-Use Development



Low-Rise Retail Development



5.5 SAMPLE SITE ARRANGEMENT: TYPE, PLACEMENT, HEIGHT

5.5.1 SHALLOW SITE

- Frontage = totals approx. 700'
- Lot Depth = approx. 115'
- At USI:
 - Landscape strip with shade trees to be located where the future wide outside lane will be placed
 - Minimum sidewalk path
 - Broad landscape strip on the outside (private property side) of the sidewalk path where practicable
- Front of building: 1 row of 90° parking with 2-way lane at storefronts
- Continuous pedestrian Village Walk along store fronts, minimum 8' wide
- Gathering spaces incorporated into Village Walk, specifically at corners
- Building:
 - No more than 150' of continuous frontage
 - Longer building divided by one paseo (same width as bldg. height)
 - Depth sufficient for local retail and restaurants with local service area
 - Roof-top parking at 2nd level, with partial 2nd floor occupying significant area
 - 2nd floor can be offices or retail / restaurant lofts
 - Height not to exceed specified limit
- Rear buffer area is alley, alley with ramp to roof-top parking, linear park, or public access to "Village Walks" where possible



Pinecrest Parkway and SW 124th St.



5.5 SAMPLE SITE ARRANGEMENT: TYPE, PLACEMENT, HEIGHT

5.5.2 MEDIUM SITE

- Frontage = range of about 1,300'
 - Lot Depth = approx. 350'
 - At USI:
 - Landscape strip with shade trees to be located where the future wide outside lane will be placed
 - Minimum sidewalk path
 - Broad landscape strip on the outside (private property side) of the sidewalk path where practicable
 - Front of building: 1 row of 90° parking with 2-way lane at storefronts, additional commercial parking
 - Continuous pedestrian Village Walk along store fronts, minimum 8' wide
 - Gathering spaces incorporated into Village Walk
- Buildings:
 - “Iconic” building at front of property
 - Village commercial building at back of property, with front side depth sufficient for retailers
 - Rear service access
 - Roof-top parking at 2nd level, with partial 2nd floor occupying significant area
 - 2nd floor can be offices or retail / restaurant lofts
 - Height not to exceed specified limit
 - Rear buffer area is landscaped alley connecting to linear parks or public access to “Village Walks” where possible



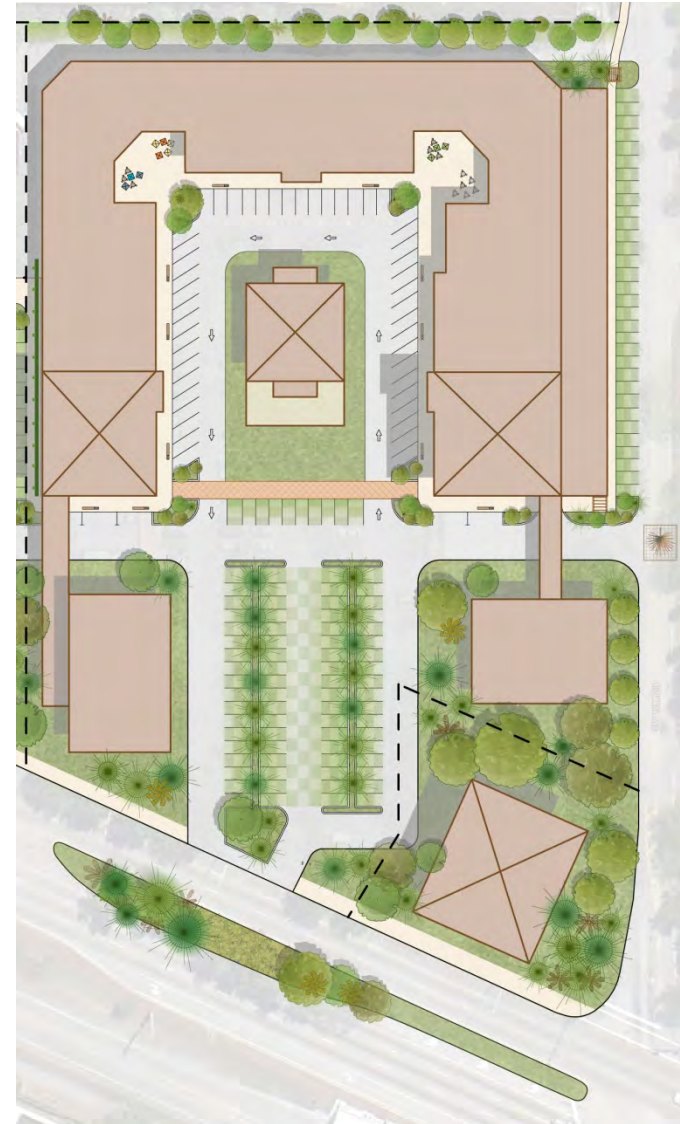
Pinecrest Parkway between SW 124th St. & SW 128th St.



5.5 SAMPLE SITE ARRANGEMENT: TYPE, PLACEMENT, HEIGHT

5.5.3 DEEP SITE

- Frontage = range of about 400'
- Lot Depth = approx. 600'
- At USI:
 - Landscape strip with shade trees to be located where the future wide outside lane will be placed
 - Minimum sidewalk path
 - Broad landscape strip on the outside (private property side) of the sidewalk path where practicable
- Continuous pedestrian Village Walk along store fronts, minimum 8' wide
- Gathering spaces incorporated into Village Walk
- Front Building:
 - “Iconic” building at front of property
 - Commercial or office use
- Central parking lot between front and rear building
- Rear Building:
 - Depth sufficient for national retailers
 - Potential for “Town Center” type development with civic open space
- Front of building: 1 row of diagonal parking with 1-way lane at storefronts
- Rear buffer area is landscape, alley, linear park, or public access to Village Walks where possible



Pinecrest Parkway and SW 128th St.



5.6 PEDESTRIAN, BIKE, AND AUTO CONNECTIVITY

Pedestrian Connectivity

- Improvement to cross safely at Pinecrest Parkway
- Marked crosswalk with pavers
- Crosswalks to align with existing public transportation routes where possible
- Continuous and aligned sidewalk along commercial centers (“Village Walks”)
- With signalized crosswalks across cross-street. Critical design considerations:
 - Safe sight distance
 - Safe stopping distance
 - Safe side street queue storage to Pinecrest Parkway
 - Side street driveway turning traffic
- Gathering space as pedestrian gateways or destinations to and from neighborhood

Bike Connectivity

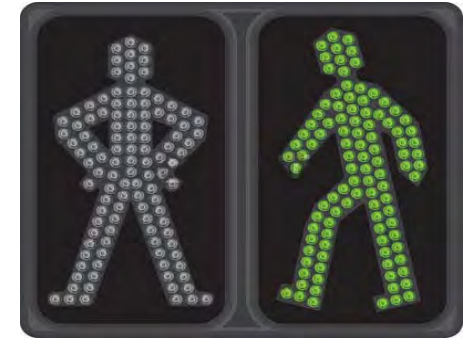
- Continuous bike path along “Village Walks”
- Bike path connects eastward along side streets and gathering places / plazas
- End locations have short-term bicycle storage facilities, and some long-term storage facilities, all under sheltered area

Auto Connectivity

- Align side street driveways



Marked Crosswalk



Clear Crosswalk Signage



Distinct and Unique Patterns



Appropriate and Adequate Signage



5.7 ARCHITECTURAL STYLES TO PROMOTE

5.7.1 ARCHITECTURAL STYLES

The promotion of particular styles of architecture is one of the principal ways that a community can define itself. In addition, promoting a cohesive aesthetic signals to those entering a neighborhood or, in this case, a municipality that that locale wishes to encourage architecture that is attractive and compatible with its current buildings and structures.

Pinecrest differentiates itself through the embodiment of a style that is simultaneously elegant and natural. This can be promoted in the future by endorsing unique buildings within a cohesive group. The three principal architectural styles that could be encouraged are: Key West vernacular (as seen in the Suniland Plaza), Old Florida vernacular, and Caribbean Colonial vernacular (as seen in the Anthony's Coal Fired Pizza).

In addition, within each style buildings can be incentivized to be LEED or Green Building Council certified, so as to reduce building maintenance costs and support the environment.



Key West Vernacular



Key West Vernacular



Old Florida Vernacular



Old Florida Vernacular



Caribbean Colonial Vernacular



Anthony's Coal Fired Pizza



5.7 ARCHITECTURAL STYLES TO PROMOTE

5.7.1 ARCHITECTURAL STYLES



KEY WEST

Style

This architectural style is characterized by horizontal wood siding, shutters, metal seam roofs, and large overhangs.

Balconies + Colonnades

Colonnades and balconies are typically found on the street front façade extending into the public right of way, but may wrap around.

Windows + Doors

Regular vertical openings to allow air and light.

Roofs

Limited to metal roofs and asphalt shingles.



OLD FLORIDA

Style

This architectural style is defined by the use of coral rock or stone to accentuate significant parts of the façade.

Balconies + Colonnades

Not a requirement of this style, but they may appear occasionally.

Windows + Doors

Larger openings at the ground level, typically in the form of an arch.

Roofs

Limited to metal roofs, asphalt shingles, and clay tiles.



CARRIBEAN COLONIAL

Style

The architectural elements from this style draw from historical precedents, with vertical openings, simplified details, and varying setbacks.

Balconies + Colonnades

Balconies and colonnades typically extend into the public right-of-way.

Windows + Doors

Regular vertical openings with metal finishes allow air and light and increase storefront visibility on the ground level.

Roofs

Limited to wood or asphalt shingles and clay tiles.



5.7 ARCHITECTURAL STYLES TO PROMOTE

5.7.2 COLOR PALETTE

In order to be consistent with the preferred styles of architecture, it is suggested that the Village promote a flexible but well-defined color scheme for new and existing public and private buildings, monuments, and commercial signage. Local stakeholders have identified – and overwhelmingly supported – the use of earth tones, such as those depicted on this page, as being highly desirable.

Not surprisingly, these colors tend to be associated with the architectural styles preferred by the stakeholders. Yet the colors provide sufficient range so as not to seem limiting upon personal preferences.



5.8 GATHERING SPACES

Private development along Pinecrest Parkway consists primarily of strip commercial structures fronted by large parking lots. Perhaps in reaction to that development prototype, stakeholders have identified preferences for alternative development types more consistent with a traditional urban fabric.

More specifically, respondents have requested the promotion of spaces where small and large numbers of patrons of various ages can congregate. These include, on the more formal end of the spectrum, spaces for outdoor dining. Such spaces are in high demand by Pinecrest’s substantial number of restaurant patrons. On the more informal end of the spectrum, stakeholders have requested the allowance of nooks, pocket plazas, and other open space areas where children and adults alike can sit or read a book or play.

In addition, respondents have strongly requested the inclusion of spaces for public art installations with appealing structures or fountains that lend sophistication.

The “Village Walks” or pedestrian pathways incorporated into the “Village Area” could act as an informal linear gathering space that allows for continuous movement as well as places to pause, gather, dine, rest, and reflect. Nooks and pocket plazas can be created informally along the walkway. These “Village Walks” will be unique to Pinecrest and help strengthen its community identity.



Lincoln Road



Espanola Way



Picnic Park



Oak Alley



Colonnade with Seating



Crandon Boulevard Reflecting Pool



5.9 HARDSCAPE

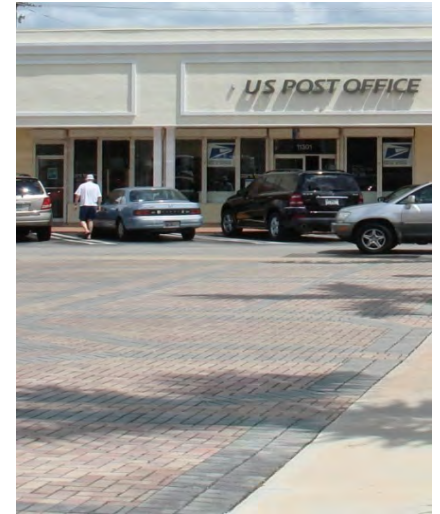
Consistent with previous hardscape recommendations in this Plan, attractive and low-maintenance hardscape patterns, such as those found at Suniland Plaza, should be encouraged at the various commercial establishments.

Identifiable walking routes within parking areas will serve to guide pedestrians and bicyclists safely to and from commercial establishments. This pattern will also help define connections between the various “Village Walks”, linking commercial properties within the “Village Area.”

These also include appealing gathering spaces as well as bike routes at the sides and rear of the buildings and properties.



Varied Brick Pattern



Suniland Plaza



Pinecrest Gardens Paving



Permeable Pavers



5.10 STREET FURNITURE

The introduction of street furniture adds variety and visual charm to an outdoor area. Although street furniture is often associated with public gathering spaces, private establishments too can add attractive amenities that encourage patrons to congregate and enjoy South Florida’s tropical outdoor climate.

By creating outdoor gathering spaces, property owners will have the opportunity to include benches, bike racks, planters, trash and recycling receptacles, and other amenities that add to Pinecrest’s sense of place.



Seating with Integrated Planters



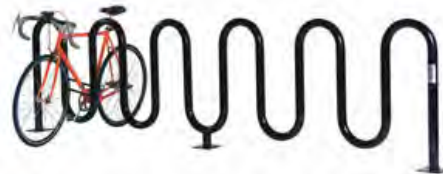
Seating with Integrated Planters



Recycling Containers



Dark Green Metal Trash Receptacle



Bicycle Racks



Sleek Wood + Aluminum Bench



5.11 LANDSCAPE SCHEMES

As with street furniture, landscaping can make an area immeasurably more inviting. Stakeholders have identified landscaping schemes – previously described in this Vision Plan – that are not just attractive but also identifiably part of the Pinecrest brand. These include shade trees such as the Florida live oak, as well as native plantings that require little maintenance.

The use of shade or pine trees – rather than palms – provides cover for patrons as they exit their vehicles and walk to the area’s businesses. Just as importantly, when grouped together in clusters, landscaping can help to form enclosed plaza spaces ideal for sitting. Additionally, clusters of landscaping can serve as informal markers of entry into commercial properties from interior residential neighborhoods.



Wild Grasses with Modern Materials



The High Line, New York City, NY



Native Tropical



5.12 SIGNAGE

Stakeholders involved in the Vision Plan process held strong preferences with regard to signage. They strongly disliked billboards of any size. Instead, they prefer signs mounted on buildings in a style consistent with the preferred architectural styles. When the buildings are set back from the parkway, stakeholders preferred detached signs that are visible from the road but otherwise compatible with their accompanying buildings, such as the one fronting Suniland Plaza (pictured top left). Such signs, ideally, would reflect the colors of the adjacent buildings. The signs would not be lit from behind, and the surfaces behind the signs as well as the fonts would all be in the same color. Additionally, signs should include individual business addresses for easy access and clarity.

Patrons expressed a preference for clear signage in the case of those buildings that have rooftop parking. Such parking is an effective way to incorporate additional parking, but the entries and exits to the parking should be clearly marked. In addition, the rooftop parking lots should include markings signifying the relationship of the parking spaces to the businesses they are located above.

Finally, stakeholders expressed a desire to include an iconic element – perhaps a symbol of a pine tree – along the street signs and/or pedestrian lamps fronting the Parkway.



Pinecrest Parkway Signage



Village Walks Signage



5.13 LIGHTING

Major roadways such as Pinecrest Parkway require the use of conventional, commercial-style lighting oriented for automobiles. But one way to facilitate the creation of a thriving business district is to supplement such lighting with pedestrian-scale lighting along the “Village Walks” and other interior pathways.

The introduction of light poles that are approximately 12-15 feet high serves various purposes. Because pedestrian-level lighting draws the eye to them, it helps to break up the length of the “Village Walks.” It would also help to signal arrival at the Village, generally, and at Pinecrest’s business corridor, more specifically. It reflects the area’s identity as being cohesive. It offers a way to include a signature color such as beige or green in the visual environment. It provides the opportunity for banners notifying the public of upcoming Pinecrest events. Finally, if flower pots are included, it allows for the integration of additional landscaping.



Down Light – No Spillage



Pedestrian Scale Lighting



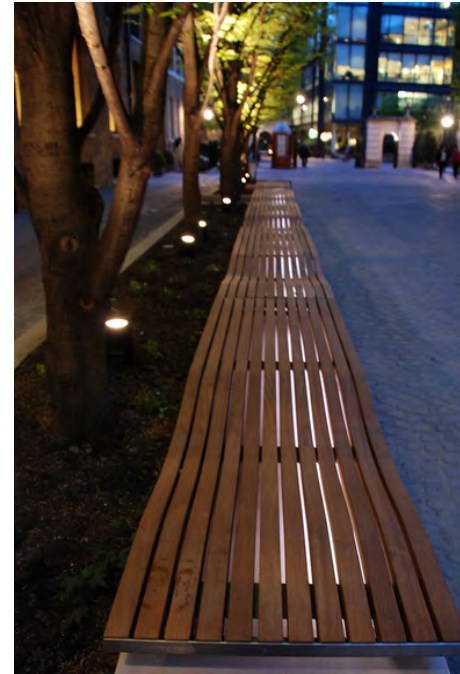
Lighting, Signage, and Landscape Theme



5.13 LIGHTING

Lighting impacts the pedestrian experience. Good lighting improves it. In this vein, stakeholders expressed a desire for more accent lighting, especially in potential gathering spaces and as part of rooftop parking. This includes uplighting of landscaping. Special care must be taken to avoid light pollution into adjacent, often residential, properties. The use of energy-efficient LED lighting fixtures should be encouraged, as well as “dark sky” friendly fixtures to minimize light pollution.

With regard to the stylistic qualities of the lighting, both traditional and contemporary lighting styles are compatible with the architectural styles preferred by participants.



Lighting Incorporated into Furniture



Accent Pathway Lighting



Decorative Uplighting



Decorative Uplighting



Lighting Incorporated into Landscape



RECOMMENDATIONS: TRANSITIONAL SPACES AT REAR



6.1 TRANSITIONAL SPACES AT REAR

Among the three objectives described in Section 5.1 that the Corridor's commercial properties must achieve, two of them are about the relationship to the residential neighborhoods to the east:

- Provide an attractive gateway into the Village's residential neighborhoods to the fronts where possible
- Transition from the Pinecrest Parkway commercial to Pinecrest residences in terms of scale, noise, light levels, air quality and privacy.

Transition has heretofore been achieved by walls and setbacks to buffer impacts, and using back service drives to separate the commercial building mass from the residential property line. While this does achieve some separation and mitigates noise and light, it also leads to horseshoe shaped shopping centers on deep lots that are not advantageous for visibility to the establishments at the rear of the horseshoe. Further, it still positions trash pick-up and back-of-house servicing nearest to the residential uses, greatly exacerbating the impact of restaurants (with kitchens, trash and cooking odor closest to residences). The use of conditioned storage of food dumpsters should be enacted as a part of any rewrite of the future zoning to mitigate these issues.



Existing Service Alley



Existing Rear Street



Existing Rear Connection to Parking Lot



Existing Service Alley



Existing Abutment to Residential Property



Existing Service Alley



6.1 TRANSITIONAL SPACES AT REAR

The following outline lists the criteria for the recommended mitigation of commercial and transitional spaces :

- Building Type: where the commercial corridor is deep enough, a double layer of commercial use.
- Gathering Spaces: Where commercial properties are located on a corner with an east-west street from USI, gathering spaces are encouraged and should be located to the side of the building to provide attractive public spaces that connect the community to the commercial transect from local street.
- Outdoor Dining & Restaurants: Where there are gathering spaces, the end space of the retail building should be used for restaurant uses, allowing for an outdoor café area. Additionally, more informal outdoor dining can occur along the “Village Walks”. This:
 - Activates the gathering space, and
 - Locates desired restaurant and cafés at the intersection of the community and commercial areas, and
 - Provides restaurateurs with a more viable outdoor dining space that neither faces high traffic and parking lots, nor becomes a nuisance to residents



Landscaped Pedestrian Connections



Low-Rise Mixed Use with Tower Features



6.1 TRANSITIONAL SPACES AT REAR

The following outline lists the criteria for the recommended mitigation of commercial and transitional spaces :

- **Buffering:** In addition to transitioning by building use, separation can be enhanced by buffering that is scaled to the adjacent commercial building height and use. (Sec. 7.2)
- **Building Height:** 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.
- **Parking Lots:** Parking lots are not located in the buffer area between the commercial and residential uses.
- **Loading:** To the extent possible by property depth, loading areas are internalized to the commercial transect as much as possible.
- **Alley or Streets:** Alleys or streets separating the commercial corridor from the residential neighborhood should not be used for frontage of commercial properties.
- **Linear Parks:** In certain cases, alleys or streets may be transformed into a secondary “green” layer of internal connections between parks and village amenities.



Linear Parks



6.2 CONNECTIVITY TO TRANSITIONAL SPACES

6.2.1 BUFFERS

Separation between commercial and residential properties is achieved by a landscaped buffer area and driveway (no parking) for office use.

The buffer is landscaped and maintained in a manner to minimize visual, noise, light, and privacy impacts of the commercial uses on the residences. This may include as appropriate:

- Hedge row, or
- Shade trees, or
- Fence or masonry wall where residential backyards abut the commercial property line



Green Rain Screen



Green Walls



Decorative Vertical Planting



Wooden Fencing



Landscape Buffer



6.2 CONNECTIVITY TO TRANSITIONAL SPACES

6.2.2 ALLEYS & STREETS

An alley is an access road that runs along the back lot of the properties on both of its sides. Therefore, it divides the back of commercial uses from the back yards of residential uses:

- An alley should not be used for the frontage of any commercial use;
- The alley should be used as needed for the buffering space between the commercial use and abutting residential back yards; and
- The alley should be considered for reconfiguration to achieve the best implementation of the objectives listed in this section. It may continue to be used for service vehicle access, be partially used for landscape and other buffers, or be used for rooftop parking ramps to the extent that they are not incompatible to residences.

Where streets are located at the back of the commercial transect, such as Suniland Place:

- Commercial parking should be accessed from these streets; and
- Sidewalks, landscape, and shade trees should be provided



Parking Alley



Residential Alley



English Mews



Landscape, Lighting, Paving



6.2 CONNECTIVITY TO TRANSITIONAL SPACES

6.2.3 PARKING

Along the commercial corridor, development is constrained by parking requirements, rather than intensity controls or building bulk and height controls. Within the “Village Area,” parking should be consumer oriented, with landscape opportunities focused on the “Village Walks” and gathering spaces.

Parking within the “Pinecrest Parkway Area” should be destination oriented and composed in a way that allows for maximum landscape opportunities. This parking also provides needed “hitching post” parking for fast turnover parking uses.

When possible, parking is to be located on the roof-top of the retail. Existing rooftop parking should be enhanced with shading devices, adequate lighting, and clear signage.



Rooftop Parking Lot



Rooftop Parking Lot with Direct Access



Ground Floor Covered Parking at Rear



Screened Parking Garage



6.2 CONNECTIVITY TO TRANSITIONAL SPACES

6.2.3 ROOFTOP PARKING

- Rooftop parking does not only reduce the overwhelming amount of surface parking, it also provides an opportunity for Village landmark features.
- Rooftop parking requires that building depths are set at specific dimensions to maximize the efficiency of the parking area.
- Pedestrian access to roof-top parking should be at both ends, and in the center.
- The ends of the building should contain partial 2nd floors with lofts of retail uses below or an office use. This creates visibility from the ground, and more importantly activates the roof top for security and comfort.
- Roof-top parking parapets should be sufficiently high and designed to block headlight spillover and maximize vehicular noise attenuation.
- Access and ramps to the roof-top or center lots must be easily accessed, with excellent way-finding signage.
- Parking should not be located at the back of any commercial property.



Shade Structures With Solar Panels



Proper Illumination



Proper Signage to and from Retail



Proper and Sufficient Signage



6.3 BIKE ROUTES + SHARED USE PATHS

Bicycle connections should be created wherever possible within transitional properties east of the "Village Area" as well as the "Village Walks." Depending on location, paths may take on either a rural or small-scale urban character.

- Coordinate with Village Bicycle Plan bike lanes to Pinecrest Parkway from:
 - SW 104th Street
 - SW 77th Avenue via SW 104th St
 - Chapman Field Drive (SW 124th St)
 - SW 128th Street
- Encourage shared roadway "Sharrow" access for:
 - SW 112th Street
 - SW 117th Street
 - Montgomery Drive (SW 120th St)
 - SW 132nd Street
- Safe bicycle lane and sharrows along storefront driveways
- Secure bicycle storage and locking facilities
- Shower and changing facilities for employees of retail establishments or offices



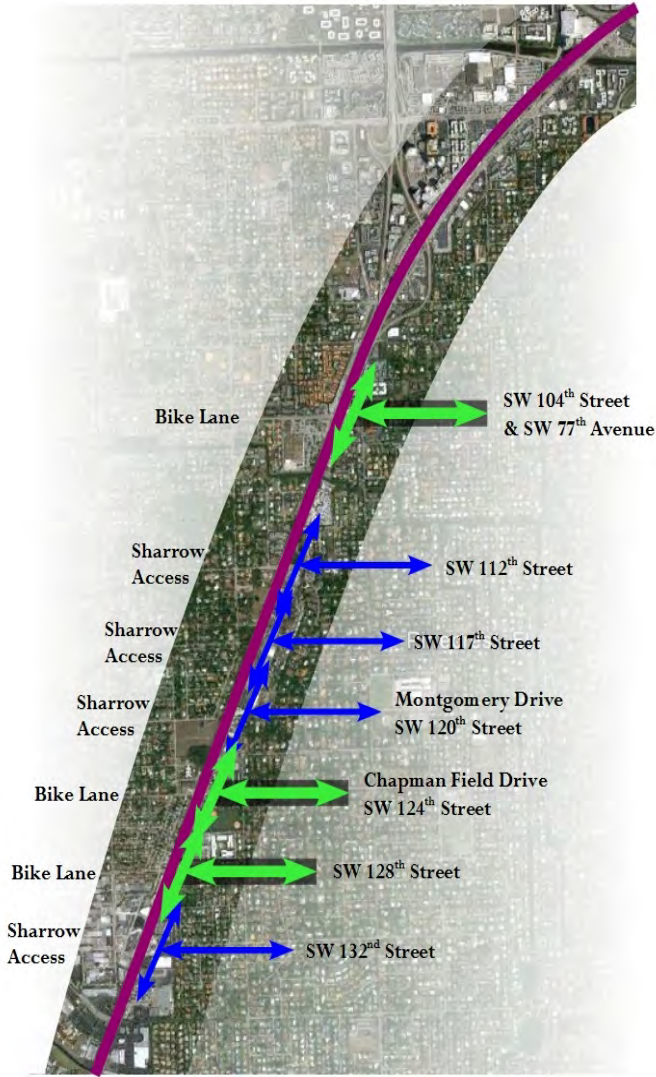
Rural Path: at Rear





Small-Scale Urban Path



Rural Paths: Linear Parks at Rear



 Village Bicycle Plan
 Additional Suggested Connections



IMPLEMENTATION



7.1 IMPLEMENTATION

Once accepted by the Village Council, the Pinecrest Parkway Vision Plan should act a guide for future development along the corridor. But, this document, in and of itself cannot implement the changes that would be required. The Village should take additional steps and make changes to the Village's Comprehensive Development Master Plan and finally to its Land Development Regulations. These documents further guide development and provide the necessary site development standards that regulate the built environment.

The following section is meant to be a guide of actions that should be taken in order to effectuate changes to implement the Pinecrest Parkway Vision Plan.



7.1 IMPLEMENTATION

NEXT STEPS

The Village should begin immediately to develop and adopt a distinctive, uniform landscape plan for Pinecrest Parkway to “brand” the Village. This plan would also include lighting and gateway features. This distinctive branding is intended to announce “I have arrived in Pinecrest!” Additionally, the Village should create a hardscape palette to be implemented in key intersections and public spaces.

- Amend the Village of Pinecrest Comprehensive Development Master Plan to incorporate the Pinecrest Parkway Vision Plan and its recommendations.
- Amend the Village’s Land Development Regulations, Chapter 30, to implement new and/or improved site development standards.
- Amendment can be accomplished as either existing regulation amendment or creation of an overlay district.
- Amend the Village’s Land Development Regulations, Chapter 30, to create a new zoning district “Pinecrest Parkway Commercial Zone” to consolidate the existing business districts (North Pinecrest Business Alternative District exempted) along the Pinecrest Parkway corridor. This will further the intent of the Village and this plan by expanding on the NPBAD goal which seeks to encourage a sense of defined space which includes a mix of uses, increase pedestrian and bicycling activity and reduce reliance on automobiles.
- Amend the Village’s Land Development Regulations to allow more flexibility in landscape placement on site, create regulations to incentivize vertical landscaping, green roofs and provide credits towards requirements.
- Amend the Village’s Land Development Regulations to allow outdoor dining.
- Create uniform signage requirements.
- Allow for expedited review and/or administrative approvals for mixed-use development.
- Encourage gathering spaces on side of buildings facing side streets or paseos.
- Rear buffer area is alley with ramp to roof-top parking in alley.
- Create an Art in Public and/or Private Places ordinance that requires art installations for construction and/or renovation projects.



7.1 IMPLEMENTATION

NEXT STEPS

Implement new parking and driveway standards, shared parking and cross access regulations:

- 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.
- The Village should consider a reduction of the parking ratio based on national standards, as well as the adoption of a shared parking ordinance (within retail uses).
- Prepare a market study for Pinecrest Parkway to better understand the development potential and target market.
- Identify and acquire land for civic improvement along the corridor.
- Study the feasibility of undergrounding utilities.
- Provide decorative street lighting along the corridor.
- Controlled Redevelopment Incentives.



7.2 FUNDING

Local governments may be able to access a variety of funding sources, including federal, state, county, and local sources, in order to encourage or facilitate redevelopment in a preferred pattern. Most grant funding programs are very competitive, and each has deadlines and requirements that can vary from year to year. The principal funding sources available to the Village of Pinecrest and to property and business owners within the Pinecrest Parkway corridor are described in the following section.



Bikes Belong Coalition



7.2 FUNDING

7.2.1 FEDERAL FUNDING

Pinecrest may access federal funds that are administered by State and County agencies such as the Florida Department of Transportation – District VI, the Florida Department of Environmental Protection (FDEP), and Miami-Dade’s Metropolitan Planning Organization (MPO). Such funding is provided through several programs, including:

- The **Transportation, Community and System Preservation (TCSP) Program** and **Transportation Enhancements Program (TEP)** both provide funding for aesthetic and safety improvements along major roadways, covering a portion of the costs of installing bicycle facilities and landscaping, for example.
- The **Land and Water Conservation Fund** administered by FDEP funds efforts at land acquisition for recreational purposes, as well as the development of parks and bicycle trails.
- **Recreational Trails Program**, also administered by FDEP, assists with the acquisition of easements for trail use as well as the construction of trails and their accompanying maintenance equipment.
- The **Economic Development Administration** of the US Department of Commerce provides grants to fund public works projects that hold the potential to lead to permanent job creation.
- The **Small Business Administration** provides low-interest loans to businesses that cannot qualify for standard commercial loans. This fund allows businesses to expand, including physical expansion and redevelopment. A variety of other small business loan programs are operated by different governmental and nonprofit entities at the local level.



7.2 FUNDING

7.2.2 STATE + COUNTY FUNDING

State Funding

The State of Florida can serve as a source of redevelopment funds through a series of programs, including:

- **Florida Communities Trust's Florida Forever Program** – It provides grants for the acquisition of land for community-based parks, open spaces, trails, and greenways that further outdoor creations needs.
- **Florida Recreation Development and Assistance Program** – Similar to the Land and Water Conservation Fund program described above, this program funds land acquisition for recreational purposes and development of parks and bicycle trails.

County Funding

- Approved in 2004, **Miami-Dade County's Building Better Communities Bond Program** is the largest capital construction bond program in the county's history. Although particular capital projects were identified in the bond issuance, funds for unviable projects have periodically become available.
- The **Quality Neighborhoods Improvement Program** funds sidewalk repairs, bicycle routes, resurfacing streets, and parks improvements.
- The County's **Long Range Transportation Plan**, prepared by the MPO, lists all transportation projects planned to be implemented over the next few decades.
- The **People's Transportation Plan**, otherwise known as the ½ penny transportation sales tax, funds local transportation and transit projects.
- The **Property Assessed Clean Energy (PACE)** is a financing program designed to help qualifying homeowners and commercial property owners invest in specified energy efficiency and renewable energy improvements.



7.2 FUNDING

7.2.3 MUNICIPAL FUNDING

Regulatory Powers

Local governments have the ability to expend funding in order to address local challenges. But even in the absence of these expenditures, local governments have regulatory tools at their disposal in order to stimulate or fund redevelopment.

Two of the most critical regulatory tools that local governments can utilize include their ability to **change the zoning of a parcel** or series of parcels. This can include intensifying (or “upzoning”) the permitted uses of a parcel – e.g. from residential to commercial, or commercial to industrial – so that a property owner can develop their parcel in a broader range of ways. It can also include variations of this notion – such as **changing minimum and maximum development requirements**, by allowing larger building heights, greater lot coverage, or lower parking and landscaping requirements, for example.

Expenditures

In addition, local governments have a variety of taxing powers at their disposal that result in additional revenue. These include:

- **Impact Fees** charged to developers, typically in relation to trip generation increases likely to be caused by new development. In lieu of impact fees, property owners and developers may negotiate to fund improvements as part of the construction process.
- **Special Taxing or Assessment Districts** can be used to fund some infrastructure improvements such as sidewalks and lighting.
- **Gas Taxes** and **Fuel Taxes** can fund a variety of transportation projects.
- **Bonds**, such as Industrial Revenue Bonds, Redevelopment Revenue Bonds, General Obligation Bonds, Parking Revenue Bonds, and Limited Obligation Bonds, all cover, in whole or in part, the costs of capital improvements.
- **Utility Enterprise Funds** allow Florida communities to fund infrastructure improvements in their redevelopment areas.
- **Land Sales and Leases** allow the Village to purchase strategically important parcels and sell or lease them for development of a particular type. Land acquisition can be achieved through traditional negotiation and purchase processes or, in some cases, through eminent domain.
- **Public-Private Partnerships** are creative arrangements through which the public and private sectors share the costs and benefits associated with new revenues. In one common scenario, the Village could assemble parcels, enter into a long-term lease with a private developer, and lease him or her the parcels for an extended period of time in exchange for his/her construction of specified public amenities.
- **Direct Borrowing** of bank funds have become a competitive funding source, in large part due to low-interest loan rates for municipal entities.
- **Property Improvement Grant Programs**, such as façade improvement grants, would allow the Village to encourage property owners to renovate their properties by sharing the costs of the improvements with them. In many cases local governments will match a property owner’s investment dollar-for-dollar, up to \$20,000, for example.



7.2 FUNDING

7.2.4 PRIVATE OPTIONS

Property owners can accelerate redevelopment through willing participation in the **special districts** described above.

In addition, individual **Corporations** may fund improvements themselves, perhaps in exchange for sponsorship signage, on benches or bike trail segments, for example. Individual property and business owners may choose to undertake improvements in response to incentives provided by the Village. For example, a reduction in parking requirements may allow a property owner to set aside space for a public plaza. Or the allowance of greater physical variety of landscape requirements might facilitate the creation of green space with street furniture. Given that not all cases are the same, individual property owners can be encouraged to offer their own suggestions for what might facilitate redevelopment on their particular properties.

Nonprofits and **Foundations** also can provide funding. The **Bikes Belong Coalition**, for example, funds bicycle trails in a range of neighborhoods.



APPENDIX



RESOLUTION NO. 2010-13

A RESOLUTION OF THE VILLAGE OF PINECREST, FLORIDA, OPPOSING FLORIDA POWER AND LIGHT'S ("FPL") PLAN TO PLACE OVERHEAD HIGH VOLTAGE TRANSMISSION LINES ON US 1 TO CONNECT THE TURKEY POINT POWER PLANT TO THE DOWNTOWN MIAMI SUBSTATION; URGING THE PLACEMENT OF UNDERGROUND LINES WITHIN THE VILLAGE OF PINECREST; REQUESTING THE PUBLIC SERVICE COMMISSION ("PSC") TO REVISIT ITS OPINION WITH REGARD TO THESE UNDERGROUND COSTS NOT BEING SHARED BY ALL FPL USERS IN FLORIDA; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Florida Power and Light ("FPL") desires to place overhead high voltage transmission lines through Miami-Dade County ("County"), specifically on Pinecrest Parkway ("US 1") between Turkey Point and Downtown Miami; and

WHEREAS, many experts claim transmission lines can be safely placed underground; and

WHEREAS, the proposed route for the overhead transmission lines will negatively impact the residents, businesses, quality of life, and possibly public health, along the US 1 Corridor; and

WHEREAS, many experts claim overhead transmission lines may be dangerous to the public due to the electromagnetic fields surrounding the lines; and

WHEREAS, many residents and stake holders are opposed to above ground transmission lines anywhere near their neighborhoods; and

WHEREAS, due to South Florida's high proclivity to hurricanes, overhead transmission lines pose a serious danger to the public and underground lines seem to be the only viable option to counter this danger; and

WHEREAS, underground lines will serve the public health, safety and welfare of the community by maintaining the County's busiest thoroughfare, free from the post disaster relief related to tropical storms and hurricanes in South Florida; and

WHEREAS, US 1 is a major thoroughfare and cannot risk interruption from a down power line;

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

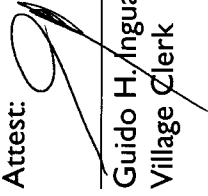
Section 1. That the Village Council hereby opposes FPL's plan to place overhead high voltage transmission lines on US 1 to connect the Turkey Point nuclear plant to the Downtown Miami Substation, urges the placement of underground lines within the Village of Pinecrest instead, and requests the Public Service Commission ("PSC") to revisit its opinion with regard to these underground costs not being shared by all FPL users in Florida, instead of the underground costs being paid fully by the affected municipality.

Section 2. The Village Clerk is hereby directed to forward a copy of this resolution to the PSC.


Section 3. This resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED this 9th day of March, 2010.

Attest:



Guido H. Anguanzo, Jr., CMC
Village Clerk

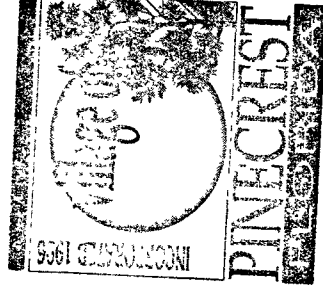
Approved as to Form and Legal Sufficiency:


Cynthia A. Everett
Village Attorney

Motion by: Vice Mayor Corradino
Second by: Councilmember Ross

Vote: Councilmembers Cutler, Harter, Ross, Vice Mayor Corradino, and Mayor Lerner voting Yes


Cindy Lerner, Mayor



Guido H. Inguanzo, Jr. (OVC)

From: Guido H. Inguanzo, Jr. (OVC)
Sent: Tuesday, March 16, 2010 12:02 PM
Subject: Resolution Opposing FPL's Plan to Install Overhead Transmission Lines on US 1
Attachments: 2010-13.pdf

Commissioners:

Attached please find a copy of Resolution 2010-13, adopted by the Pinecrest Village Council on March 9, 2010, opposing FPL's plan to install overhead transmission lines on US 1.

Guido H. Inguanzo, Jr., CMC, Village Clerk

Office of the Village Clerk
Village of Pinecrest
12645 Pinecrest Parkway
Pinecrest, Florida 33156
t 305.234.2121
f 305.234.2131
www.pinecrest-fl.gov/clerk
clerk@pinecrest-fl.gov

RESOLUTION NO. 2012-55

A RESOLUTION OF THE VILLAGE OF PINECREST, FLORIDA, EXPRESSING OPPOSITION TO THE MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION'S PROPOSED US 1 EXPRESS PROJECT; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Miami-Dade Metropolitan Planning Organization in coordination with the Miami-Dade Expressway Authority (MDX) is studying the US 1 Express Project, a proposed tolled expressway on the South Dade Busway along the Village's main commercial corridor; and

WHEREAS, the proposed project will dramatically increase traffic congestion in the Village and abutting areas, and undermine existing and proposed transit routes along the corridor; and

WHEREAS, the proposed project will replace the first Bus Rapid Transit Corridor in the country with an elevated toll expressway with severe detrimental effects to the business community as well as the abutting residential communities; and

WHEREAS, the voters of Miami-Dade County approved a transit expansion plan for the South Dade Busway in the People's Transportation Plan (2002) providing for rail expansion along this corridor; and

WHEREAS, the Village Council wishes to express opposition to the project;


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

Section 1. That the Village Council hereby expresses opposition to the proposed US 1 Express Project and requests that the Miami-Dade Metropolitan Planning Organization suspend the current study authorized under MPO Resolution 27-09, remove the project from the 2030 Long Range Transportation Plan, and redirect the focus back to a rapid transit improvement as approved by voters in the People's Transportation Plan (2002).


Section 2. That the Village Clerk shall transmit a copy of this resolution to the Miami-Dade Metropolitan Planning Organization and the Miami-Dade Expressway Authority.

Section 3. This resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED this 11th day of September, 2012.



Cindy Lerner, Mayor

Attest:



Guido H. Inguanzo, Jr., CMC
Village Clerk

Approved as to Form and Legal Sufficiency



Cynthia A. Everett
Village Attorney



Motion by: Councilmember Ross
Second by: Councilmember Cutler

Vote: Councilmembers Cutler, Ross, Vice Mayor Harter, and Mayor Lerner voting Yes
Councilmember Corradino voting No

Guido H. Inguanzo, Jr. (OVC)

From: Guido H. Inguanzo, Jr. (OVC)
Sent: Tuesday, September 18, 2012 3:06 PM
To: 'executivedirector@mdxway.com'
Subject: Resolution 2012-55 > Expressing Opposition to the US 1 Express Project
Attachments: 2012-55.pdf

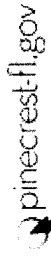
[View this message in your inbox](#)

Honorable Chairperson and Members of the MDX Board of Directors:

The attached resolution, adopted on September 11, 2012, relating to the US 1 Express Project, is provided to you at the request of the Pinecrest Village Council.

Guido H. Inguanzo, Jr., CMC Village Clerk

Office of the Village Clerk
Village of Pinecrest
12645 Pinecrest Parkway
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www.pinecrest-fl.gov/clerk



Guido H. Inguanzo, Jr. (OVC)

From: Guido H. Inguanzo, Jr. (OVC)
Sent: Tuesday, September 18, 2012 3:04 PM
To: 'irm@miamidade.gov'
Cc: 'zsalm@miamidade.gov'
Subject: Resolution 2012-55 > Expressing Opposition to the US 1 Express Project
Attachments: 2012-55.pdf



Honorable Chairperson and Members of the MPO:

The attached resolution, adopted on September 11, 2012, relating to the US 1 Express Project, is provided to you at the request of the Pinecrest Village Council.

Guido H. Inguanzo, Jr., CMC Village Clerk

Office of the Village Clerk
Village of Pinecrest
12645 Pinecrest Parkway
Pinecrest, Florida 33156
t 305.234.2121 | f 305.234.2131
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Guido H. Inguanzo, Jr. (OVC)

From: Guido H. Inguanzo, Jr. (OVC)
Sent: Tuesday, September 18, 2012 3:03 PM
To: 'district1@miamidade.gov'; 'district2@miamidade.gov'; 'district3@miamidade.gov';
'district4@miamidade.gov'; 'district5@miamidade.gov'; 'district6@miamidade.gov';
district7@miamidade.gov; district8@miamidade.gov; 'district9@miamidade.gov';
'district10@miamidade.gov'; 'district11@miamidade.gov'; 'district12@miamidade.gov';
'district13@miamidade.gov'
Cc: 'clerkbcc@miamidade.gov'
Subject: Resolution 2012-55 > Expressing Opposition to the US 1 Express Project
Attachments: 2012-55.pdf

Honorable Chairperson and Members of the Board of County Commissioners:

The attached resolution, adopted on September 11, 2012, relating to the US 1 Express Project, is provided to you at the request of the Pinecrest Village Council.

**Guido H. Inguanzo, Jr., CMC
Village Clerk**

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RESOLUTION NO. 2012-56

A RESOLUTION OF THE VILLAGE OF PINECREST, FLORIDA, URGING THE MIAMI-DADE EXPRESSWAY AUTHORITY TO EXTEND THE US 1 EXPRESS PROJECT TIMELINE TO PROVIDE FOR A SERIES OF PUBLIC MEETINGS AND PRESENTATIONS TO INFORM THE PUBLIC ABOUT THE PROJECT; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Miami-Dade Expressway Authority (MDX), in coordination with Miami-Dade Transit, is studying the use of “Managed Lanes” on the South Dade Busway along the US 1 corridor; and

WHEREAS, in September 2008, the Miami-Dade Metropolitan Planning Organization (MPO) issued a final report entitled “South Dade Managed Lanes Study”; and

WHEREAS, in July 2009, the MPO amended the 2030 Long Range Transportation Plan to include the “US 1 Express” project; and

WHEREAS, the two public information opportunities held thus far – consisting of the “public kick-off meetings” in September 2011 and the public workshop in May 2012 – have been devoid of project details; and

WHEREAS, the Pinecrest Village Council adopted Resolution 2012-55 expressing opposition to the project and requesting that the MPO suspend the current study authorized under MPO Resolution 27-09 and removing the project from the 2030 Long Range Transportation Plan; and

WHEREAS, if the MPO proceeds with the study, the schedules calls for MDX to present its plan and gauge public reaction at only one public hearing in June 2013; and

WHEREAS, the MDX plan will be presented to the MPO for approval in November 2013 without further public review; and

WHEREAS, a project of this nature and scope will have significant and long-lasting impacts for traffic movement from far South Miami-Dade to Downtown Miami, affecting tens of thousands of people on a daily basis and communities along its path and beyond; and

WHEREAS, congestion at Dadeland North, the stated terminus of the project, makes depositing additional traffic there, or providing access to US 1, from points south, extremely problematic; and

WHEREAS, MDX has maintained that the addition of managed lanes on the South Dade Busway will shift traffic from US 1 to the busway, improving traffic conditions on US 1; and

WHEREAS approval of a managed lanes corridor is likely to increase pressures to develop housing in present Redland agricultural areas, producing a net increase in traffic along the corridor; and

WHEREAS, the inclusion of traffic ingress/egress points involving any cross-streets in Pinecrest is likely to produce additional congestion at affected intersections; and

WHEREAS, encouraging further automobile traffic along the US 1 corridor is fundamentally inconsistent with efforts to improve public transportation; and

WHEREAS, the Steering Committee organized by MDX and comprised of community representatives apparently has a limited, passive role in guiding essential project determinations; and

WHEREAS, municipalities and residents of the communities abutting the South Dade Busway will need additional time to assess the impacts of a managed lanes proposal, once presented;


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

Section 1. That the Village Council hereby urges the Miami-Dade Expressway Authority to extend the timeline of the US 1 Express Project to provide for a series of public meetings and presentations to inform the public about the project including a formal presentation to the Village Council and the governing bodies of other municipalities as well as homeowner and business groups and other interested organizations.

Section 2. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED this 11th day of September, 2012.

Attest:


Guido H. Inguanzo, Jr., CMC
Village Clerk


Cindy Lerner, Mayor



Approved as to Form and Legal Sufficiency



Cynthia A. Everett
Village Attorney

Motion by:
Second by:

Councilmember Ross
Councilmember Corradino

Vote:

Councilmembers Cutler, Ross, Vice Mayor Harter, and Mayor Lerner voting Yes
Councilmember Corradino voting No