

# PLANNING FRAMEWORK

The Planning Framework presented in this section provides an organizing strategy for undertaking infrastructure improvements in the Pembroke Pines Hub area with a particular emphasis on near-term priorities for investment. The Framework enables consideration of both the near-term and the long-term so that investments in early phases do not preclude more ‘visionary’ future objectives for the area, but instead establish a strong foundation for subsequent phases of coordinated investment in the coming years.

The Hub area encompasses the newly developed Pines City Center at the southwest corner of Pines Boulevard and Palm / 101st Avenue and its immediate surroundings. Framework development included reviewing area activities and circulation patterns between travel modes within the City Center and the immediate vicinity for multimodal connectivity. The functionality of bike/pedestrian connections considering in-progress construction and anticipated future private development was also reviewed. The Framework is consistent with the City’s current redevelopment efforts and long-term aspirations, and with the pending bikeshare program and refinement of community shuttle routes.

The Planning Framework builds on past planning efforts and an understanding of existing planning area conditions, as described in the preceding **Planning Context**. It is also informed by early stakeholder input and is consistent with the findings of the preceding **Market Analysis**. It guides the application of specific Hub Elements in defined Focus Areas, as described later in this section. The Framework serves therefore as a “pivot point” between a general discussion of City and agency aspirations and the identification of specific investments that support these aspirations, documented in the **Near-Term Priority Projects** and **Implementation Strategy** sections to follow.

This section presents the following:

- **Framework Themes and Considerations** that guided development of the physical Framework.
- **Hub Elements**, consistent with the broader Mobility Hub initiative, that were considered for inclusion in the physical Framework.
- **Framework Layers** that describe the anticipated development pattern in the Hub area, and potential investments to the public realm and multimodal opportunities that could support a vibrant and transit supportive Hub.
- **Project Priorities** that break the planning area into discrete segments for purposes of project development and phasing. Design concepts and cost estimates for near-term implementation priorities, and finalized locations, will be developed in the next phase of the planning process.

**FIGURE F-1 (LEFT): UPGRADED CITY CENTER STREETScape AT 103<sup>RD</sup> AVE SOUTH OF PINES BLVD**

**FIGURE F-2 (RIGHT): PEDESTRIAN ENVIRONMENT IN NEED OF IMPROVEMENT NORTH OF PINES BLVD, NEAR NW 103<sup>RD</sup> AVE AND NW 3<sup>RD</sup> STREET**



## FRAMEWORK THEMES AND CONSIDERATIONS

Based upon the review of current physical conditions, recent planning efforts, and stakeholder feedback regarding the Pembroke Pines Mobility Hub planning area, the following considerations guided development of a Planning Framework. The Planning Framework will facilitate the development of more detailed planning and design efforts for targeted Mobility Hub elements and locations. Building from the Planning Framework, the Broward Metropolitan Planning Organization (MPO) will pursue both *feasible and actionable short-term investments*, and *partnerships to support longer-term initiatives*.

Considerations moving forward are organized around three “guiding themes”:

**TRANSPORTATION: Establish a City Center Transit Hub**

**DEVELOPMENT: Expand City Center with Complementary Office Uses**

**IMPLEMENTATION: Support Phased Transit Upgrades**

### TRANSPORTATION

---

Transit, bicycle and pedestrian mobility infrastructure in the Pembroke Pines Mobility Hub planning area should be expanded and enhanced in a manner that results in improved accessibility to, from, and within the City Center. While there will be other locations in the City where residents and employees can access express, regional or local transit, the City Center offers a unique opportunity to foster a multimodal lifestyle, for City Center residents in particular. Planning considerations include the following:

#### CENTRALLY LOCATED TRANSFERS

- *Focus visible Mobility Hub improvements along the central spine of Pines Boulevard.* In addition to raising the visibility of transit as a travel option, this will support transfer activity between Broward County Transit (BCT) and

other providers/modes to make “last mile” connections to the broader City Center area. These options now include walking, biking, community bus routes, cabs or rideshare services, and in the future will include bikeshare.

- In addition to higher profile BCT stops along Pines Boulevard, *establish a centralized off-street location within the City Center* where transfers between modes can be more efficiently served, bus bays and amenities can potentially be accommodated, and where convenient nearby parking can be provided.
- *Enhance secondary Pines Boulevard crossings at NW 103<sup>rd</sup> and NW 106<sup>th</sup> Avenues*, to facilitate convenient pedestrian and bicycle movement between development areas to the north and south without diverting non-motorized crossing to the primary intersection at Pines Boulevard and NW 101<sup>st</sup>/Palm Avenue.
- *Adjust community shuttle routes to travel through the City Center development* once all roadway connections are complete, so that more destinations are directly accessible from the route than would be if it remained on perimeter arterials. Carefully consider routing to make transit use convenient for City Center residents in particular, to include convergence with and potential overlap with local bus routes.

#### LEVERAGE EXISTING ASSETS

- Utilize the generous right-of-way width of Pines Boulevard to *create high profile transit stop locations* that are tied aesthetically to the design of the City Center.
- As property improvements are undertaken north of Pines Boulevard, *create a direct north-south connection* via NW 103<sup>rd</sup> Street extended through the site to better connect residential areas to the north with the City Center and allow for improved traffic flow and transit routing.
- Use a City Center inspired design theme to *create a consistent “vocabulary” of multimodal features* throughout the area. Transit amenities should focus on user convenience and comfort, and build on the newly “walkable” character of the redevelopment.
- Transit service upgrades will not alter the predominantly auto-oriented focus of the area in the near term. Transit will continue to function in this environment as a key component of mobility, and its *visual presence and the*

*ability of transit users to orient themselves to the area upon arrival should be elevated.*

- Transit, multimodal, and wayfinding features should *balance between elements scaled to: 1) drivers* along Pines Boulevard and Palm Avenue/ NW 101<sup>st</sup> Avenue to identify the City Center and denote key entry points, and 2) *pedestrians and transit users* on lower speed streets within the City Center.
- In conjunction with broader initiatives to expand the greenway network throughout the City, *improve pedestrian and bicycle connections into the City Center from surrounding neighborhoods*, such as the Washington Street right-of-way and connection west via Raintree Park, NW 103<sup>rd</sup> Avenue north to Johnson Street, and northeast via the FPL easement pathway.
- Explore the available public parking in the Florida Power & Light (FPL) easement as a *park-and-ride facility for express bus service* in the long term, in coordination with BCT and/or Florida Department of Transportation (FDOT). This location could eventually also provide park-and-ride capacity for expanded high capacity transit services as well given its proximity to the primary intersection.

## DEVELOPMENT

---

Development in the Pembroke Pines Mobility Hub planning area should continue with the attention to quality and walkability established with the recent City Center development, with the over-arching goal of fostering a more vibrant mixed-use environment. Considerations related to mobility planning include the following:

### EXPAND CITY CENTER ENVIRONMENT

- Extend the City Center concept *to the north across Pines Boulevard*. Travelers on Pines Boulevard should feel that they are moving through the heart of the City Center, not just along an edge. A consistent pattern of development and urban design pursued both north and south of Pines Boulevard can support this.
- As development efforts proceed, the City should continue to require cross access easements between private development parcels to *facilitate safe*

*and direct routes between City Center destinations, for pedestrians and bicyclists in particular*. Transit services should also be routed through private properties as needed to provide efficient and convenient connections near the entrances to destinations whenever feasible.

- Orient desired outdoor spaces (dining areas, plazas, etc.) to side streets or private “streets” rather than toward high traffic or high-speed roadways.

### BROADEN THE LAND USE MIX

- Further City Center development or expansion should seek to *broaden the overall mix of land uses by incorporating additional office uses* (see the accompanying Market Analysis). This will increase the daytime population and further bolster additional retail activity.
- Consideration should be given to *other potential uses that would draw community attention and traffic to the area*, or that could complement a commuter transit orientation. Such uses could include: daycare facilities, cultural/recreational/entertainment venues, and service/convenience uses oriented to transit users, commuters and City Center residents.

## IMPLEMENTATION

---

Implementation in the Pembroke Pines Hub planning area will require a coordinated balance of near-term initiatives and longer-term strategies, with considerable coordination among agencies to address competing needs and priorities. Decisions and investments made early should keep in mind the potential for higher capacity transit on arterial roadways in the future, not precluding the ability to effectively accommodate it later. Planning considerations include the following:

### NEAR-TERM TRANSIT SUPPORT

- The near-term opportunity for *implementation of “high visual impact” transit-focused amenities which can elevate the role of transit in the area*, along with pedestrian crossing and wayfinding elements that are responsive to varying needs can be undertaken. The branding of community transit

services will be important, including consistent wayfinding features that support transfers between shuttle and BCT services.

- Transit planning should be carefully coordinated with the City’s ongoing effort to *develop a local bikeshare program*, so the two (2) initiatives are mutually supportive and beneficial.
- As transit routing and transfer location adjustments are being considered, explore whether a “tactical urbanism” approach of *implementing temporary facility and/or service changes for purposes of evaluation* is warranted, before significant investments are undertaken.
- Agreements regarding *ongoing maintenance responsibility* for any new Hub amenities will be needed prior to any installation. This could involve agreement among the City, County, and/or adjacent private property owners.

**LONGER-TERM COLLABORATION**

- The City, BCT and FDOT should *discuss mutually beneficial strategies to provide a park-and-ride facility at the City Center*. Additional capacity and operational flexibility- including the ability to accommodate ridesharing and other emerging technologies, shared parking, and electric transit vehicle recharging- could also be accommodated depending upon the facility layout.
- A City strategy for further City Center development should potentially *include strategic acquisition of key parcels for redevelopment and/or future rights-of-way as opportunities arise*, so that a complete and coherent multimodal network can be created over time.
- Leverage *funding mechanisms* so that all are used most effectively. Available Mobility Hub support should be supplemented with other available sources.
  - Pembroke Pines could consider pursuing grant support from the State of Florida related to Enterprise Florida’s grant for infrastructure and capital improvements that link transit to job growth (as discussed in the accompanying Market Analysis).
  - With the recent passage of the “Penny for Transportation” surtax county-wide, iterative improvements to transportation infrastructure and services will be forthcoming through coordination with Broward County. These plans should be carefully coordinated with Mobility Hub efforts to ensure the mutual benefit is maximized.

**MOBILITY HUB ELEMENTS**

Potential elements to include in the Hub area were presented and discussed with local stakeholders at a work session to establish local priorities for the Planning Framework. These elements, consistent with the county-wide Hub initiative, address the three key aspects of Hub development – Mobility, Safety and Placemaking.

**MOBILITY**

Figure F-3 provides examples of potential improvements to enhance multimodal mobility in Hub areas, and in particular amenities for transit users and support for transfer and first-mile / last-mile connections. They are typically eligible for Hub funding, and are intended to:

- Encourage and promote multimodal travel
- Facilitate easier use of the transit system

**SAFETY**

Figure F-4 provides examples of potential improvements to enhance safety for pedestrians and bicyclists in Hub areas, through separation of modes and highlighting areas set aside for non-motorized movement. These elements may be eligible for Hub funding, and are intended to:

- Increase safety of all users
- Separate and clarify modes of travel

**PLACEMAKING**

Figure F-5 provides examples of potential improvements related to urban design, which can enhance both the pedestrian and driver experience and establish a strong and positive community identity. These elements will likely require alternative sources of funding, but are intended to:

- Activate the public realm
- Serve as a visually consistent expansion of the City Center character
- Support (re)development efforts

FIGURE F-3: MOBILITY ELEMENT EXAMPLES

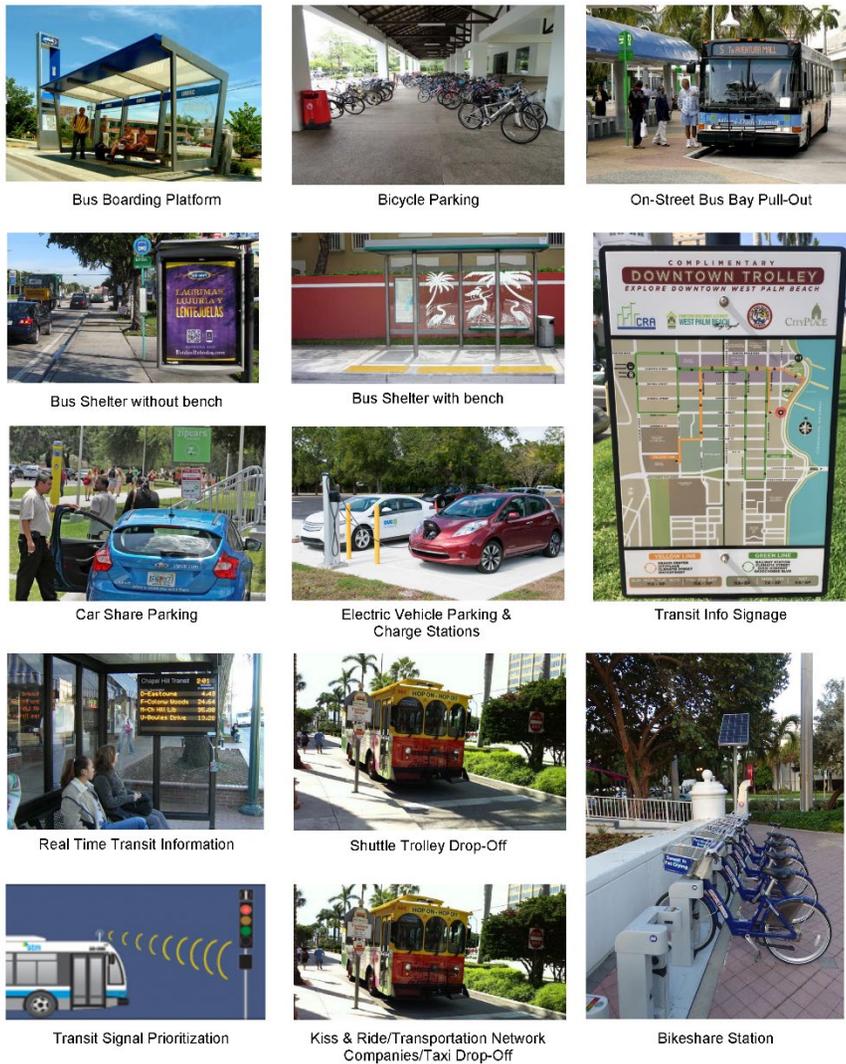


FIGURE F-4: SAFETY ELEMENT EXAMPLES

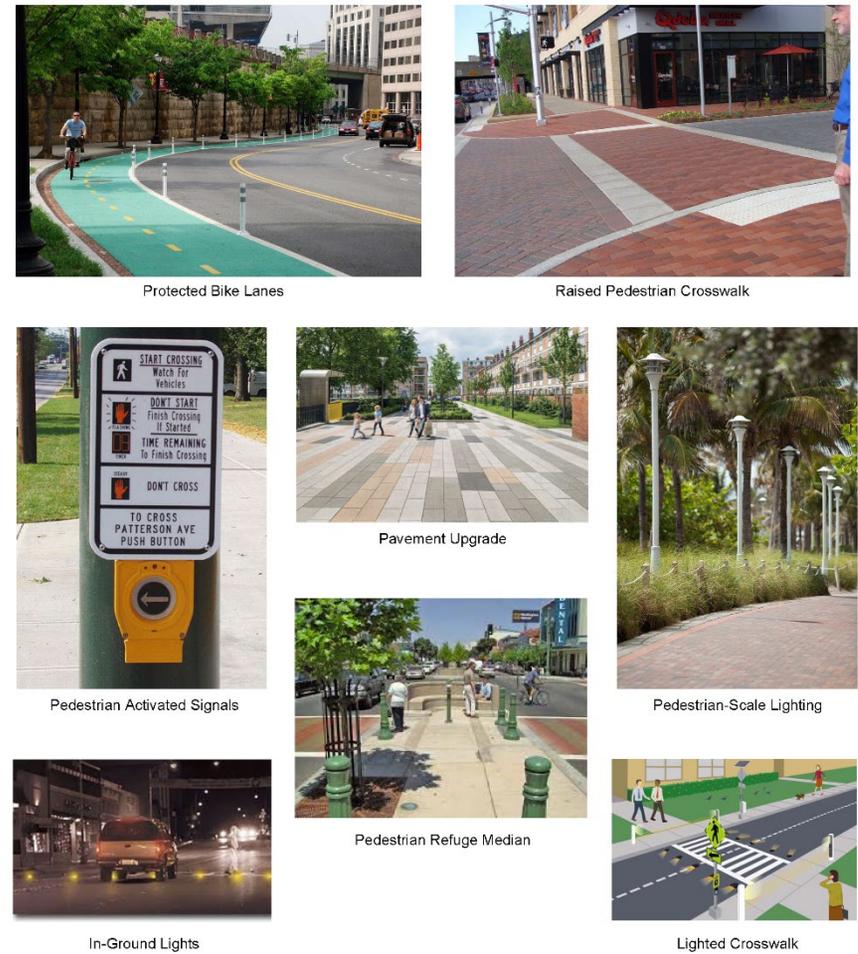


FIGURE F-5: PLACEMAKING ELEMENT EXAMPLES



Community Entry Marker



Wayfinding Signage



Canopies / General Shading



Community Plaza with Public Art



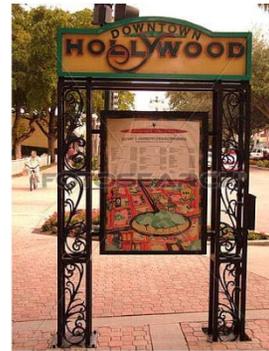
Community Event Space



Community Identity Feature



Public Restroom



Community Identity Feature / Wayfinding Map (Monument)



Hallandale Beach Mural Building

## FRAMEWORK LAYERS

The two (2) Framework layers depicted in Figures F-6 and F-8 on the following pages reinforce the interconnected nature of the underlying development pattern, the public right-of-way, the various types and modes of movement, and the elements that support these modes. These Development and Multimodal Frameworks provides a *conceptual* depiction of potential improvements to guide more detailed design efforts, applying specific high-priority Hub elements.

## DEVELOPMENT PATTERN AND PUBLIC REALM

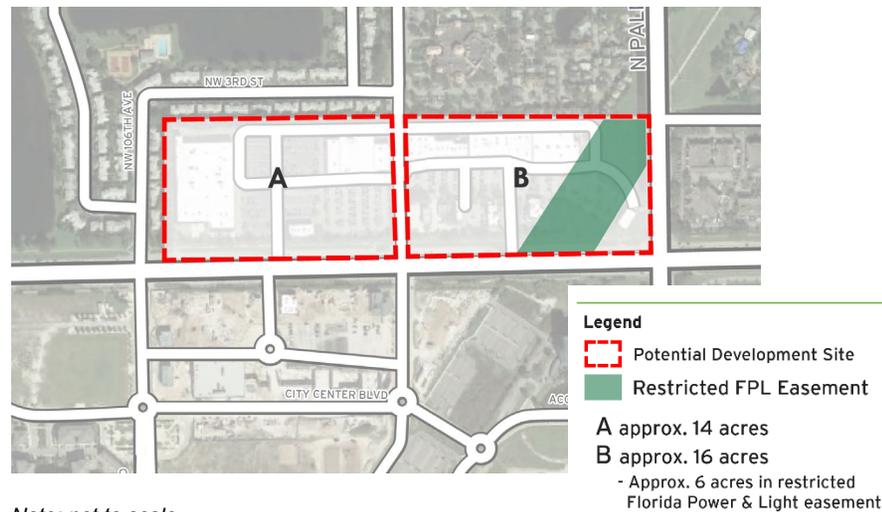
Figure F-6, the Development Framework, is long-term in focus. Despite the challenges of an established development pattern that is compartmentalized and reliant upon a hierarchical street network, the Framework suggests a proactive and intentional strategy to support a broader and more integrated mix of uses in the Hub area. Figure F-6 depicts the following:

- **Land Uses** depicted remain unchanged in the surrounding established area, while expanding the new City Center development concept to the north and east to create an expanded mixed-use area that incorporates office uses. This would increase daytime population which would further support more retail activity. A longer-term opportunity to use public parking in the easement for park-and-ride should remain under consideration.
- A **Key Development Site** is delineated as a high priority for future change, potentially in phases. A future concept should allow for more intensity, apply City Center design standards and prioritize pedestrian and transit access. See Figure F-7 for additional site characteristics, including an open space in the existing easement, and a high profile “gateway” element at the corner.
- **Key Open Space Opportunities** in the Hub area, to supplement those already existing, include making use of the existing significant overhead utility easement as an amenity and focal point both north and south of Pines Boulevard, in particular in conjunction with redevelopment of the corner of the shopping center north of Pines Boulevard.



- Potential Public Realm Investments**, including *conceptual* locations for community identity elements, transit information signage and local wayfinding features. These locations would establish clear extents of the “walkable” City Center environment, clarify the expansion of the environment across Pines Boulevard, and align wayfinding and information locations with multimodal improvements (see Figure F-8).

FIGURE F-7: HIGH PRIORITY HUB REDEVELOPMENT SITES



Note: not to scale

## MULTIMODAL OPPORTUNITIES

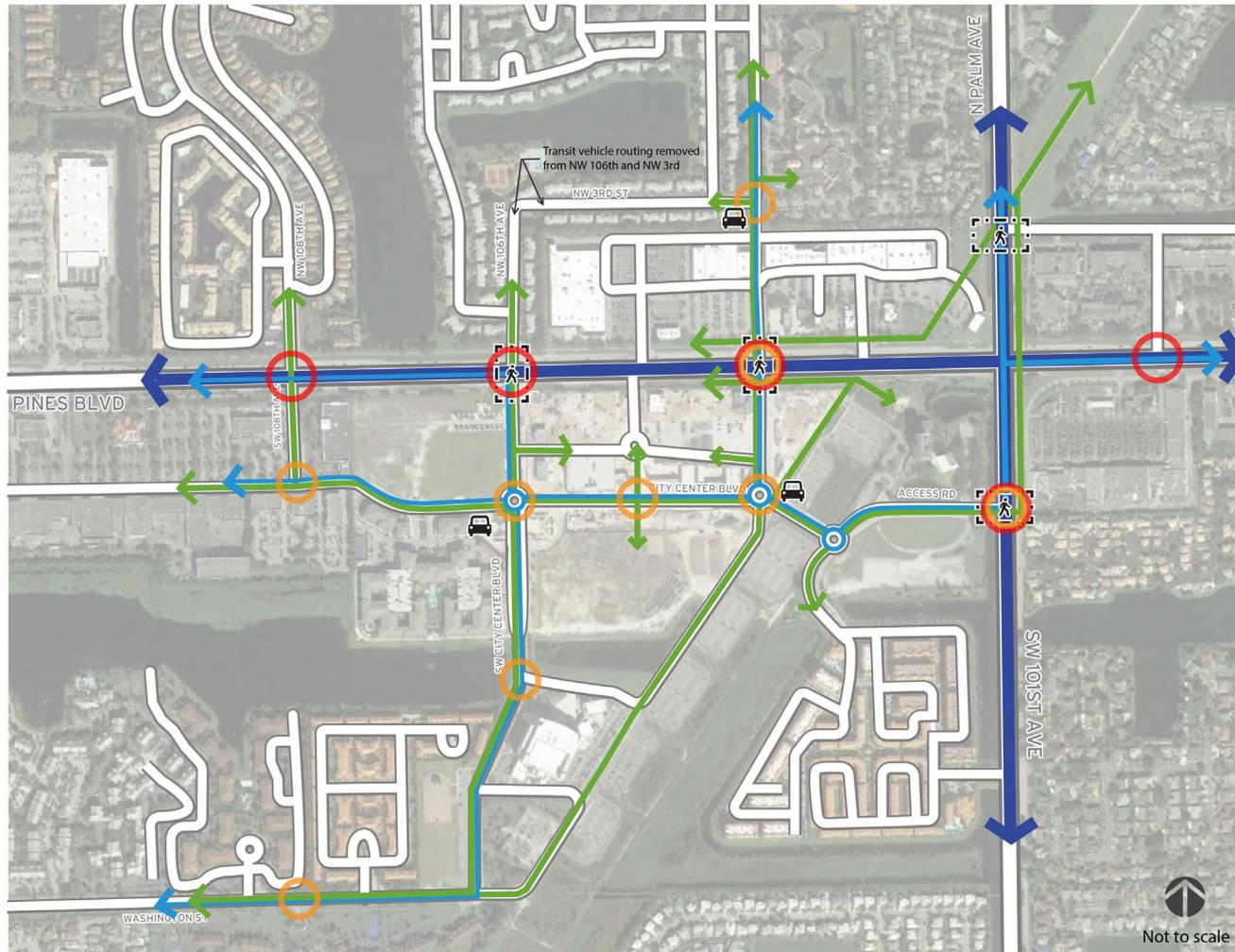
Figure F-8 depicts the following:

- Key Movements** at three (3) scales, including:
  - Regional auto and transit movements along the primary arterial network (including BCT along Pines Boulevard);
  - Local auto and community shuttles movements providing access into and through the City Center from all directions, including a vital new connection to extend NW 103<sup>rd</sup> Avenue through the priority redevelopment site (also depicted on

Figure F-7) and connections from Washington Street to the south.

- Local pedestrian and bike movements, reflecting the smallest scale mobility network of local daily activity and transit use, including better connections to and along an expanded trail network in the FPL easement in the future, and west along Washington Street to Raintree Park.
  - Potential removal of transit vehicle traffic from NW 3<sup>rd</sup> Street and NW 106<sup>th</sup> Street north of Pines Boulevard, after a direct route can be established through the City Center.
- Multimodal Opportunities** at various intersections, including:
  - Enhanced pedestrian crossings along Pines Boulevard and Palm Avenue, to increase the visibility of the pedestrian network and encourage crossing at clearly delineated locations. Crossing improvements at Pines Boulevard and NW 103<sup>rd</sup> Avenue are the highest priority for improvement, with upgrades to NW 106<sup>th</sup> Avenue and Access Road to be pursued as signalization is installed.
  - Primary transit stops that include existing BCT on Pines Boulevard, and future express and limited stops along and south of Pines Boulevard.
  - Secondary transit stops to delineate and upgrade community shuttle service and facilitate mode transfer between shuttles, BCT and the local bikeshare program. *These opportunities will be evaluated further in the next step of the planning process.*
  - Transportation Network Companies (TNCs, such as Uber & Lyft) and private vehicle drop-offs in designated locations convenient to transit boarding (Kiss-n-Ride).
  - Access coordination over the long-term, anticipating future opportunities to support multimodal transfers between community shuttles, BCT, TNCs, and bicycles as redevelopment efforts continue. In particular, upgrades near the new open space at City Center Boulevard and at the City-owned parking area near the entrance to Focal Point Senior Center should be explored.

FIGURE F-8: MULTIMODAL OPPORTUNITIES



**Legend**

**Key Movements**

- Regional Connectivity
- Community Connectivity
- Pedestrian / Bike Connections

**Multimodal Opportunities**

- Enhanced Pedestrian Crossing
- Primary Transit Access
  - Local BCT, Express/Limited Stop BCT (future)
- Secondary Transit Access
  - Community Shuttle/Mode Transfer
- TNC/Kiss-n-Ride Dropoff
  - Off-street zone convenient to transit

## PROJECT PRIORITIES

In addition to discussions with City staff and BCT, work sessions with the City’s Advisory Boards were convened on April 29, 2019 and again on October 10, 2019. At the initial work session, a preliminary Planning Framework was presented. At the subsequent work session, a refined Planning Framework that incorporated community shuttle recommendations was presented and discussed. Based on the feedback received, project priorities have been established to guide more detailed design efforts in the next phase of the Master Plan.

## COMMUNITY SHUTTLE EVALUATION

---

Figure F-9 depicts a general strategy for evaluation of refinements to the existing community shuttle system upon completion of the City Center redevelopment. It notes the following:

- Existing Shuttle Routes and Existing Shuttle Stops, which still reflect the system operating prior to the development of Pines City Center.
- Potential Shuttle Route alignments and approximate locations for Potential Shuttle Stops, which will require more detailed evaluation. Decisions regarding the refined shuttle system will need to consider ease of accessibility into and out of the City center area, visibility, adjacency to safe crossing locations, route timing, potential for route transfers, and phasing considerations as redevelopment efforts continue.
- A Potentially Eliminated Shuttle Route, along NW 3<sup>rd</sup> Street and NW 103<sup>rd</sup> Avenue north of Pines Boulevard. As redevelopment occurs north of Pines, there is an opportunity to streamline and improve shuttle routing to better serve commercial and office uses, while reducing traffic on a predominantly residential street with multiple curb cuts.

## IMPLEMENTATION FOCUS AREAS

---

The planning area has been organized into discrete segments for purposes of further project development and phasing, as shown in Figure F-10. Longer-term investment and redevelopment priorities are also identified.

- **Intersection Upgrades:** Intersection upgrades are recommended in the near-term for the crossing of Pines Boulevard at NW 103<sup>rd</sup> Avenue. Opportunities to improve the visibility and accessibility of the BCT stops at this intersection will be explored, along with heightened visibility of pedestrian crosswalks. Intersection upgrades are also recommended for the crossing of Pines Boulevard at NW 106<sup>th</sup> Avenue, to be planned and installed in conjunction with signalization in the future. Ideally these intersection improvements will be similar in quality and design to the improvements at NW 103<sup>rd</sup> Avenue.
- **BCT Stop Upgrades:** BCT stops along Pines Boulevard should be relocated, expanded and made more accessible at both NW 103<sup>th</sup> Avenue in the near term and at NW 106<sup>th</sup> Avenue in the longer term. Upgraded shelters that reflect the design theme of Pines City Center are recommended, and options for either near-side or far-side station locations will be evaluated.
- **Community Shuttle Stops:** High priority stop locations will serve the Pines City Center and new municipal facility, while improving access for residential areas immediately to the southwest. Scalable stop designs that reflect the Pines City Center aesthetic, are fully accessible, facilitate transfers to the bikeshare system and TNCs, improve the visibility and legibility of the shuttle system are recommended, along with extension of the stop system to additional locations in a second phase as redevelopment efforts continue and signals are installed.
- **Pedestrian Connection:** An improved connection should be provided through the shopping center to the north of Pines Boulevard in coordination with the property owner, with a longer-term goal of eventually accommodating an extended public right-of-way through the site as indicated previously in Figure F-7.

Design concepts, finalized locations for new physical infrastructure, and cost estimates will be developed in the next phase of the planning process for near-term investments. Locations may be modified during the next phase based upon a more in-depth review of site conditions and Americans with Disabilities Act (ADA) accessibility strategies.

FIGURE F-9: COMMUNITY SHUTTLE EVALUATION

