RECOMMENDED DEVELOPMENT PLAN

Conceptual Framework
The Conceptual Framework (Figure 8) for development of the Pine Island Corridor is to encourage mixed-use development nodes at key intersections with major north-south streets along the Pine Island Road.

Pine Island Road is designed to have a “modified rural section” with curb and gutter and swales for stormwater drainage. The use of curb along the roadway will allow trees and other landscaping material to be planted closer to the travel lanes to create a “green boulevard”. Major and Minor nodal development is placed along the length of the roadway. The access roads parallel to Pine Island are an integral part of the Conceptual Framework and will provide alternative access and alleviate congestion on Pine Island Road. Both Pine Island Road and the access roads will have landscape treatment to denote the character of each.

Urban Design Framework
The Urban Design Framework (Figures 9 – 14) illustrates the over-all development vision for the corridor. It is comprised of Mixed Use Villages and Mixed Use Corridor Districts.

Mixed Use Village District- Intent
The “Village District” is intended to (contain high traffic generators and) serve as compact urban centers, promoting convenient walking between residential areas and shopping, entertainment and employment opportunities. This District should be organized into “park-once” districts, to maximize pedestrian environment and minimize traffic between destinations. Pedestrian and bicycle use should be considered as transportation modes, and provide for the convenient utilization of public transit. This District shall provide regulations, which ensure a consistent design theme and complementary palate of materials.

Figure 8: Conceptual Framework

Figure 9: Del Prado Village District
Figure 10: Santa Barbara Village District

Example of Village Mixed Use
Celebration, Florida
Figure 11: Surfside Village District

Surfside Boulevard Village

Retail 400,000 SF
Office 200,000 SF
Hotel 200 Rooms
Flex 80,000 SF
Apartments 200 Units

Redmond Town Center, Redmond, Washington

Downtown Winter Park, Florida

Phillips Place Charlotte, North Carolina

Redmond Town Center, Redmond, Washington

Winter Park Village, Winter Park, Florida
The district should provide for a mix of commercial, office, multi-family residential, and civic uses. Public civic space should be provided and function as an organizing element within the Village District.

The subdivision of land and the planning of the transportation system of roadways or configuration of “blocks” within the Village District should respect the desire to maximize roadway connections.

Residential uses are encouraged with densities ranging from a minimum of 12 du/AC to 30 du/AC.

The Major Village Districts are located close to, but not immediately adjacent to, the following intersections.

- Del Prado Boulevard (Figure 9)
- Santa Barbara Boulevard (Figure 10)
- Surfside Extension (Figure 11)

Their access should be from a signalized intersection along Pine Island Road, spaced at approximately a quarter mile (1320 feet) from the major intersection. There should also be access from the major north-south street at the parallel access roads intersections, again approximately a quarter mile from the intersection.

Minor Village Districts are planned at:

- Cultural Park Boulevard (Figure 12)
- Nicholas Parkway (Figure 13)
- Burnt Store Road (Figure 14)

They will be accessed from signalized intersections with Pine Island Road.

The Design Guidelines encourage buildings at the Village Districts entry points (Figure 15) to be built to the sidewalk line along the frontages of north-south entry streets. The main streets within the Village Districts should also be planned with build-to lines, to encourage buildings to line the street frontage. This design strategy will produce a distinctive, traditional village character for the Districts. The special frontages for the Village District along Pine Island Road and other main streets will give these locations high visibility, and reduce the need to provide individual businesses with aggressively noticeable buildings. It is the District that should be the destination, which will benefit all the businesses within it. Again, to help create visibility for individual businesses located in the Districts, Village Gateway signs are recommended at these entry portals.

**Mixed Use Corridor District-Intent**

The land between the “villages” is the “Corridor District”, which includes uses that are not as high traffic generators including, office, office/warehouse, light manufacturing, institutional (schools, colleges), residential (single family and multi-family), golf courses, larger scale commercial retail (big box over 50,000 square feet) and government uses such as parks and recreation facilities. These areas are accessed at signalized intersections along Pine Island Road, and are connected to the Village Districts by the access road system.
Access Road Framework

A major contributor to the success of the Land Use Framework and the Mixed Use Village and Corridor Districts is the development of secondary access road system. This system provides alternative parallel (Figure 16a and 16b) access along SR78 which:

- Provides connection to parcels of land from the limited access points provided by the FDOT access management criteria
- Provides new opportunity for commercial and mixed use development along a new collector/arterial system
- Enables traffic circulation between villages without impacting SR 78
- Helps maintain the LOS standard requirements on SR78

This access road system is intended to parallel SR78 (Pine Island Road) utilizing a variety of means. These include:

- The use of existing roads where feasible
- New four lane divided roads principally along the north side of Pine Island where deep, extensive parcels exist
- Interconnected parking lots and/or two lane access drives along the south side of Pine Island where parcels are not deep

It is recommended that access to the road system from Pine Island Road be limited to the more restrictive criteria of Class II for its entire length including the area east of Cultural Park Boulevard except for parcels that may have developed under the least restrictive criteria. However, certain changes to the strict FDOT criteria are indicated in the plan.
Figure 16a: Transportation Framework