

Memorandum



Date: (Public Hearing 7-14-15)
June 30, 2015

To: Honorable Chairman Jean Monestime
and Members, Board of County Commissioners


Agenda Item No. 5(G)

From: Carlos A. Gimenez
Mayor

Subject: Proposed Zoning Ordinance Amending the Naranja Community Urban Center
Zoning District

Attached please find materials related to a zoning application filed in accordance with Section 33-284.89.3 of the Code of Miami-Dade County (Amendments to Urban Center District Land Use Plan Category or Other Regulating Plan). The materials consist of a proposed ordinance containing the applicant's proposed revisions to the Naranja Community Urban Center District regulating plans and related text as well as the Department of Regulatory and Economic Resources' staff report. This item is quasi-judicial.

The proposed ordinance creates no fiscal impact on Miami-Dade County.



Jack Osterholt, Deputy Mayor

**Miami-Dade County Department of Regulatory and Economic Resources
Staff Report to the Board of County Commissioners**

Z14-123

| Recommendation Summary for Naranja Community Urban Center District (NCUCD) | |
|---|---|
| Commission District | 8 |
| Applicant | Miami-Dade County Department of Regulatory and Economic Resources |
| Summary of Requests | This application is to update the street types, sub-districts, land use, density, building heights, designated open space, new streets, and bike route regulating plans, development parameters and non-conforming use sections of the Naranja Community Urban Center District (NCUCD) to conform with the Standard Urban Center Regulations (SUCO). Additionally, this application seeks to adjust the boundaries of the sub-districts plan and introduce the Mixed-Use Industrial land use designation. |
| Location | Generally located south of SW 256 Street, west of SW 137 Avenue, north of SW 272 Street and east of SW 149 Avenue and the Urban Development Boundary, Miami-Dade County, Florida. |
| Property Size | ±663-acres |
| Existing Zoning | Naranja Community Urban Center District (NCUCD) |
| Existing Land Use | Mixed-use |
| 2015-2025 CDMP Land Use Designation | Urban Center <i>(see attached Zoning Recommendation Addendum)</i> |
| Comprehensive Plan Consistency | Consistent with interpretative text, goals, objectives and policies of the CDMP |
| Applicable Zoning Code Section(s) | Section 33-284.89.3 Amendments to Urban Center District Land Use Plan Category or Other Regulating Plan <i>(see attached Zoning Recommendation Addendum)</i> |
| Recommendation | Approval |

REQUEST:

Comprehensive update to the street types, sub-districts, land use, density, building height, designated open space, new street dedications and bike routes plans of the Naranja Community Urban Center District to conform with the Standard Urban Center District Regulations.

The updated regulating plans also provide for adjustments to Core, Center, and Edge Sub-Districts boundaries to be consistent with other Urban Center Districts. The updated land use plan establishes the Mixed-Use Industrial (MCI) land use designation for certain properties along South Dixie Highway.

PROPERTY HISTORY & DESCRIPTION:

On October 2, 2012, the Board of County Commissioners (BCC) adopted Ordinance No. 12-86 consisting of a comprehensive overhaul to the County's Standard Urban Center District Regulations (SUCO). This comprehensive update, among other things, standardized a series of regulations that were included in the individual Urban Center Districts (UCDs), including the permitted uses, building placement and street type development parameters and the various nonconforming use sections. As a result, all individual UCDs need to be amended to conform to Ordinance No. 12-86. However, no formal process existed in order to effectuate the required updates. On December 3, 2013, the BCC adopted Ordinance No. 13-119, establishing a formal

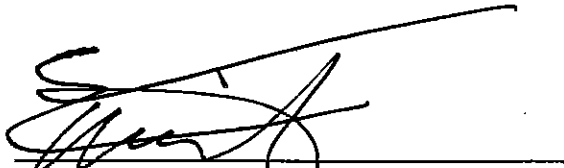
process to change land use categories or regulating plans in urban center or urban area districts. The proposed amendments included in this application will bring the Naranja Community Urban Center District into conformity with the updated SUCO.

RECOMMENDATION:

Staff notes that this comprehensive update to the regulating plans of the NCUCD will bring all of the NCUCD regulating plans into conformance with the SUCO update. Additionally, approval of this application will adjust the boundaries of the Core, Center, Edge Sub-Districts plan and introduce the Mixed-Use Industrial (MCI) land use designation on certain properties along South Dixie Highway.

The adjustments to the boundaries of the sub-districts plan are consistent with the land use regulating plan of the NCUCD. Areas that are designated as residential modified or mixed-use are designated as either core or center on the updated sub-districts plan depending on their location and land use. Those areas designated as residential and a portion of the industrial area are edge sub-district. This update also introduces Mixed-Use Industrial (MCI) as a land use category to the land use plan for the NCUCD. At the time the NCUCD was established, the MCI designation did not exist. The MCI designation is limited to nine properties located along South Dixie Highway. The new designation is also consistent with the uses that were permitted on the properties at the time the Naranja Urban Community Urban Center District was established.

The proposed comprehensive update to the NCUCD regulations are technical in nature and will bring the NCUCD into conformance with the SUCO update. Staff notes that the updates and **consistent** with the adopted 2020-2030 Comprehensive Development Master Plan and **compatible** with the surrounding area. As such, staff recommends approval of the comprehensive update to the Naranja Community Urban Center District.



Eric Silva, AICP, Senior Division Chief
Development Services Division
Miami-Dade County
Department of Regulatory and Economic Resources

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| NEIGHBORHOOD SERVICES PROVIDER COMMENTS* | |
|---|--------------|
| Division of Environmental Resources Management (RER) | No objection |
| Neighborhood Compliance (RER) | No objection |
| Public Works & Waste Management | No objection |
| Parks, Recreation and Open Space | No objection |
| Fire Rescue | No objection |
| Police | No objection |
| Miami-Dade Transit | No objection |
| *Subject to conditions in the Department's attached memorandum. | |

COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) OBJECTIVES, POLICIES AND INTERPRETATIVE TEXT

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| Land Use Element Goal | <i>Provide the best possible distribution of land use and services to meet the physical, social, cultural, and economic needs of the present and future populations in a timely and efficient manner that will maintain or improve the quality of the natural and the man-made environment and amenities, and preserve Miami-Dade County's unique agricultural lands.</i> |
| Land Use Element Objective LU-1 | <i>The location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well-designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.</i> |
| Land Use Element Policy LU-1A | <i>High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.</i> |
| Land Use Element Policy LU-1C | <i>Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.</i> |
| Land Use Element Policy LU-1F | <i>To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.</i> |
| Land Use Element Policy LU-1G | <i>Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.</i> |
| Land Use Element Objective LU-5 | <i>All public and private activities regarding the use, development and redevelopment of land and the provision of urban services and infrastructure shall be consistent with the goal, objectives and policies of this Element, with the adopted Population Estimates and Projections, and with the future uses provided by the adopted Land Use Plan (LUP) map and accompanying text titled "Interpretation of the Land Use Plan Map", as balanced with the Goals, Objectives and Policies of all Elements of the Comprehensive Development Master Plan.</i> |
| Land Use Element Objective LU-7 | <i>Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a pedestrian and bicycle friendly environment that promotes the use of rapid transit services.</i> |
| Land Use Element Policy LU-7D | <i>Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done by establishing blocks of walkable scale that form an interconnected network of streets, maximizing connectivity with existing streets and</i> |

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| | <i>promoting a comfortable and attractive environment for pedestrians.</i> |
| Land Use Element Policy LU-8A | <i>Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.</i> |
| Land Use Element Objective LU-9 | <i>Miami-Dade County shall continue to maintain, update and enhance the Code of Miami-Dade County, administrative regulations and procedures, and special area planning program to ensure that future land use and development in Miami-Dade County is consistent with the CDMP, and to promote better planned neighborhoods and communities and well-designed buildings.</i> |
| Land Use Element Policy LU-9F | <i>Miami-Dade County shall formulate and adopt zoning or other regulations to implement the policies for development and design of Metropolitan and Community Urban Centers established in the CDMP through individual ordinances for each urban center.</i> |
| Land Use Element Policy LU-9G | <i>Miami-Dade County shall review and revise its development regulations to promote building designs in multi-family residential zoning districts which are more compatible with, and sensitive to, surrounding neighborhoods, and to establish minimum densities for development in multifamily residential zoning districts.</i> |
| Land Use Element Policy LU-9H | <i>Miami-Dade County shall continue its special area planning program with emphasis on the preparation of physical land use and urban design plans for strategic and high-growth locations, such as urban centers and certain transportation corridors as defined in the CDMP.</i> |
| Land Use Element Policy LU-9I | <i>Miami-Dade County shall continue to update and enhance its land development regulations and area planning program to facilitate development of better planned neighborhoods and communities, and well-designed buildings, and shall encourage and assist municipalities to do the same.</i> |
| Land Use Element Policy LU-9P | <i>Miami-Dade County shall revise land development regulations to allow work-live units in the Business and Office and Industrial and Office land use categories. The term work-live means that the needs of the work component takes precedence over the quiet expectations of residents, in that there may be noise, odors, or other impacts of the business, as well as employees, walk-in trade or sales. The predominant use of a work-live unit is industrial or commercial work activity and residential activity is secondary.</i> |
| Land Use Element Policy LU-9Q | <i>The County shall coordinate with affected municipalities to prepare plans for areas designated as "urban centers" on the Land Use Plan Map, and other small area and neighborhood plans as needed and appropriate. These plans shall formulate a vision for the development and redevelopment of these areas in order to identify appropriate locations for higher density development, recommend area specific design requirements, and produce working and living environments that reflect community goals.</i> |
| Land Use Element Policy LU-10 | <i>Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multimodal transportation systems.</i> |
| Land Use Element Policy LU-10A | <i>Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, moderate to high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation. To facilitate and promote such development Miami-Dade County shall orient its public facilities and infrastructure planning efforts to minimize and reduce deficiencies and establish the service capacities needed to support such development.</i> |
| Land Use Element Objective LU-12 | <i>Miami-Dade County shall take specific measures to promote infill development that are located in the Urban Infill Area (UIA) as defined in Policy TC-1B or in an built-up area with urban services that is situated in a Community Development Block Grant (CDBG)-eligible area, a Targeted Urban Area identified in the Urban Economic Revitalization Plan for Targeted Urban Areas, an Enterprise Zone established pursuant to state law.</i> |
| Land Use Element Policy LU-12D | <i>The County shall consider developing strategies that promote infill development in specific areas.</i> |
| Mass Transit Subelement Goal | <i>Maintain, operate and develop a mass transit system in Miami-Dade County that provides efficient, convenient, accessible, and affordable service to all residents and visitors.</i> |
| Mass Transit Subelement | <i>Coordinate the provision of efficient transit service and facilities with the location and intensity of designated future land use patterns as identified on the Land Use Plan Map, and the goal,</i> |

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| Objective MT-2 | <i>objectives and policies of the Land Use Element.</i> |
| Mass Transit Subelement Policy MT-2A | <i>Transit system improvements shall be coordinated with, and support the staging and shaping of development as planned in the Land Use Element, through Miami-Dade County's transportation planning process.</i> |
| Mass Transit Subelement Policy MT-2B | <i>The area surrounding future rapid transit stations not yet sited or depicted on the Land Use Plan map shall be designed and developed, at a minimum, as community urban centers, containing land use and development designs that promote transit use as defined in the Land Use Element.</i> |
| Mass Transit Subelement Objective MT-4 | <i>Provide convenient, accessible, affordable, and safe mass transit services and facilities.</i> |
| Mass Transit Subelement Policy MT-4A | <i>Miami-Dade County, with appropriate private sector contributions shall provide a network of regular mass transit and special services to facilitate access to major centers of employment, commercial, medical, educational, governmental, and recreational activity, and planned urban centers identified in the Land Use Element.</i> |
| Land Use Element Urban Centers | <p>Urban Centers <i>Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.</i></p> <p><i>The locations of urban centers and the mix and configuration of land uses within them are designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than recent suburban development forms, and to create identifiable "town centers" for Miami-Dade's diverse communities. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.</i></p> <p><i>The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and areawide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour.</i></p> <p><i>Urban Centers are identified on the LUP map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the intensification of development at these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the Community Center policies established below.</i></p> <p>Policies for Development of Urban Centers <i>Following are policies for development of Urban Centers designated on the Land Use Plan (LUP) map. Where the provisions of this section authorize land uses or development intensities</i></p> |

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or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern. All development and redevelopment in Urban Centers shall conform to the guidelines provided below.

Uses and Activities. Regional and Metropolitan Centers shall accommodate a concentration and variety of uses and activities which will attract large numbers of both residents and visitors while Community-scale Urban Centers will be planned and designed to serve a more localized community. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces. Incorporation of residential uses is encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. Residential uses may be required in areas of the County and along rapid transit lines where there exists much more commercial development than residential development, and creation of employment opportunities will be emphasized in areas of the County and along rapid transit lines where there is much more residential development than employment opportunity. Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activities and amenities at street level; and connectivity of places through creation of a system of pedestrian linkages. Existing public water bodies shall also be incorporated by design into the public spaces within the center.

Radius. The area developed as an urban center shall extend to a one-mile radius around the core or central transit station of a Regional Urban Center designated on the LUP map. Designated Metropolitan Urban Centers shall extend not less than one-quarter mile walking distance from the core of the center or central transit stop(s) and may extend up to one-half mile from such core or transit stops along major roads and pedestrian linkages. Community Centers shall have a radius of 700 to 1,800 feet but may be extended to a radius of one-half mile where recommended in a professional area plan for the center, consistent with the guidelines herein, which plan is approved by the Board of County Commissioners after an advertised public hearing. Urban Center development shall not extend beyond the UDB.

Streets and Public Spaces. Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas. The street system should have frequent connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian accessways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edge landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixtures and bus shelters. Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity. They should be located next to public streets, residential areas, and commercial uses, and should be established in these places during development and redevelopment of streets and large parcels, particularly parcels 10 acres or larger. The percentage of site area for public open spaces, including squares, greens and pedestrian promenades, shall be a minimum of 15 percent of gross development area. This public area provided outdoor, at grade will be counted toward satisfaction of requirements for other common open space. Some or all of this required open space may be provided off-site but elsewhere within the subject urban center to the extent that it would better serve the quality and functionality of the center.

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Parking. Shared parking is encouraged. Reductions from standard parking requirements shall be authorized where there is a complementary mix of uses on proximate development sites, and near transit stations. Parking areas should occur predominantly in mid-block, block rear and on-street locations, and not between the street and main building entrances. Parking structures should incorporate other uses at street level such as shops, galleries, offices and public uses.

Buildings. Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have a human scale, abundant windows and doors, and design variations at short intervals to create interest for the passing pedestrian. Continuous blank walls at street level are prohibited. In areas of significant pedestrian activity, weather protection should be provided by awnings, canopies, arcades and colonnades.

Density and Intensity. The range of average floor area ratios (FARs) and the maximum allowed residential densities of development within the Regional, Metropolitan and Community Urban Centers are shown in the table below.
 Average Floor Area Ratios (FAR)

| | Average Floor Area Ratios (FAR) | Max. Densities Dwellings per Gross Acre |
|-------------------------------|--|---|
| Regional Activity Centers | greater than 4.0 in the core not less than 2.0 in the edge | 500 |
| Metropolitan Activity Centers | greater than 3.0 in the core not less than 0.75 in the edge | 250 |
| Community Urban Centers | greater than 1.5 in the core not less than 0.5 in the edge | 125 |

In addition, the densities and intensities of developments located within designated Community Urban Centers and around rail rapid transit stations should not be lower than those provided in Policy LU-7F. Height of buildings at the edge of Metropolitan Urban Centers adjoining stable residential neighborhoods should taper to a height no more than 2 stories higher than the adjacent residences, and one story higher at the edge of Community Urban Centers. However, where the adjacent area is undergoing transition, heights at the edge of the Center may be based on adopted comprehensive plans and zoning of the surrounding area. Densities of residential uses shall be authorized as necessary for residential or mixed-use developments in Urban Centers to conform to these intensity and height policies.

As noted previously in this section, urban centers are encouraged to intensify incrementally over time. Accordingly, in planned future rapid transit corridors, these intensities may be implemented in phases as necessary to conform with provisions of the Transportation Element, and the concurrency management program in the Capital Improvement Element, while ensuring achievement of the other land use and design requirements of this section and Policy LU-7F.

PERTINENT ZONING REQUIREMENTS/STANDARDS

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| 33-303.1(E)(2) Developmental Impact Committee | Developmental Impact Committee (DIC) Duties. (2) Except for applications which seek only non-use variances and/or a modification of a condition(s) or covenant(s) and which do not approve a change of use or an increase in the floor area for any and all nonresidential use(s), review County zoning actions which are: |
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| | <p>(A) <i>Required by the regulations to be taken after public hearing, and which would allow individually, or cumulatively within an independent development parcel:</i></p> <ul style="list-style-type: none">(1) <i>Residential developments involving in excess of two hundred fifty (250) dwelling units.</i>(2) <i>Business uses involving in excess of ten (10) acres or one hundred thousand (100,000) square feet of retail floor area, or one thousand (1,000) vehicle off-street parking space capacity.</i>(3) <i>Recreational, cultural, or entertainment facilities involving in excess of one thousand (1,000) vehicle off-street parking space capacity for single performance or twenty (20) acres.</i>(4) <i>Office buildings or office complexes involving in excess of one hundred twenty-five thousand (125,000) square feet of floor space, or one thousand (1,000) vehicle off-street parking space capacity.</i>(5) <i>Industrial, processing or manufacturing activity involving fifty (50) acres, or five hundred (500) vehicle off-street parking space capacity.</i>(6) <i>Hotel and/or motel developments involving in excess of two hundred fifty (250) units.</i>(7) <i>All planned area developments.</i>(8) <i>Mixed-use developments with two (2) or more of the land use types specified in Subsections (E)(2)(a) 1 through 6 above where none of the individual land uses in the development meet or exceed the thresholds listed in Subsections (E)(2)(a) 1 through 6 above and where the sum of the percentages of the appropriate thresholds listed in Subsections (E)(2)(a) 1 through 6 above for each applicable land use in the development is greater than one hundred thirty (130) percent. Where a development addresses more than one (1) threshold within a particular land use type listed in 1 through 6 above, then the threshold in that land use type which generates the highest percentage shall be utilized in the calculation of the total mixed-use percentage for the subject development.</i> |
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MEMORANDUM

(Revised)

TO: Honorable Chairman Jean Monestime
and Members, Board of County Commissioners

DATE: July 14, 2015

FROM: 
R. A. Cuevas, Jr.
County Attorney

SUBJECT: Agenda Item No. 5(G)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous ____) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

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ORDINANCE NO. _____

ORDINANCE REVISING ZONING AND OTHER LAND DEVELOPMENT REGULATIONS PERTAINING TO THE NARANJA COMMUNITY URBAN CENTER DISTRICT; AMENDING SECTIONS 33-284.66 AND 33-284.68 THROUGH 33-284.72 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:

Section 1. Section 33-284.66 of the Code of Miami-Dade County, Florida, is hereby amended to read as follows:¹

Sec. 33-284.66. Purpose >>, intent<< and applicability.

1. The Comprehensive Development Master Plan (CDMP) contains directives to promote urban centers in places where mass transit, roadways, and highways are highly accessible. The CDMP provides for three types of urban centers: community (CUC), metropolitan (MUC) and regional (RUC). CUCs are a mechanism by which those CDMP directives can be addressed, because CUCs are compact, mixed-use, and pedestrian-friendly areas. In the Naranja CUC area these CDMP directives are intended to be achieved by the following means:

* * *

4. The boundaries shown in Figure 1 shall constitute

¹ Words stricken through and/or [[double bracketed]] shall be deleted. Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged.

the Naranja CUC Boundary Plan and are generally described as follows: from the northwest corner of the intersection of SW 137 Avenue and SW 272 Street, north along the west side of SW 137 Avenue to the south side of SW 256 Street, then west along the south side of SW 256 Street, then west along the south side of SW 256 Street to the >>Urban Development Boundary (<< UDB >>)<< line, as >>of January 1, 2015<< ~~[[reflected on the maps on file with the Department of Planning and Zoning dated September 22, 2003]]~~, then south and west along the UDB to the centerline of SW 149 Avenue, then south along the centerline of SW 149 to the C-103N canal, then southeast along the canal to the north side of SW 272 Street to the west side of SW 142 Avenue to the south side of SW 270 Street, then east along the north side of SW 270 Street to the east side of the ~~[[FEC easement]]~~ >>Naranja Canal easement<<, then southeast >>and south<< along the east side of the ~~[[FEC easement]]~~ >>Naranja Canal easement<< to the north side of SW 272 Street, then east along the north side of SW 272 Street to the west side of SW 137 Avenue. The exact location of the UDB line ~~[[as of the effective date of this ordinance]]~~ is on file with the Department of ~~[[Planning and Zoning]]~~ >>Regulatory and Economic Resources or its successor department.<< An approximate delineation of the UDB line is depicted in the Regulating Plans. Any amendment to the CDMP resulting in a movement of the UDB line following the effective date of this ordinance shall be followed by an amendment to this section of the code to reflect the new UDB line or the westernmost boundaries of the NCUC in compliance with the half-a-mile radius CDMP requirement for Community Urban Centers.

A more detailed legal description of the boundaries follows:

Begin at the NE corner of the SE ¼ of Section 27-56-39. Thence W. along the centerline of SW 256 St for a distance of 1877' + to the centerline of State Hwy. #5 for 285' +/- to a point. Thence N47-04'-

12”W for 300’ +/- to the centerline of SW 256 St. Thence W. along SW 256 St. centerline for 1600’ +/- to a point. Thence S. along the theoretical W/ly R/wy of SW 147 Avenue for 850’ +/- to the N/ly R/wy of SW 264 St. Thence W. along the N/ly line of SW 264 St. for 1287’ +/- to theoretical centerline of SW 149 Ave. thence S. along SW 149 Ave for 1030’ +/- to the N/ly R/wy of Canal C-103 N. Thence SE/ly along the N. line of canal for 2450’ +/- to the centerline of SW 272 St. Thence E. along SW 272 St centerline for 2340’ +/- to the centerline of SW 142 Ave. Thence N. along >>SW<< 142 Ave for 682’ +/- to the centerline of SW 270 St. Thence E. for 1050’ +/- to the W/ line of FEC EASEMENT. Thence SE/ly along the W. line of FEC ~~[[EASTMENT 895’ +/-]]~~ >>EASEMENT 464’ +/- to the W. line of the SW 1/4 of the SE 1/4 of the NE 1/4 of Section 34-56-39 thence south 410’ +/-<< to the centerline of SW 272 St. Thence E. ~~[[1080’ +/-]]~~ >>1350’ +/- along the centerline of SW 272nd St.<< to SW 137 Ave. Thence N. along >>SW<< 137 Ave for a distance of 5280’ +/- to the point of beginning.

Full scale maps of the Illustrative Plan presented in Figure 1, as well as the Regulating Plans and Street Development Parameters figures in this article, are on file with the Miami-Dade >>County<< Department of ~~[[Planning and Zoning]]~~ >>Regulatory and Economic Resources or its successor department.<<

Section 2. Section 33-284.68 of the Code of Miami-Dade County, Florida, is hereby amended to read as follows:

Sec. 33-284.68. Uses.

Except as provided herein, all permitted, conditionally permitted, and temporary uses within the NCUC shall comply with Section 33-284.83 of this code.

A. *Permitted Uses.* In addition to the uses provided in Section

33-284.83[[A)], the following shall be permitted:

~~[[1. On the east side of U.S. 1, Residential Modified (RM) lots abutting designated Mixed Use Corridor (MC) lots on at least one side are allowed to have uses permitted in the MC area for a depth from U.S. 1 not to exceed that of the MC lots.]]~~

>>1.<<[[2.]] In the Industrial District (ID) area [[:]]>>, all uses permitted in the IU-2 zoning district if approved after public hearing pursuant to Section 33-311(A)(3) of this code.<<

[[a. all uses permitted in the IU-C zoning district after public hearing pursuant to section 33-311(A)(3) of this code.

b. ~~in the Core and Center sub-districts [[only]];~~ ~~on lots fronting on US 1 >>and the Busway<<,~~ all uses permitted in >>the<< Mixed Use Corridor (MC) at a minimum residential density of 12 dwelling units per acre net to a maximum density of 52 dwelling units per acre net without the use of Severable Use Rights (SUR's) or a maximum density of 60 dwelling units per acre net with the use of SUR's.

e. ~~in the Edge and Center sub-districts, except for properties along US 1, automobile service stations when in compliance with the requirements of Section 33-284.83(B) of this code.~~

d. ~~in the Edge and Center sub-districts, except for properties along US 1, drive through facilities when in compliance with the requirements of Section 33-284.83(B)(3) of this code.]]~~

>>2. In the Mixed-Use Optional (MO) area: Live-work units.<<

3. In the Market District (MD) area:

a. outdoor produce markets >>as a permanent use and not subject to restrictions on

temporary uses set forth in Section 33-284.83(A)(5)<<, and

- b. all uses permitted in the Mixed-Use Corridor (MC) except for residential.

Section 3. Section 33-284.69 of the Code of Miami-Dade County, Florida, is hereby amended to read as follows:

Sec. 33-284.69. Regulating Plans.

The Regulating Plans consist of the following controlling plans as defined and graphically depicted in this section.

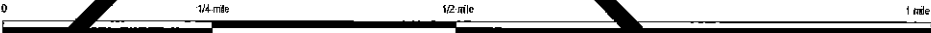
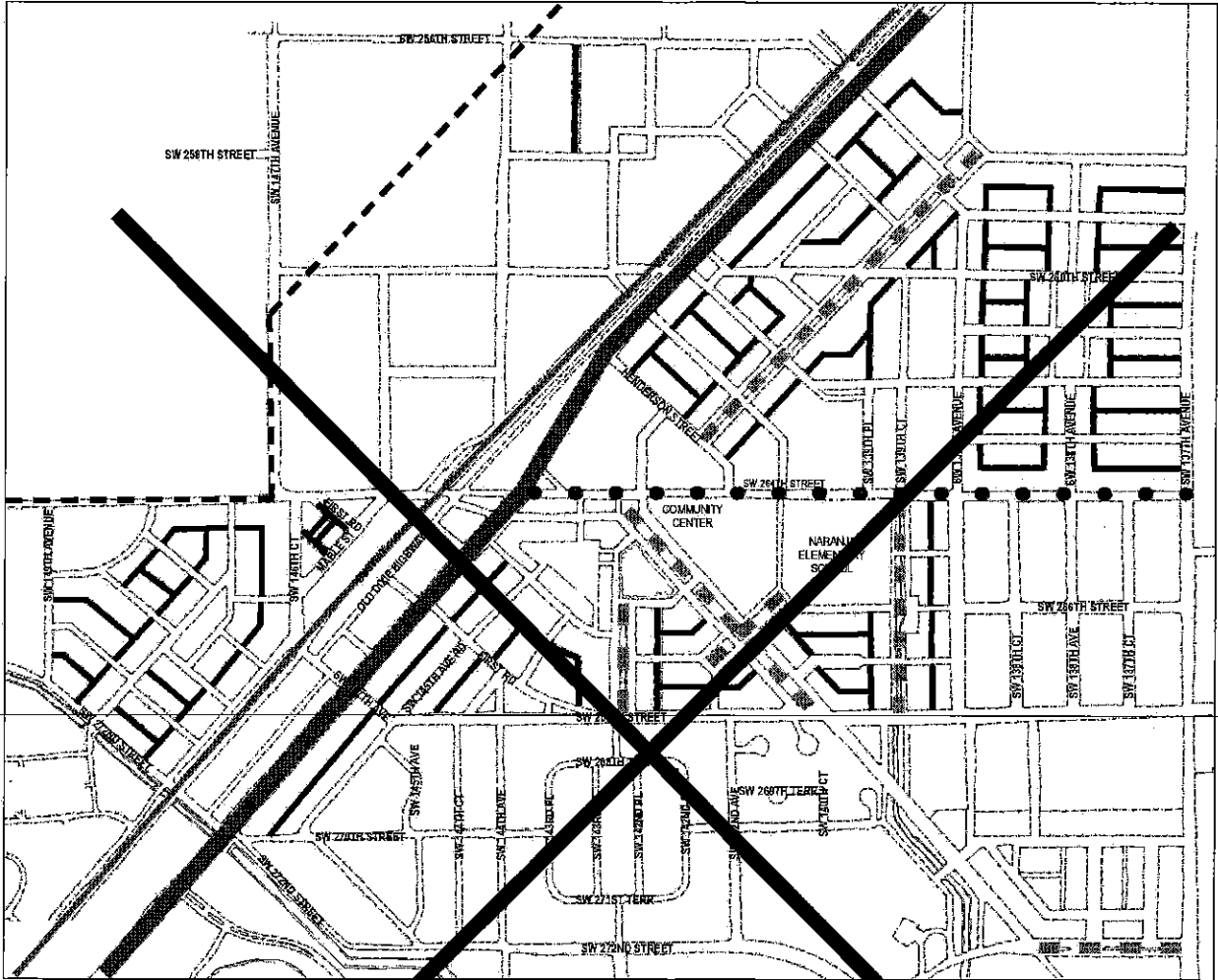
- A. The Street Types Plan establishes a hierarchy of street types in existing and future locations that shall be provided and shown in all development plans. The five (5) Street Types and the hierarchy of streets (from most important to least important in accommodating pedestrian traffic) are U.S. 1, Boulevard, Main Street, Minor Street, and ~~[[Service Road]]~~ >>Busway Frontage<<.
- B. The Sub-districts Plan delineates three (3) sub-districts: the Core, Center and Edge. These sub-districts regulate the allowable intensity of development in accordance with the Comprehensive Development Master Plan and this article.
- C. The Land Use Plan delineates the areas where specified land uses and development of various types and intensities will be permitted.
- >>D. The Density Plan delineates areas where specified minimum and maximum residential densities shall be permitted.<<
- ~~[[D]]~~ >>E<<. The Building Heights Plan establishes the minimum and maximum allowable number of ~~[[floors]]~~ >>stories<<.
- ~~[[E]]~~ >>F<<. The Designated Open Space Plan designates open spaces, which shall be shown in all development plans. The designated open spaces are controlled by anchor points.
- ~~[[F]]~~ >>G<<. The New Streets Plan shows the location and the number of new streets needed to create the prescribed network of streets within the NCUC District. All new A

streets are required in the same general location as shown on the New Streets Plan. All B streets shall be located as provided in Section 33-284.86~~[(F)]~~>>(C)<< of this code.

~~[(G)]~~ >>H<<. The Bike Route Plan depicts the designated bike routes, which shall be shown in all development plans.

A. Street Types Plan

II



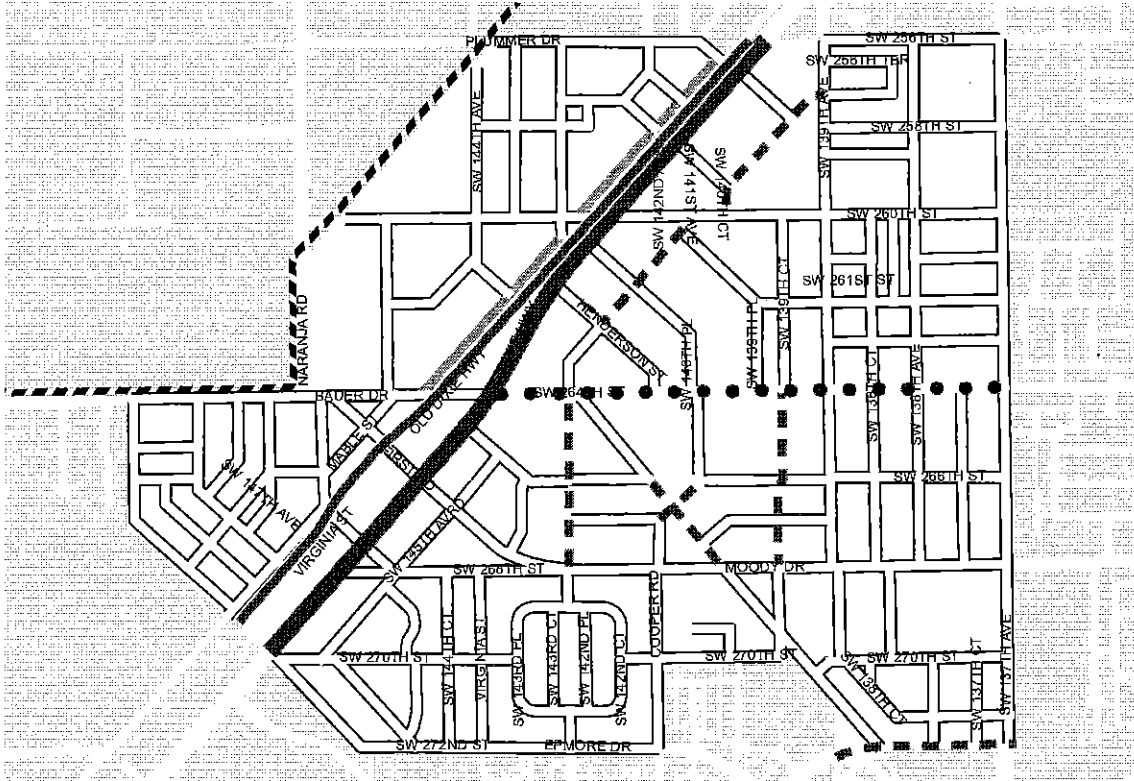
KEY

- US Highway 1 / S.R.
- South Miami-Dade Busway
- Main Street
- Boulevard
- Minor Street
- Service Roads
Core/Center Sub-district
- Service Roads
Edge Sub-district: Optional for single family detached only
- Urban Development Boundary

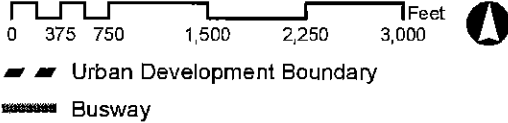


II

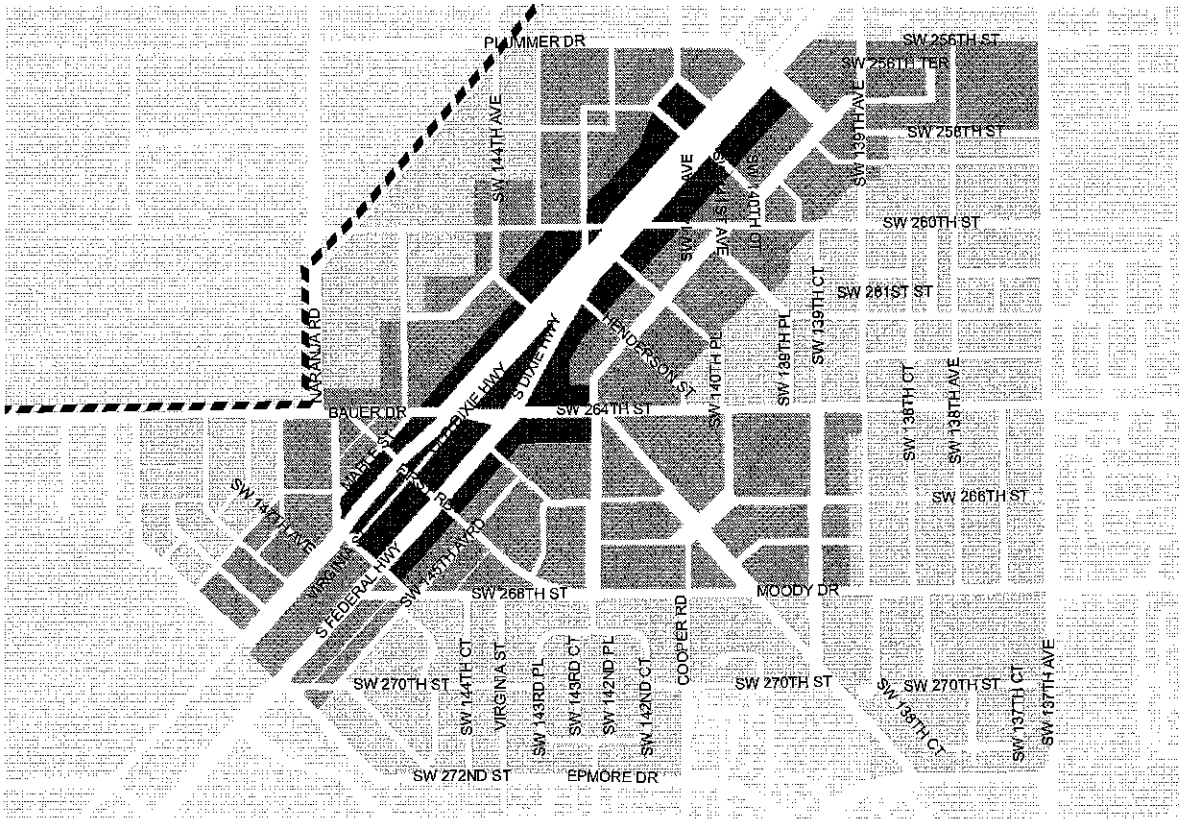
>>






- Street Types**
- U.S. 1
 - Main Street
 - Boulevard
 - Minor
 - Busway Frontage

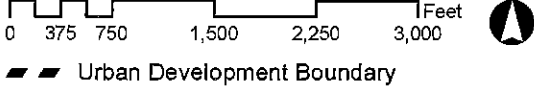


<<



Sub-Districts

-  Core Sub-District
-  Center Sub-District
-  Edge Sub-District

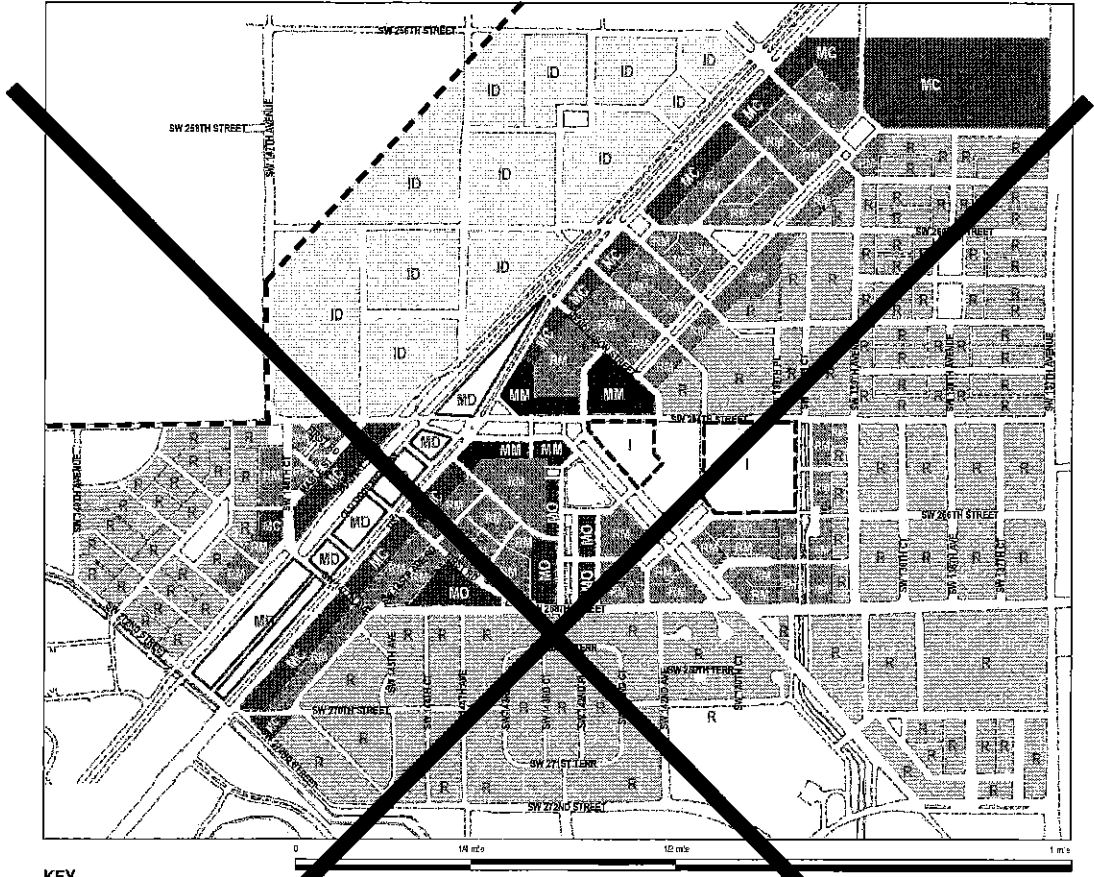


--- Urban Development Boundary



C. Land Use Plan

II



KEY

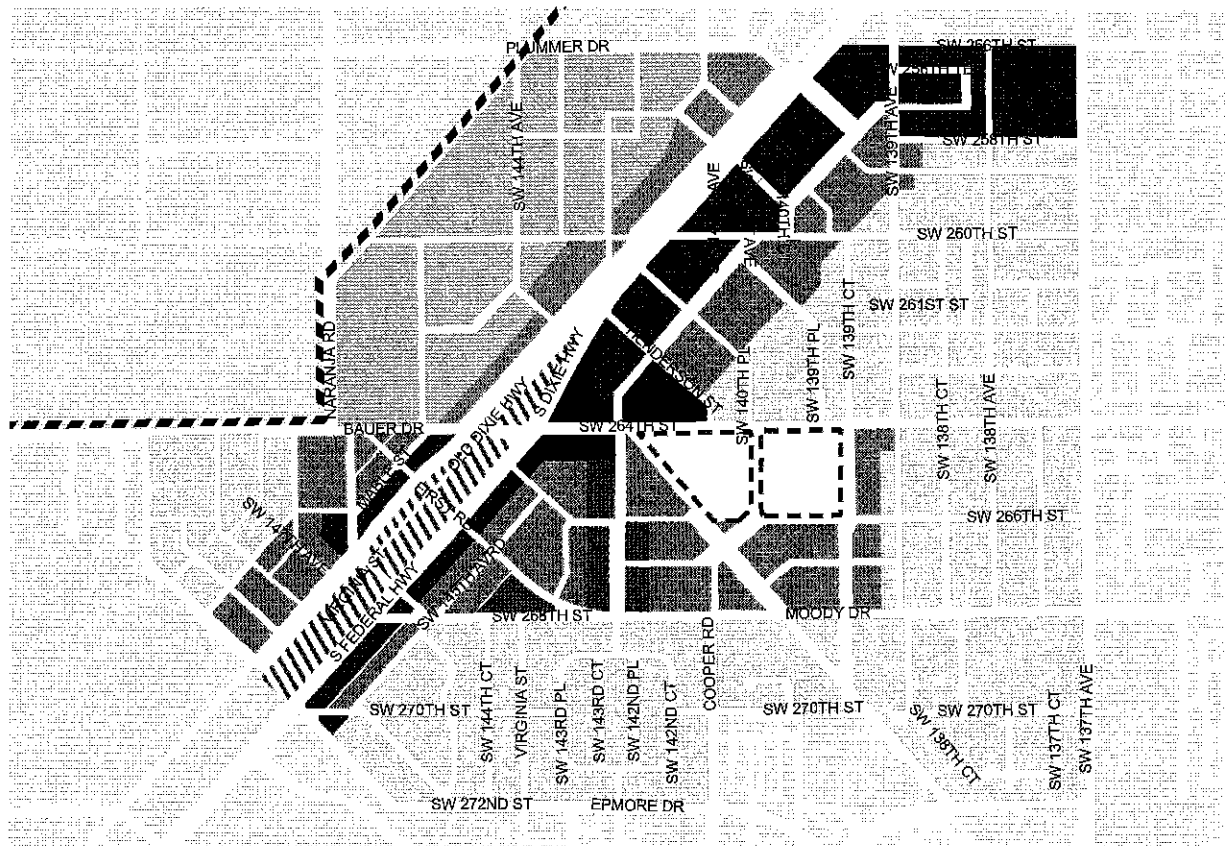
- MM: Mixed-use (Main Street): 1st and 2nd floors** - businesses, professional offices, civic, education and government offices; 2nd floor and above - residential; and live-work units (Min. 12 units/acre net, Max. 52* units/acre net)
- MC: Mixed-use Corridor:** Residential, businesses, professional offices, civic, education and government offices (Max. 52* units/acre net)
- MO: Mixed-use Optional:** 1st floor (optional) - businesses, live-work, professional offices, civic, education and government offices; all floors - residential (Min. 12 units/acre net, Max. 52* units/acre net)
- I: Institutional:** Civic, education and government offices. Community center is designated to be publicly developed. If community center is privately developed then the Mixed-use (Main Street) criteria shall apply.
- RM: Residential Modified:** Duplex, rowhouse, urban villa, apartment dwellings (Min. 12 units/acre net, Max. 36 units/acre net)
- R: Residential:** Single family detached, duplex, urban villa, rowhouse dwellings (Min. 6 units/acre net, Max. 18 units/acre net)
- MD: Market District:** all floors - outdoor produce markets are permitted. In addition, all uses permitted in the Mixed-use Corridor (MC).
- ID: Industrial District:** in all floors and all Sub-districts - IU-C uses and live-work units. In addition, for properties facing U.S. 1 in the Core and Center Sub-districts, all uses permitted in the Mixed-use Corridor (MC); in the Center Sub-district, all uses and density permitted in the Residential Modified (RM); and in the Edge Sub-district, all uses and density permitted in the Residential (R) are allowed as per Sec. 33-284.68 (A)(2).
- Urban Development Boundary**
See Sections 33-284.68 and 33-284.83 of this code for specific permitted uses in each land use area.










*Residential density may be increased through the use of Severable Use Rights (SURs). See Sec. 33B-45(g)(15) of this code for applicability.

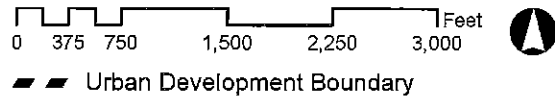


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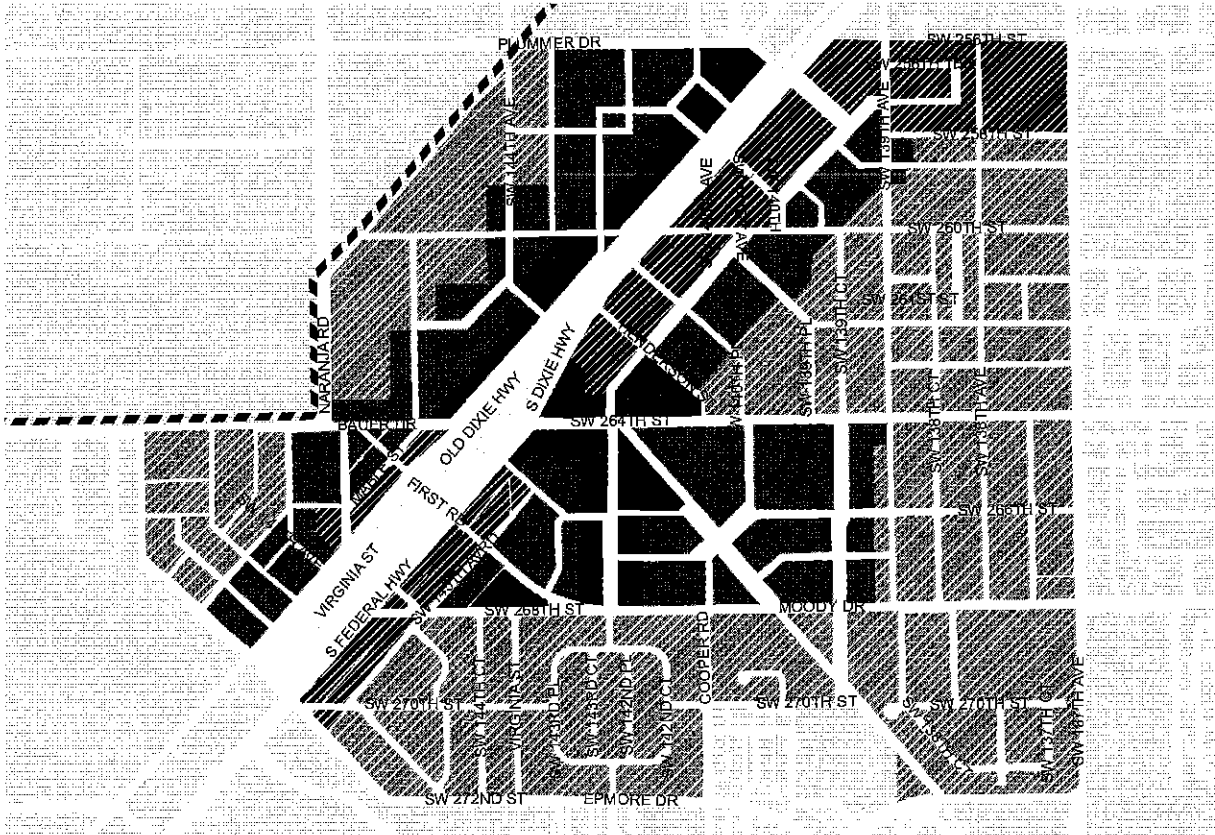
- Land Use**
-  MM Mixed-Use Main Street
 -  MC Mixed-Use Corridor
 -  MCI Mixed-Use Corridor/Industrial
 -  MD Market District
 -  MO Mixed-Use Optional
 -  RM Residential Modified
 -  R Residential
 -  ID Industrial
 -  I Institutional







<<

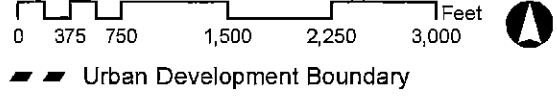
>> **D. Density Plan** <<


>>



Density

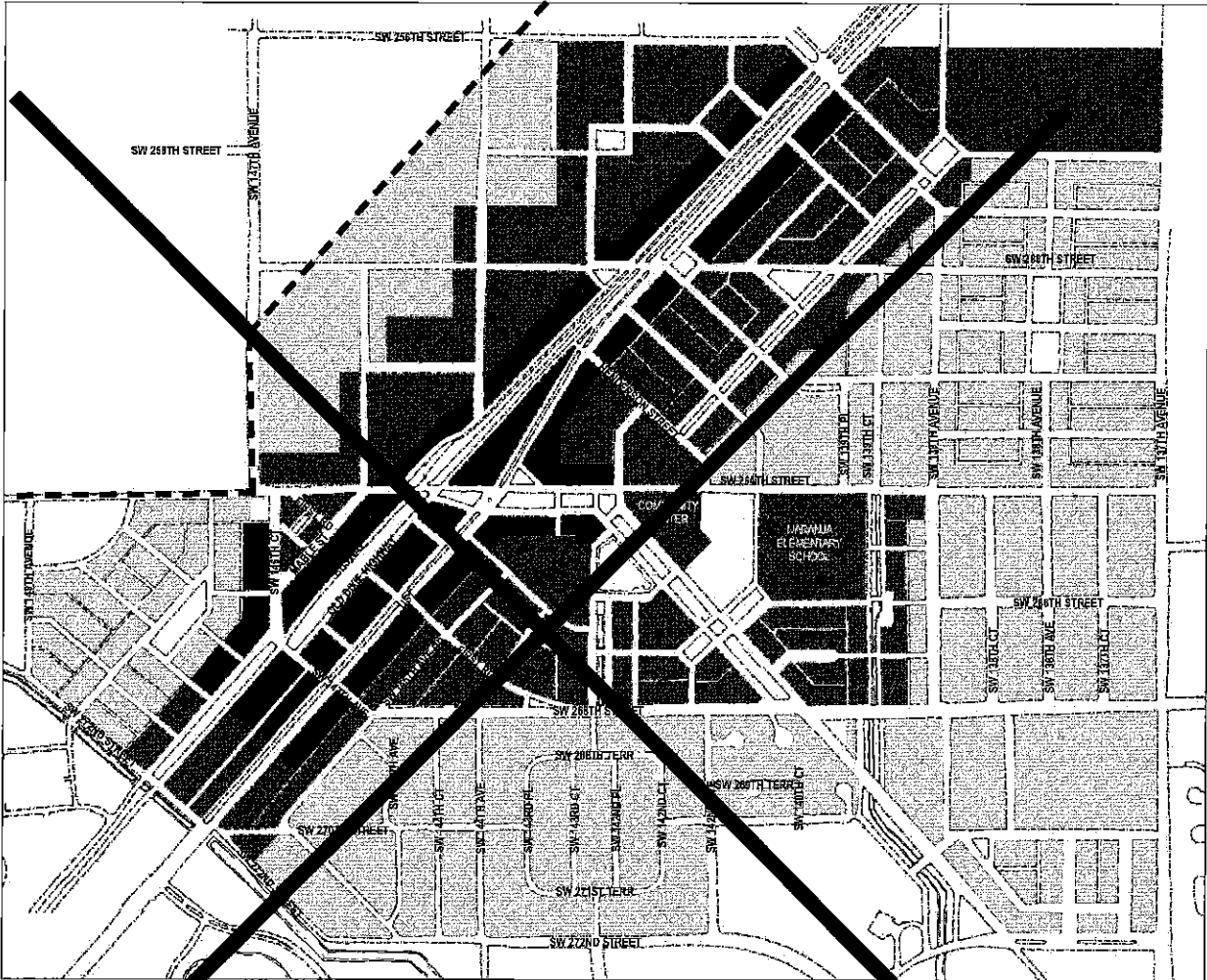
| | |
|---|------------------------------|
|  | Min. 12- Max. 52 units/acre |
|  | Max. 52 units/acre |
|  | Min. 12 - Max. 36 Units/acre |
|  | Min. 6-Max. 18 Units/acre |
| | None |



 Urban Development Boundary

<<

[[D. Building Heights Plan

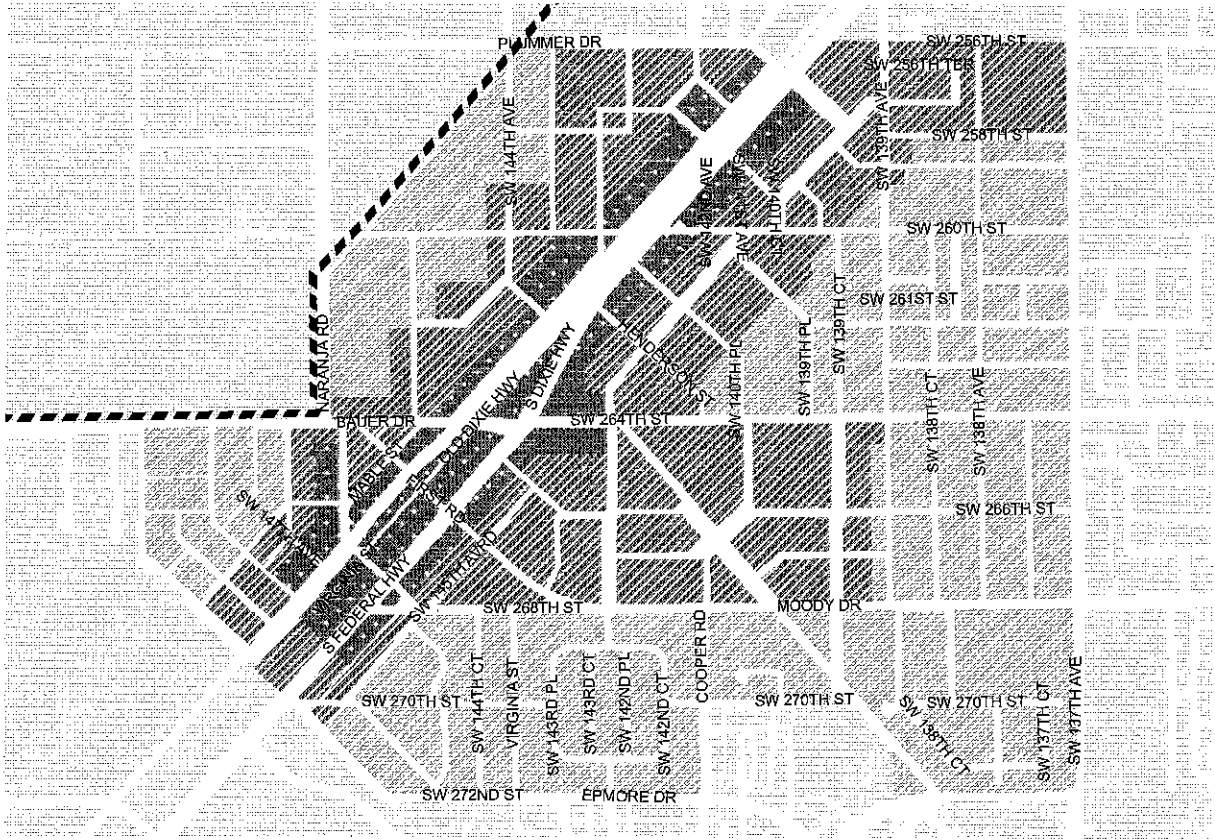


- KEY**
- Minimum 3 - Maximum 6 Floors
 - Minimum 2 - Maximum 4 Floors
 - Maximum 2 Floors
 - Urban Development Boundary






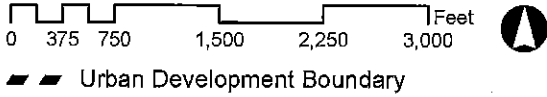
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>> **E. Building Heights Plan**



Building Height

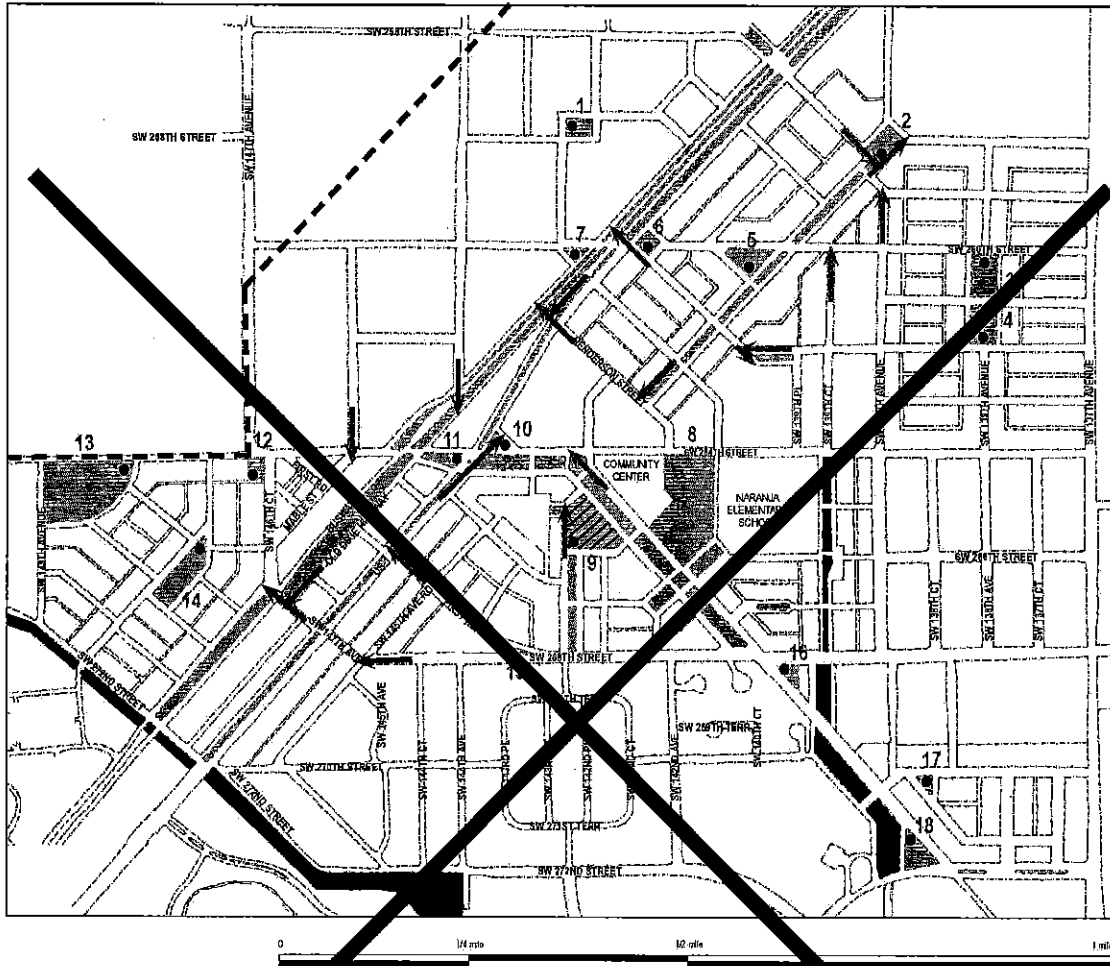
| | |
|---|-------------------------|
|  | Min. 3 - Max. 6 Stories |
|  | Min. 2 - Max. 6 Stories |
|  | Min. 2 - Max. 4 Stories |
|  | 2 Stories Max. |



<<

[[E]]>>F<<. Designated Open Space Plan

[[



KEY

Open Space: G: Green; S: Square; P: Plaza

Natural Forest Community (NFC): Designated open space number 9 contains a designated NFC and shall comply with Chapter 24 of the County Code.

Existing Water Bodies

Street Vista

Anchor Point

Urban Development Boundary

| No | Type | Area |
|-----|------|--------------|
| 1. | S | 15,000 sqft |
| 2. | S | 17,000 sqft |
| 3. | G | 32,200 sqft |
| 4. | G | 28,000 sqft |
| 5. | G | 25,000 sqft |
| 6. | P | 10,000 sqft |
| 7. | P | 5,000 sqft |
| 8. | G | Existing |
| 9. | G | 50,200 sqft |
| 10. | P | 5,400 sqft |
| 11. | P | 7,000 sqft |
| 12. | G | 9,600 sqft |
| 13. | G | 120,500 sqft |
| 14. | G | 35,000 sqft |
| 15. | G | 2,600 sqft |
| 16. | G | 7,000 sqft |
| 17. | G | 4,000 sqft |
| 18. | G | 18,000 sqft |

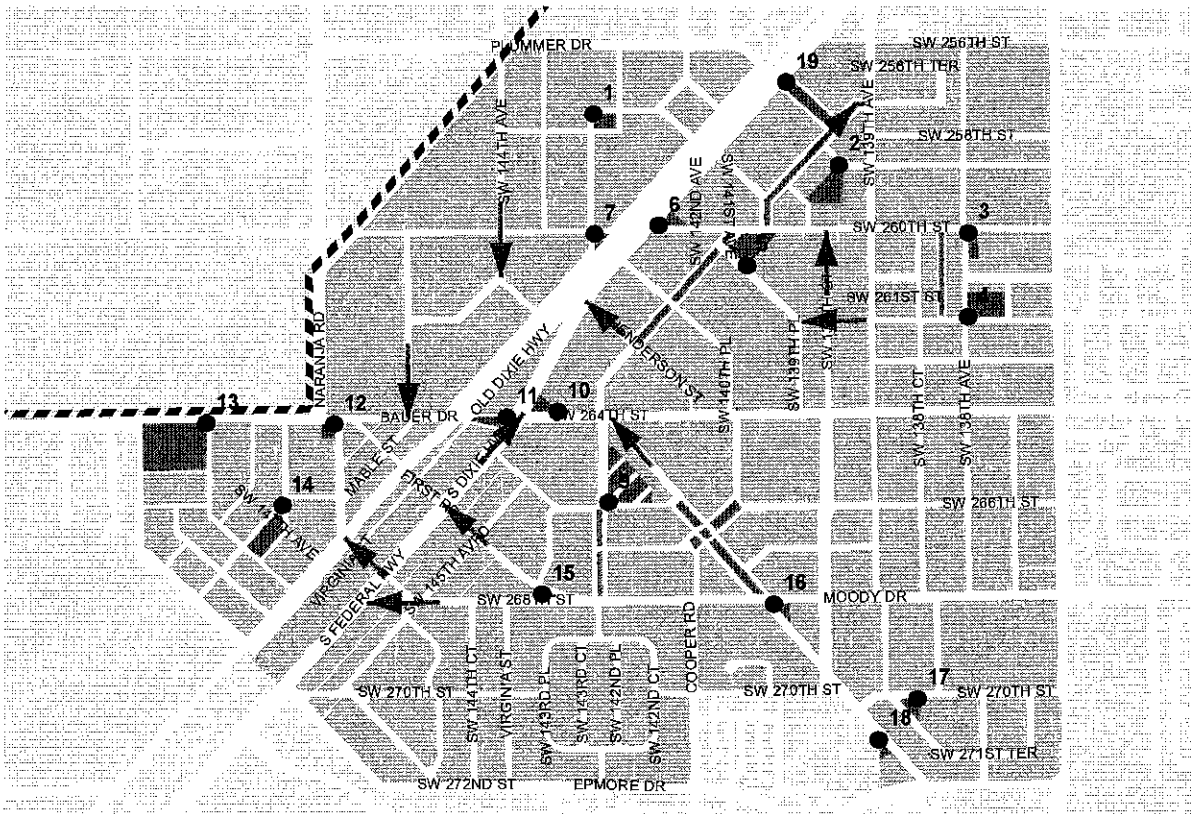
The open space, where an anchor point is shown, shall provide the general square footage shown in this Designated Open Space Plan.

The open space, where an anchor point is not shown, shall be developed according to the Street Type Development Parameters.

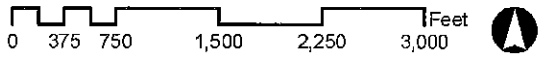


26

]]



- Open Space Anchor Point
- ➔ Street Vista



- Designated Open Spaces**
- Greens, Squares, Plazas
 - Natural Forest Community
 - Existing Open Space-Miami-Dade County Park

▬▬ Urban Development Boundary

| Number | Type | Area |
|--------|------|-----------------|
| 1 | S | 15,000 sq. ft. |
| 2 | S | 17,000 sq. ft. |
| 3 | G | 32,200 sq. ft. |
| 4 | G | 28,000 sq. ft. |
| 5 | G | 25,000 sq. ft. |
| 6 | P | 10,000 sq. ft. |
| 7 | P | 5,000 sq. ft. |
| 8 | G | Existing Park |
| 9 | G | 50,200 sq. ft. |
| 10 | P | 5,200 sq. ft. |
| 11 | P | 26,000 sq. ft. |
| 12 | G | 9,600 sq. ft. |
| 13 | G | 120,500 sq. ft. |
| 14 | G | 35,000 sq. ft. |
| 15 | G | 2,600 sq. ft. |
| 16 | G | 7,000 sq. ft. |
| 17 | G | 4,000 sq. ft. |
| 18 | G | 18,000 sq. ft. |

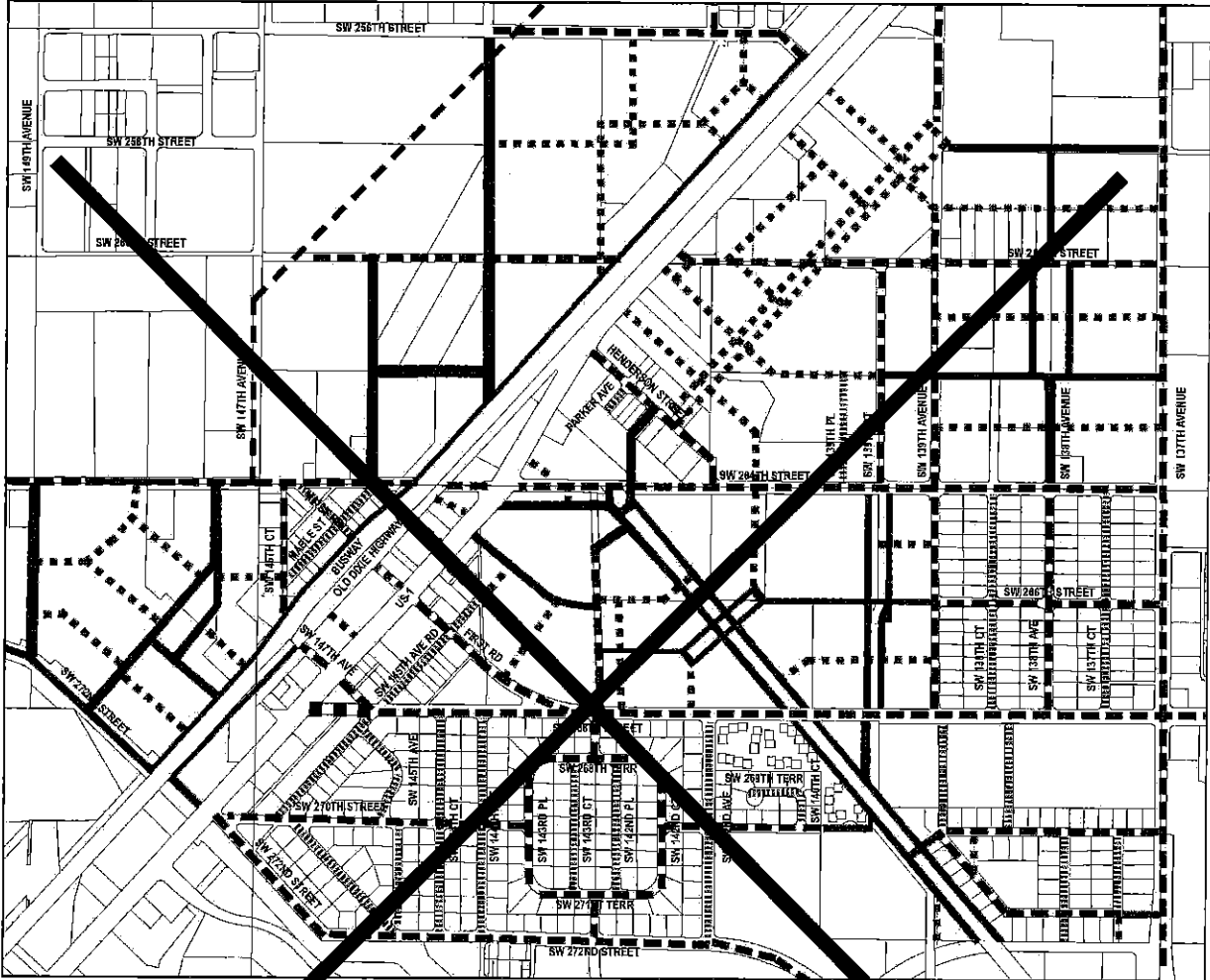
G: Green, S: Square, P: Plaza
N/A: Not applicable



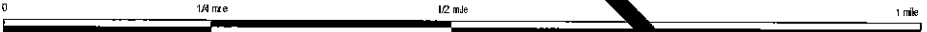
27

[[F]] >>G<<. New Streets Plan

[[



Note: New streets allocated are based on the charrette illustrative plan and are approximate.



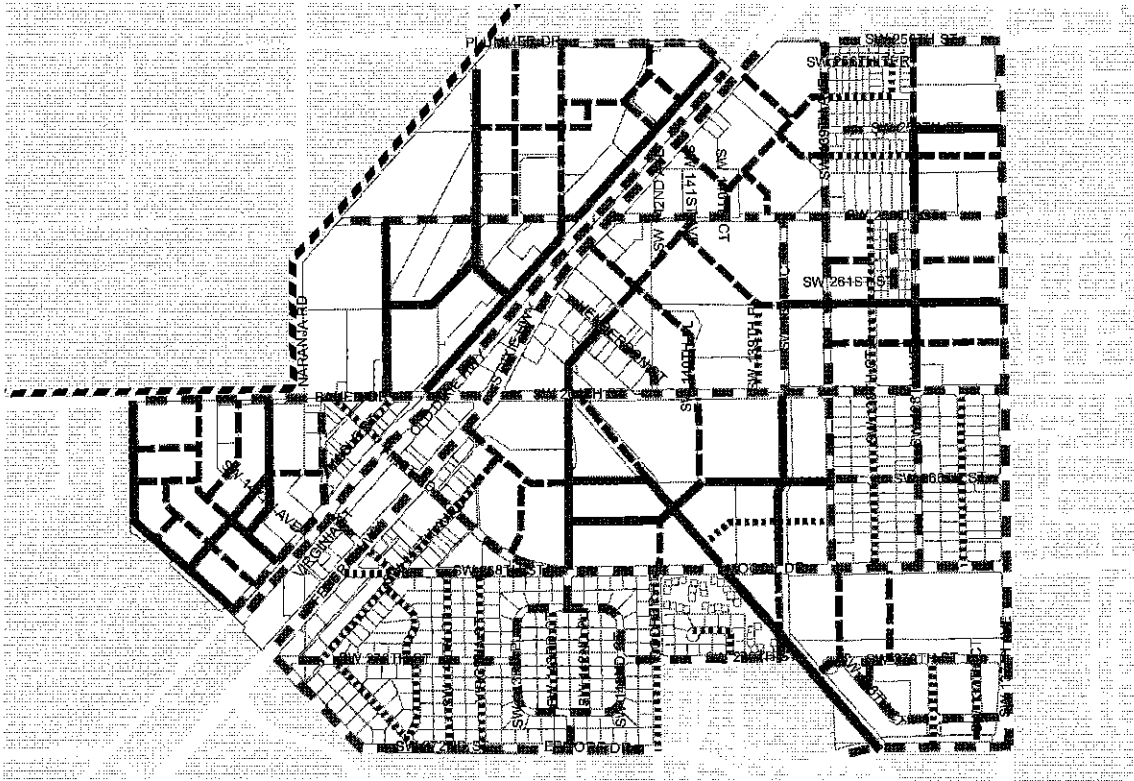
KEY

- New "A" Streets
- Existing "A" Streets
- New "B" Streets
- Existing "B" Streets
- Streets to be Removed
- Urban Development Boundary
- Property Ownership Pattern at time of charrette







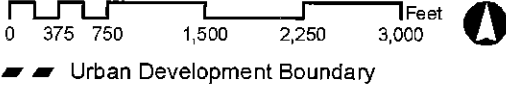
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>>



A/B Streets

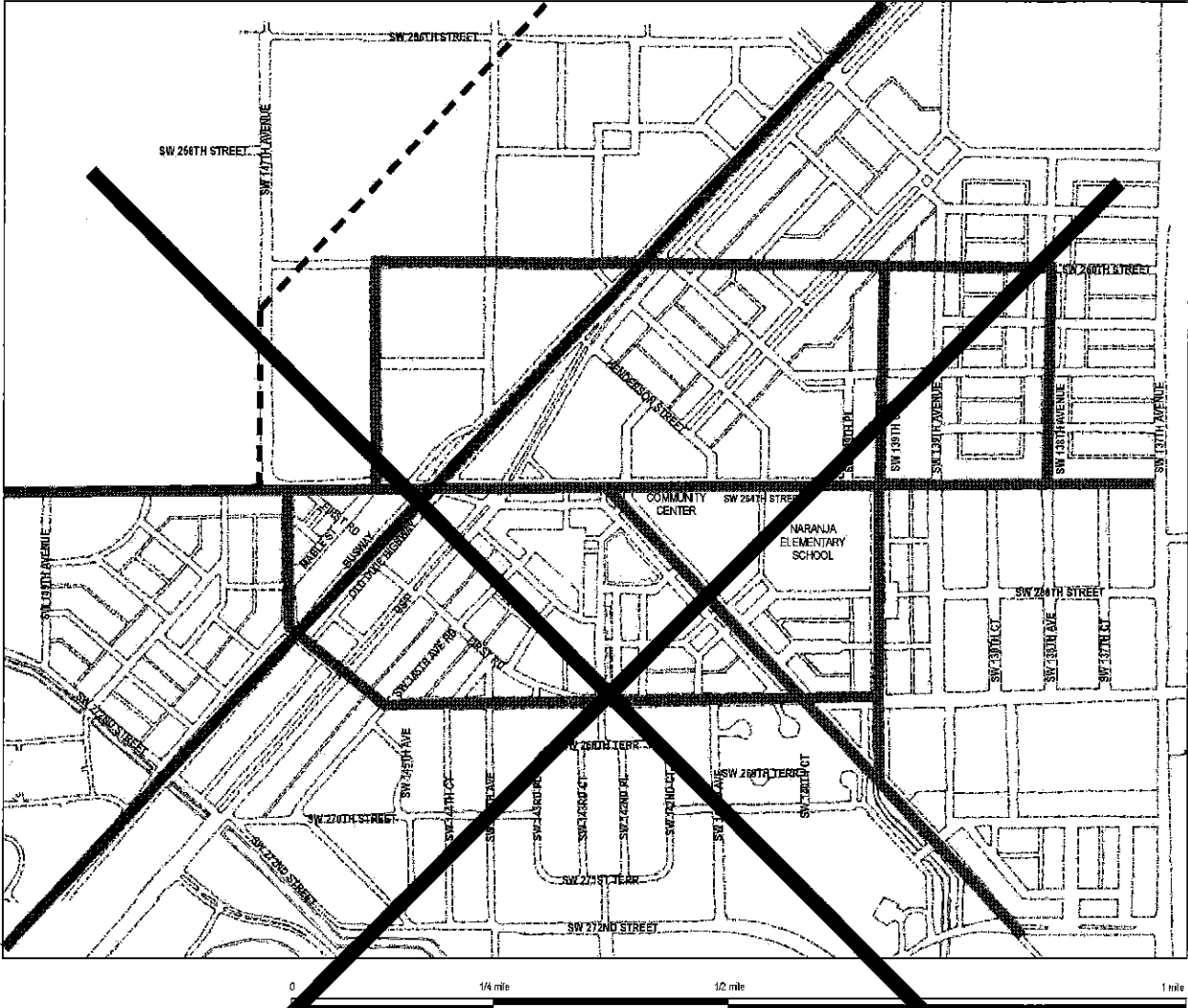
-  A Existing
-  A New
-  B Existing
-  B New






 Urban Development Boundary

<<

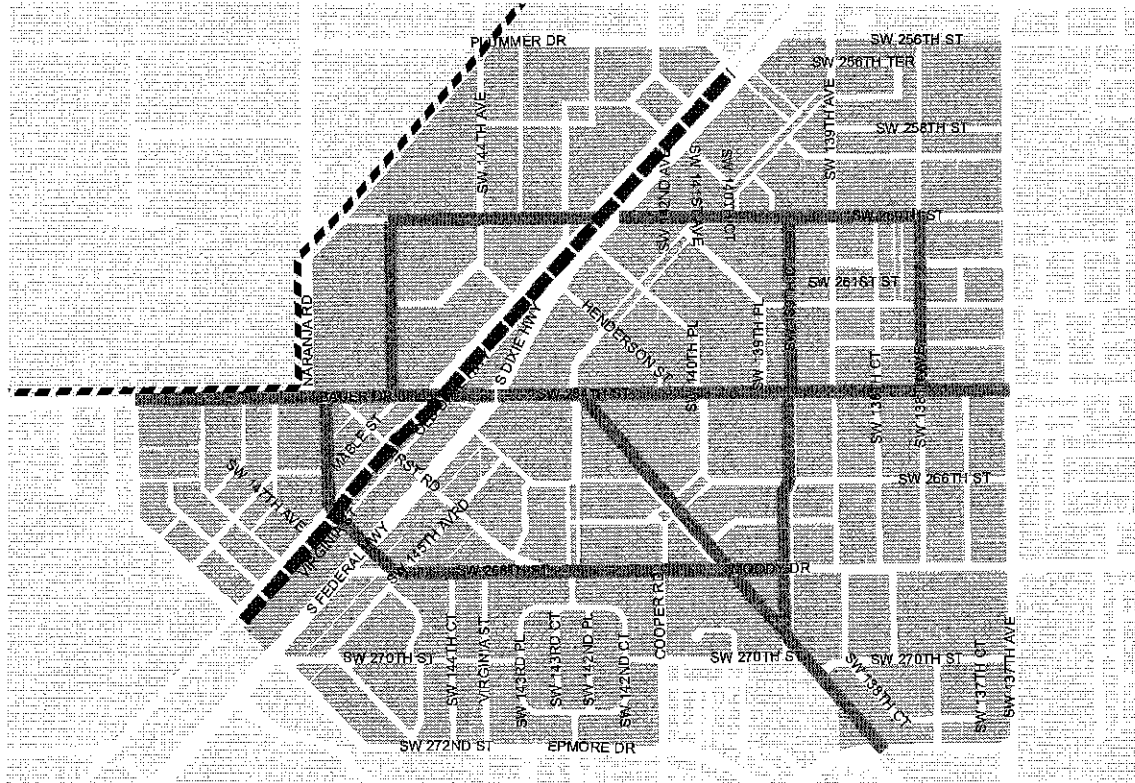
[[G]] >>H<<. Bike Route Plan



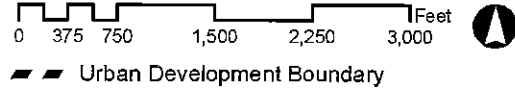
KEY

-  Southside Trail (Park and Recreation Greenway Plan)
-  Signage designating the above shown streets/corridors as bike routes shall be provided where appropriate
-  Urban Development Boundary

>>



- Bike Routes**
- South Dade Greenways Network
 - Bicycle facility or signage designating bicycle route required



<<

Section 4. Section 33-284.70 of the Code of Miami-Dade County, Florida, is hereby amended to read as follows:

Sec. 33-284.70. Building Placement and Street Type Development Parameters.

- A. All new development and redevelopment within the NCUC shall comply with the Building Placement ~~[[and Design Parameters]]~~ >>Standards<< as provided in Section 33-284.85 of this code. Outdoor produce markets in the Market District shall comply with the Building Placement >>Standards<< for Civic Uses in Section 33-284.85 of this code >>; all other development in the Market District shall comply with the Building Placement Standards for Mixed-Use, Multi-Family as provided in Section 33-284.85<<.
- B. All new development and redevelopment within the NCUC shall comply with the ~~[[Street Type Development Parameters]]~~ >>Streets, Service Roads and Utilities standards as provided in Section 33-284.86(C), except<< as provided herein:

[[

| Street Type | Minimum Required Configuration Core/Center/Edge |
|--------------------|---|
| U.S. 1 | As provided in this section |
| Main Street | As provided in this section |
| Boulevard | As provide is Section 33-284.85 |
| Minor Street | As provide is Section 33-284.85 |
| Service Road | As provide is Section 33-284.85 |
| Pedestrian Passage | As provide is Section 33-284.85 |

]]

>>

| Street type | Minimum Required Configuration | |
|-----------------|--------------------------------|--------------------|
| | Core/Center | Edge |
| U.S. 1 | As provided in this section | |
| Main Street | As provided in this section | |
| Boulevard | Street type 1 | Street type 1 or 2 |
| Minor Street | Street type 4 | Street type 4 or 5 |
| Busway Frontage | As provided in this section | |

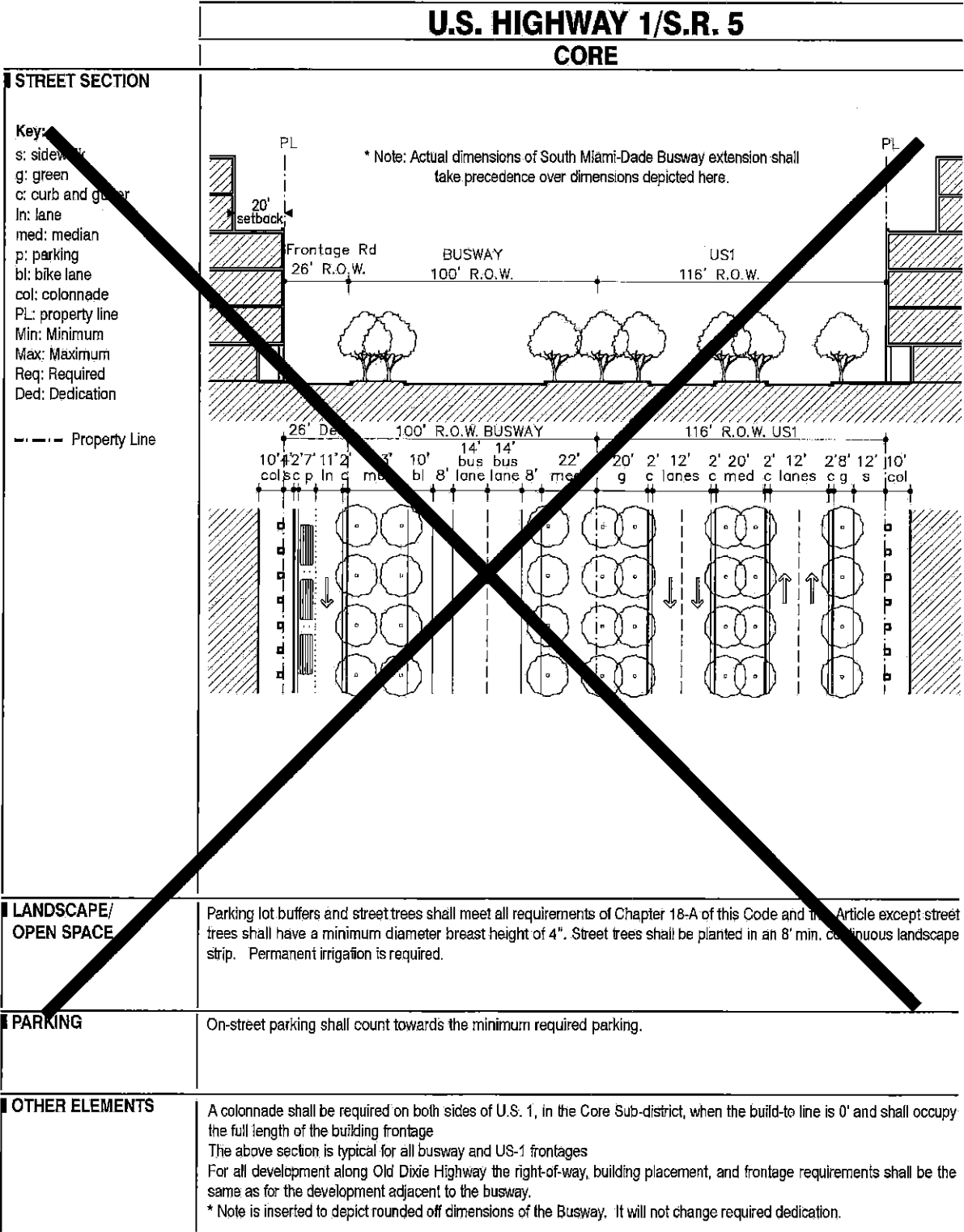
<<

- C. ~~[[Unless otherwise provided by the Building Placement and Design Parameters in section 33-284.85 of this code, the following street setbacks shall be required for mixed-use/industrial buildings located in areas designated as MM, MC, MO, MD and ID within the NCUC]]~~ >>The following setbacks shall be required where a Building Placement Standard in Section 33-284.85 of this code refers to a

Frontage Table<<:

| Street Type | Required Setback | | |
|--|--------------------------------|--------------------------------|---------------------------------|
| | Core | Center | Edge |
| U.S. 1 | 0' <u>[[*]]</u> >>*<< | 10' ** | [[10' or 15' **]] >>N/A<< |
| Main Street | 0' * | 10' ** | 10' or 15' <u>[[**]]</u> |
| Boulevard | 0'>>* or 6'<< [[or 10' **]] | 0'>>* or 6'<< [[or 10' **]] | 10' or 15' <u>[[**]]</u> |
| Minor Street | >>0' * or 6'<< [[10' **]] | >>0' * or 6'<< [[10' **]] | 10' <u>[[**]]</u> >>or 15'<< |
| >>Busway Frontage<< | >>0' *<< | >>0' * or 6'<< | >>N/A<< |
| Note: * colonnade required >>where a minimum building frontage is indicated by the applicable Building Placement Standards<< ** if a colonnade is provided the front setback shall be 0' N/A not applicable | | | |

[[



U.S. HIGHWAY 1/S.R. 5

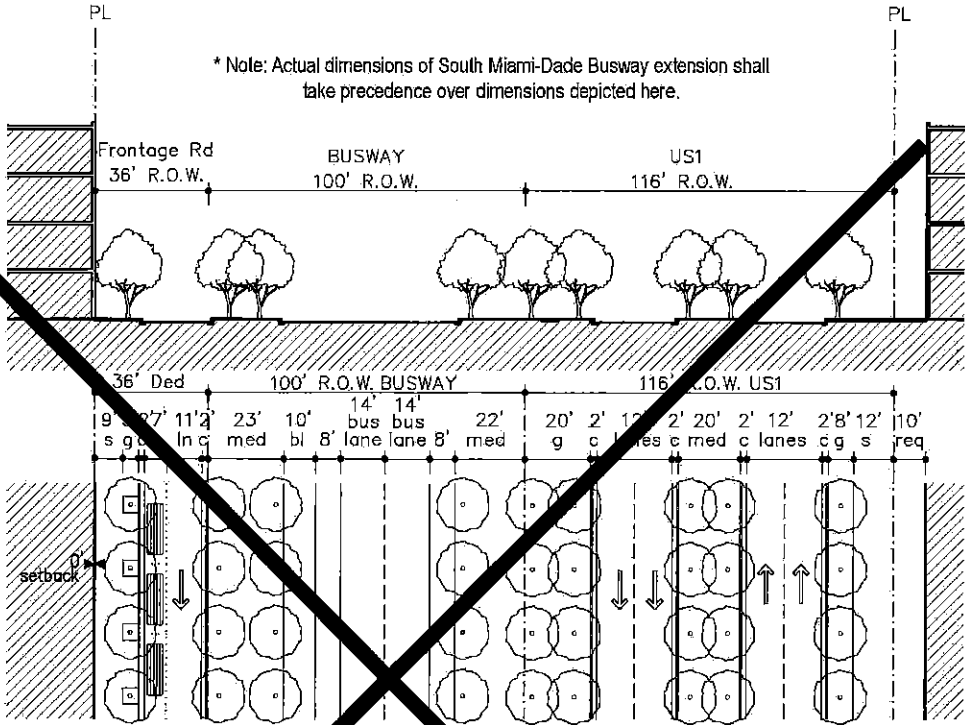
CENTER

STREET SECTION

Key:

- s: sidewalk
- g: green
- c: curb and gutter
- ln: lane
- med: median
- p: parking
- bl: bike lane
- col: colonnade
- PL: property line
- Min: Minimum
- Max: Maximum
- Req: Required
- Ded: Dedication

--- Property Line



**LANDSCAPE/
OPEN SPACE**

Parking lot buffers and street trees shall meet all requirements of Chapter 18-A of this Code and this Article except street trees shall have a minimum diameter breast height of 4". Street trees shall be planted in an 8' continuous landscape strip. Permanent irrigation is required.

PARKING

On-street parking shall count towards the minimum required parking.

OTHER ELEMENTS

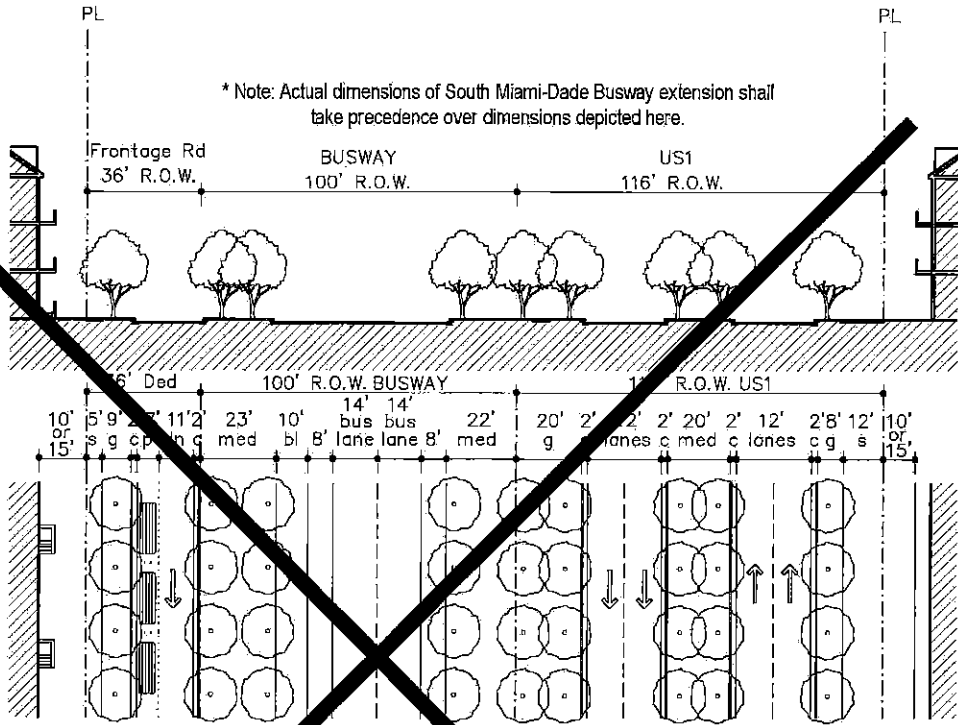
The front setback shall be hard surfaced and weather protection elements provided on the building facade when the build-to line is 10' from the front property line
 Perimeter walls, fences, hedges, entrances and pedestrian pass throughs shall be provided as specified in the General Requirements
 The above section is typical for all busway and US-1 frontages.
 * Note is inserted to depict rounded off dimensions of the Busway. It will not change required dedication

**U.S. HIGHWAY 1/S.R. 5
EDGE**

STREET SECTION

- Key:**
 s: sidewalk
 g: green
 c: curb and gutter
 ln: lane
 med: median
 p: parking
 bl: bike lane
 col: colonnade
 PL: property line
 Min: Minimum
 Max: Maximum
 Req: Required
 Ded: Dedication

--- Property Line



**LANDSCAPE/
OPEN SPACE**

Parking lot buffers and street trees shall meet all requirements of Chapter 18-A of this Code and this Article except street trees shall have a minimum diameter breast height of 4". Street trees shall be planted in an 8' minimum continuous landscape strip. Permanent irrigation is required.

PARKING

On-street parking shall count towards the minimum required parking.

OTHER ELEMENTS

The front setback of buildings along US1 shall be hard surfaced and weather protection elements provided on the building facade when the build-to line is 10' from the front property line.
 When the build to line is 15' from the front property line, the remainder 5' shall be landscaped
 The front setback of buildings along the busway shall be landscaped
 Perimeter walls, fences, hedges, entrances and pedestrian pass throughs shall be provided as specified in the General Requirements
 The above section is typical for all busway and US-1 frontages.
 * Note is inserted to depict rounded off dimensions of the Busway. It will not change required dedication.

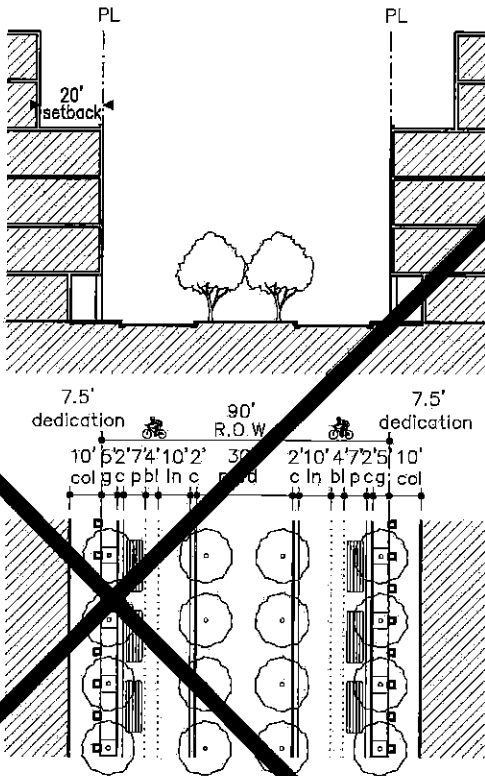
MAIN STREET (SW 264th Street East of US1)

CORE

STREET SECTION

- Key:**
s: sidewalk
g: green
c: curb and gutter
ln: lane
med: median
p: parking
bl: bike lane
col: colonnade
PL: property line
Min: Minimum
Max: Maximum
Req: Required
Ded: Dedication

--- Property Line



**LANDSCAPE/
OPEN SPACE**

Parking lot buffers and street trees shall meet all requirements of Chapter 18-A of this Code and this Article except street trees shall have a minimum diameter breast height of 4". Permanent irrigation is required. Street trees along the sidewalk only are optional and if provided, shall be planted in 5'x5' tree grates.

PARKING

On-street parking shall count towards the minimum required parking.

OTHER ELEMENTS

A colonnade shall be required on both sides of the Main Street when build-to line is 0' and shall occupy the full length of the building frontage.
Perimeter walls, fences, hedges, entrances and pedestrian pass throughs shall be provided as specified in the General Requirements.
On all Main Street intersections, the median shall have a mountable curb.

MAIN STREET (SW 264th Street East of US1)

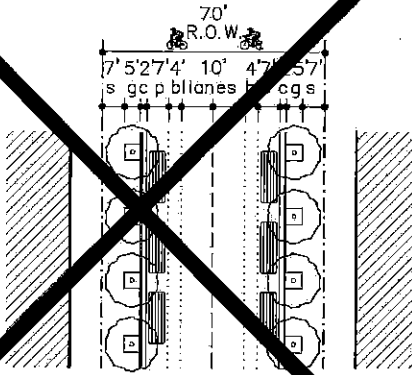
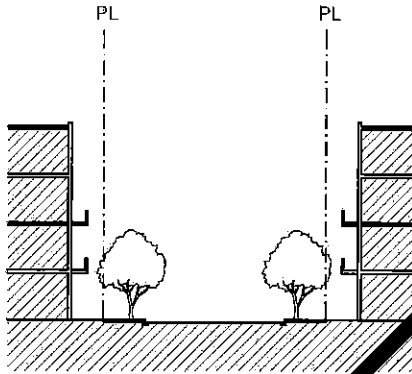
CENTER

STREET SECTION

Key:

- s: sidewalk
- g: green
- c: curb and gutter
- ln: lane
- med: median
- p: parking
- bl: bike lane
- col: colonnade
- PL: property line
- Min: Minimum
- Max: Maximum
- Req: Required
- Ded: Dedication

--- Property Line



**LANDSCAPE/
OPEN SPACE**

Parking lot buffers and street trees shall meet all requirements of Chapter 18-A of this Code and the Article except street trees shall have a minimum diameter breast height of 4". Street trees shall be planted in 5' x 5' tree plates. Permanent irrigation is required.

PARKING

On-street parking shall count towards the minimum required parking.

OTHER ELEMENTS

The front setback shall be hard surfaced and weather protection elements provided on the building facade when the build-to line is 10' from the front property line. Perimeter walls, fences, hedges, entrances and pedestrian pass throughs shall be provided as specified in the General Requirements.

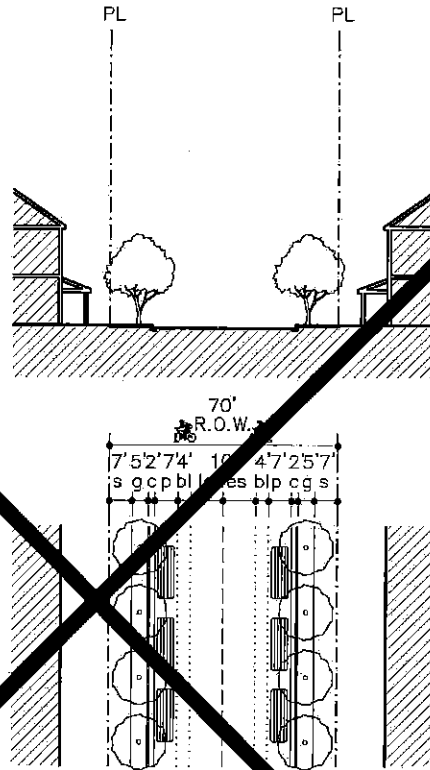
MAIN STREET (SW 264th Street East of US1)

EDGE

STREET SECTION

- Key:**
s: sidewalk
g: green
c: curb and gutter
ln: lane
med: median
p: parking
bl: bike lane
col: colonnade
PL: property line
Min: Minimum
Max: Maximum
Req: Required
Ded: Dedication

--- Property Line



**LANDSCAPE/
OPEN SPACE**

Parking lot buffers and street trees shall meet all requirements of Chapter 18-A of this Code and this Article except street trees shall have a minimum diameter breast height of 4". Street trees shall be planted in a 5' minimum continuous landscape strip. Permanent irrigation is required.

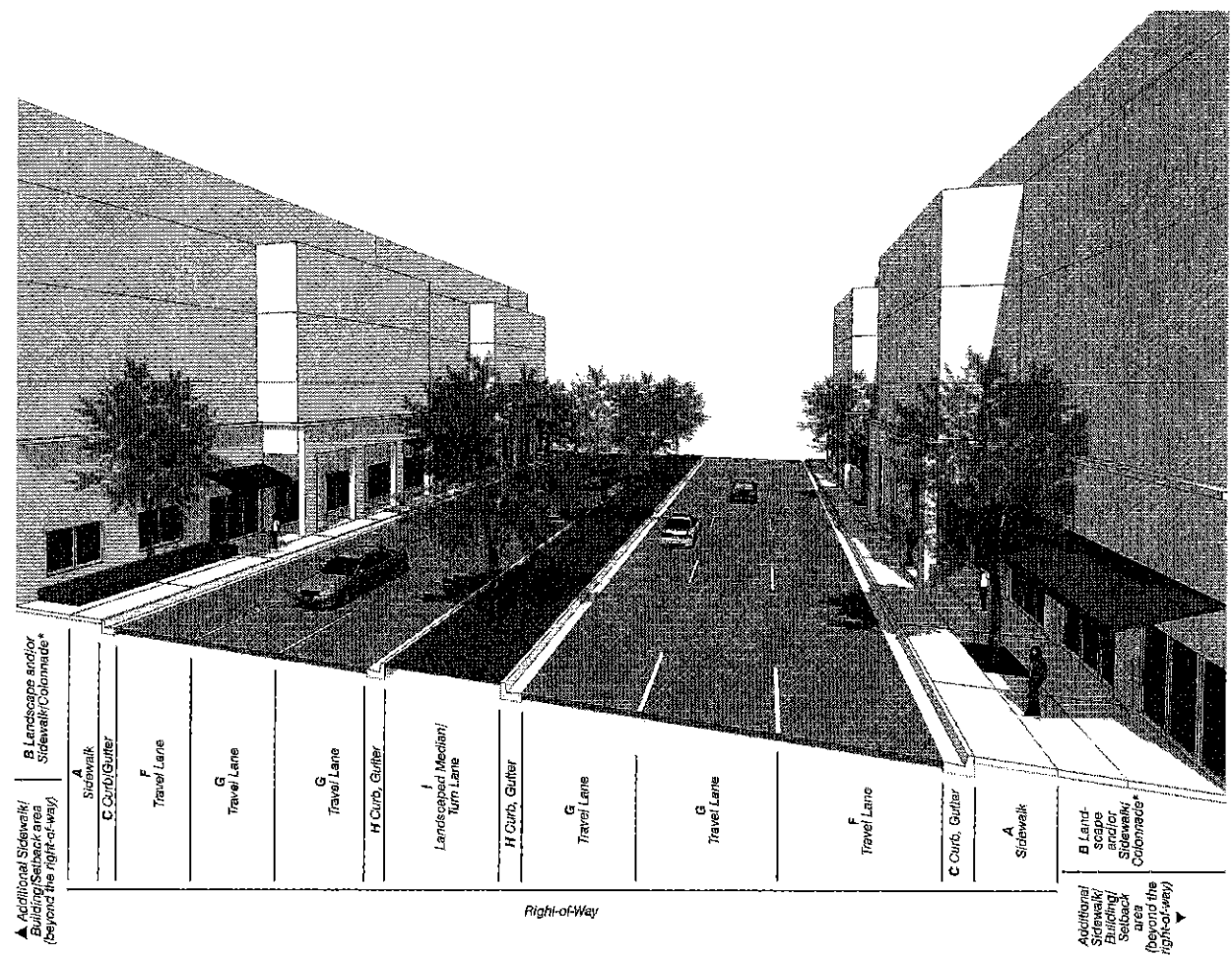
PARKING

On-street parking shall count towards the minimum required parking.

OTHER ELEMENTS

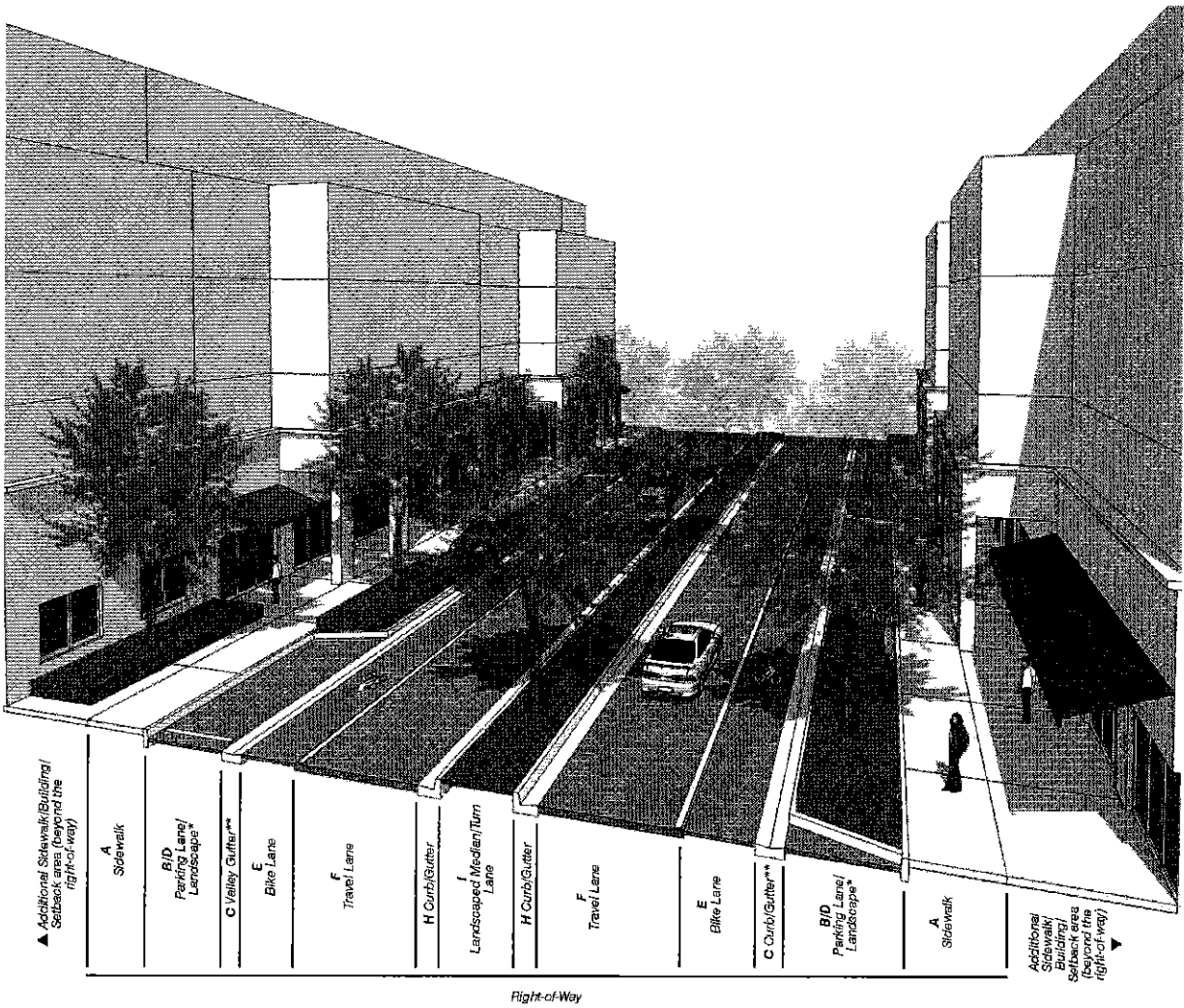
The front setback shall be landscaped. Perimeter walls, fences, hedges, entrances and pedestrian pass throughs shall be provided as specified in the General Requirements.

>>D. Street Types Development Parameters.
U.S. 1



* Refer to column B in Street Types Table for required landscape elements.

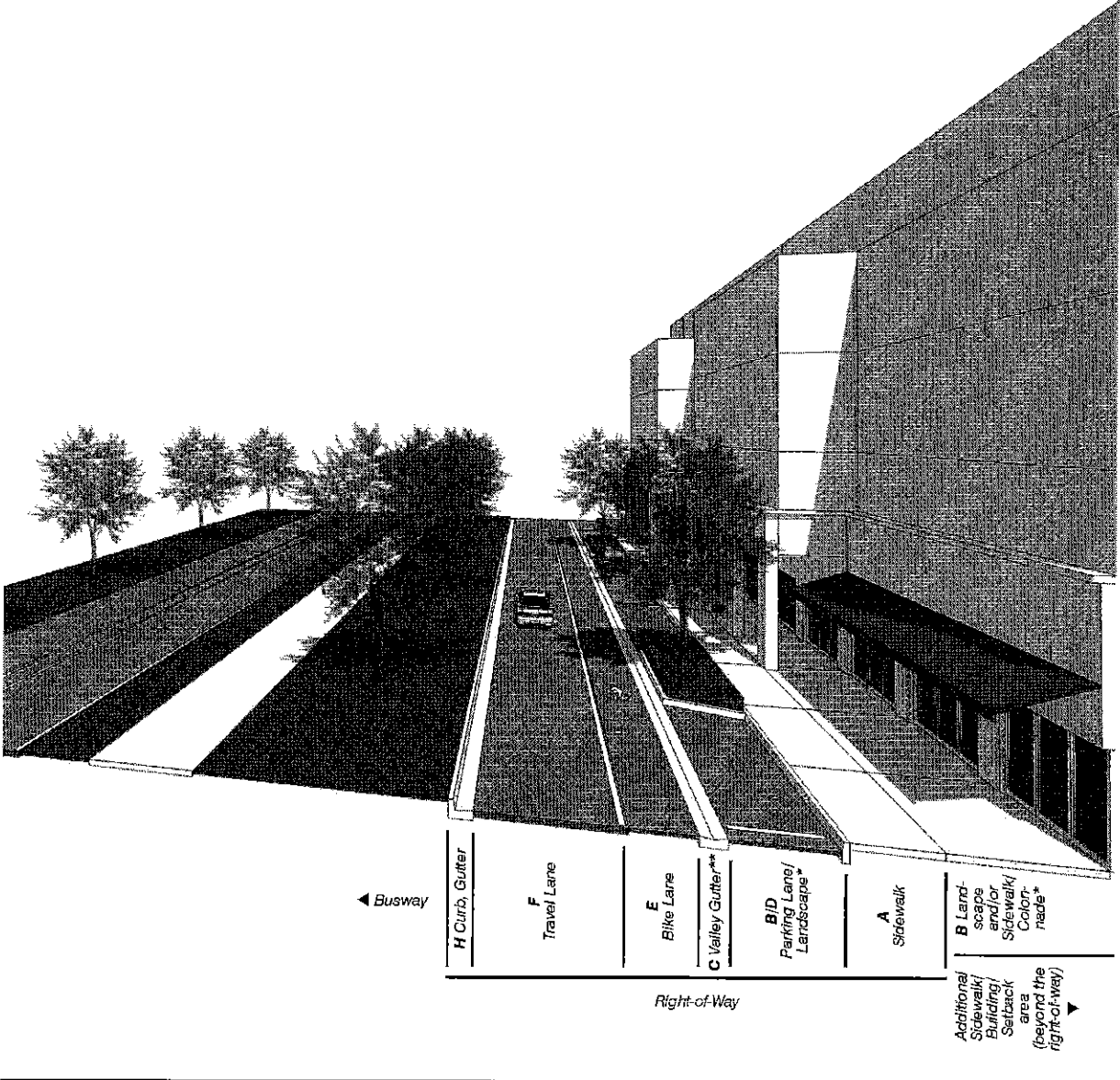
Main Street



* Refer to column B in Street Types Table for required landscape elements.

** Curb and gutter between the sidewalk and parking/travel lanes may be utilized in place of the valley gutter illustrated.

Busway Frontage



* Refer to column B in Street Types Table for required landscape elements.

** Curb and gutter between the sidewalk and parking/travel lanes may be utilized in place of the valley gutter illustrated.

| <u>Street Type</u> | <u>Required Elements</u> | | | | | | | |
|------------------------------------|-------------------------------|---|---------------------------|------------------------|---|-------------------------------|---------------------------|--------------------------------|
| | <u>A. Sidewalk (Min.) [a]</u> | <u>B. Land-scape [b, c, d]</u> | <u>C. Curb/Gutter [e]</u> | <u>D. Parking Lane</u> | <u>E. Bike Lane [g]</u> | <u>F, G. Travel Lanes [h]</u> | <u>H. Curb/Gutter [e]</u> | <u>I. Median/Turn Lane</u> |
| <u>U.S. 1 Core</u> | 5' | Tree grates; tree planters | 2' | N/A | N/A | 11' | 2' | 6' (Median) 10' (Turn Lane) |
| <u>U.S. 1 Center</u> | 5' | Tree grates; tree planters; landscape strip | 2' | N/A | N/A | 11' | 2' | 6' (Median) 10' (Turn Lane) |
| <u>Main Street Core</u> | 6' | Tree grates; tree planters | 2' | 7' | Required where indicated on Bike Route Plan | 11' | 2' | 6' (Median) 10' (Turn Lane) |
| <u>Main Street Center/Edge</u> | 6' | Tree grates; tree planters; landscape strip | 2' | 7' | Required where indicated on Bike Route Plan | 11' | 2' | 6' (Median) 10' (Turn Lane) |
| <u>Busway Frontage Core/Center</u> | 6' | Tree grates; tree planters | 2' | 7' | Required where indicated on Bike Route Plan | 11' | 2' | N/A |

N/A: Not Applicable
 [#] Footnote (as provided below)

Footnotes:

- a. Landscape area is exclusive of the minimum sidewalk width.

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- b. Street trees shall have a minimum caliper of six (6) inches at time of planting.
- c. Permanent irrigation is required.
- d. Tree grates shall have a minimum area of twenty-four (24) square feet; tree planters shall have a minimum area of thirty-two (32) square feet; continuous landscape strips shall have a minimum width of six (6) feet in the Center Sub-district, eight (8) feet in the Edge Sub-district.
- e. In all Sub-districts, curbs and gutters shall be provided at all intersections and roadway edges of arterials, boulevards and Main Street; in Core and Center Sub-districts, curbs and gutters shall be provided at all intersections and roadway edges of minor streets.
- g. Bike lanes shall be four (4) feet in width when adjacent to curb or swale; five (5) feet in width when adjacent to a parking lane.
- h. The minimum required width of one-lane/one-way travel lanes shall be determined by the Department of Public Works and Waste Management or its successor and Fire Rescue Department or its successor on a case-by-case basis during the Administrative Site Plan Review process (ASPR).
- i. The use of permeable materials to pave private street sidewalks, on-street parking, and vehicular drives is permitted. Use of permeable materials to pave public street sidewalks, on-street parking and vehicular drives shall require approval from the Director of the Department of Public Works and Waste Management.<<

Section 5. Sec. 33-284.71 of the Code of Miami-Dade County, Florida, is hereby deleted:

[[Sec. 33-284.71. General Requirements.

~~In addition to the general requirements provided in Section 33-284.86 of this code, all developments within the NCUC shall comply with the following:~~

~~A. *Buildings.*~~

1. ~~A cornice line is required on all building facades on U.S. 1 and the Main Street frontages as follows: at the top of the first story of buildings in the Mixed-Use Main Street (MM) area and the top of the second story of buildings in the Mixed-Use Corridor (MC) area.~~

2. ~~Colonnades are required along all building frontages facing U.S. 1 and Main Street in the Core sub-district.]]~~

Section 6. Section 33-284.72 of the Code of Miami-Dade County, Florida, is hereby amended to read as follows:

Sec. 33-284.72. Non-conforming Structures, Uses, and Occupancies.

~~[[Nothing contained in this article shall be deemed or construed to prohibit a continuation of a legal nonconforming structure, use, and occupancy in the NCUC District that either (1) was existing as of the date of the district boundary change on the property to NCUC District or (2) on or before said date, had received final site plan approval through a public hearing pursuant to this chapter or through administrative site plan review or had a valid building permit. However, any structure, use or occupancy in the NCUC District that is discontinued for a period of at least six months, or is superseded by a lawful structure, use or occupancy permitted under this chapter, or that incurs damage to the roof or structure to an extent of 50 percent or more of its market value, shall be subject to section 33-35(e) of this code. However, a lawfully existing single-family home use that is discontinued for a period of at least six months or that incurs damage to the roof or structure to an extent of 50 percent or more of its market value, shall not be subject to Section 33-35(e) of this code.]]~~

>>Non-conforming Structures, Uses, and Occupancies shall be governed by the provisions of Section 33-284.89.2 of this chapter.<<

Section 7. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

Section 8. It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance, including any sunset provision, shall become and be made a part of the Code of Miami-Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section," "article," or other appropriate word.

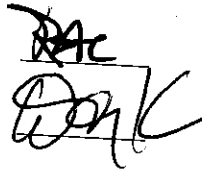
Section 9. This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

PASSED AND ADOPTED:

Approved by County Attorney as
to form and legal sufficiency:

Prepared by:

Dennis A. Kerbel

Handwritten signature of Dennis A. Kerbel, consisting of the letters 'D', 'A', 'K' in a stylized, cursive font.