MEMORANDUM

Agenda Item No. 7(A)

(Second Reading 12-01-15)

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

DATE: September 1, 2015

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Ordinance regarding zoning and other land development regulations pertaining to the fixed-guideway rapid transit system development zone, the standard Urban Center District regulations, the Downtown Kendall Urban Center District, regulations and the Palmer Lake Metropolitan Urban Center District regulations; amending parking requirements

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The accompanying ordinance was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Bruno A. Barreiro.

Abigail Price-Williams
County Attorney

APW/smm

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Memorandum

MIAMI-DADE COUNTY

Date: December 1, 2015

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

From: Carlos A. Gimenez
Mayor

Subject: Ordinance Regarding Zoning and Other Land Development Regulations Pertaining To The Fixed-Guideway Rapid Transit System Development Zone, The Standard Urban Center District Regulations, The Downtown Kendall Urban Center District Regulations, and The Palmer Lake Metropolitan Urban Center District Regulations

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The proposed ordinance regarding zoning and other land development regulations amends sections 33C-7, 33C-8, 33-284.62, 33-284.86, and 33-284.99.60 of the code of Miami-Dade County pertaining to the Fixed-guideway Rapid Transit System development zone, the Standard Urban Center district regulations, the Downtown Kendall Urban Center district regulations, and the Palmer Lake Metropolitan Urban Center district regulations regarding parking requirements.

The ordinance proposes there be no minimum parking requirements not withstanding any provision to the contrary within the Rapid Transit Zone in the Dr. Martin Luther King, Jr. Corridor Subzone; Notwithstanding any provision to the contrary, there shall also now be no minimum parking requirement within the Rapid Transit Zone for non-Metrorail development within the City of Miami. Development parameters related to parking for the Downtown Kendall Urban Center district, the Standard Urban Center district, and Palmer Lake Metropolitan Urban Center district regulations will increase allowable parking reductions for non-residential, mixed-use, multi-family residential parcels located need rail stations or bus stops as well as now allow multi-story parking garages, parking lots, and on-street parking to count toward parking requirements for detached single-family residences, courtyard and sideyard houses, rowhouses, urban villa, or duplexes within the Standard Urban Center district.

Previous legislation has continuously amended the code of Miami-Dade County to promote public transit usage through significant parking reductions in the County's Urban Centers. This proposed ordinance expands those reductions both in magnitude and location. However, the process required for approval of new developments is not affected. Developments, irrespective of inclusion of parking, will continue to be subject to the current approval process regarding zoning and building requirements. The implementation of this ordinance, if adopted, will not result in additional staffing needs or future operational costs. Activities relating to the implementation of this ordinance would be absorbed as part of the department of Regulatory and Economic Resources ongoing activities. Therefore, it is anticipated that the implementation of this ordinance will have no fiscal impact on Miami-Dade County.

Jack Osterholt
Deputy Mayor

Fls00116

Memorandum

MIAMI-DADE COUNTY

Date: December 1, 2015

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

From: Carlos A. Gimenez
Mayor

Subject: Social Equity Statement for Ordinance Regarding Zoning and Other Land Development Regulations Pertaining to Fixed-Guideway Rapid Transit System Development Zone, Standard Urban Center District Regulations, Downtown Kendall Urban Center District Regulations, and the Palmer Lake Metropolitan Urban Center District Regulations

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The proposed ordinance amends the Code related to the Fixed-Guideway Rapid Transit System Development Zone and the regulations for the Standard Urban Center District, the Downtown Kendall Urban Center District, and the Palmer Lake Metropolitan Urban Center District as it pertains to parking requirements. More specifically, the proposed ordinance amends the Code to allow for a no minimum parking requirement in the Fixed-Guideway Rapid Transit System Development Zone. With respect to the urban center districts, the proposed ordinance also reduces parking requirements depending on the distance to rapid rail transit.

In essence, by reducing the amount of parking spaces required near rapid rail transit, individuals will have less of an incentive to drive to their destinations as opposed to using Metrorail. As a result, there could be a potential increase in Metrorail ridership as well as a reduction of vehicular congestion on nearby roads, leading to less in vehicle emissions.

Jack Osterholt
Deputy Mayor

MEMORANDUM

(Revised)

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

DATE: December 1, 2015

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Agenda Item No. 7(A)

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**
_____	**Statement of social equity 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 _____

Agenda Item No. 7(A)

12-01-15

ORDINANCE NO. _____

ORDINANCE REGARDING ZONING AND OTHER LAND DEVELOPMENT REGULATIONS PERTAINING TO THE FIXED-GUIDEWAY RAPID TRANSIT SYSTEM DEVELOPMENT ZONE, THE STANDARD URBAN CENTER DISTRICT REGULATIONS, THE DOWNTOWN KENDALL URBAN CENTER DISTRICT REGULATIONS, AND THE PALMER LAKE METROPOLITAN URBAN CENTER DISTRICT REGULATIONS; AMENDING PARKING REQUIREMENTS; AMENDING SECTIONS 33C-7, 33C-8, 33-284.62, 33-284.86, AND 33-284.99.60 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 33C-7 of the Code of Miami-Dade County, Florida, is hereby amended to read as follows:[1]

Sec. 33C-7. - Dr. Martin Luther King, Jr. Corridor Subzone.

* * *

(2) *Development regulations*. The following development regulations shall apply within the MLK Corridor Subzone, except for the Brownsville and Martin Luther King Jr. Stations, which development shall comply with the Model City Urban Center District regulations set forth in Chapter 33, Article XXXIII(R) of this Code, and except for the Northside Station, which development shall comply with the North Central Urban Area District regulations set forth in Chapter 33, Article XXXIII(S) of this Code:

* * *

[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.

(b) >>*Parking.* Notwithstanding any provision to the contrary, there shall be no minimum parking requirement within the Rapid Transit Zone.<< [[~~Parking for single use projects shall be provided at no less than ninety (90) percent or no greater than one hundred ten (110) percent of the following standards:~~

~~i. Residential One (1) parking space for each dwelling unit.~~

~~ii. Office One (1) parking space for each four hundred (400) square feet of gross floor area.~~

~~iii. Hotel One (1) parking space for every two (2) guestrooms.~~

~~iv. Other uses Ninety (90) percent of the required parking per Section 33-124.~~

~~(c) Parking for mixed-use projects (two (2) or more land uses) shall be calculated by applying the ULI Shared Parking Methodology (Library of Congress Card Number 83 51648) to the parking requirements as specified above. Parking shall fulfill between ninety (90) percent and one hundred ten (110) percent of the ULI calculation.~~]]

>>(c)<<[[~~(d)~~]] Setbacks. See site plan review standards and criteria herein.

>>(d)<<[[~~(e)~~]] The maximum floor area ratio shall not exceed 3.0.

>>(e)<<[[~~(f)~~]] The maximum building height shall not exceed one hundred fifty (150) feet.

>>(f)<<[[~~(g)~~]] The minimum open space shall be twenty-five (25) percent; said open space may be provided at grade or on abovegrade surfaces, provided that at least fifteen (15) percent is outdoor at grade, and shall include landscape areas improved and maintained with grass, shrubbery, and trees, water fountains and features, art displays, and other landscape elements and features.

>>(g)<<[[~~(h)~~]] Sign(s), to direct traffic flow and locate entrances and exits to developments and/or to identify developments within the subzone area and on abutting properties shall be permitted in connection with any permitted use. Said signs shall be reviewed by the Department of Regulatory and Economic Resources or its successor Department and Miami-Dade Transit Agency for compliance with the standards and criteria set forth in Section 33C-7(3) below.

* * *

Section 2. Section 33C-8 of the Code of Miami-Dade County, Florida, is hereby amended to read as follows:

Sec. 33C-8. Rapid transit zone district regulations for non-Metrorail development within the City of Miami.

* * *

(C) *Development Parameters.* The following parameters shall apply to Rapid Transit Zone Station development provided such uses are compatible with transit uses and operations as determined by the Miami-Dade Transit Agency:

* * *

(7) *Parking.* [[~~The minimum parking requirements for all Rapid Transit Zone station development shall be provided as specified in Section 33-124 of the Zoning Code, except as follows:~~]] >> Notwithstanding any provision to the contrary, there shall be no minimum parking requirement within the Rapid Transit Zone.<<

[[~~(a) Residential: 1 parking space for 1-bedroom units; 1.5 parking spaces for 2-bedroom units; 1.75 parking spaces for 3 or more bedroom units; and 0.5 parking spaces for housing for the elderly.~~

~~(b) Workforce housing units: Workforce housing units may reduce the parking requirements of this section by 0.25 spaces/unit.~~

~~(c) Retail: 1 parking space for each 250 square feet of gross floor area.~~

~~(d) Restaurants: 1 parking space for each 50 square feet of patron area.~~

~~(e) Office: 1 parking space for each 400 square feet of gross floor area.~~

~~(f) Hotel: 1 parking space for first 40 guest rooms and one additional space for every 2 guest rooms or suites thereafter.~~

~~(g) Live-work units: residential component: 2 spaces per unit; workshop component: 1 space for 325 square feet of workshop area.~~

~~(h) The minimum combined parking requirement for mixed-use development shall be as follows:~~

~~Size of Parcel (sq. ft.)~~	~~Percentage of Parking Required as Otherwise Provided in this Section~~
~~0 to 15,000~~	~~60%~~
~~15,001 to 30,000~~	~~70%~~
~~30,000 or more~~	~~80%~~]]

Multi-story parking garage structures shall be screened along all frontages (streets and common open spaces), except along a service road or a pedestrian passage, by a liner building containing a minimum depth of 20 feet of habitable space. Parking garages shall have all architectural expression facing public open space consistent and harmonious with that of habitable space.

Surface parking shall be located a minimum of 20 feet from property lines. Streetwalls and/or habitable space shall be built at the frontage line or at the build-to-line to screen parking from view.

* * *

Section 3. Section 33-284.62 of the Code of Miami-Dade County, Florida, is hereby amended to read as follows:

Sec. 33-284.62. Development parameters.

* * *

(B) General Requirements. All new development and redevelopment shall comply with the following parameters

irrespective of Sub-District and frontage categories:

* * *

(6) Parking.

(a) Parking shall be provided as per Section 33-124 of this Code, except as follows:

* * *

(6) In all sub-districts, the minimum required parking may be reduced up to [[~~fifty (50)~~]] >>one hundred (100)<< percent for parcels located within five hundred (500) feet of a rapid-rail transit station, up to [[~~thirty (30)~~]] >>fifty (50)<< percent for parcels located within one-quarter (¼) mile from a rapid rail transit station, and [[~~ten (10)~~]] >>thirty (30)<< percent for parcels located within one-half (½) mile of a rapid rail transit station.

* * *

Section 4. Section 33-284.86 of the Code of Miami-Dade County, Florida, is hereby amended to read as follows:

Sec. 33-284.86. General Requirements.

* * *

(F) *Parking.* Except as provided herein, parking shall be provided as required by Section 33-124 of this chapter.

1. Multi-story parking garages, parking lots, and on-street parking shall count toward all parking requirements [[~~except for the parking requirements of detached single-family residences, courtyard and sideyard houses, rowhouses, urban villa, or duplexes~~]]. >>In the event on-street parking spaces

are removed due to roadway improvements, those removed spaces that were counted toward a development's parking requirement shall not cause that development to become nonconforming.<<

2. At a minimum, parking shall be provided as follows:

Single Family Residential [[~~(off-street)~~]]:

Single-family detached: 2 spaces/unit
Courtyard or sideyard house: 2 spaces/unit
Rowhouse or urban villa: 2 spaces/unit
Duplex: 2 spaces/unit

* * *

3. Parking reduction. Development meeting certain criteria shall be permitted to reduce the number of parking spaces required. Specific use, location, and parcel requirements and permitted reductions are provided in the following table:

Use	Location, Parcel Requirement	Permitted reduction of required parking as otherwise provided in this section		
		Core	Center	Edge
Group 1: Work-force reduction				
Work-force housing units (WHU) as defined in this article	No location limitation	25%*	25%*	25%*
Group 2: Location reduction				
>>Non-residential, mixed-use, multi-family residential<<	>>Within five hundred (500) feet of a rail station<<	>>100%<<	>>100%<<	>>N/A<<
Non-residential, mixed-use, multi-family residential	Within five hundred (500) feet of a bus stop [[~~or rail station~~]] serviced by premium transit	50%	50%	N/A

>>Non-residential, mixed-use, multi-family residential<<	>>Within five-hundred (500) feet of a bus stop<<	>>40%<<	>>40%<<	>>N/A<<
>>Non-residential, mixed-use, multi-family residential<<	>>Within one-quarter (1/4) mile of a rail station<<	>>50%<<	>>50%<<	>>N/A<<
Non-residential, mixed-use, multi-family residential	Within one-quarter (1/4) mile of a bus stop [[~~or rail station~~]] serviced by premium transit	30%	30%	N/A
>>Non-residential, mixed-use, multi-family residential<<	>>Within one-quarter (1/4) mile of a bus stop<<	>>20%<<	>>20%<<	>>N/A<<
>>Non-residential, mixed-use, multi-family residential<<	>>Within one-half (1/2) mile of a rail station<<	>>30%<<	>>30%<<	>>N/A<<
Non-residential, mixed-use, multi-family residential	Within one-half (1/2) mile of a bus stop [[~~or rail station serviced by premium transit~~]]	10%	10%	N/A
Group 3: Parcel size reduction				
>>Non-residential ,<< Mixed-use >>, multi-family residential<<	Parcels less than fifteen-thousand (15,000) square feet	[[~~40%~~]] >>100%<<	[[~~40%~~]] >>100%<<	N/A
>>Non-residential ,<< Mixed-use >>, multi-family residential<<	Parcels between fifteen-thousand (15,000) and thirty-thousand (30,000) square feet	[[~~30%~~]] >>60%<<	[[~~30%~~]] >>60%<<	N/A
Mixed-use	Parcels greater than thirty-thousand (30,000) square feet	20%	10%	N/A
* Percentage reduction applies only to those spaces required by WHU restricted residential units N/A: Not Applicable				

Developments meeting more than one of the use, location, and parcel criteria shall be permitted to combine each permitted reduction; the combined reduction shall be calculated by reducing the first

applicable criteria from each group in the order of the table above.

* * *

Section 5. Section 33-284.99.60 of the Code of Miami-Dade County, Florida, is hereby amended to read as follows:

Sec. 33-284.99.60 Development parameters.

* * *

(B) *General Requirements.* All new development and redevelopment shall comply with the following parameters, irrespective of Sub-District and frontage categories:

* * *

(5) *Parking.*

(a) Parking shall be provided as per Section 33-124 of this Code, except as follows:

* * *

(2) Parking reduction. Development meeting the following criteria shall be permitted to reduce the number of parking spaces required in accordance with the following table:

Use	Location, Parcel Requirement	Permitted reduction of required parking as otherwise provided in this section		
		MIC Core	Center	Riverside
Group 1: Work-force reduction				
Work-force housing units (WHU) as defined in this Article	No location limitation	25%*	25%*	25%*
Group 2: Location reduction				

>>Non-residential, mixed-use, multi-family residential	Within five hundred (500) feet of a rail station serviced by premium transit**	100%	100%	100%<<
Non-residential, mixed-use, multi-family residential	Within one-quarter (¼) mile of a bus stop or rail station serviced by premium transit**	75%	60%	50%
Non-residential, mixed-use, multi-family residential	Within one-half (½) mile of a bus stop or rail station serviced by premium transit**	50%	40%	30%
Non-residential, mixed-use, multi-family residential	Within three-quarters (¾) mile of a bus stop or rail station serviced by premium transit**	40%	30%	20%
Group 3: Parcel size reduction				
Mixed-use	Parcels less than fifteen-thousand (15,000) square feet	75%	60%	50%
Mixed-use	Parcels between fifteen-thousand (15,000) and thirty-thousand (30,000) square feet	40%	40%	30%
Mixed-use	Parcels greater than thirty-thousand (30,000) square feet	30%	20%	20%
* Percentage reduction applies only to those spaces required by WHU restricted residential units				
** Distance measured from the perimeter of Tracts "C," "F," and "G" of the Miami Intermodal Center, Plat Book 168, Page 53.				

Developments meeting more than one of the use, location, and parcel criteria shall be permitted to combine each permitted reduction; the combined reduction shall be calculated by reducing the first applicable criteria from each group in the order of the table above.

* * *

Section 6. 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 7. 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 8. 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: AAW

Prepared by: DAK

Dennis A. Kerbel

Prime Sponsor: Commissioner Bruno A. Barreiro