

Memorandum



Date: January 24, 2019

To: Honorable Chairwoman Audrey M. Edmonson
and Members, Board of County Commissioners


From: Carlos A. Gimenez
Mayor

Supplement
Agenda Item No. 7(A)

Subject: Supplemental Information on Expedited Application No. CDMP20180014 to Amend
the Comprehensive Development Master Plan (CDMP)

The following supplemental information is provided to the Board of County Commissioners (Board) regarding Expedited Application No. CDMP20180014 to Amend the Comprehensive Development Master Plan. The information includes: the Mayor's Memorandum on Expedited Application No. CDMP20180014 (Exhibit 1), the Final Recommendation report for Expedited Application No. CDMP20180014 (Exhibit 2), and the Additional Items (Exhibit 3) received by the Department of Regulatory and Economic Resources Department after the Board's September 27, 2018, public hearing addressing Expedited Application No. CDMP20180014.

Attachment



Jack Osterholt
Deputy Mayor

Date: January 24, 2019

To: Honorable Chairwoman Audrey M. Edmonson
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Subject: Expedited Application No. CDMP20180014 to Amend the Comprehensive
Development Master Plan

Recommendation

It is recommended that the Board of County Commissioners (Board) take final action on the pending Application No. CDMP20180014 filed in August 2018 to amend the Comprehensive Development Master Plan (CDMP). The pending application is identified in the table below with the corresponding ordinance with which final action is to be taken. The ordinance was adopted on first reading at the Board's September 27, 2018, public hearing addressing the expedited Application No. CDMP20180014.

APPLICATION NUMBER	ITEMS FOR CONSIDERATION BY THE BOARD
Application No. CDMP20180014 (Standard Application)	Item No. 7A – Ordinance (Final Action)

Background

Standard Application No. CDMP20180014 was filed by the Miami-Dade County Department of Regulatory and Economic Resources (RER) for review under the expedited CDMP amendment process. At the September 27, 2018 public hearing, the Board directed transmittal of expedited Application No. CDMP20180014 to the State Land Planning Agency, and other state and regional agencies (reviewing agencies) for review and comment in accordance with Section 163.3184, Florida Statutes. A description of the standard application, the recommendations of the Department, and the Local Planning Agency are provided in Attachment A of this memorandum.

The reviewing agencies reviewed the transmitted Application No. CDMP20180014 and, by correspondence issued in November 2018, provided comments on projected impacts from the application, if any, to relevant state or regional facilities and resources. The correspondence from the reviewing agencies are attached as Exhibit 3 - Additional Items, to this Supplement.

Scope

The CDMP is a broad-based Countywide policy-planning document created to guide future growth and development, to ensure the adequate provision of public facilities and services for existing and future populations in Miami-Dade County, and to maintain or improve the quality of the natural and man-made environment in the County. While the adopted text of the CDMP generally applies Countywide, some text amendment applications and individual, site-specific Land Use Plan map amendment applications may have localized impact on one or more Commission Districts. Application No. CDMP20180014 is an interpretive text amendment that applies countywide.

Fiscal Impact

There is no direct fiscal impact associated with Application No. CDMP20180014. However, the development allowed by the CDMP amendment Application No. CDMP20180014 may have varying impacts on County services. The impacts associated with this application is discussed in the "Initial Recommendation Expedited Application No. CDMP20180014 to Amend the Comprehensive Development Master Plan" report dated September 2018. This document is kept on file with and available from the Department of Regulatory and Economic Resources, and could be accessed at the following link: <http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp>.

Social Equity Statement

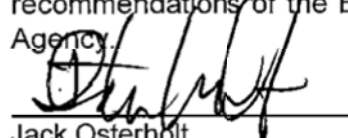
The recommendations of the Department's Director on Application No. CDMP20180014 as contained in the document titled "Initial Recommendation Expedited Application No. CDMP20180014 to Amend the Comprehensive Development Master Plan" report dated September 2018, which was prepared in accordance with Section 2-116.1 of the Code of Miami-Dade County, includes, among other things, a compatibility analysis and conclusion that satisfies the requirements of Ordinance No. 15-83, regarding social equity, to the extent applicable to this application.

Track Record/Monitor

Amendments to the CDMP do not involve the monitoring of contracts.

Final Recommendation

A summary description of Application No. CDMP20180014 and the final recommendations of the Department on the pending application are contained in the "Summary of Recommendations" matrix (Attachment A) of this report. The matrix also includes the prior recommendations of the Board and the Planning Advisory Board acting as the Local Planning Agency.



Jack Osterholt
Deputy Mayor

Summary of Recommendations
Expedited Application to Amend the Comprehensive Development Master Plan for Miami-Dade County, Florida

Application Number/ Type	Location/Acreage/ Requested Amendment	BCC District/ Commissioner	Department's Initial Recommendation	PAB/LPA Recommendation	BCC Action/ Recommendation
CDMP20180014/ Standard	Miami-Dade County/ Jack Osterholt, Deputy Mayor/Director Amend Policies LU-7F, LU-7G, LU-9F, and interpretive text, including the Mixed Use Development and Urban Center text, of the Land Use Element, and amend the Intergovernmental Coordination Element Policy ICE-3G, regarding transit supportive mixed use development.	Countywide	Transmit with Change and Adopt (September 2018) [The change includes revising the completion date for identifying station locations and updating the Urban Center plans. Added Policy LU-9V related to Rapid Transit Activity Corridors.]	Transmit with Change and Adopt (September 24, 2018)	Transmit and Adopt (September 27, 2018)

Source: Miami-Dade County Department of Regulatory and Economic Resources (Department)

Notes:

BCC: Board of County Commissioners; LPA: Local Planning Agency

Final Recommendations Report

Miami-Dade County Department of Regulatory and Economic
Resources (SMART Corridor) - Application No. CDMP20180014
Countywide

APPLICATION SUMMARY

Applicant/Representative:	Jack Osterholt, Deputy Mayor/Director Miami-Dade County Department of Regulatory and Economic Resources
Location:	Countywide
Requested Text Changes:	Amend Policies LU-7F, LU-7G, LU-9F, and interpretive text, including the Mixed-Use Development and Urban Center text, of the Land Use Element, and amend the Intergovernmental Coordination Element Policy ICE-3G, regarding transit supportive mixed-use development.
Amendment Type:	Standard Text Amendment

RECOMMENDATIONS

Staff Final Recommendation:	ADOPT WITH CHANGE (December 2018)
Staff:	TRANSMIT WITH CHANGE AND ADOPT (September 2018)
Community Councils:	NOT APPLICABLE
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	TRANSMIT WITH CHANGE AND ADOPT (September 24, 2018)
Transmittal Action of Board of County Commissioners:	TRANSMIT AND ADOPT (September 27, 2018)
Final Action of Board of County Commissioners:	TO BE DETERMINED (January 24, 2019)

Staff's final recommendation is to **ADOPT WITH CHANGE** the application to amend the text of the Land Use Element and the Intergovernmental Coordination Element of the Comprehensive Development Master Plan (CDMP).

On September 27, 2018, the Board of County Commission (Board) held its first public hearing on the proposed standard amendment and directed that the application be transmitted to the Florida Department of Economic Opportunity/State Land Planning Agency (SLPA) and other state and regional agencies (reviewing agencies) for review. The South Florida Water Management District (SFWMD) offered recommendations for revising the application by correspondence dated November 16, 2018, and the Florida Department of Transportation (FDOT) offered technical comments in a letter dated November 20, 2018. The Miami-Dade County Department of Regulatory and Economic Resources addressed said comments of the SFWMD and the FDOT by letters dated December 11, 2018 and December 12, 2018 included herein in Appendices D and E, respectively. Except for the aforementioned technical comments, no objection was raised against the application by the SLPA, the reviewing agencies, or any affected party; nor were there any changes to the application which were not previously considered by the Board.

The change to the application and the Principal Reasons for staff's recommendation are presented in the "Initial Recommendations" report, dated September 2018, presented below and are maintained as the basis for staff's final recommendation. To view the full Initial Recommendations Report and other documents related to the application please click the following link: [Application No. CDMP20180014](http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018) (<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018>).

Principal Reasons for Recommendation:

1. The proposed amendment supports the goals, objectives and policies of the CDMP that promote transit-supportive land uses along rapid transit corridors by providing for increased density and intensity for mixed-use projects located along the planned SMART Plan Corridors. Specifically, CDMP Objective LU-7 states that "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 safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services." The proposed amendment addresses the unincorporated area within one-half mile of the existing Metrorail corridor and the SMART Plan rapid transit corridors, except for the East-West Corridor which includes areas within one mile of the proposed alignment ("SMART Plan Areas"). Under the proposed amendment, mixed use projects within one-quarter mile of the SMART Plan corridors would be eligible for 60 dwelling units per acre and up to 2.0 Floor Area Ratio (FAR). Mixed use projects within the area between one-quarter and one-half mile of the SMART Plan corridors would be eligible for 36 dwelling units per acre and up to 1.5 FAR. Mixed use projects located in the portion of the East-West SMART Plan Corridor between one-half mile and one mile would be eligible for 18 dwelling units per acre and up to 1.25 FAR. The proposed amendment works in conjunction with the Urban Center policies of the CDMP, which promote moderate to high-density development around rapid transit stations, by addressing the transit-supportive areas between Zoned Urban Centers. Further, the proposed amendment supports transit investment by encouraging development and redevelopment within the Transportation Infrastructure Improvement District which pledges future ad valorem tax revenue increases within the SMART Plan Areas to help fund the rapid transit projects. See further discussion on page 1-10 of the [Initial Recommendations](http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018) report (<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018>).

2. The proposed amendment supports the implementation of the CDMP Urban Center policies by establishing a timeline for completion of Urban Center area plans for rapid transit stations located in unincorporated Miami-Dade County. Specifically, CDMP Policy LU-7A states that rapid transit station sites and their vicinity shall be developed as Urban Centers in accordance with the CDMP text for Urban Centers. The specific station locations for each of the SMART Plan Corridors will be identified as the projects progress through planning and design. See further discussion on page 1-11 of the [Initial Recommendations](http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018) report (<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018>).
3. The proposed amendment ensures adequate transit ridership and supports transit investment by establishing as County policy that station development and improvements be prioritized for those municipalities that have established zoning standards that ensure minimum average residential density and non-residential intensity in accordance with CDMP Policy LU-7F. In accordance with the County's Home Rule Authority and the Legislative Intent of the CDMP, the CDMP defines minimum standards for development of Urban Centers countywide. These standards are to be implemented through municipal comprehensive plans and land development regulations. Adherence to the minimum standards established in CDMP Policy LU-7F is essential to ensuring adequate transit ridership to support the transit investment as well as allowing the County to compete for federal funding. See further discussion on page 1-11 of the [Initial Recommendations](http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018) report (<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018>).
4. The proposed amendment strengthens the County's ability to compete for federal transit funding by establishing minimum countywide non-residential floor area ratios that are consistent with the "Medium" breakpoints for Federal Transit Administration funding and expanding the applicability of the minimum standards to apply to all rapid transit corridors. See further discussion on page 1-12 of the [Initial Recommendations](http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018) report (<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018>).
5. The proposed amendment provides consistency with Chapter 20 of the Code of Miami-Dade County by designating the unincorporated areas within the Transportation Infrastructure Improvement District as Facilities of Countywide Significance. See further discussion on page 1-12 of the [Initial Recommendations](http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018) report (<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018>).
6. In addition to intensification along the SMART Plan Corridors, the proposed amendment supports the intensification of mixed use corridors identified in area plans accepted by the Board of County Commissioners. Sections 2-116.2 through 2-116.11 of the County Code provide a process for the preparation of area planning reports including procedures for citizen engagement, review by the Planning Advisory Board and acceptance by the Board of County Commissioners. Area plans are most frequently conducted for urban center areas but may extend beyond the urban center radius established in the CDMP to include mixed use corridors that support the urban center areas. The proposed amendment provides for density up to 60 dwelling units per acre and floor area ratio up to 2.0 for mixed use corridors identified in an area plan accepted by the Board of County Commissioners. See further discussion on page 1-12 of the [Initial Recommendations](http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018) report (<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018>).
7. The proposed amendment establishes provisions for horizontal mixed-use development in furtherance of CDMP Policy LU-9T which states that the County "shall consider provisions to allow horizontal mixed-use developments, defined as the horizontal integration of parcels with different primary uses within the same site or block, in appropriate future land use categories

in the Urban Development Boundary”. The proposed amendment also supports vertical mixed-use development in appropriate areas of the County by providing greater flexibility in the location and proportion of uses within the mixed-use building. See further discussion on page 1-13 of the [Initial Recommendations](http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018) report (<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#exapps2018>).

8. **Recommended Changes** since release of the Applications Report include revising the date for completion of Urban Center area plans for identified station locations along the SMART Plan Corridors and incorporation of a policy addressing the completion of land development regulations to implement the mixed-use development provisions along SMART Plan Corridors. The date for the completion of Urban Center Area Plans was moved up from 2030 to 2025 to show the County’s strong commitment to advancing the Urban Center policies of the CDMP around identified station locations. CDMP Policy LU-9V was also added directing the creation of land development regulations to implement the mixed-use provisions for areas within the Rapid Transit Activity Corridors by 2020. The policy requires that the regulations address compatibility with adjacent land uses, use of alternate modes of transportation, and connectivity between land uses and transit.

AMENDMENTS PREVIOUSLY REVIEWED

Requested Text Amendment ¹

1) Amend the policies of the Land Use Element in the County's adopted Comprehensive Development Master Plan as follows:

LU-7F. Residential development around >>existing and proposed<<[[rail]] rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development ~~[[intensities]]~~ around rail stations should >>have a minimum intensity of 1.5 FAR<< ~~[[produce at least 75 employees per acre]]~~ within 1/4 mile walking distance from the station, >>2.0 FAR<< ~~[[400 employees per acre]]~~ within 700 feet, and ~~[[minimum of 50 employees per acre]]~~ >>1.0 FAR<< between 1/4 and 1/2 mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy.

LU-7G. Miami-Dade County should partner with the ~~[[Metropolitan]]~~ >>Transportation<< Planning Organization ~~[[MPO]]~~ >>(TPO)<< and affected municipalities to establish a systematic program that will produce transit-oriented development (TOD) plans for the areas within 1/4 to 1/2 mile around all Metrorail, the Miami Intermodal Center (MIC) >>1, and Strategic Miami Area Rapid Transit (SMART) Plan rapid transit corridor<< ~~[[and South Dade Busway]]~~ stations. Transit-oriented development is a mix of land uses that promotes transit use and decreases the dependence on automobiles. A phasing program shall also be established as part of this effort to initiate and formulate updated or new station area plans based on the overall priority categories for urban centers established by the Board of County Commissioners. Within each priority category, the factors for individual area plans may include such conditions as locations and amounts of undeveloped and underutilized land providing development and redevelopment opportunities, ownership, land use patterns, infrastructure and service levels, recent and nearby development activity, and expressions of interest in cooperating by the municipalities. >>Priority for station development or improvement shall be for those municipalities that have established zoning standards that ensure minimum average residential density and non-residential intensity in accordance with Policy LU-7F.<<

* * *

¹ Words single underlined and single ~~stricken through~~ represent proposed amendments and words double underlined and double ~~stricken through~~ represent the proposed changes. All other words are adopted text of the CDMP and remain unchanged.

LU-9F. 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. >>By 2025 2030, Miami-Dade County shall complete area plans for station locations along the six rapid transit corridors identified in the Strategic Miami Area Rapid Transit (SMART) Plan.<<

>>LU-9V. By 2020, Miami-Dade County shall adopt form-based zoning regulations to implement the mixed-use development provisions for areas within the Rapid Transit Activity Corridors. Such regulations shall, at a minimum, address compatibility with adjacent land uses, use of alternate modes of transportation, and connectivity between land uses and transit.<<

2) Amend the interpretive text of the Land Use Element of the County's adopted Comprehensive Development Master Plan (page I-23 in the October 2013 edition) as follows:

This text, which is adopted as County policy, describes each land use category shown on the Land Use Plan (LUP) map, and explains how each category and the Map are to be interpreted and used. Adherence to the LUP map and this text is a principal, but not the sole, vehicle through which many of the goals, objectives and policies of all elements of the CDMP are implemented. The LUP map illustrates where development of various types and densities, including agriculture, is encouraged and areas where natural resource-based development and environmental protection are encouraged. The LUP map also depicts the general location of physical features such as roadways, railways, canals, manmade lakes and ponds. >>Additional density and uses may be allowed pursuant to the Mixed Use Development text and other policies set forth in this Plan.<<

3) Amend the interpretive text of the Land Use Element of the County's adopted Comprehensive Development Master Plan (page I-44 in the October 2013 edition) as follows:

Mixed Use Development. Mixed-use development allows a mix of compatible uses in a high quality pedestrian-oriented street environment. This form of development includes permitted uses mixed within the same building (vertical) or in separate buildings on the same site or ~~[[in the same block]]~~ >>within a 5-minute walk (one-quarter mile)<< (horizontal). ~~[[As stated in Policy LU-9U, the County will consider at a later time provisions for allowing horizontal mixed-use development in various land use categories.]]~~ The section of this element, entitled "Urban Centers," addresses mixed-use development occurring within designated urban centers. The purpose of this section is to address the mixed-use projects that are to be located outside of the designated urban centers >>and outside of areas otherwise addressed by the Rapid Transit Zone Development Standards pursuant to Chapter 33C of the Code of Miami-Dade County<<.

>>Horizontal mixed-use development is hereby defined as the horizontal mix of uses, such as single use buildings on the same site or within one-quarter mile. Such uses may only be permitted in accordance with the following:

- 1) a single use building is located on a site that contains a mix of uses or multiple sites containing a mix of uses joined through a unity of title; or

- 2) where the saturation of a single use, including residential or commercial, does not currently or would not be caused to exceed 70% of the total building area within one-quarter mile of the application site.<<

Vertical mixed-use development is hereby defined as ~~[[the vertical integration of primary uses, with business and office uses located on the ground floor and residential and/or office uses on the upper floors. These mixed-use]]~~ projects ~~[[shall]]~~>>that<< contain both residential and non-residential components, such as live-work spaces, neighborhood and specialty retail, convenience services, entertainment, other businesses providing for day-to-day living needs, institutional and civic uses, and professional offices. The residential component must be at least 20 percent of the total floor area but no more than ~~[[75]]~~>>85<< percent of the total floor area. Hotels and apartment hotels, governmental offices, civic uses, and schools may be exempt from these mix requirements.

Vertical >>and horizontal<< mixed-use development may be allowed within the Urban Development Boundary (UDB) ~~[[in areas designated Residential Communities, with the exception of Estate Density and Low Density, Business and Office, and Office/Residential,]]~~ provided that ~~[[these areas are]]~~>>the development is<< located in:

- ~~[[1. "Neighborhood activity nodes" of 40 gross acres which, as shown in Figure 2 of the Land Use Element, Generalized Neighborhood Development Pattern, are located at the intersections of section line roads; or]]~~
- ~~[[2.]]~~>>1.<< Corridors with a maximum depth of 660 feet that are located along 'Major Roadways' as identified on the adopted Land Use Plan map >>and in areas designated Residential Communities (with the exception of Estate Density and Low Density), Business and Office, and Office/Residential<<; or
- ~~[[3.]]~~>>2.<< Corridors designated as mixed-use corridors in an area plan that has been accepted by the Board of County Commissioners>>; or<<
- >>3. Rapid Transit Activity Corridors which includes the areas within one-half mile of the existing Metrorail corridor and the following proposed SMART Plan corridors: Kendall Drive, Beach Corridor, North Corridor, Northeast Corridor, and the South Dade Transitway Corridor. It also includes the area within one mile of the proposed East-West SMART Plan Corridor.<<

Appropriate design standards are essential to ensure that the uses permitted in mixed-use developments are compatible with each other and adjacent properties and contribute to the character of the street and the surrounding community. A specific objective in designing mixed-use developments is that the development should be compatible with any existing, or zoned, or Plan-designated adjoining or adjacent uses. The exact residential density that can be achieved on a particular property will depend upon the intensity permitted, the average size of the residential units, the residential percentage of the project and land development regulations concerning building envelopes, parking and open space. Intensities are generally measured as floor area ratios (FARs), which for a particular property is the square footage of the buildings (not counting parking structures or covered pedestrian walkways that are open to the street), divided by the net land area of the parcel. The maximum intensities and densities shall be the greater of those provided in the table below or the maximum intensities and densities of the underlying land use designation. However, the entire development must fit within the building envelope established by the floor area ratio.

Mixed-Use Developments Located Within:		Floor Area Ratio [[Range]]	Maximum Residential Density (dwelling units)
Major Corridors		from 1.0 to 1.5	36
>>Mixed-use Corridors identified in an area plan<<		>>Up to 2.0<<	>>60<<
[[Neighborhood Activity Nodes]]		[[from 0.75 to 1.0]]	[[18]]
>>Rapid Transit Activity Corridors			
Within one-quarter mile		Up to 2.0	60
Between one-quarter and one-half mile		Up to 1.5	36
Between one-half and one mile (East-West Corridor)		Up to 1.25	18<<

Urban Centers

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.

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.

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.

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.

Policies for Development of Urban Centers

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 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.

* * *

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)	Max. Densities Dwellings per Gross
Regional Activity Centers	greater than 4.0 in the core not less than 2.0 in the edge	500
Metropolitan Urban 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.

* * *

4) Amend the Intergovernmental Coordination Element of the County's adopted Comprehensive Development Master Plan as follows:

ICE-3G. Maintain and utilize the authority provided in the Miami-Dade County Home Rule Charter for the County to maintain, site, construct and/or operate public facilities in incorporated and unincorporated areas of the County. Furthermore, in order to protect and promote the health, safety, order, convenience, and welfare of the residents, the County shall retain regulatory control over land use, development and service delivery for all facilities of countywide significance as listed in Table 3. While the County reserves all rights provided by the Miami-Dade County Home Rule Charter, when siting facilities of countywide significance within the boundaries of an incorporated municipality, the County will consider the municipal comprehensive plan and development regulations, as well as the need for the public facility and suitable alternative locations. The County shall at a minimum retain the authority to enforce covenants accepted in connection with Comprehensive Development Master Plan (CDMP) or Zoning approvals to provide facilities of countywide significance in areas subsequently incorporated, or annexed into existing municipalities.

**Table 3
Facilities of Countywide Significance**

Department/Facility	Address	Municipality If Applicable
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	*	*	*
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Miami-Dade Transit

Miami Intermodal Center

Miami

Current and future Metrorail station facilities as identified by Miami-Dade Transit
Miami-Dade County bus depots, Transit Centers, rail terminals, and transportation
maintenance facilities as may be identified by Miami-Dade Transit

>>Unincorporated areas located within the Miami-Dade County
Transportation Infrastructure Improvement District as defined in
Section 2-2363 of the Code.<<

>>Miami-
Dade<<

	*	*	*
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AMENDMENTS NOT PREVIOUSLY REVIEWED

The application remains unchanged from what was transmitted to the State Land Planning Agency and other reviewing agencies.

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APPENDICES

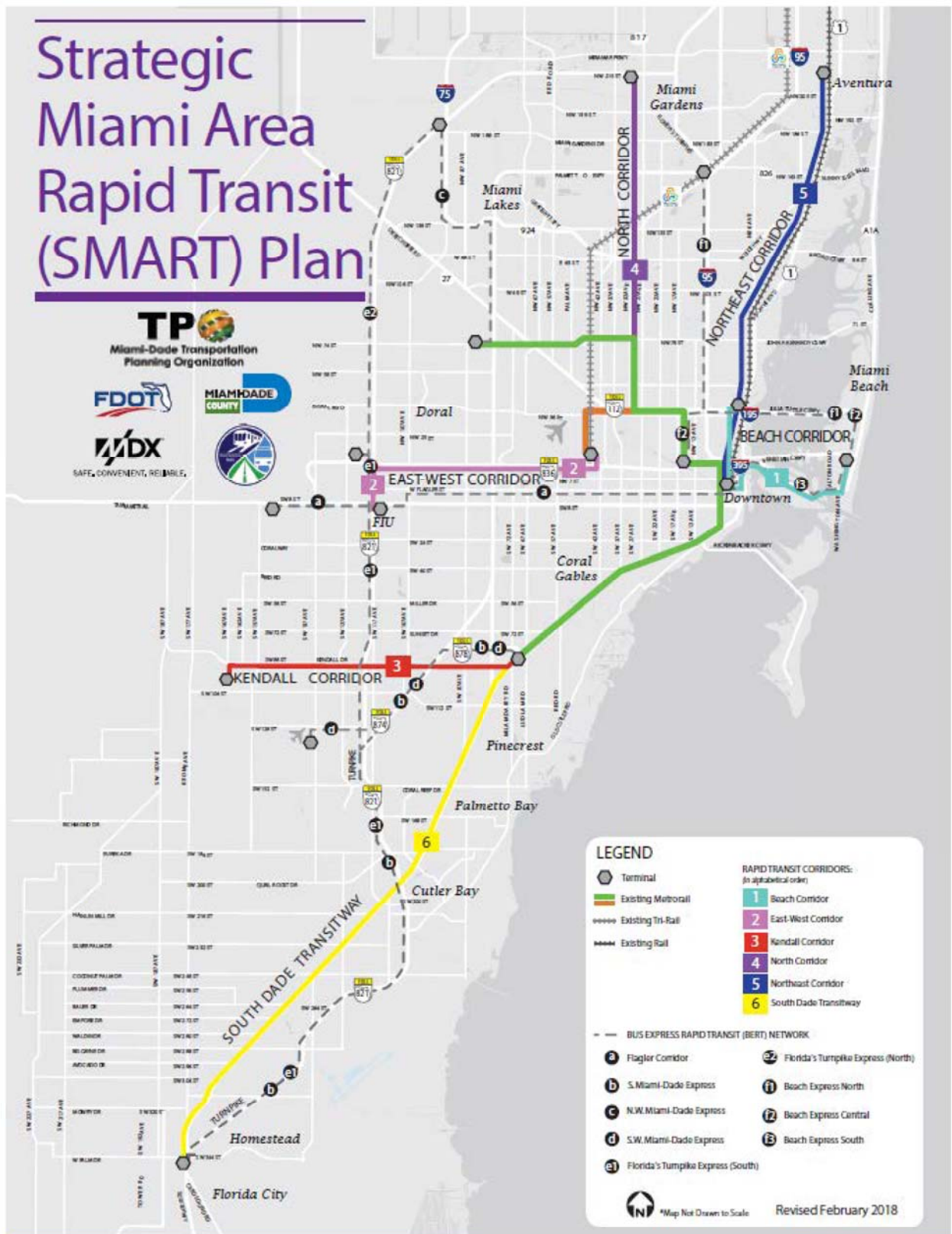
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Appendix A
SMART Plan Corridors

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Strategic Miami Area Rapid Transit (SMART) Plan

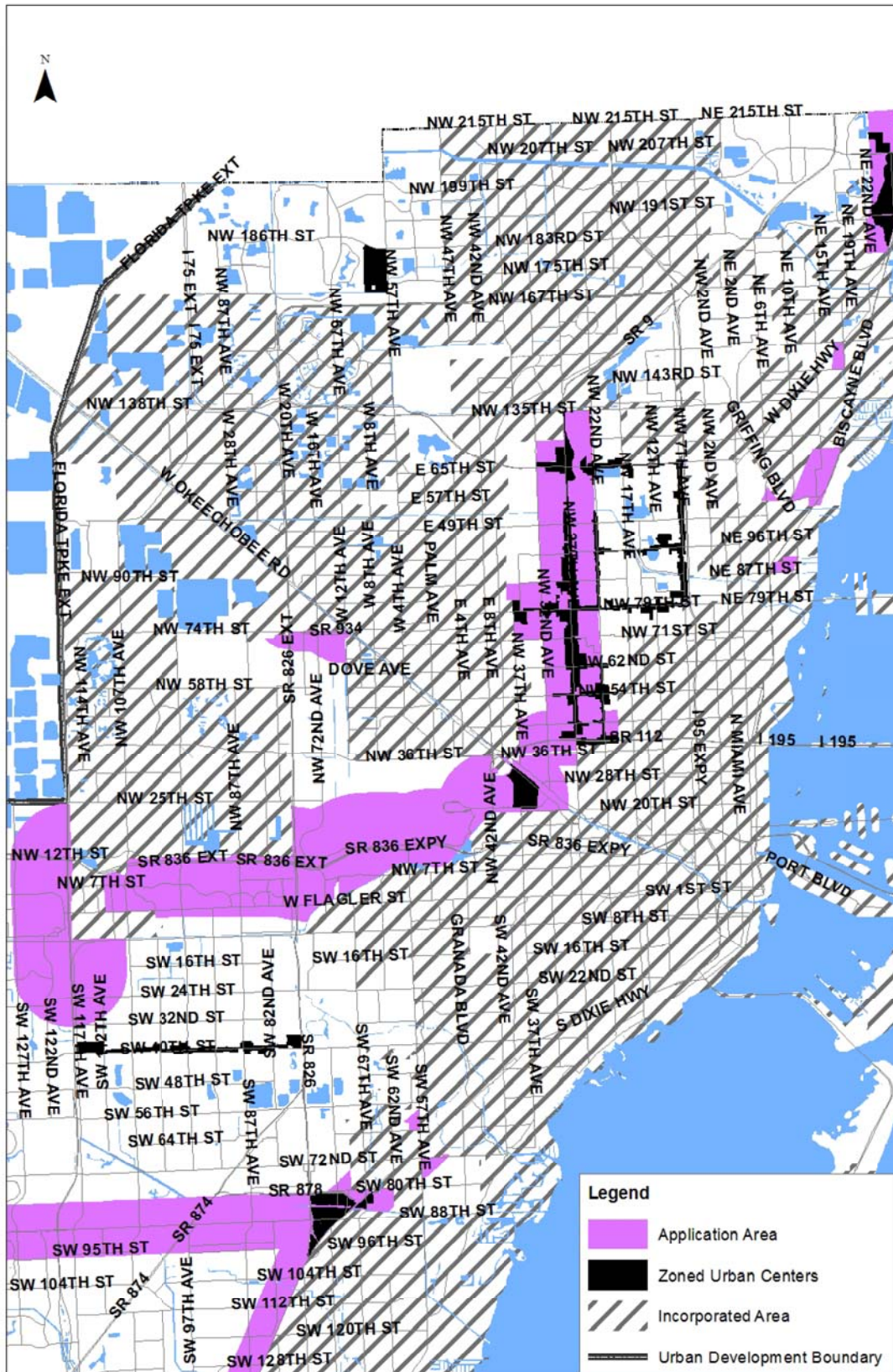


Appendix B: SMART Plan Corridors

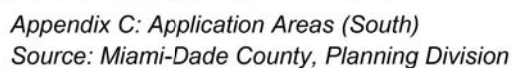
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Appendix B
SMART Plan Application Areas



Appendix C: Application Areas (North)
Source: Miami-Dade County, Planning Division



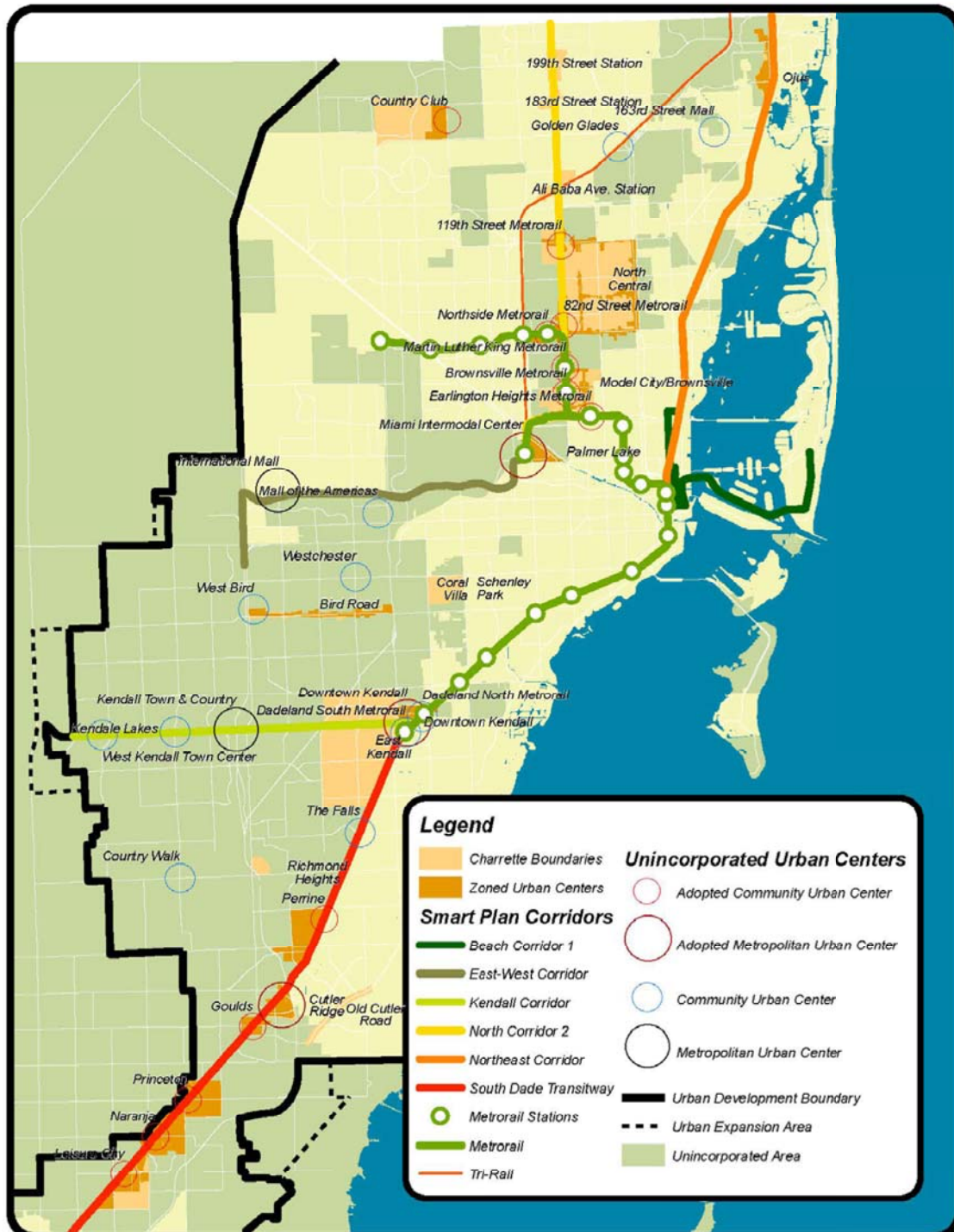
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Appendix C

Zoned Urban Centers and Charrette Boundaries

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Unincorporated Charrette Area Plans and Rail



Appendix D: Zoned Urban Centers and Charrette Boundaries

Source: Miami-Dade County, Development Services Division

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Appendix D

Comments from the South Florida Water Management District (SFWMD) dated November 16, 2018 and Response from the Department of Regulatory and Economic Resources (RER)

Comments from the South Florida Water Management District (SFWMD)	17
Response from the Department of Regulatory and Economic Resources (RER)	21

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From: Manning, Terese <tmanning@sfwmd.gov>

Sent: Friday, November 16, 2018 5:09 PM

To: Osterholt, Jack (Office of the Mayor) <josterholt@miamidade.gov>

Cc: Bell, Jerry (RER) <Jerry.Bell@miamidade.gov>; Ray Eubanks

(<DCPexternalagencycomments@deo.myflorida.com>)

<DCPexternalagencycomments@deo.myflorida.com>; 'kelly.corvin@deo.myflorida.com'

<kelly.corvin@deo.myflorida.com>; Isabel Cosio Carballo (<isabelc@sfrpc.com> <isabelc@sfrpc.com>;

Isabel Moreno (<imoreno@sfrpc.com> <imoreno@sfrpc.com>; lindsay.weaver@floridadep.gov

Subject: Miami-Dade County, DEO #18-5ESR Comments on Proposed Comprehensive Plan Amendment Package

This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected emails. Please click here if this is a suspicious message reportspam@miamidade.gov **Enterprise Security Office**

Dear Mr. Osterholt:

The South Florida Water Management District (District) has completed its review of the proposed amendment package from Miami-Dade County (County). The amendment package includes text amendments to the Future Land Use and Intergovernmental Coordination Elements of the Comprehensive Development Master Plan (CDMP) regarding transit supportive mixed-use development. The proposed amendment would promote transit supportive land uses along rapid transit corridors by providing for increased density and intensity of use for mixed-use projects along the seven planned Strategic Miami Area Rapid Transit (SMART) Plan Corridors. The District offers the following recommendations for revising the proposed amendment package and requests that the County address these recommendations prior to adopting the amendment:

1. The potable water analysis, included in the data and analysis section of Exhibit 3, Initial Recommendations Application No. CDMP20180014 (pages 24-28), indicates the Amendment could potentially increase the total water demand in the SMART Plan Corridors by 4.3 million gallons per day (mgd) in the unincorporated area of the County. Neither the analysis nor the proposed amendment describe how the County intends to meet these increased water demands. Therefore, further analysis should be undertaken, and alternative amendment language provided to demonstrate how the County intends to meet the increased water demand (in the SMART Plan Corridors). The analysis should address the following issues:

- The County's current adopted CDMP projects land uses and population through the year 2030, the County's adopted 2015 Water Supply Water Facilities Work Plan (Work Plan) projects population and water demands through the year 2033, and the County's current Water Use Permit (#13-00017-W) projects water use demands and population through the year 2035 when the permit will expire. Provide clarification for the following issues:
 - If the increased projected population and water demands will be within the current timeframes of these documents,
 - How the projections and demands were determined,
 - If a different timeframe for development will be assumed than what is included in the CDMP, Work Plan and Water Use Permit,
 - When will the CDMP, Work Plan and Water Use Permit be updated to include the increased population and water demands,
 - If the proposed increases in demand will affect the implementation schedule of alternative water supply (AWS) projects as included in Limiting Condition 40 of the Water Use Permit, and
 - If different timeframes are presumed, clarify what years the revised timeframes will include and if the projected population increase in the corridors will be new population or a re-distribution of population already anticipated.
 - The projected water demand figures in the data and analysis section of Exhibit 3 appear to be finished water values. The analysis should also include the raw water demands to accurately determine if there is adequate water supply capacity and if the proposed increases will affect wellfield operational plans.
 - The water supply capacity analysis for each corridor identifies which water treatment systems or combination of systems will be providing water to the corridor; in four of the seven corridors two water treatment systems will be providing water to a proposed corridor. The analysis is a system-wide analysis and does not provide separate water demands by water treatment system for each corridor. Therefore, it cannot be determined if water will be available for the projected demands. For example, a total increased demand of 2.65 mgd is estimated to be needed to be met by the Alexander-Orr Water Treatment System and 1.72 mgd by the Hialeah-Preston Treatment System. Currently, the Alexander Orr System is nearing permitted capacity and the main wellfield is producing water at permit limits. Based on demand projections in the recently approved 2018 Lower East Coast Water Supply Plan Update, the Hialeah-Preston System will reach it's permitted capacity by 2030. Revise the analysis to provide water demand projections by water treatment system and corridor.
 - Revise the water treatment system capacity analysis to clarify if the current demands consider water reserved through development orders and recent County CDMP Comprehensive Plan Amendments and incorporated municipal Comprehensive Plan Amendments that included large water demand increases when calculating the available treatment capacity remaining, such as Miami-Dade County Comprehensive Plan Amendment #17-1ESR and City of Miami Beach Comprehensive Plan Amendment #18-1ESR.
 - Include projected water demands for the Beach Corridor, located in the incorporated area of the County, if the corridor will be utilizing water from the County. If the water will be provided through another water provider, please clearly state this in the data and analysis.
2. Revise the proposed amendment to demonstrate how water conservation and use of non-potable and alternative water supplies could be utilized to support the non-potable water needs of the proposed land uses in the SMART Plan Corridors. The analysis should include the following:

- The proposed source of water for landscape irrigation.
 - An explanation of how the proposed land uses could or could not use either on-site wells or reclaimed water for landscape irrigation and for portions of the project that do not require public water supply.
 - If potable water is to be used for landscape irrigation, provide information to demonstrate how the use of potable water is consistent with provisions of the County's CDMP that protect water recharge areas and encourage use of alternative water technologies to meet water demand, including but not limited to Objectives CON-4 and ICE-4 and Policies CON-4A and ICE-4F.
 - If on-site wells or lake pumps are proposed for irrigation, a water use permit may be required, and wetland, pollution and resource impacts may need to be assessed.
3. The proposed amendment should be revised to include an analysis of storm water management needs and flooding issues for the SMART Plan Corridors, including a demonstration that there will be no adverse offsite impacts, how the integrity of the regional canal systems will be maintained, and an identification of the appropriate stormwater management infrastructure needed for the proposed land uses. A Stormwater Management Permit may be required from the District. Pre-application meetings with District regulatory staff are strongly encouraged to identify issues early in the process.

The District offers its technical assistance to the County and the Department of Economic Opportunity in developing sound, sustainable solutions to meet the County's future water supply needs and to protect the region's water resources. Please forward a copy of adopted amendments to the District. For assistance or additional information, please contact me.

Sincerely,

Terry Manning, Policy and Planning Analyst
South Florida Water Management District
Water Supply Implementation Unit
3301 Gun Club Road
West Palm Beach, FL 33406
Phone: 561-682-6779
Fax: 561-681-6264
E-Mail: tmanning@sfwmd.gov

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miamidade.gov

Department of Regulatory and Economic Resources
Planning Division, Metropolitan Planning Section
111 NW 1 Street • 12th Floor
Miami, Florida 33128-1902
Telephone: 305-375-2835 Fax: 305-375-2560
www.miamidade.gov/planning.asp

December 11, 2018

Ms. Terrie Manning, Policy and Planning Analyst
South Florida Water Management District
Water Supply Implementation Unit
3301 Gun Club Road
West Palm Beach, FL 33406

Dear Ms. Manning:

Thank you for your November 16, 2018 email providing the South Florida Water Management District's (SFWMD) comments on Miami-Dade County's Proposed Comprehensive Plan Amendment Package DEO #18-5ESR. The purpose of the proposed amendment is to promote transit supportive land uses along rapid transit corridors by proving for increased density and intensity of use for mixed-use projects along the planned Strategic Miami Area Rapid Transit (SMART) Plan Corridors. Our acknowledgement of, and responses to, the SFWMD's comments are as follows.

SFWMD Comment 1.:

"The potable water analysis, included in the data and analysis section of Exhibit 3, Initial Recommendations Application No. CDM20180014 (pages 24-28), indicates the Amendment could potentially increase the total water demand in the SMART Plan Corridors by 4.3 million gallons per day (mgd) in the unincorporated area of the County. Neither the analysis nor the proposed amendment describe how the County intends to meet these increased water demands. Therefore, further analysis should be undertaken, and alternative amendment language provided to demonstrate how the County intends to meet the increased water demand (in the SMART Plan Corridors). The analysis should address the following issues:

- The County's current adopted CDMP projects land uses and population through the year 2030, the County's adopted 2015 Water Supply Water Facilities Work Plan (Work Plan) projects population and water demands through the year 2033, and the County's current Water Use Permit (#13-00017-W) projects water use demands and population through the year 2035 when the permit will expire. Provide clarification for the following issues:
 - If the increased projected population and water demands will be within the current timeframes of these documents,"
Response: The CDMP Amendment proposes increased densities along the SMART Plan Corridors; however, this does not represent additional population or water demands within Miami-Dade Water and Sewer Department's (WASD) service area. The amendment proposes a redistribution of population and water demands along the transit corridors that are already contemplated and addressed in the current SFWMD 2015 Water Use Permit (2015 Water Use Permit) for WASD.
 - "How the projections and demands were determined,"
Response: Anticipated water demands were developed utilizing the land-use specific (single family, multifamily, retail, etc.) flow rates within Chapter 24 of the Miami-Dade County Code. These water demands are studied on a five (5) year cycle to ensure accuracy and were most recently adopted in February 2018. As has been consistently observed when studying usage within Miami-Dade County over the past 10 years, most land-use categories exhibited lower water demands than in the previous study. This is

consistent with the continued focus on water conservation and high efficiency building practices, and permanent irrigation restrictions within Miami-Dade County.

- "If a different timeframe for development will be assumed than what is included in the CDMP, Work Plan and Water Use Permit,"

Response: The timeframes for development are consistent across the CDMP, Water Use Permit (WUP), and other planning documents.

- "When will the CDMP, Work Plan and Water Use Permit be updated to include the increased population and water demands,"

Response: The CDMP, Work Plan and Water Use Permit will be updated by the next update of the Work Plan which is due in May 2020.

- "If the proposed increases in demand will affect the implementation schedule of alternative water supply (AWS) projects as included in Limiting Condition 40 of the Water Use Permit, and"

Response: No increases in population or water demands beyond those considered within the 2015 Water Use Permit are being proposed as part of the proposed CDMP amendment. WASD continues to track population and demand growth closely, and will undertake the AWS projects included in Limiting Condition 40 of the WUP to meet future water demands.

- "If different timeframes are presumed, clarify what years the revised timeframes will include and if the projected population increase in the corridors will be new population or a re-distribution of population already anticipated."

Response: All timeframes within the proposed CDMP amendment are consistent, and reflect a re-distribution of previously considered population.

- "The projected water demand figures in the data and analysis section of Exhibit 3 appear to be finished water values. The analysis should also include the raw water demands to accurately determine if there is adequate water supply capacity and if the proposed increases will affect wellfield operational plans."

Response: In 2011, WASD implemented a Water Supply Certification Program to ensure adequate water supply capacity is available for proposed development as required by Florida Statute and policies in the County's CDMP. At this time, there is adequate treatment and water supply capacity for the proposed density increase in the corridors, and no impact to wellfield operational plans are anticipated.

- "The water supply capacity analysis for each corridor identifies which water treatment systems or combination of systems will be providing water to the corridor; in four of the seven corridors two water treatment systems will be providing water to a proposed corridor. The analysis is a system-wide analysis and does not provide separate water demands by water treatment system for each corridor. Therefore, it cannot be determined if water will be available for the projected demands. For example, a total increased demand of 2.65 mgd is estimated to be needed to be met by the Alexander-Orr Water Treatment System and 1.72 mgd by the Hialeah-Preston Treatment System. Currently, the Alexander Orr System is nearing permitted capacity and the main wellfield is producing water at permit limits. Based on demand projections in the recently approved 2018 Lower East Coast Water Supply Plan Update, the Hialeah-Preston System will reach its permitted capacity by 2030. Revise the analysis to provide water demand projections by water treatment system and corridor."

Response: Because the density increases in the Corridors remain within the same water service area, there is no need to provide additional demands as they have been contemplated within the current 2015 WUP. Further, note that the application only provides the policy framework to allow property owners in the boundary to seek additional density and intensity through public hearings. Availability of services including adequate water supply pursuant to our WUP would be evaluated at that time.

- "Revise the water treatment system capacity analysis to clarify if the current demands consider water reserved through development orders and recent County CDMP Comprehensive Plan Amendments and incorporated municipal Comprehensive Plan Amendments that included large water demand increases when calculating the available treatment capacity remaining, such as Miami-Dade County Comprehensive Plan Amendment #17-1ESR and City of Miami Beach Comprehensive Plan Amendment #18-1ESR."
Response: The application only provides the policy framework to allow property owners in the boundary to seek additional density and intensity through public hearings. Availability of services including adequate water supply pursuant to the WUP will be evaluated at that time.
- "Include projected water demands for the Beach Corridor, located in the incorporated area of the County, if the corridor will be utilizing water from the County. If the water will be provided through another water provider, please clearly state this in the data and analysis."
Response: The subject amendment is only for unincorporated areas of the corridors. The Beach Corridor is within the City of Miami and Miami Beach's municipal boundaries

SFWMD Comment 2.:

"Revise the proposed amendment to demonstrate how water conservation and use of non-potable and alternative water supplies could be utilized to support the non-potable water needs of the proposed land uses in the SMART Plan Corridors. The analysis should include the following:

- The proposed source of water for landscape irrigation."
Response: The application only provides the policy framework to allow property owners in the boundary to seek additional density and intensity through public hearings. This information will be available at the time of development.
- "An explanation of how the proposed land uses could or could not use either on-site wells or reclaimed water for landscape irrigation and for portions of the project that do not require public water supply."
Response: Miami-Dade County encourages the use of reclaim water for future developments, as well as Florida Friendly Landscaping. However, at this time, there is no legal or administrative mechanisms to mandate the use of reclaimed water for landscape irrigation. It should be noted that the most likely form of development to occur along the transit corridors as a result of the application is mixed-use/multi-family and transit supportive development. As such, landscape and associated irrigation is anticipated to be minimal.
- "If potable water is to be used for landscape irrigation, provide information to demonstrate how the use of potable water is consistent with provisions of the County's CDMP that protect water recharge areas and encourage use of alternative water technologies to meet water demand, including but not limited to Objectives CON-4 and ICE-4 and Policies CON-4A and ICE-4F."
Response: At this time, the type of landscape irrigation to be utilized by the respective developments is unknown. Miami-Dade County coordinates with SFWMD all issues pertaining to water supply planning and water use permitting and ensures compliance with the goals and policies of the County's CDMP.
- "If on-site wells or lake pumps are proposed for irrigation, a water use permit may be required, and wetland, pollution and resource impacts may need to be assessed."
Response: See above responses.

Ms. Terrie Manning, Policy and Planning Analyst
South Florida Water Management District
December 11, 2018
Page 4

SFWMD Comment 3.:

"The proposed amendment should be revised to include an analysis of storm water management needs and flooding issues for the SMART Plan Corridors, including a demonstration that there will be no adverse offsite impacts, how the integrity of the regional canal systems will be maintained, and an identification of the appropriate stormwater management infrastructure needed for the proposed land uses. A Stormwater Management Permit may be required from the District. Pre-application meetings with District regulatory staff are strongly encouraged to identify issues early in the process."

Response: The application only provides the policy framework to allow property owners in the boundary to seek additional density and intensity through public hearings. This information will be available at the time of development.

Thank you again for your participation in this process. Please contact me at (305) 375-2835 or Jerry.Bell@miamidade.gov if you have any questions or concerns.

Sincerely,



Jerry H. Bell, AICP
Assistant Director for Planning

JB/jb

Appendix E

Comments from Florida Department of Transportation (FDOT) dated November 20, 2018 and Response from the Department of Regulatory and Economic Resources (RER)

Comments from Florida Department of Transportation (FDOT)	27
Response from the Department of Regulatory and Economic Resources (RER)	29

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RECEIVED

Florida Department of Transportation

1000 NW 111 Avenue
Miami, FL 33172

2018 DEC 10 P 1:45

RER-PLANNING MIKE DEW
SECRETARY

RICK SCOTT
GOVERNOR

November 20, 2018

Jerry Bell, AICP
Assistant Director for Planning
Miami-Dade County Department of Regulatory and Economic Resources
Stephen P. Clark Center
111 NW 1st Street, 12th Floor
Miami, Florida 33128

Subject: Comments for the Proposed Comprehensive Plan Amendment, Miami-Dade County - #18-5ESR

Dear Mr. Bell:

The Florida Department of Transportation, District Six, completed a review of the *Proposed Comprehensive Plan Amendment, Miami-Dade County - #18-5ESR*. The District has reviewed the amendment package per *Chapter 163 Florida Statutes (FS)*. We offer the following technical comments on the submittal:

1. The Transportation/Transit analysis utilized an assumed mode (transit, pedestrian, and bicycle) split of 30 percent based upon studies published in the *Journal of Public Transportation* for the proposed Comprehensive Development Master Plan (CDMP) designations as compared to the 2017 American Community Survey (ACS) transit mode split of 4.67 percent. Consider performing a more detailed analysis to identify the applicable mode split for each corridor potentially sourcing ongoing PD&E Studies or analyses currently being performed by the Miami TPO.
2. The analysis provided indicates an increase in daily vehicular trips for the proposed CDMP designation along the South Dade Corridor. Also, any potential modifications to the assumed mode split for other corridors included in this application may result in similar increases. Per *FS 163.3177*, the proposed comprehensive plan amendment shall be based upon relevant and appropriate data and an analysis by the local government that may include, but not be limited to, surveys, studies, community goals and vision, and other data available at the time of the plan amendment (*FS 163.3177(1)(f)*),

Mr. Jerry Bell, AICP
November 20, 2018
Page 2 of 2

including the analysis of at least two planning periods (*FS 163.3177(5)(a)*). In addition, the Capital Improvements Element should be amended to include projects necessary to ensure that any adopted level-of-service standards are achieved and maintained and must be identified as either funded/unfunded and given a level of priority for funding (*FS 163.3177(3)(a)4*). Therefore, its recommended that a supplemental analysis be provided to address these requirements.

Based on these comments, a determination of the impact of this amendment on transportation resources of State importance cannot be made at this time. Additional information is needed to make this determination.

Please contact me at 305-470-5393 if you have any questions concerning our response.

Sincerely,



Shereen Yee Fong

Transportation Planner IV

Cc: Harold Desdunes, P.E., Florida Department of Transportation, District 6
Dat Huynh, P.E., Florida Department of Transportation, District 6
Ray Eubanks, Department of Economic Opportunity
Kenneth Jeffries, Florida Department of Transportation, District 6
Isabel Cosio Carballo, South Florida Regional Planning Council
Isabel Moreno, South Florida Regional Planning Council



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Miami, Florida 33128-1902
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www.miamidade.gov/planning.asp

December 12, 2018

Shereen Yee Fong, Transportation Planner IV
Florida Department of Transportation, District 6
1000 NW 111 Avenue
Miami, FL 33172

Dear Ms. Yee Fong:

Thank you for your letter dated November 18, 2018 providing the Florida Department of Transportation's (FDOT) comments on Miami-Dade County's Proposed Comprehensive Plan Amendment Package DEO #18-5ESR. The purpose of the proposed amendment is to promote transit supportive land uses along rapid transit corridors by providing for increased density and intensity of use for mixed-use projects along the planned Strategic Miami Area Rapid Transit (SMART) Plan Corridors. Our acknowledgement of, and responses to, FDOT's comments are as follows.

FDOT Comment 1.:

"The Transportation/Transit analysis utilized an assumed mode (transit, pedestrian, and bicycle) split of 30 percent based upon studies published in the Journal of Public Transportation for the proposed Comprehensive Development Master Plan (CDMP) designations as compared to the 2017 American Community Survey (ACS) transit mode split of 4.67 percent. Consider performing a more detailed analysis to identify the applicable mode split for each corridor potentially sourcing ongoing PD&E Studies or analyses currently being performed by the Miami TPO."

Response:

The existing land uses along the SMART Plan corridors, due to the current levels of land use integration (both horizontally and vertically) and development intensity, are not the most transit supportive, which is reflected in the 2017 American Community Survey (ACS) transit mode split of 4.67 percent applied to the existing land use trip generation potential. Accordingly, RER Planning Division staff have recommended in the application changes in land use policy for certain areas along the SMART Plan corridors to promote more transit supportive mixed-use development. The changes in land use policy and the transit supportive development they promote are anticipated to generate significantly greater transit ridership compared to that shown in the ACS data and hence studies appropriately reflective of the anticipated development and resulting transit ridership along fixed transit corridors were referenced. The results of the study done by Robert Cervero and G.B. Arrington which was published in the Journal of Public Transportation in 2008 was applicable to the CDMP amendment proposed by staff and hence a 30% transit mode split similar to the results from this study was applied to the proposed land use trip generation potential. This study's findings were also utilized for the traffic study accompanying the 'TOD near Hialeah Market Station' comprehensive plan amendment, which was approved

Shereen Yee Fong, Transportation Planner IV
Florida Department of Transportation, District 6
December 12, 2018
Page 2

by FDOT. RER Planning Division staff utilized the most recent and best available data for this analysis and the ongoing PD&E studies currently being performed by the Miami-Dade TPO will be consulted when finalized.

FDOT Comment 2.:

"The analysis provided indicates an increase in daily vehicular trips for the proposed CDMF designation along the South Dade Corridor. Also, any potential modifications to the assumed mode split for other corridors included in this application may result in similar increases. Per FS 163.3177, the proposed comprehensive plan amendment shall be based upon relevant and appropriate data and an analysis by the local government that may include, but not be limited to, surveys, studies, community goals and vision, and other data available at the time of the plan amendment (FS 163.3177(1)(f)), including the analysis of at least two planning periods (FS 163.3177(5) (a)). In addition, the Capital Improvements Element should be amended to include projects necessary to ensure that any adopted level-of-service standards are achieved and maintained and must be identified as either funded/unfunded and given a level of priority for funding (FS 163.3177(3)(a)4). Therefore, it is recommended that a supplemental analysis be provided to address these requirements."

Response:

The difference in trip generation between the existing land use potential and the transit supportive development promoted in the application resulted in an increase in vehicle trips along some corridors and a decrease in trips in other corridors, which entirely depend on the existing land uses along the corridors and the policy allowances proposed in the application. No modification of mode split was done for any specific corridor. RER Planning Division staff utilized the most recent and best available data for this analysis.

Also, please note that the application only provides the policy framework to allow property owners in the corridors to seek additional density and intensity through public hearings. Additional traffic analysis will be required when individual applicants come forward with specific development proposals.

Thank you again for your participation in this process. Please contact me or Vinod Sandanasamy, Transportation Section Supervisor, at the letter head address or phone number if you have any questions or concerns.

Sincerely,



Jerry H. Bell, AICP
Assistant Director for Planning

Exhibit 3

**ADDITIONAL ITEMS
DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES (DEPARTMENT)
APPLICATION TO AMEND THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP)**

EXPEDITED APPLICATION CDMP20180014

ITEM	PAGE
Comments from State and Regional Agencies	
South Florida Regional Planning Council comments on Application CDMP20180014 dated December 7, 2018	A-3
Department of Economic Opportunity comments on Application No. CDMP20180014, dated November 21, 2018;	A-7
Florida Department of Transportation comments on Application No. CDMP20180014, dated November 20, 2018	A-9
South Florida Water Management District comments on Application No. CDMP20180014, dated November 16, 2018;	A-11
Florida Department of Environmental Protection comments on Application No. CDMP20180014, dated November 19, 2018;	A-15

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MEMORANDUM

AGENDA ITEM #IV.C

DATE: DECEMBER 07, 2018

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: LOCAL GOVERNMENT COMPREHENSIVE PLAN PROPOSED AND ADOPTED AMENDMENT
CONSENT AGENDA

Pursuant to the 1974 Interlocal Agreement creating the South Florida Regional Planning Council (Council), the Council is directed by its member counties to “assure the orderly, economic, and balanced growth and development of the Region, consistent with the protection of natural resources and environment of the Region and to protect the health, safety, welfare and quality of life of the residents of the Region.”

In fulfillment of the Interlocal Agreement directive and its duties under State law, the Council reviews local government Comprehensive Plan amendments for consistency with the *Strategic Regional Policy Plan for South Florida (SRPP)*. Pursuant to Section 163.3184, Florida Statutes as presently in effect, Council review of comprehensive plan amendments is limited to 1) adverse effects on regional resources and facilities identified in the SRPP and 2) extra-jurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the Region. The Council’s review of amendments is conducted in two stages: (1) proposed or transmittal and (2) adoption. Council staff reviews the contents of the amendment package once the Department of Economic Opportunity certifies its completeness.

A written report of Council’s evaluation pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the State Land Planning Agency within 30 calendar days of receipt of the amendment.

Recommendation

Find the proposed and adopted plan amendments from the local governments listed in the tables below generally consistent with the *Strategic Regional Policy Plan for South Florida*.

Approve this report for transmittal to the local governments with a copy to the State Land Planning Agency.



South Florida Regional Planning Council
1 Oakwood Boulevard, Suite 221, Hollywood, Florida 33020
954-924-3653 Phone, 954-924-3654 FAX
www.sfregionalcouncil.org

PROPOSED AMENDMENTS

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
Broward County 18-5ESR (received 10-26-18)	√	N/A	12-07-18	10-09-18	9-0
<p>1. The proposed Broward County amendment contains a completely revised and updated Comprehensive Plan entitled "BrowardNEXT2.0" and the Broward Municipal Services District (BMSD) Future Land Use Map series. The intent of the amendment is to be consistent with the recently adopted countywide Broward County Land Use Plan. The changes include: a new Broward Municipal Services District Land Use and Community Planning Element being added; a new Water Management Element, replacing the Potable Water, Sanitary Sewer, and Drainage and Natural Aquifer Groundwater Recharge elements; a new Historic Preservation Component being added to the Conservation Element; and Administration and Urban Design elements being deleted and partially included in other elements. There are also two future land use amendments.</p> <p>2. The proposed amendment affects Broward County in its entirety.</p> <p>3. Staff recommends that prior to adoption, the proposed amendments be revised to reflect that the Lower East Coast Water Supply Plan Update was approved by the South Florida Water Management District's Governing Board on November 8, 2018. Staff also recommends that prior to adoption of the proposed amendments, the County addresses the comments of the Florida Department of Transportation, specifically the LOS standards on the Strategic Intermodal System (SIS), including the local SIS connectors.</p>					
Miami Dade County 18-5ESR (received 10-18-18)	√	N/A	12-07-18	09-27-18	13-0
<p>1. The proposed amendment to the Miami-Dade County Comprehensive Development Master Plan seeks to encourage transit-oriented development (TOD) along the SMART Plan rapid transit corridors. The proposed amendment would affect the unincorporated area within ½ mile of the existing Metrorail corridor and the SMART Plan rapid transit corridors, except for the East-West Corridor which includes the area within 1 mile of the proposed alignment. Mixed use projects within ¼ mile of the SMART Plan corridors would be eligible for a residential density of 60 dwelling units per acre and up to 1.5 floor to area ratio (FAR). Mixed use projects located in the portion of the East-West SMART Plan Corridor between ½ mile and 1 mile would be eligible for 18 dwelling units per acre and up to 1.25 FAR. The amendment establishes a timeline for completion of Urban Center area plans for rapid transit stations located in unincorporated Miami-Dade County, the specific location of which, in the case of the SMART Plan corridor, will be determined in ongoing and future studies.</p> <p>2. The County staff analysis uses a 30% modal split for future planning purposes. Council staff anticipates that the Council will be performing detailed analysis for the Miami-Dade Transportation</p>					

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
<p>Planning Organization on mode split, to be completed by June of 2019. The forthcoming Council mode split analysis could identify mode split for each corridor, and any potential modifications to the assumed mode split for each corridor could be used for future planning purposes. Council staff notes that the increases in density that would occur as a result of this proposed amendment will need to be addressed in the water supply planning for the County as the additional demand on the system will be significant. Council staff recommends addressing the increase in water demand and wastewater infrastructure concurrently with the amendment process. Council staff also recommends that storm water management area plans be developed for all Urban Centers during the area plan processes. Creating a resilient transit network requires addressing potential flooding risks and solutions in station areas that will experience future increased urbanization and density.</p>					
City of Homestead 18-1ESR (received 10-02-18)	√	N/A	12-07-18	09-26-18	6-0 1 absent
<p>1.The proposed amendment to the City of Homestead Comprehensive Plan would amend the Future Land Use Map designation of an approximately 10.99-acre parcel from Light Commercial Use to Medium Density Residential Use. 2.The subject property is located at 1554 NE 8th Street. 3. This amendment does not create any adverse impact to state or regional resources/facilities.</p>					
Islamorada, Village of Islands 18-1ACSC (received 11-15-18)	√	N/A	12-07-18	09-27-18	5-0
<p>1. The proposed amendment to the Village of Islamorada Comprehensive Plan is a text amendment that seeks to revise the valuation criteria for transient rentals, by extending the deadline from 2018 to 2020 for using year 2007 Monroe County Property Appraiser assessed values to calculate the threshold for value to income ratio for permitting transient rental units. Village staff analysis indicates that without this deadline extension, transient rental units would be too severely limited as property prices have not rebounded as expected from the last nationwide economic recession. 2. The amendment would affect the Village of Islamorada in its entirety. 3. This amendment does not create any adverse impact to state or regional resources/facilities.</p>					

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Rick Scott
GOVERNOR



Cissy Proctor
EXECUTIVE DIRECTOR

FLORIDA DEPARTMENT of
ECONOMIC OPPORTUNITY

NOV 27 A 9:42

PLANNING DIVISION

November 21, 2018

The Honorable Carlos A. Gimenez
Mayor, Miami-Dade County
111 NW 1st Street, 29th Floor
Miami, Florida 33128-1930

Dear Mayor Gimenez:

The Department of Economic Opportunity ("Department") has reviewed the proposed comprehensive plan amendment for Miami-Dade County (Amendment No. 18-05ESR) received on October 23, 2018. The review was completed under the expedited state review process. We have no comment on the proposed amendment.

The County should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment. In addition, the County is reminded that:

- Section 163.3184(3)(b), Florida Statutes (F.S.), authorizes other reviewing agencies to provide comments directly to the County. **If the County receives reviewing agency comments and they are not resolved, these comments could form the basis for a challenge to the amendment after adoption.**
- **The second public hearing**, which shall be a hearing on whether to adopt one or more comprehensive plan amendments, **must be held within 180 days** of your receipt of agency comments or the amendment shall be **deemed withdrawn** unless extended by agreement with notice to the Department and any affected party that provided comment on the amendment pursuant to Section 163.3184(3)(c)1., F.S.
- **The adopted amendment must be rendered to the Department.** Under Section 163.3184(3)(c)2. and 4., F.S., the **amendment effective date** is 31 days after the Department notifies the County that the amendment package is complete or, if challenged, until it is found to be in compliance by the Department or the Administration Commission.

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399

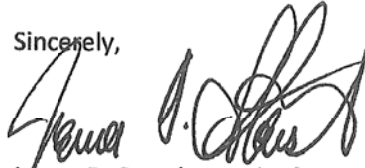
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If you have any questions concerning this review, please contact Dan Pennington, Planning Analyst, by telephone at (850) 717-8524 or by email at Dan.Pennington@deo.myflorida.com.

Sincerely,

A handwritten signature in black ink, appearing to read "James D. Stansbury".

James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/dp

Enclosure(s): Procedures for Adoption

cc: Jerry Bell, Assistant Director for Planning, Miami-Dade County
Isabel Cosio Carballo, Executive Director, South Florida Regional Planning Council



RECEIVED

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1000 NW 111 Avenue
Miami, FL 33172

2018 DEC 10 P 1:45
RER-PLANNING
MIKE DEW
SECRETARY

November 20, 2018

Jerry Bell, AICP
Assistant Director for Planning
Miami-Dade County Department of Regulatory and Economic Resources
Stephen P. Clark Center
111 NW 1st Street, 12th Floor
Miami, Florida 33128

Subject: Comments for the Proposed Comprehensive Plan Amendment, Miami-Dade County - #18-5ESR

Dear Mr. Bell:

The Florida Department of Transportation, District Six, completed a review of the *Proposed Comprehensive Plan Amendment, Miami-Dade County - #18-5ESR*. The District has reviewed the amendment package per *Chapter 163 Florida Statutes (FS)*. We offer the following technical comments on the submittal:

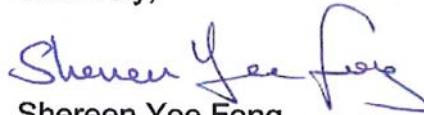
1. The Transportation/Transit analysis utilized an assumed mode (transit, pedestrian, and bicycle) split of 30 percent based upon studies published in the *Journal of Public Transportation* for the proposed Comprehensive Development Master Plan (CDMP) designations as compared to the 2017 American Community Survey (ACS) transit mode split of 4.67 percent. Consider performing a more detailed analysis to identify the applicable mode split for each corridor potentially sourcing ongoing PD&E Studies or analyses currently being performed by the Miami TPO.
2. The analysis provided indicates an increase in daily vehicular trips for the proposed CDMP designation along the South Dade Corridor. Also, any potential modifications to the assumed mode split for other corridors included in this application may result in similar increases. Per *FS 163.3177*, the proposed comprehensive plan amendment shall be based upon relevant and appropriate data and an analysis by the local government that may include, but not be limited to, surveys, studies, community goals and vision, and other data available at the time of the plan amendment (*FS 163.3177(1)(f)*),

including the analysis of at least two planning periods (FS 163.3177(5)(a)). In addition, the Capital Improvements Element should be amended to include projects necessary to ensure that any adopted level-of-service standards are achieved and maintained and must be identified as either funded/unfunded and given a level of priority for funding (FS 163.3177(3)(a)4). Therefore, it is recommended that a supplemental analysis be provided to address these requirements.

Based on these comments, a determination of the impact of this amendment on transportation resources of State importance cannot be made at this time. Additional information is needed to make this determination.

Please contact me at 305-470-5393 if you have any questions concerning our response.

Sincerely,



Shereen Yee Fong

Transportation Planner IV

Cc: Harold Desdunes, P.E., Florida Department of Transportation, District 6
Dat Huynh, P.E., Florida Department of Transportation, District 6
Ray Eubanks, Department of Economic Opportunity
Kenneth Jeffries, Florida Department of Transportation, District 6
Isabel Cosio Carballo, South Florida Regional Planning Council
Isabel Moreno, South Florida Regional Planning Council

From: Manning, Terese <tmanning@sfwmd.gov>
Sent: Friday, November 16, 2018 5:09 PM
To: Osterholt, Jack (Office of the Mayor) <josterholt@miamidade.gov>
Cc: Bell, Jerry (RER) <Jerry.Bell@miamidade.gov>; Ray Eubanks
(DCPexternalagencycomments@deo.myflorida.com)
<DCPexternalagencycomments@deo.myflorida.com>; 'kelly.corvin@deo.myflorida.com'
<kelly.corvin@deo.myflorida.com>; Isabel Cosio Carballo (isabelc@sfrpc.com) <isabelc@sfrpc.com>;
Isabel Moreno (imoreno@sfrpc.com) <imoreno@sfrpc.com>; lindsay.weaver@floridadep.gov
Subject: Miami-Dade County, DEO #18-5ESR Comments on Proposed Comprehensive Plan Amendment Package

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Hi all –

Please see forwarded from SFWMD – I will set up a meeting/call to discuss our response.

Thanks

Jerry

Dear Mr. Osterholt:

The South Florida Water Management District (District) has completed its review of the proposed amendment package from Miami-Dade County (County). The amendment package includes text amendments to the Future Land Use and Intergovernmental Coordination Elements of the Comprehensive Development Master Plan (CDMP) regarding transit supportive mixed-use development. The proposed amendment would promote transit supportive land uses along rapid transit corridors by providing for increased density and intensity of use for mixed-use projects along the seven planned Strategic Miami Area Rapid Transit (SMART) Plan Corridors. The District offers the following recommendations for revising the proposed amendment package and requests that the County address these recommendations prior to adopting the amendment:

1. The potable water analysis, included in the data and analysis section of Exhibit 3, Initial Recommendations Application No. CDMP20180014 (pages 24-28), indicates the Amendment could potentially increase the total water demand in the SMART Plan Corridors by 4.3 million gallons per day (mgd) in the unincorporated area of the County. Neither the analysis nor the proposed amendment describe how the County intends to meet these increased water demands. Therefore, further analysis should be undertaken, and alternative amendment language provided to demonstrate how the County intends to meet the increased water demand (in the SMART Plan Corridors). The analysis should address the following issues:

- The County's current adopted CDMP projects land uses and population through the year 2030, the County's adopted 2015 Water Supply Water Facilities Work Plan (Work Plan) projects population and water demands through the year 2033, and the County's current Water Use Permit (#13-00017-W) projects water use demands and population through the year 2035 when the permit will expire. Provide clarification for the following issues:
 - If the increased projected population and water demands will be within the current timeframes of these documents,
 - How the projections and demands were determined,
 - If a different timeframe for development will be assumed than what is included in the CDMP, Work Plan and Water Use Permit,
 - When will the CDMP, Work Plan and Water Use Permit be updated to include the increased population and water demands,
 - If the proposed increases in demand will affect the implementation schedule of alternative water supply (AWS) projects as included in Limiting Condition 40 of the Water Use Permit, and
 - If different timeframes are presumed, clarify what years the revised timeframes will include and if the projected population increase in the corridors will be new population or a re-distribution of population already anticipated.
 - The projected water demand figures in the data and analysis section of Exhibit 3 appear to be finished water values. The analysis should also include the raw water demands to accurately determine if there is adequate water supply capacity and if the proposed increases will affect wellfield operational plans.
 - The water supply capacity analysis for each corridor identifies which water treatment systems or combination of systems will be providing water to the corridor; in four of the seven corridors two water treatment systems will be providing water to a proposed corridor. The analysis is a system-wide analysis and does not provide separate water demands by water treatment system for each corridor. Therefore, it cannot be determined if water will be available for the projected demands. For example, a total increased demand of 2.65 mgd is estimated to be needed to be met by the Alexander-Orr Water Treatment System and 1.72 mgd by the Hialeah-Preston Treatment System. Currently, the Alexander Orr System is nearing permitted capacity and the main wellfield is producing water at permit limits. Based on demand projections in the recently approved 2018 Lower East Coast Water Supply Plan Update, the Hialeah-Preston System will reach its permitted capacity by 2030. Revise the analysis to provide water demand projections by water treatment system and corridor.
 - Revise the water treatment system capacity analysis to clarify if the current demands consider water reserved through development orders and recent County CDMP Comprehensive Plan Amendments and incorporated municipal Comprehensive Plan Amendments that included large water demand increases when calculating the available treatment capacity remaining, such as Miami-Dade County Comprehensive Plan Amendment #17-1ESR and City of Miami Beach Comprehensive Plan Amendment #18-1ESR.
 - Include projected water demands for the Beach Corridor, located in the incorporated area of the County, if the corridor will be utilizing water from the County. If the water will be provided through another water provider, please clearly state this in the data and analysis.
2. Revise the proposed amendment to demonstrate how water conservation and use of non-potable and alternative water supplies could be utilized to support the non-potable water needs of the proposed land uses in the SMART Plan Corridors. The analysis should include the following:

- The proposed source of water for landscape irrigation.
 - An explanation of how the proposed land uses could or could not use either on-site wells or reclaimed water for landscape irrigation and for portions of the project that do not require public water supply.
 - If potable water is to be used for landscape irrigation, provide information to demonstrate how the use of potable water is consistent with provisions of the County's CDMP that protect water recharge areas and encourage use of alternative water technologies to meet water demand, including but not limited to Objectives CON-4 and ICE-4 and Policies CON-4A and ICE-4F.
 - If on-site wells or lake pumps are proposed for irrigation, a water use permit may be required, and wetland, pollution and resource impacts may need to be assessed.
3. The proposed amendment should be revised to include an analysis of storm water management needs and flooding issues for the SMART Plan Corridors, including a demonstration that there will be no adverse offsite impacts, how the integrity of the regional canal systems will be maintained, and an identification of the appropriate stormwater management infrastructure needed for the proposed land uses. A Stormwater Management Permit may be required from the District. Pre-application meetings with District regulatory staff are strongly encouraged to identify issues early in the process.

The District offers its technical assistance to the County and the Department of Economic Opportunity in developing sound, sustainable solutions to meet the County's future water supply needs and to protect the region's water resources. Please forward a copy of adopted amendments to the District. For assistance or additional information, please contact me.

Sincerely,

Terry Manning, Policy and Planning Analyst
South Florida Water Management District
Water Supply Implementation Unit
3301 Gun Club Road
West Palm Beach, FL 33406
Phone: 561-682-6779
Fax: 561-681-6264
E-Mail: tmanning@sfwmd.gov

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From: Plan_Review <Plan.Review@dep.state.fl.us>

Sent: Monday, November 19, 2018 12:56 PM

To: Bell, Jerry (RER) <Jerry.Bell@miamidade.gov>; DCPexternalagencycomments@deo.myflorida.com

Cc: Plan_Review <Plan.Review@dep.state.fl.us>

Subject: Miami-Dade County 18-5ESR Proposed

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To: Jerry Bell, Assistant Director

Re: Miami-Dade County 18-5ESR – Expedited State Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction.

Please submit all future amendments by email to plan.review@floridadep.gov. If your submittal is too large to send via email or if you need other assistance, contact Lindsay Weaver at (850) 717-9037.



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