

Approved _____ Mayor
Veto _____
Override _____

Amended
Special Item No. 1
3-23-11

RESOLUTION NO. R- 213-11

RESOLUTION PERTAINING TO ADOPTION OF THE 2010
EVALUATION AND APPRAISAL REPORT ADDRESSING
THE MIAMI-DADE COUNTY COMPREHENSIVE
DEVELOPMENT MASTER PLAN

WHEREAS, pursuant to Chapter 163, Part II, Florida Statutes (F.S.) and Chapters 9J-5, 9J-11, and 9J-12, Florida Administrative Code (F.A.C.), the Comprehensive Development Master Plan (CDMP) for Miami-Dade County was adopted by the Miami-Dade Board of County Commissioners (Board), in November 1988 (Ordinance No. 88-110) with technical adjustments made in December 1988 (Ordinance 88-119); and

WHEREAS, Chapter 163, Part II, Florida Statutes, F.S., requires that each local government periodically update its comprehensive plan through the preparation and adoption of an evaluation and appraisal report (EAR) addressing matters enumerated in these laws; and

WHEREAS, the last evaluation and appraisal report updating the Comprehensive Development Master Plan was adopted by the Board on October 23, 2003 with transmittal to the Department of Community Affairs (DCA) on November 1, pursuant to Chapter 163, Part II, F.S.; and

WHEREAS, Chapter 163.3191(9), F.S., requires the DCA to establish a phased schedule for the adoption of evaluation and appraisal reports and such schedule, whose revised version became effective February 3, 2010, establishes November 1, 2010 as the date on which Miami-Dade County shall submit to DCA its Adopted 2010 Evaluation and Appraisal Report; and

WHEREAS, Section 163.3191(10), F.S., provides for the local government comprehensive plan to be amended, based on the recommendations contained in the adopted EAR, within 18 months after the report is determined to be sufficient by the state land planning agency; and

WHEREAS, Sections 2-116 and 2-116.1 of the Code of Miami-Dade County, Florida, provide procedures for the preparation of EARs and for amendment of the CDMP consistent with the referenced State Statutes and Administrative Code; and

WHEREAS, the Department of Planning and Zoning, on behalf of the Planning Advisory Board (PAB) acting as the Local Planning Agency (LPA), initiated the preparation of the proposed EAR which is comprised of a report titled "Draft 2010 Evaluation and Appraisal Report" and Errata; and

WHEREAS, the Planning Advisory Board, acting as the LPA, finalized preparation of the Draft 2010 Evaluation and Appraisal Report in accordance with Section 2-116 and 2-116-1 of the Code of Miami-Dade County, Florida, on August 10, 2010; and

WHEREAS, the Department of Planning and Zoning has issued proposed revisions to the finalized Draft 2010 Evaluation and Appraisal Report on January 10, 2011,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that:

Section 1. The Draft 2010 Evaluation and Appraisal Report (as amended by the changes contained in the list attached and made a part of this resolution), dated July 2010, addressing the Miami-Dade County Comprehensive Development Master Plan is hereby adopted.

Section 2. The County Manager is hereby instructed to transmit the Adopted 2010 Evaluation and Appraisal Report to the DCA, pursuant to Chapter 163.3191(9), F.S., and the

revised Evaluation and Appraisal Report Schedule 2010-2018, which became effective February 3, 2010.

Section 3. The Department of Planning and Zoning is hereby authorized and instructed to prepare CDMP amendment applications based on the recommendations contained in the Evaluation and Appraisal Report as adopted by this Resolution. The Director of Planning and Zoning is further authorized to file related applications to generally update the CDMP, remove obsolete provisions, and to maintain the integrity and internal consistency of the CDMP. The Board declares its intention that the Adopted 2010 Evaluation and Appraisal Report shall serve as CDMP support documents, and as bases for the formulation and analysis of CDMP amendment applications related to the Adopted 2010 Evaluation and Appraisal Report recommendations.

Section 4. The Board hereby declares that all recommended changes to the CDMP, that can only be approved or implemented after public hearings, are merely recommendations of matters to be considered for adoption by the Board of County Commissioners. Adoption of the 2010 Evaluation and Appraisal Report shall not pre-judge the outcome of any future public hearings, and the authority and duty of the Board of County Commissioners and other County agencies to act only after considering all matters presented at such public hearings is expressly recognized and preserved.

The foregoing resolution was offered by Commissioner Jose "Pepe" Diaz, who moved its adoption. The motion was seconded by Commissioner Joe A. Martinez and upon being put to a vote, the vote was as follows:

	Joe A. Martinez, Chairman	aye	
	Audrey M. Edmonson, Vice Chairwoman	aye	
Bruno A. Barreiro	aye	Lynda Bell	aye
Jose "Pepe" Diaz	aye	Carlos A. Gimenez	aye
Sally A. Heyman	absent	Barbara J. Jordan	aye
Jean Monestime	aye	Dennis C. Moss	aye
Rebeca Sosa	aye	Sen. Javier D. Souto	aye

The Chairperson thereupon declared the resolution duly passed and adopted this 23rd day of March, 2011. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK



DIANE COLLINS

Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

CAC

Craig H. Collier

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**CHANGES TO THE
DRAFT 2010 EVALUATION AND APPRAISAL REPORT
ADOPTED BY THE MIAMI-DADE COUNTY
BOARD OF COUNTY COMMISSIONERS**

March 23, 2011

BACKGROUND

The Miami-Dade Board of County Commissioners (Commission) adopted the Draft 2010 Evaluation and Appraisal Report (EAR) with changes at its March 23, 2011 hearing. The Draft 2010 EAR was published by the Department of Planning and Zoning (DP&Z) in July 2010 and was finalized by the Planning Advisory Board (acting as the Local Planning Agency) at its August 2, 2010 hearing that was continued on August 10, 2010, and includes an Errata dated August 16, 2010. The adopted changes to the Draft 2010 EAR include recommended revisions of the DP&Z published in a January 10, 2011 document titled "Proposed Revisions to the Draft 2010 Evaluation and Appraisal Report"; as further recommended to be revised by a DP&Z March 22, 2011 document titled "Changes to the Proposed Revisions to the Draft 2010 Evaluation and Appraisal Report"; and as further revised by Commission actions at the March 23, 2011 hearing. The Commission adopted changes to the Draft 2010 EAR are as follows:

EVALUATION AND APPRAISAL REPORT: INTRODUCTION

Schedule for Adopting EAR-Based CDMP Amendments

Pages 3 and 4 of the Draft 2010 EAR Introduction. Replace text and schedule in its entirety as follows:

State law provides for the comprehensive plan to be amended consistent with the findings and recommendations contained in the adopted EAR. Miami-Dade County will use its standard April 2012-2013 CDMP amendment cycle process to propose, refine and conduct public hearings to consider the adoption of EAR-based amendments to the CDMP. EAR-based plan amendment applications will be filed during the April 2012 amendment cycle and follow the schedule listed below. Chapter 163, Part 2, F.S. requires EAR-based plan amendments to be adopted within eighteen months after the EAR is determined to be sufficient by DCA.

Activity	Date
EAR Adoption	March 23, 2011
Staff filing of EAR-Based Plan Amendment Applications	April 2012
Community Council Public Hearings	September 2012
Local Planning Agency Transmittal Public Hearing	October 2012
Board of County Commissioners Transmittal Public Hearing	November 2012
Transmittal of EAR-Based Amendments to State Agencies for Comments	December 2012
DCA to issue Objections, Recommendations and Comments (ORC) Report	February 2013
Local Planning Agency Public Hearing and Final Recommendations	March 2013
Board of County Commissioners Public Hearing and Final	April 2013

CHAPTER 1: CDMP MAJOR ISSUES

1.1 UDB CAPACITY AND EXPANSION

Part One: Community-wide Assessment

Page 1.1-28, after Figure 1.1-7. Add new text, tables and figures as follows, and renumber all tables and figures in this section as appropriate:

Seasonal/Transient Population. Miami-Dade County has been a major destination for tourists and winter visitors since the 1920s. Although, as a fraction of the resident population, seasonal and overnight visitors have become a smaller share, its size is still substantial and must be accounted for in all types of planning. This group, just as permanent residents, places demands on urban services and facilities. They constitute a "peak load" factor for water and sewer facilities, solid waste collection and disposal, health care, recreational facilities and many other services and facilities. This population includes all nonresidents of Miami-Dade who spend at least one night in the County. Non-residents are distinguished from residents on the basis of their usual home, i.e. the place where they live most of the time (more than six months is the census criterion).

The measure used in analyzing transient population in Miami-Dade County was the average daily population in the peak month.¹ The basic approach was to estimate the peak seasonal population based on the fluctuations in sales tax data. The annual change was added to a low season tourism base established via hotel/motel occupancy rates. Table 1.1-5 shows the average daily visitors by month for Miami-Dade County, Florida, for the period 2009-2010. As can be seen in the table below the peak month for 2009 was March, while the peak month for 2010 is likely to be February when, on average, 157,308 overnight visitors were staying in Miami-Dade County. These visitors were then classified by type. The geographic distribution of this population within Miami-Dade County was also estimated.

¹ For a full explanation of the Methods used, see Seasonal-Transient Population, Miami-Dade County, Florida, Research Section, Miami-Dade County Department of Planning and Zoning, November 2010.

Table 1.1-5
Average Daily Overnight Visitors (Monthly)
Miami-Dade County 2009 – 2010

Month	Average Visitors	
	2009	2010
January	133,003	130,568
February	142,615	157,308
March	142,680	146,165
April	131,203	132,306
May	117,200	119,442
June	107,347	112,268
July	107,183	114,492
August	106,657	
September	96,645	
October	109,945	
November	112,129	
December	135,656	
Average	120,188	

Source: Miami-Dade Department of Planning and Zoning, Research Section, 2010.

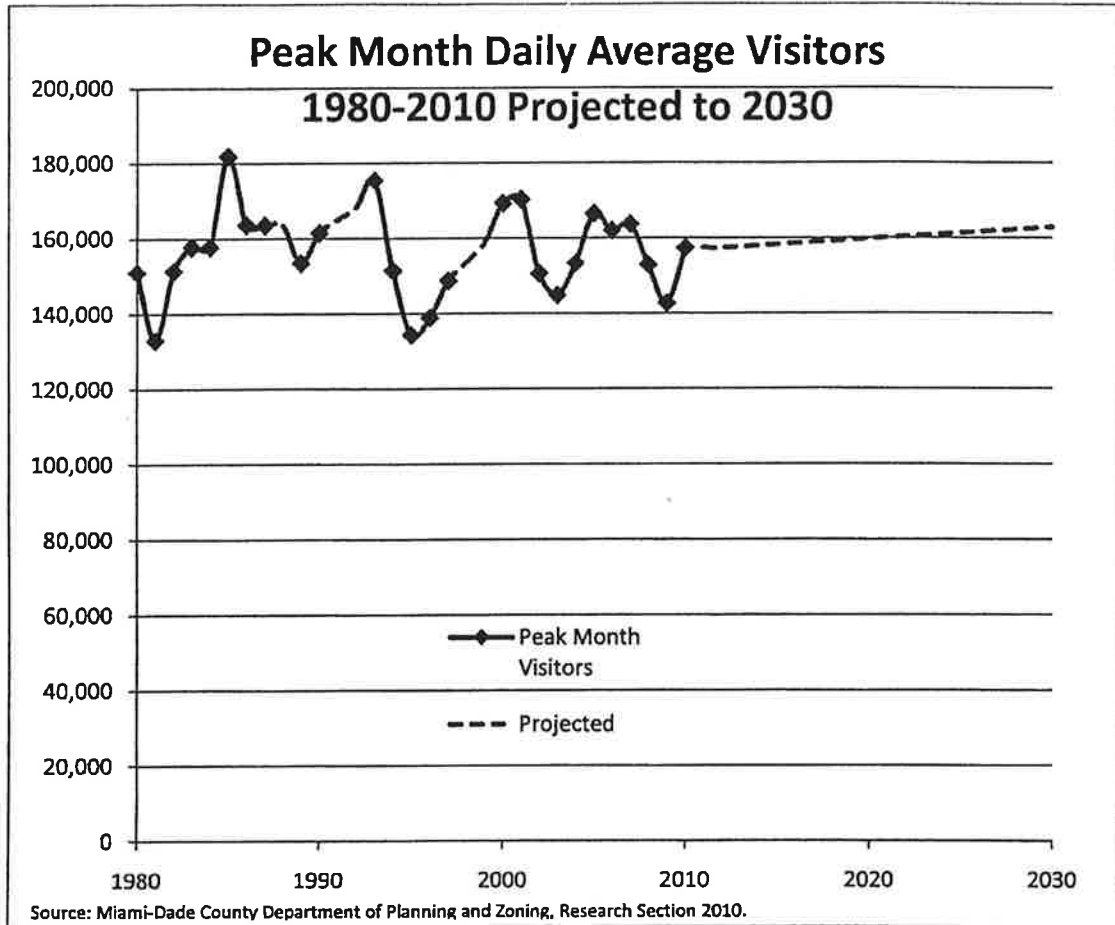
Table 1.1-6 presents the distribution of visitors by category in Miami-Dade County by MSA. Almost one-half of all visitors stayed in MSAs 1.1, 1.3, and 2.1, the coastal locations. The second largest concentration (about 10 percent) stayed in the downtown Miami - Brickell – Coconut Grove area, that are within MSAs 4.7 and 5.2. The areas adjacent to the airport, MSAs 3.2 and 5.1 also accounted for about 10 percent of visitors with the rest distributed in all other areas of the County.

Table 1.1-6
Peak Month Distribution of Transient Population
by Type of Accommodation
Miami-Dade County 2010 by Minor Statistical Area

<u>Area</u>	<u>Total Visitors</u>	<u>Hotels, Motels, & Rooming Houses</u>	<u>With Family & Friends</u>	<u>Trailer Park, Marinas & Campgrounds</u>	<u>Nonresident Households</u>
1.1	9,942	2,469	401	26	7,046
1.2	3,877	540	179	578	2,580
1.3	45,568	24,792	2,122	277	18,378
2.1	15,276	1,406	1,931	919	11,020
2.2	1,387	0	507	0	880
2.3	1,241	484	627	0	130
2.4	961	63	682	0	216
3.1	4,382	1,595	1,904	90	793
3.2	11,311	6,987	1,322	62	2,940
4.1	3,716	1,191	869	201	1,456
4.2	890	107	666	31	86
4.3	2,547	1,473	902	37	135
4.4	2,362	2,105	164	0	93
4.5	4,201	4,200	1	0	0
4.6	1,305	620	392	108	185
4.7	8,268	6,687	519	127	935
5.1	4,588	3,112	1,204	0	273
5.2	7,295	2,561	859	130	3,745
5.3	5,475	3,233	1,307	9	926
5.4	1,725	199	865	0	661
5.5	2,942	1,529	860	0	552
5.6	717	0	335	195	187
5.7	429	151	243	15	20
5.8	420	0	321	0	100
6.1	2,217	181	1,526	0	510
6.2	2,088	161	1,267	0	659
7.1	1,323	424	596	203	100
7.2	2,474	21	409	1669	374
7.3	1,823	558	318	720	226
7.4	2,202	762	649	475	315
7.5	3,329	1,328	253	1474	274
7.6	<u>1,027</u>	<u>0</u>	<u>52</u>	<u>975</u>	<u>0</u>
Totals	157,308	68,941	24,251	8,321	55,795
	100%	43.8%	15.4%	5.3%	35.5%

Source: Research Section, Miami-Dade Department of Planning and Zoning, December 2010

Between 1980 and 2010 the peak month average daily visitors figure has not changed substantially and shows no clear trend. Excluding the outlier years of 1987, 1991 and 1992 that were, in part, affected by Hurricane Andrew, the historical average has stood at between 141,895 and 159,046 visitors. It should be noted that the data for 1998 and 1999 was unavailable. The 2010 figure of 157,308 is in line with the 31-year average of 155,978 during 1980-2010. As shown in the figure below the peak month for average daily visitors will remain flat through 2012 and then increase by about 2.5 percent through 2030.



Projected Residential Land Supply and Demand

Page 1.1-29 to 1.1-32 delete previous text and tables and replace with new text and tables as follows:

Residential supply and demand analysis is done to determine the adequacy of the existing capacities to accommodate projected growth. The methodology has been modified from the one used in the past in order to arrive at a more accurate picture of residential supply and demand. In particular, the methodology on the supply side was revised as follows: an improved procedure for determining capacity in Urban Center was used; and redevelopment capacity was introduced for the first time. On the demand side: Persons per Household was used to convert population growth into the need for housing units with certain adjustments as specified below.

Residential supply is based on the amount of developable vacant land, redevelopment capacity, and capacity within urban centers. In terms of developable vacant land, the analysis determines how many housing units can be built on vacant land under existing land use and zoning regulations approved municipal plans, covenants, other legal restrictions and so forth. (A detailed discussion of the methodology used to determine developable capacity is found on pages 1.1-6 through 1.1-9 of this document). The capacity of vacant parcels is 100 percent of allowable capacity and then reduced by 20 percent to account for build-out limitations. Capacity of urban centers only includes vacant land, underutilized parcels and approved projects. For the vacant and underutilized parcels, the maximum allowable density was applied and then the total units were reduced by 20 percent. In addition, there is a 3 percent reduction in capacity to account for the existence of all vacant parcels even in a built-out area.

Projects included on the Redevelopment List are large scale approved by County or municipal commissions with an unexpired permit. The capacity of these projects is reduced by 50 percent of approved capacity. Residential development capacity is based on the potential of specified types to parcels with existing structures to be redeveloped. In addition, projects under construction are counted at 100 percent of their capacity. The procedure to estimate redevelopment capacity was restricted only to residential parcels (excluding single-family type parcels) and parking lots without a structure. In addition, only those parcels inside the Urban Infill Area were analyzed. To qualify as a candidate for redevelopment a parcel had to satisfy the following requirements: (i) The building to land value ratio had to be 0.75 or lower (ii) The structure had to be built before 1970; and (iii) The ratio of allowable to existing density was at least 4.

Residential demand is assessed in terms of housing units that will be needed to accommodate projected population growth of the County over the planning horizon. Future population figures for the County as a whole are developed by using the component method. Using these countywide numbers, population is allocated to the County's 32 Minor Statistical Areas (MSAs) by extrapolating from historic trends and capacity. The population figures are converted into housing units by applying the persons per household ratio to determine residential demand. In order to adjust for the demand for second homes, a procedure to estimate the number of units used by non-residents for seasonal purposes was added. (The percent of units used for this purpose, by MSA, was derived from the 2000 Census. Also examined was the trend since 1980). Finally, a four percent vacancy factor was included in the calculation of residential demand to account for normal residential market turnover. Finally, a downward adjustment in residential demand was made to account for group quarters population.

Before reviewing the new figures, it is worth noting a caution that has invariably accompanied population and housing projections for Miami-Dade County. These are projections, not predictions, of future conditions. They are an indication of what will happen if the current assumptions hold true. These assumptions are based on a thorough review of current trends in Miami-Dade County. However, experience has shown that the Miami-Dade County housing market, like its population growth, is quite variable, and the future may be different from the projections. This is especially relevant during the recent period of high foreclosures and exceedingly high vacancy rates.

Table 1.1-7 shows that the projected demand for single-family and multi-family housing countywide and compares this with the existing residential land supply within the year 2010 UDB. Currently sufficient capacity exists within the UDB to accommodate projected demand

through the year 2021. The single-family supply is projected to be exhausted by 2016; the multi-family in 2026.

Table 1.1-7
Residential Land Supply/Demand Analysis
Miami-Dade County by Tier and Subtier, 2010 to 2030

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Structure Type		
	Single Family	Multi-Family	Both Types
Capacity in 2010	43,543	92,186	135,729
Annual Demand in 2010-2015	6,293	5,125	11,418
Capacity in 2015	12,078	66,561	78,639
Annual Demand 2015-2020	6,602	5,448	12,050
Capacity in 2020	0	39,321	18,389
Annual Demand 2020-2025	6,492	5,726	12,218
Capacity in 2025	0	10,691	0
Annual Demand 2025-2030	6,809	5,275	12,084
Capacity in 2030	0	0	0
Depletion Year	2016	2026	2021

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2011.

Tables 1.1-8 through 1.1-11 show similar data for the four tiers used for the residential supply/demand analysis. These tiers are further broken down by subtier into eastern and western halves.

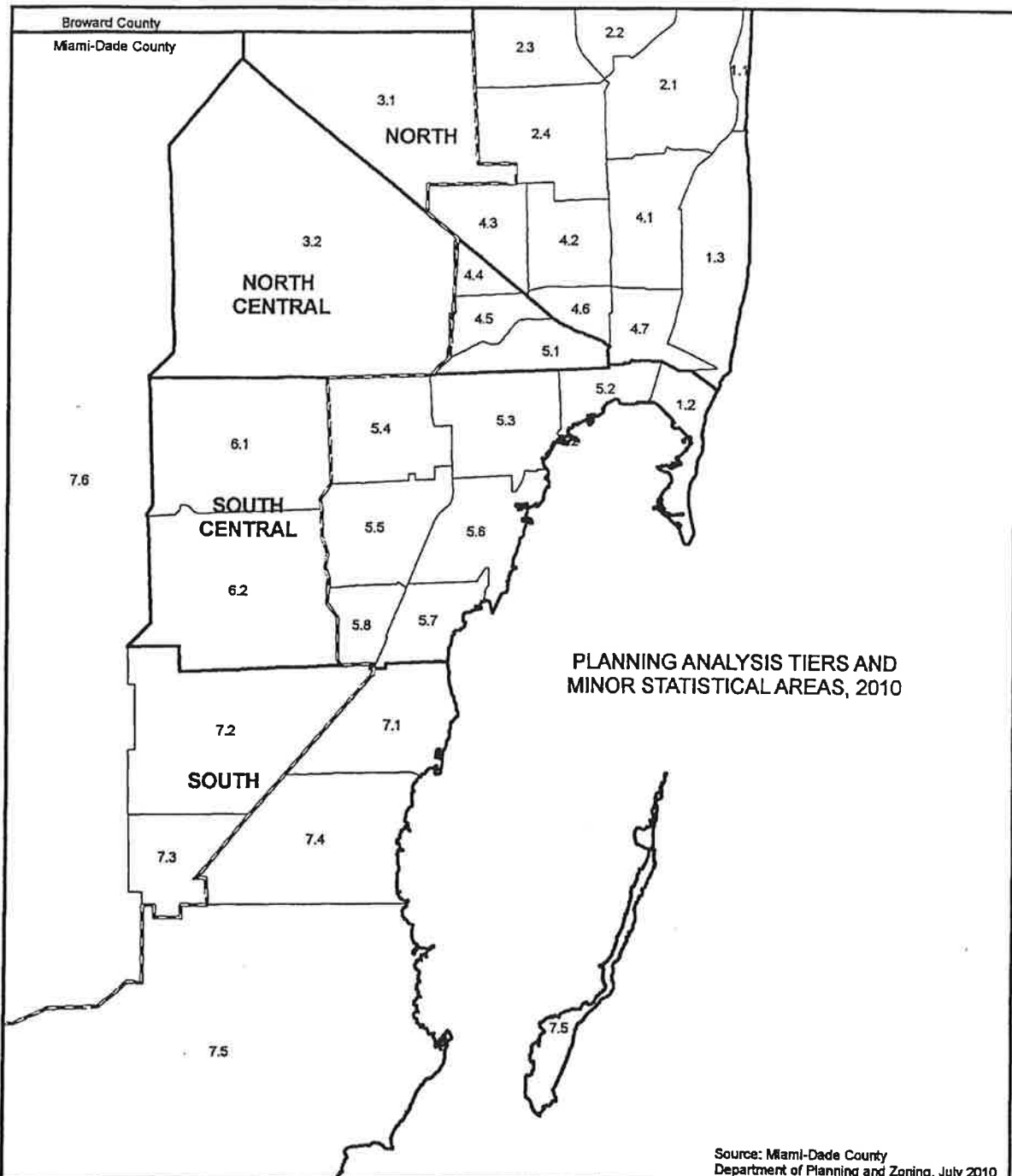





FIGURE 1.1-8

-  PLANNING ANALYSIS TIERS
-  MINOR STATISTICAL AREAS
-  EAST/WEST TIER BOUNDARY



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The North Tier has sufficient capacity to accommodate projected demand through the year 2019. The single-family supply is projected to be exhausted by 2019, whereas the multi-family supply is depleted in 2020. The projected demand for housing is lower in the western half. The capacity there is projected to be used up by 2015. In the eastern half the projected depletion year is 2023.

Table 1.1-8
Residential Land Supply/Demand Analysis
North Tier, 2010 to 2030

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	Eastern Part			Western Part – MSA 3.1			North Miami-Dade Total		
	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types
Capacity in 2010	3,036	10,013	13,049	3,070	1,871	4,941	6,106	11,884	17,990
Annual Demand 2010-2015	276	665	941	372	494	866	648	1,159	1,807
Capacity in 2015	1,656	6,688	8,344	1,210	0	611	2,866	6,089	8,955
Annual Demand 2015-2020	299	723	1,022	365	485	850	664	1,208	1,872
Capacity in 2020	161	3,073	3,234	0	0	0	0	49	0
Annual Demand 2020-2025	291	704	995	212	283	495	503	987	1,490
Capacity in 2025	0	0	0	0	0	0	0	0	0
Annual Demand 2025-2030	290	700	990	432	574	1,006	722	1,274	1,966
Capacity in 2030	0	0	0	0	0	0	0	0	0
Depletion Year	2020	2024	2023	2018	2013	2015	2019	2020	2019

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2011.

The more established and heavily developed North Central Tier has sufficient capacity to accommodate project demand through the year 2024. The single-family supply is projected to be exhausted by 2015, whereas the multi-family supply is depleted in 2027. The projected demand for housing is higher in the eastern half and land is projected to be exhausted by 2026. In the western half the projected depletion year is 2019.

Table 1.1-9
Residential Land Supply/Demand Analysis
North Central Tier, 2010 to 2030

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	Eastern Part			Western Part – MSA 3.2			North Central Total		
	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types
Capacity in 2010	2,522	36,525	39,047	2,398	10,286	12,684	4,920	46,811	51,731
Annual Demand 2010-2015	265	1,857	2,122	664	611	1,275	929	2,468	3,397
Capacity in 2015	1,197	27,240	28,437	0	7,231	6,309	275	34,471	34,746
Annual Demand 2015-2020	296	2,004	2,300	693	637	1,330	989	2,641	3,630
Capacity in 2020	0	17,220	16,937	0	4,046	0	0	21,266	16,596
Annual Demand 2020-2025	375	2,379	2,754	694	639	1,333	1,069	3,018	4,087
Capacity in 2025	0	5,325	3,167	0	851	0	0	6,176	0
Annual Demand 2025-2030	244	1,852	2,096	656	604	1,260	900	2,456	3,356
Capacity in 2030	0	0	0	0	0	0	0	0	0
Depletion Year	2019	2027	2026	2013	2026	2019	2015	2027	2024

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2011.

The South Central Tier has sufficient capacity to accommodate projected demand through the year 2017. The single-family supply is projected to be exhausted by 2013, whereas the multi-family supply is depleted in 2027. The projected demand for housing is higher in the western part and the capacity there is lower. This capacity is projected to be depleted by 2014. In the eastern half, the projected depletion year is 2020.

Table 1.1-10
Residential Land Supply/Demand Analysis
South Central Tier, 2010 to 2030

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	East of Turnpike			West of Turnpike			South Central Total		
	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types
Capacity in 2010	2,173	12,419	14,592	4,607	1,711	6,318	6,780	14,130	20,910
Annual Demand 2010-2015	616	679	1,295	1,494	71	1,565	2,110	750	2,860
Capacity in 2015	0	9,024	8,117	0	1,356	0	0	10,380	6,610
Annual Demand 2015-2020	684	740	1,424	1,436	68	1,504	2,120	808	2,928
Capacity in 2020	0	5,324	997	0	1,016	0	0	6,340	0
Annual Demand 2020-2025	800	869	1,669	753	35	788	1,553	904	2,457
Capacity in 2025	0	979	0	0	841	0	0	1,820	0
Annual Demand 2025-2030	614	674	1,288	1,748	83	1,831	2,362	757	3,119
Capacity in 2030	0	0	0	0	426	0	0	0	0
Depletion Year	2013	2026	2020	2013	2049	2014	2013	2027	2017

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2011.

The South Tier has sufficient capacity to accommodate projected demand through the year 2022. The single-family supply is projected to be depleted by 2019, whereas the multi-family supply is exhausted by 2034. The projected demand for housing is greater in the eastern half, and so is its capacity. This capacity is projected to be depleted by 2022. In the western half, the projected depletion year is 2021.

Table 1.1-11
Residential Land Supply/Demand Analysis
South Tier, 2010 to 2030

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	East of US-1			West of US-1			South Total		
	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types
Capacity in 2010	18,387	13,545	31,932	7,350	5,816	13,166	25,737	19,361	45,098
Annual Demand 2010-2015	1,772	630	2,402	834	118	952	2,606	748	3,354
Capacity in 2015	9,527	10,395	19,922	3,180	5,226	8,406	12,707	15,621	28,328
Annual Demand 2015-2020	1,876	669	2,545	953	122	1,075	2,829	791	3,620
Capacity in 2020	147	7,050	7,197	0	4,616	3,031	0	11,666	10,228
Annual Demand 2020-2025	1,978	675	2,653	1,390	141	1,531	3,368	816	4,184
Capacity in 2025	0	3,675	0	0	3,911	0	0	7,586	0
Annual Demand 2025-2030	1,853	672	2,525	972	116	1,088	2,825	788	3,613
Capacity in 2030	0	315	0	0	3,331	0	0	3,646	0
Depletion Year	2020	2030	2022	2018	2052	2021	2019	2034	2022

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2011.

Part Two: Discussion of the Major Issue and Related Issues

UDB Capacity and Expansion

Page 1.1-40, second column, first and second paragraphs. Revise as follows:

~~The area within the UDB provides enough countywide capacity of residential land to accommodate projected development until 2025, which gives the County an overall capacity of 15 years. Policy LU-8F calls for the UDB to contain a ten-year supply of developable land having capacity to sustain projected countywide residential demand for a period of ten years after adoption of the most recent EAR plus a 5-year surplus (a total of 15-year countywide supply beyond the EAR adoption date). On a Countywide basis, there is no need to expand the UDB.~~

~~The capacity to sustain projected residential demand for 15 years is an issue for two of the four planning tiers in the County, South Miami Dade and North Miami Dade. The Department, however, is not recommending that the UDB be expanded in these areas at this time. Currently, the depletion year for residential land in both the South Miami Dade and North Miami Dade is 2023. The North Miami Dade Tier has no locations outside the Lake Belt area where an UDB expansion could be considered for residential development. The noise and vibration resulting from blasting associated with limestone mining in the Lake Belt poses compatibility problems with residential development if the two uses occur too close to one another.~~

The area within the UDB provides enough countywide capacity of residential land to accommodate projected development through 2021, which gives the County an overall capacity of 10 years. Policy LU-8F states that the UDB should contain a ten-year supply of developable land having capacity to sustain projected countywide residential demand for a period of ten years after adoption of the most recent EAR plus a 5-year surplus (a total of 15-year countywide supply beyond the EAR adoption date). A careful review of the housing supply and demand conditions is warranted due to the new Census 2010 population figures and housing market conditions. The recently released Census 2010 population figures were below projected levels; this will result in significant revisions in the upcoming population projections and, in turn, on residential demand. Further, housing market conditions remain uncertain as the County is faced with high vacancy rates, continuing high levels of foreclosures, lack of residential construction activity coupled with high unemployment rates and a tight credit market. Together, these conditions lend support to a thorough review of conditions within the EAR-based amendment time frame.

The Department's continuous monitoring of residential land supply and demand will allow staff to assess conditions and propose recommendations as warranted.

Page 1.1-41, first column, second paragraph. The following text was recommended for deletion by DPZ staff in the Proposed Revisions to the Draft 2010 EAR document, dated January 10, 2011. The Commission did not adopt the staff proposed revision at its March 23, 2011 hearing, and therefore the original EAR text was retained as follows:

However, the County could expand the urban development boundary by including the 521-acre hole-in-donut area north of the Dolphin Expressway and west of the Turnpike by redesignating this area from Open Land to Restricted Industrial and Office. The area is primarily bordered by land designated as Restricted Industrial and Office on the north and west, the Dolphin Expressway to the south and the Homestead Extension to the Florida

Turnpike to the east Areas east and south of these expressways are also designated for these uses. Thus, areas planned for urban development surround the hole-in-donut area. This area is a good location for industrial uses since it is only five miles from Miami International Airport. Access to this area is provided by Dolphin Expressway, which links this area to Miami International Airport and the Port of Miami, and HEFT, which links this area to Broward County and industrial areas in Miami-Dade County to the north and to the south around Tamiami-Kendall Executive Airport. Since the area is located within the Northwest Wellfield Protection area, the most appropriate industrial land use category for redesignation is "Restricted Industrial and Office." While no need exists for additional industrial land, adding industrial use at this location could allow other industrial land that is not needed to buffer airports to be converted to residential development.

Evaluation of the Urban Expansion Areas (UEAs)

Page 1.1-42, second column, last paragraph. The following text was recommended for addition change by DPZ staff in the Proposed Revisions to the Draft 2010 EAR document, dated January 10, 2011. The Commission did not adopt the staff proposed revision at its March 23, 2011 hearing, and therefore the original EAR text was retained as follows:

In conclusion, this analysis indicates that the UEAs should be modified, and the suitability of the UEAs is likely to change again as the County continues to analyze conservation plans, projected climate change impacts, and growth management strategies. Some acreage has been purchased by governmental agencies for conservation and should be removed from the UEAs. Additionally, County analysis may result in recommendations to remove additional acreage or to redirect any needed additional development outside of the Urban Development Boundary to a more suitable location. The County is committed to contemplate creative options to support existing land use goals, objectives, and policies in the CDMP to create compact pedestrian-oriented communities within the UDB that have minimal risks from flood and storm hazards. By directing development, through strategies such as UEAs, the County is able to accomplish its objectives to discourage growth in areas that are prioritized for preservation, such as agricultural land, wetlands, and sensitive upland areas.

Conclusions and Proposed Revisions

Page 1.1-57, first column, Recommendation No. 2. Revise as follows:

2. Develop a new policy under Objective LU-8 with criteria for moving the UDB for ~~developments that contain residential~~ urban uses. The criteria could include a minimum acreage size, a minimum density requirement, a minimum intensity requirement for non-residential uses, limited impact on natural or agricultural resources, a positive or neutral net fiscal impact to the County generated by the proposed land use change, the land use change would not discourage or inhibit infill and redevelopment efforts in existing neighborhoods and communities, sustainability practices, and for developments containing residential uses participation in a Transfer of Development Rights (TDR) Program that would preserve agricultural or environmentally sensitive areas.

Page 1.1-57, second column, Recommendation No. 6. Add a second paragraph to the recommendation as follows:

Additionally, in order to accommodate countywide residential demand until 2026, proposed EAR-based amendments will first address appropriately increasing residential densities and intensities inside the existing UDB; second, propose modifying the existing UEA's to realistically reflect future development potential; third, propose expanded or new UEA boundaries to accommodate future residential and non-residential demand, when warranted;

and fourth, consider expanding the UDB into the land proposed for the modified and/or new UEA's, as warranted, to address any deficiency in the land supply not adequately addressed by the increased densities and intensities inside the existing UDB.

Page 1.1-58, second column. Add Recommendation No. 20 as follows:

20. Develop a new policy under Objective LU-8 or LU-9 that would recommend changes to the County Code regarding the processing of proposed amendments to the CDMP that would result in changing the land use designations for land located outside the Urban Development Boundary (UDB) or in moving the UDB or the Urban Expansion Area (UEA). Section 2-116.1 (2) (a) of the County Code currently authorizes these types of amendment applications to be filed as EAR-based amendments during either the April or October filing periods or during the April filing period in odd number years.

1.2 CLIMATE CHANGE/SEA LEVEL RISE

Introduction

Page 1.2-1, second column, second paragraph. Revise as follows:

The efficacy of including any policy direction into the CDMP will also be evaluated. It is acknowledged that while the CDMP has a specific long-term horizon, currently to the year 2025, the extent of climate change and projections of its anticipated impacts may not be fully understood or quantifiable during the CDMP time horizon and is taken into account in this discussion. Therefore, illustrations including maps of climate change impacts, specifically sea level rise, are not included in this document.

Climate Change: A Major Issue in the CDMP

Page 1.2-5, second column, last paragraph. Revise as follows:

While the current CDMP long term...It should be noted that this is an initial attempt to address climate change in the CDMP that will continue to be refined as the science of climate change and the magnitude of its anticipated impacts are better understood and defined. Therefore, illustrations including maps of climate change impacts, specifically sea level rise, are not included in this document.

Conclusion

Page 1.2-20, first column, last paragraph. Revise as follows:

A myriad of initiatives....This initial analysis of climate change in the CDMP will be built on, in the future, and be further informed by the outcomes of other ongoing initiatives including County, regional, state and national efforts, where appropriate. This effort will also be further refined as the science of climate change and its projected impacts are better understood and more specifically defined. At that time, consensus on the identification of specific areas that will be impacted by climate change would have been reached and illustrations depicting anticipated impacts, including sea level rise, would have been developed.

Recommendations

Page 1.2-20, second column, Recommendation 1, first paragraph. Revise as follows:

1. Add a new policy under the Land Use Element Objective LU-3 to require the County to initiate, by a date certain, an analysis on climate change and its impacts on the built environment addressing development standards and regulations related to avoid investments in infrastructure, development/redevelopment and public facilities in hazard prone

areas...The current land supply/demand methodology will also be evaluated against to consider the risk associated with infrastructure investments in flood prone areas, and the CDMP long-term time horizon will be evaluated in relation to climate change impacts.

Page 1.2-21, first column, Recommendation 2. Revise as follows:

2. Add a new policy under the Land Use Element Objective LU-3 that requires the County to establish a Climate Change Checklist Analysis, ~~or similar mechanism, subsequent to the deadline referenced in Recommendation 1,~~ to be used to evaluate proposed new development and redevelopment to assess the suitability of proposed uses(s), density and/or intensity of uses(s), and the level of risk of exposure to climate change impacts, among others. ~~The checklist Climate Change Analysis is to be based initially on the requirements of the CDMP Coastal Management Element Policy CM 0H and Chapter 163 F.S., pursuant to House Bill 607 of 2008, and is to be updated as appropriate based on the recommendations of the analysis discussed in number 1 above.~~ The review of proposed development would include a statement of anticipated impacts on climate change.

Page 1.2-21, first column, second paragraph under Recommendation 2, third sentence. Revise as follows:

Application of this type of climate change review or checklist analysis may assist the County to achieve GreenPrint Draft Goal 2 ("Be an international model for climate change adaptation") that suggests the integration of climate change considerations into strategic and fiscal decision-making, and Goal 5: Responsible Land Use and Transportation.

1.4 TRANSPORTATION/MOBILITY

Mobility Fee

Page 1.4-4, second column, third and fourth paragraphs; and Page 1.4-5, first column, first and second paragraphs. Delete the text as follows:

Mobility Fee

~~The CURT's *Guide for Review and Assessment of Local Mobility Plan (2010)* report also contains several key recommendations to support a mobility fee approach. Some of the main recommendations are summarized below:~~

- ~~• Mobility fee alone cannot address all of Florida's transportation needs. The approach should ensure all new development provides mitigation only for its impacts on the transportation system.~~
- ~~• Mobility fee should be applied countywide with participation of each local government within a county. Local governments would enter into interlocal agreements to establish the framework for the mobility fee program, funding priorities and method to ensure equitable distribution of funds.~~
- ~~• Comprehensive plan amendments would be necessary to establish the mobility fee program, provide for intergovernmental coordination and modify existing concurrency management policies.~~
- ~~• Mobility fee should be based on and help fund mobility plans; be sensitive to vehicle or person miles traveled; vary by location and development type; and support growth management policies encouraging urban infill, redevelopment, transit supportive development, and design strategies and measures to reduce transportation demand.~~

In addition to these recommendations, the report offers three options in response to the request for recommended legislation. The recommended options are:

- Require mobility fees statewide by a date certain.
- Require mobility fees in DULA counties and authorize mobility fees in all other counties.
- Authorize mobility fees pilot counties.

It is envisioned that mobility fee would require local governments to develop mobility plans, interlocal agreements between the county and cities, comprehensive plan amendments, and land development regulations. DCA would have to revise Chapter 9J-5, F.A.C., to establish requirements for transportation and land use strategies and the level of service standards for all transportation facilities.

In evaluating the potential costs and benefits of a mobility fee, it is anticipated that there will be some upfront costs associated with the implementation of mobility fee. Local governments spend considerable resources administering transportation concurrency management systems, but would be able to redirect resources to planning activities and to administer the transportation concurrency management system. New development will benefit from the predictability of mobility fee, depending on the location and type of development. Denser, mixed-use development will pay less than lower density, single use development located further from urban centers.

Recommendations

Page 1.4-14, first column, Recommendation 5. Delete the recommendation as follows:

~~5. Include a new policy to allow the County to study the implementation of a mobility fee and its implications. The Florida Legislature may consider the adoption of a Mobility Fee during the 2011 session. The Mobility Fee Study recommends the following possibilities:~~

- ~~• **Road User Fee.** A fee charged based on the number of vehicle miles travelled by each individual in a given period. It is generally a replacement of the gas tax, although it may be considered an additional source of revenue.~~
- ~~• **Modified Impact Fee.** This approach uses trip lengths or VMT reflective of the mobility needs or specific planning areas to create a more targeted fee.~~
- ~~• **Transportation Utility Fee.** This approach is an adapted transportation utility fee aimed at all users within a specific district. This type of fee (a.k.a. street maintenance fee or street utility fee) is similar to other types of utility fees and may used for capital facilities, maintenance, operations, and administration.~~

Page 1.4-14, second column, Recommendation No. 8. Revise as follows:

8. Allow Roadway Impact fees to be expended on transit service related roadway improvements, pedestrian and bicycle facilities, transportation system management, and transportation demand management.

CHAPTER 2: ASSESSMENT OF COMPREHENSIVE DEVELOPMENT MASTER PLAN ELEMENTS

2.1 LAND USE ELEMENT

Objective 1, Policy Relevance

Page 2.1-6, first column, Policy LU-1P. Restore the Department of Planning and Zoning original recommendation as follows:

Policy LU-1P. Modify policy by adding agritourism as a consideration for alternative land uses in the South Dade agricultural area.

Objective 3, Policy Relevance

Page 2.1-14, second column, Policy LU-3F. Restore the Department of Planning and Zoning original recommendation as follows:

Policy LU-3F. Expand the definition of direct agricultural production to include sales and agritourism activities.

Objective 7, Policy Relevance

Page 2.1-18, second column. Add the following Objective Recommendation:

Objective LU-7. Add bicycle-friendly environment

Page 2.1-18, second column, Policy LU-7B. Revise the text as follows:

Policy LU-7B. Add cross walks and pedestrian lights as pedestrian accommodations and add facilities for bicyclists

Page 2.1-18, second column, Policy LU-7D. Revise the text as follows:

Policy LU-7D. Revise to include that when development is located within ½ mile of mass transit stations it must be developed with an interconnected network of blocks and streets that connect with existing streets.

2.2 TRANSPORTATION ELEMENT

2.2.1 Traffic Circulation Subelement

Page 2.2-14, second paragraph of the first column, and the last paragraph of the second column, under Existing Level of Service. Revise the text as follows:

Existing Level of Service. ~~Figure 2.2.1-3, Deficient Roadway Segments, below depicts the 2008 operating LOS conditions of the County and State roadways within Miami-Dade County that currently monitored.~~ As of February 22, 2010, a total of 626 roadway segments were analyzed. Of these, two roadway segments were determined to be operating in excess of their adopted LOS E+20% standard, 25 roadway segments were found to operate within their adopted LOS E+20% standard, 52 roadway segment operating at LOS F (extremely

congested), 48 segments operating at LOS E (very congested), 201 segments operating at LOS D (congested), and 298 segments operating at LOS C or better (uncongested). It should be noted that the peak-period operating conditions represent the actual traffic condition. Major congestion problems exist in several important travel corridors. To the north and northwest, conditions on portions of I-75, Okeechobee Road (SR 25), Palmetto Expressway (SR 826), Dolphin Expressway (SR 836); NW 107, 57 and 47 Avenues; and NW 202, 170, 154, 138, 122, 103, 71, 58, 41, and 17 Streets are extremely congested. To the south and southwest, operating conditions on portions of SW 177 (Krome), SW 147, 127, 122, 117, 97, 87, 57, and 27 Avenues; SW 104, 112, 120, 304, and 344 Streets; and Old Cutler Road were also extremely congested. However, of the 626 roadway segments currently monitored, 49 were identified operating in violation of the adopted LOS standards. Of these, 21 segments are located in the County's Urban Infill Area (UIA), the County's Transportation Concurrency Exception Area; 23 segments are located between the Adopted 2015 Urban Development Boundary (UDB) and the UIA; and five segments are located outside the UDB. Of the 21 roadway segments inside the UIA, six segments are part of three historic designated roadways (Red Road/SW 57 Avenue, Sunset Drive/SW 72 Street and Old Cutler Road) and no expansion or widening is permitted. Of the 23 roadway segments between the UDB and UIA, six are programmed or planned for capacity improvements or congestion management and 17 are anticipated to be addressed with congestion management or premium transit improvements. The five roadway segments located outside the UDB are state roadways with programmed or planned for improvements. Table 2.2.1-3 lists, and Figure 2.2.1-1 depicts, all roadway segments within Miami-Dade County that fail to meet the adopted LOS standards applicable to those roadways and identifies those roadway segments programmed or planned for capacity improvements in the County's ~~2010~~ 2011 Transportation Improvement Program (TIP) or Long Range Transportation Plan (LRTP) to the Year 2035.

Roadway capacity improvements programmed in the Metropolitan Planning Organization's (MPO) ~~2010~~ 2011 Transportation Improvement Program (TIP) are expected to improve ~~eleven~~ twelve of the deficient segments, and the improvements planned in the 2035 Long Range Transportation Plan (LRTP) are expected to improve ~~eleven~~ thirteen roadway segments. No improvements for the deficient roadway segments are planned in the People's Transportation Plan. The remaining 17 deficient segments will may affect development in the area between the UDB and UIA until roadway capacity and/or mass transit service are improved to meet the adopted LOS standards. However, the 2035 LRTP identifies some roadway, transit and congestion management improvements which are partially funded but if they become fully funded and completed would address the deficiencies in those 17 roadway segments. The partially funded improvements which include the East-West Express Bus Route along the Dolphin Expressway (SR 836), from the Florida International University to Downtown Miami, will help alleviate congestion on SR 836/Dolphin Expressway, Flagler Street and SW 8 Street/Tamiami Trail (SR 90); the extension of SR 874/Don Shula Expressway from the HEFT to SW 137 Avenue would help alleviate congestion on SW 104, SW 112, SW 120 and SW 152 Streets, and SW 137, SW 122 and SW 117 Avenues; the grade separation at selected intersections on the South Miami-Dade Busway from SW 88 Street to Florida City will help alleviate congestion on South Dixie Highway; and the congestion management improvements on NW 36/41 Street, NW 58 Street, NW 47 Avenue and NW 57 Avenue will improve the operational conditions of all these roadways. The planned congestion management improvements include intelligent transportation system (ITS), grade separation, access management, signal optimization, open road tolling, street and traffic operational improvements, and premium transit service. The County will further evaluate the 17 roadway segments and will recommend financially feasible improvements as part of the EAR-based amendments.

Page 2.2.1-15, Table 2.2.1-3, Deficient Roadway Segments, replace Table 2.2.1-3 with the following revised table to reflect the roadway improvements programmed in the adopted *2011 Transportation Improvement Program* (June 2010) and partially funded planned improvement listed in the 2025 LRTP.

Table 2.2.1-3
Deficient Roadway Segments

Roadway	Segment Existing	Adopted LOS	Existing LOS	2011 TIP	2035 LRTP Lanes/Priority	PTP
S. Dixie Hwy. (US 1)	MP 13.658-MP 13.928	C	D	10' - 12' NB outer shoulder (UC)	No	No
SW 57 Ave./Red Road*	SW 42 St. to Brescia Ave.	E	F	No	No	No
SW 177 Ave./SR 997	SW 232 St. to SW 248 St.	C	D	No	2 to 4 / IV	No
SW 177 Ave./SR 997	Okeechobee Rd. to SW 8 St.	C	F	No	2 to 4 / IV	No
S. Dixie Hwy. (US 1)	SW 104 St. to SW 112 St.	EE	E+23%	No	Metrorail / Unfunded	No
NW 57 Ave./Red Road*	NW 138 St. to NW 103 St.	E	F	2 to 4 lanes	4 to 6 / IV	No
SW 177 Ave./SR 997	SW 232 St. to SW 216 St.	C	E	No	2 to 4 / IV	No
SR 826/Palmetto Expy.*	SW 40 St. to SW 24 St.	D	F	8 to 10 (UC)	No	No
SR 826/Palmetto Expy.*	SR 836 to NW 36 St.	D	F	8 to 10	Sp. Use Lanes / III	No
NW 47 Avenue	NW 183 St. to NW 199 St.	SUMA	F	No	2 to 4 / I	No
SW 72 Street	Palmetto Expy. to US 1	E	F	No	No	No
NW 107 Ave (SR 985)	Flagler St. to SR 836	SUMA	F	4 to 6	No	No
SR 836/Dolphin Expy.*	SR 826 to NW 72 Ave.	D	E	Interchange	Add Aux. Lanes/I	No
SR 836/Dolphin Expy.*	NW 57 Ave. to NW 72 Ave.	D	F	EB Aux. Lanes	No	No
SR 836/Dolphin Expy.*	NW 27 Ave. to NW 37 Ave.	D	E	No	Add Aux. Lane / II	No
SR 836/Dolphin Expy.*	NW 12 Ave. to I-95	D	F	Open Road Tolling	Ramp to I-95/III	No
I-75 (SR 93)	SR 821 to Broward Co. Line	D	E	No	Special Use Lane / II	No
SW 8 St./Tamiami Trail Caribbean Blvd.	SW 127 Ave. to HEFT	SUMA	F	No	No	No
SW 87 Ave.	E/O HEFT to Franjo Rd.	HE	F	No	2 to 3 Lanes / I	No
SW 87 Ave.	SW 88 St. to SW 112 St.	SUMA	F	Add turn lanes	No	No
Highland Lakes Blvd.*	NE 203 St. to NE 186 St.	E	F	No	No	No
Ingraham Highway.*	McFarland to SW 42 Ave.	E	F	No	No	No
Miller Dr./SW 56 Street*	SW 57 Ave. to SW 67 Ave.	E	F	No	No	No
NE 2 Ave.	NE 215 St. to NE 199 St.	D	E	No	No	No
NW 17 Street*	NW 27 Ave. to NW 37 Ave.	E	F	No	No	No
NW 41 St./NW 36 Street	SR 826 to NW 87 Ave.	D	E	No	No	No
NW 58 Street	SR 826 to NW 87 Ave.	D	F	No	No	No
NW 71 Street*	N. Miami Ave to NW 12 Ave.	E+20%	E+26%	No	No	No
NW 103 Street	SR 826 to NW 87 Ave.	HE	F	No	No	No
NW 122 Street	SR 826 to NW 87 Ave.	D	F	No	No	No
NW 138 Street	SR 826 to NW 87 Ave.	D	F	No	No	No
NW 154 Street	SR 826 to NW 84 Ave.	D	F	No	No	No
NW 170 Street	NW 87 Ave. to NW 77 Ave.	D	E	No	No	No
NW 202 Street	NW 57 Ave. to NW 67 Ave.	D	F	No	No	No
Okeechobee Rd.(SR 5)*	NW 62 Ave. to NW 67 Ave.	E	F	No	No	No
Old Cutler Road*	SW 72 St. to SW 88 St.	E	F	No	No	No
Old Cutler Road*	SW 88 St. to SW 57 Ave.	E	F	No	No	No
Old Cutler Road*	SW 136 St. to SW 152 St.	E	F	No	No	No
Old Cutler Road*	SW 152 St. to SW 168 St.	E	F	No	No	No
SW 57 Avenue*	SW 88 St. to SW 116 St.	E	F	No	No	No
SW 27 Avenue*	US 1 to South Bayshore Dr.	E	F	2 to 3 lanes	2 to 3 / I	Yes
SW 97 Avenue	US 1 to Old Cutler Rd.	D	F	No	No	No
SW 104 Street	US 1 to SW 87 Ave.	D	E	No	No	No
SW 112 Street	SW 99 Ave. to SW 117 Ave.	EE	E+23%	No	No	No
SW 117 Avenue	SW 103 St. SW 136 St.	D	F	No	No	No
SW 120 Street	SW 117 Ave to SW 137 Ave	D	F	No	No	No
SW 122 Avenue	SW 104 St. to SW 123 St.	D	E	No	No	No
NW 127 Avenue	NW 6 St. to SW 7 St.	D	F	2 to 4 (UC)	No	No
SW 304 Street	US 1 to SW 177 Ave.	D	E	No	No	No

Source: Miami-Dade County Department of Planning and Zoning, Miami-Dade County Public Works Department, February 2010.

Notes: TIP = 2011 Transportation Improvement Program; LRTP = Long Range Transportation Plan for the Year 2035; PTP = People's Transportation Plan; UC = Under Construction.
SUMA = State Urban Minor Arterial (Adopted LOS Standard: E between UDB and UIA); EE = E+20% (120% of Capacity); HE = LOS E.

*Roadway segment located within the Urban Infill Area.

2.2.4 Port of Miami River Subelement

Objective PMR-1, under Objective Achievement Analysis.

Page 2.2.4-59, second column, first paragraph, 10th and 11th sentences, delete and replace sentence as follows:

Mediation concerning the language is still ongoing until DCA accepts the modified language. Upon approval by DCA the City will formally adopt the amendments. The City of Miami and the DCA entered into a Stipulated Settlement Agreement on July 30, 2010 that resolves the amendments in question.

Page 2.2.4-68, first column, last paragraph. Revise the text as follows:

Future Land Use Map, Figure 1-Future Land Uses, Secondary Unincorporated Port of Miami River Area, should be modified ~~The Map must be updated~~ to reflect changes in existing and future conditions.

2.2.5 The Port of Miami Master Plan Subelement

Proposed Revisions

Page 2.2.5-74, second column. Include a new paragraph under Objective PM-4, Policy Relevance as follows:

Add a new policy or include policy amendments to support and implement the Port dredging project as approved by the Port Master Plan.

2.6 RECREATION AND OPEN SPACE ELEMENT

Objective ROS-5, Policy Relevance

Page 2.6-16, first column, under Policy ROS-5C, delete the first sentence and revise the second sentence as follows:

~~In item (iv), the reference to *The 1991 Americans with Disabilities Act* should include the phrase, "as may be amended from time to time" Furthermore, in order to be consistent with the April 2009 Cycle Application No. 8, this policy should be updated to allow certain park sites to be designated as Heritage Parks.~~

2.7 COASTAL MANAGEMENT ELEMENT

Proposed Revisions

Page 2.7-11, first column, fifth paragraph. Revise as follows:

Policy CM-5F: this policy, or a new policy under CM-10, could be reworded to require public and private marinas/water-dependent facilities to have a hurricane contingency plan, which could be required as a condition of the marina's yearly permit. Part (iv) (d) of this policy already recommends this "where applicable" for new marinas/water-dependent facilities.

2.10 EDUCATIONAL ELEMENT

Proposed Revisions

Page 2.10-7, first column, after Objective EDU-7, Policy Relevance. Add the following text:

Proposed, Existing, and Ancillary Educational Facilities Map Series. All Maps must be updated to reflect changes to existing and future conditions.

Pages 2.10-8 through 2.10-11, Delete Figures 1A through 1D.

CHAPTER 3: ASSESSMENT OF SPECIAL TOPICS

Page 3-1, first column, first paragraph, last sentence. Revise the text as follows:

Chapter 3 is organized into ~~six~~ seven sections as follows:

- 3.1 Coordination of Land Use and Schools
- 3.2 Evaluation of Redevelopment in Coastal High Hazard Areas
- 3.3 Effect of Statutory and Rule Changes Since 2003
- 3.4 Public Participation Process
- 3.5 Coordination of Land Use and Military Installations
- 3.6 Evaluation of Roadway Impact Methodology
- 3.7 Assessment of the County's Transportation Concurrency Exception Areas

Page 3-1, first column, second paragraph, last sentence. Add the following sentence:

Section 3.7 assesses whether the County's adopted Transportation Concurrency Exception Area (TCEA) has achieved the intended purposes for which it was adopted in the CDMP.

Page 3-29, first column. Add a new Section 3.7 after last paragraph as follows:

Section 3.7 Assessment of the County's Transportation Concurrency Exception Area

Section 163.3191, F.S., requires each local government to adopt an evaluation and appraisal report once every 7 years assessing the progress in implementing the local government's comprehensive plan. It is the intent of this section that each local government assesses the extent to which a concurrency exception area designated pursuant to s. 163.3180(5), has achieved the purpose for which it was created and otherwise complies with the provisions of s. 163.3180, F.S.

In 1993, the Florida Legislation and Governor adopted amendments to the State statutes which govern local government comprehensive planning (Ch. 163, Part 2, F.S.). Among these amendments, the Legislation authorized the granting of exceptions from transportation concurrency requirements under a variety of circumstances in keeping with objectives to promote urban infill and redevelopment, discourage suburban sprawl, and avoid undue restriction of property rights. On October 1994, the County amended the Capital Improvement Element (CIE) of its Comprehensive Development Master Plan (CDMP) to include Figure 1, Urban Infill Area Boundary, in order to identify the County's designated Urban Infill Area (UIA), and Figure 2, Redevelopment Concurrency Exception Areas. The UIA and RCEAs constitute the County's Transportation Concurrency Exception Area (TCEA). The purpose of the TCEA is to promote infill development and redevelopment, neighborhood revitalization and preservation within the urban core and designated redevelopment areas.

The Urban Infill Area and the Redevelopment Concurrency Exception Areas outside the UIA are nearly developed to capacity. Moreover, the UIA and TCEAs were established due to all of the above factors. It is within these areas that Miami-Dade County governments have made previous large-scale investments in the full range of urban services and infrastructures, and where redevelopment and infill development are desired as public policy. Allowing transportation concurrency exceptions within the UIA and TCEAs are consistent with and support existing policies to limit urban sprawl and encourage urban infill and redevelopment.

The County's Concurrency Management Program (CMP) is adopted in the Capital Improvement Element of the CDMP. The Concurrency Management Program provides that a proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted Comprehensive Development Master Plan and it meets the following criteria pursuant to Section 163.3180, Florida Statutes:

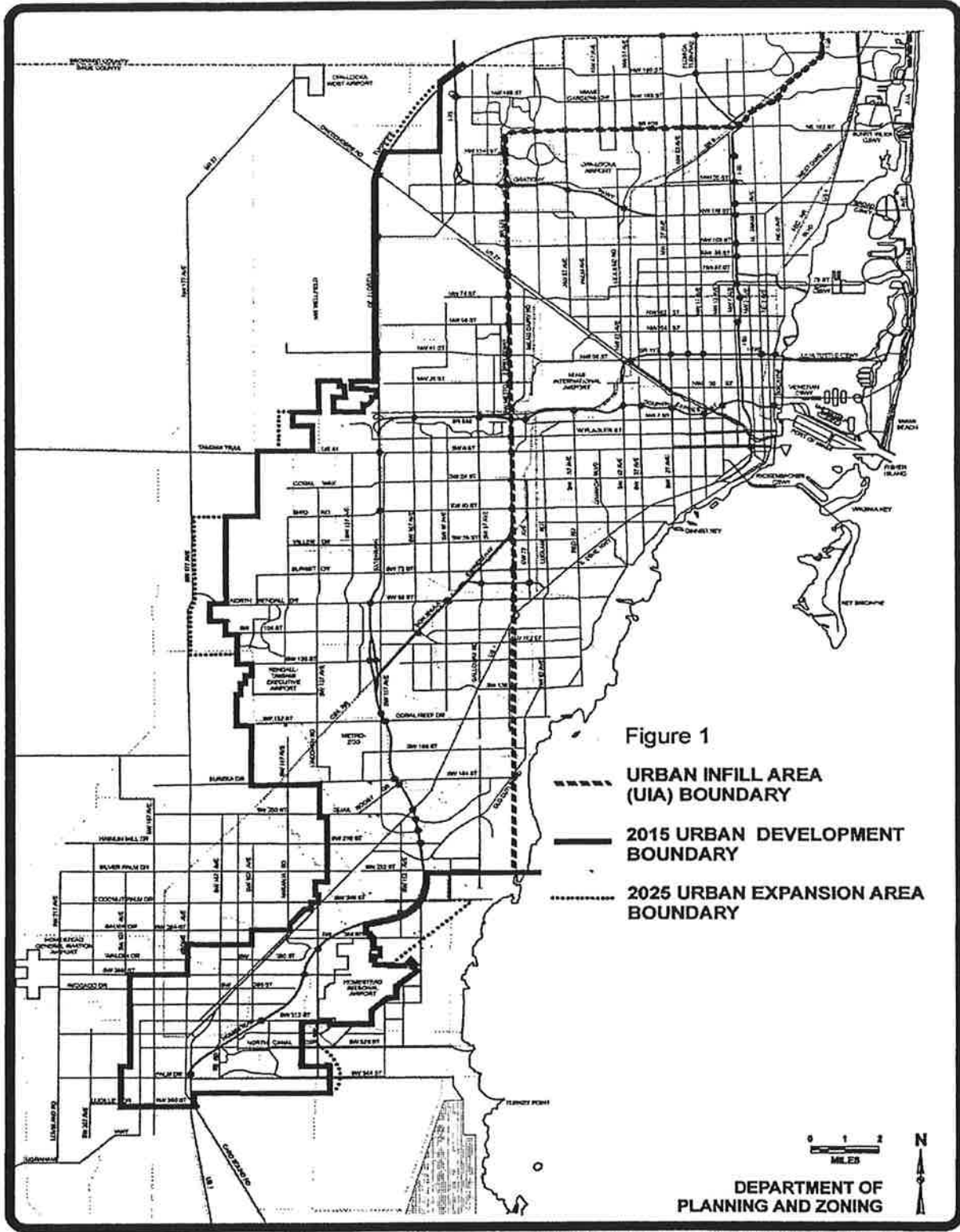
- a) The proposed development is located within the Urban Infill Area; or
- b) The proposed development is located in an existing urban service area within the Urban Development Boundary and is located in a Community Development Block Grant (CDBG)-eligible Area established pursuant to the Housing and Community Development Act of 1974, as amended, and CFR Part 570, or Chapter 163, Part 3, F.S., respectively, or in an designated Enterprise Zone established pursuant to Chapter 290, F.S., or in an designated Enterprise Community area established pursuant to Federal Law; or
- c) The proposed development is one which poses only special part-time demands on the transportation system as defined in Section 163.3180(5)(c), F.S., and is located inside the UDB; or
- d) The proposed development is located inside the UDB, and directly and significantly promotes public transportation by incorporating within the development a Metrorail, Metromover or TriRail Station, or a Metrobus Terminal for multiple Metrobus routes, or is an office, hotel or residential development located within one-quarter mile of a Metrorail, Metromover or TriRail station, or a Metrobus terminal for multiple Metrobus routes; and
- e) If the project would result in an increase in peak period traffic volume on an FIHS roadway that is operating below the CDMP-adopted LOS standard or would operate below the LOS standard as a result of the project, and which increase would exceed 2 percent of the capacity of the roadway at the CDMP-adopted LOS standard, the County shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the resulting increase in traffic volume does not exceed 2 percent.

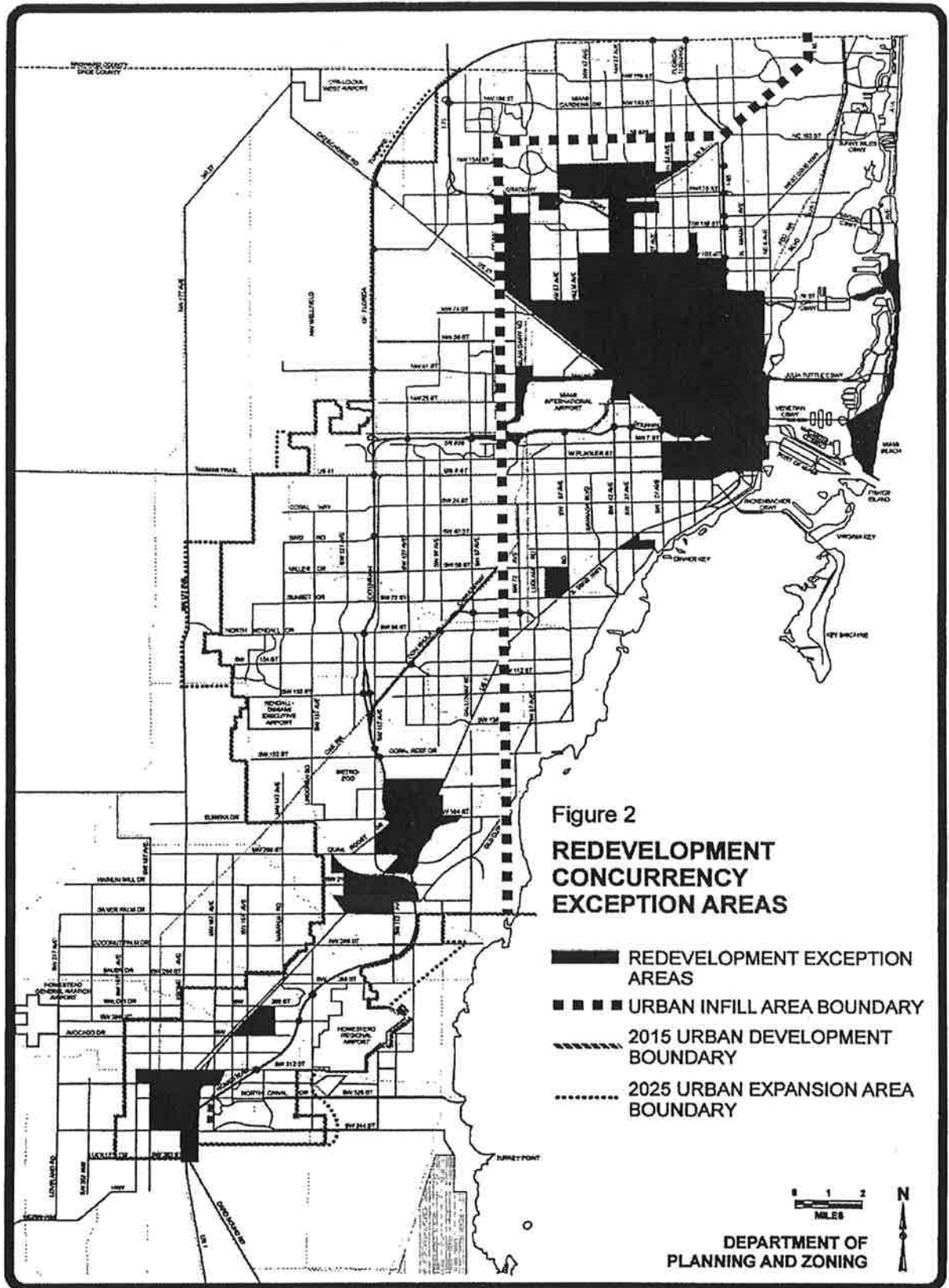
Miami-Dade County has included in its Service Concurrency Management Program Ordinance (Chapter 33G of the Code) and administrative rules (Administrative Order 4-45) appropriate criteria and methodologies to implement the exceptions authorized in the forgoing paragraphs, consistent with the requirements of Chapter 163, Part 2, Florida Statutes.

TCEA Requirements. According to Rule 9J-5.0055(6), Florida Administrative Code (F.A.C.), Transportation Concurrency Exception Areas may include designated Urban Infill Areas, Urban Redevelopment Areas, and Downtown Revitalization Areas. For areas delineated in local comprehensive plans for urban infill, 9J-5.0055(6)(1)(a)-(b), F.A.C., states that the following requirements shall be met:

- a) The area(s) contain(s) no more than 10 percent of developable vacant land;
- b) For predominantly residential areas comprising greater than 60 percent of developed land, the average residential density shall be at least 5.0 DUs per gross residentially

developed acre of land. For areas where non-residential use is the predominant type of use comprising greater than 60 percent of the developed land, the average non-residential intensity shall be at least a FAR of 1.0 per gross non-residentially developed acre of land use. If neither residential nor non-residential use is the predominant type of use comprising greater than 60 percent of the developed land, then both the existing residential and non-residential uses shall meet the appropriate density and intensity criteria prescribed above.





W:\GIS\2004\Map\Map2\CAMP Assessments\2004 October Cycle\Adopted Maps\Urban Infill & Devs. Boundary.cxd

For areas delineated in local comprehensive plan for urban redevelopment, 9J-5.0055(6)(2), F.A.C., states the following requirements shall be met:

- The Plan must show redevelopment area is within an urban infill area or within an existing urban service area (urban development area), which does not contain more than 40 percent of developable vacant land.

Assessment of the Transportation Concurrency Exemption Areas

In 1993, the DP&Z reported that the Urban Infill Area (UIA) contained approximately 125,725 acres. In 1996, an adopted plan amendment excluded the area north of SR 826 (Palmetto Expressway) and east of I-95, reducing the UIA to approximately 116,120 acres. The latter figure represents approximately 43.2 percent of the total area inside the Urban Development Boundary (urban service area), which is estimated to contain 269,056 acres. The Redevelopment Concurrency Exception Areas outside the Urban Infill Area contains approximately 8,034 acres and represents close to 3.0 percent of Miami-Dade County's urban service area (area within the Urban Development Boundary).

Characteristics of the Urban Infill Area (UIA). The County's adopted UIA is defined in the Traffic Circulation Subelement of the CDMP as "... that part of Miami-Dade County located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95, and the City of Islandia." See Figure 1. The NW/SW 77 Avenue/Palmetto Expressway alignment was selected for a variety of reasons. The area encompassing the UIA contains the "maturing" portion of Miami-Dade's urban area where redevelopment and infill development are encouraged and where coverage by urban infrastructure and services is virtually complete. Moreover, twenty-six of Miami-Dade's thirty-five incorporated municipalities are wholly or predominantly located east of the NW/SW 77 Avenue/Palmetto Expressway corridor.

Development Characteristics. In 1990, the county reported that adopted UIA, which was proposed for continuation, contained approximately 125,725 acres, excluding coastal and inland water bodies. Today, the UIA currently contains approximately 116,119.60 acres, excluding coastal and inland water bodies, after the exclusion of the area north of SR 826 and east of I-95. Table 3.6-1 below summarizes the mix of uses as percentages of the total UIA area.

Table 3.6-1
2010 Land Use Mix in Urban Infill Area

<u>Land Use</u>	<u>Year 2010</u>
<u>Residential</u>	<u>41%</u>
<u>Commercial, Office and Hotel</u>	<u>6%</u>
<u>Industrial</u>	<u>5%</u>
<u>Institutional</u>	<u>5%</u>
<u>Parks and Recreation Open Spaces</u>	<u>11.0%</u>
<u>Transportation and Utilities</u>	<u>28%</u>
<u>Agriculture</u>	<u>1%</u>
<u>Vacant</u>	<u>3.0%</u>
<u>Total</u>	<u>100.0%</u>

Source: Miami-Dade County Planning and Zoning Department, 2010.

Residential. Residential density within the Urban Infill Area was calculated by dividing the total number of residential units within the UIA by the total gross acreage of residentially designated areas; the same procedure was performed in the Redevelopment Concurrency Exception Areas outside the UIA. The 1990 U.S. Census reported approximately 524,724 dwelling units within the UIA, occupying an estimated 68,314 acres. The resulting average net residential density in the UIA was 7.7 dwelling units per gross acre. Currently, the number of dwelling units within the UIA totals approximately 540,990, occupying an estimated 46,000 acres. Therefore, residential density inside the UIA is 11.8 dwelling units per gross acre, well beyond the State required five dwelling units per acre threshold. It is important to note that the increase in the number of dwelling units is due to the new development and redevelopment that have occurred in some areas of the UIA such as Downtown Kendall Metropolitan Urban Center and the coastal areas and areas near the Miami Central Business District (CBD). Also, it should be noted that the decrease of residential acreage is due to the exclusion of the area north of SR 826/Palmetto Expressway and west of I-95 from the UIA in 1996 and re-designation of land inside the UIA from Residential use to Business and Office use.

Approximately 3,000 residential units and 642,000 square feet of retail commercial and office space have been developed in the Downtown Kendall Metropolitan Urban Center. Residential densities for detached and attached single-family dwelling units are generally higher in the older cities located within the UIA such as Miami, Coral Gable and Hialeah, which contain numerous areas with density between 6 and 23 du/acre. The highest single-family type housing densities are concentrated near the Miami CBD and on Miami Beach at 13 to 22 du/acre. However, high-density multi-family developments are generally concentrated in the coastal areas and near the Miami CBD. Cities with high-density multi-family developments include Miami, Miami Beach, Aventura, Bal Harbour, Sunny Isles Beach and Key Biscayne inside the UIA. Since 2003, high intensity development has occurred in the City of Miami where 77 condominium buildings totaling 22,955 residential units and eight rental apartment buildings totaling 1,189 units have been constructed to date for a combined total of 24,144 dwelling units. In addition, the number of dwelling units within the Redevelopment Concurrency Exception Areas outside the UIA totals 19,148, occupying an estimated 2,674.5 acres. The average residential density within the RCEAs is 7.2 dwelling units per gross acre, above the State threshold of at least five dwelling units per gross acre. Combined, the UIA and the RCEAs have an average residential density of 11.6 dwelling units per gross acre. See "Development Characteristics" table below. There is a clear indication that residential density has increased (from 7.7 dwelling units per acre in 1993 to 11.8 dwelling units per acre in 2010) within the UIA.

Table 3.6-2
Development Characteristics Transportation Concurrency Exception Areas

<u>Transportation Concurrency Exception Areas</u>	<u>Gross Acreage</u>	<u>Percent of UDB Area</u>	<u>Percent of Vacant Land</u>	<u>Residential Density (DUs/gross acre)</u>
<u>Urban Infill Area (UIA)</u>	<u>116,119.6</u>	<u>43.16%</u>	<u>2.78%</u>	<u>11.8</u>
<u>Redevelopment Concurrency Exception Areas-outside the UIA</u>	<u>8,034.3</u>	<u>2.99%</u>	<u>13.53%</u>	<u>7.2</u>
<u>Combined (UIA and RCEA)</u>	<u>124,153.9</u>	<u>46.14%</u>	<u>3.48%</u>	<u>11.6</u>

Miami-Dade County Department of Planning and Zoning, 2010

Commercial, Office and Industrial. As stated above, Florida Administrative Code requires that for predominantly non-residential areas comprising greater than 60 percent of developed land, the average non-residential intensity shall be at least a FAR of 1.0 per gross non-residentially developed land. In order to perform the appropriate calculation for this requirement, the square footage of all non-residential structures within the UIA and RCEAs, including their lot dimensions, is required. However, this information is not readily available and, therefore, an analysis of the latest development and redevelopment in the UIA and RCEAs follows:

Multi-story private developments have been constructed in the vicinity of the Overtown, Brickell, Douglas Road, South Miami, Dadeland North and Dadeland South Metrorail Stations. An area of intense institutional use with multi-story structures is the Civic Center area in the City of Miami, which contains the University of Miami Medical School, Medical Center Campus of Miami-Dade Community College, hospital (Jackson Memorial, Veterans, University of Miami Hospital and Bascom Palmer Eye Institute, medical facilities, criminal court facilities and office buildings. The most intensely developed commercial and office uses in the County is the Miami CBD (Downtown Miami), where information in the real property file indicates that the FAR for an entire building including the parking garage can exceed 20 for office structures with 40 or more stories. Office structures with 13 to 28 stories (including parking garages) in the Brickell area immediately south of the Miami CBD have FARs ranging from 3 to 11. The most intensely developed business area outside the City of Miami is downtown Coral Gables where office structures with 6 to 16 stories (including parking garages) have FARs ranging from 2 to 14. The most intensely developed business area in the unincorporated Miami-Dade County is around the Dadeland South Metrorail Station which is located in the Kendall Urban Center District inside the UIA. The Datan Center at this Metrorail Station has a FAR of 8.9.

The Department of Planning and Zoning's land use development capacity data base does provide other relevant information about the characteristics of the business/industrial land base in the UIA. In 1990, 3,041 acres of land inside the UIA were vacant, developable, and zoned for business, office or industrial use, or designated on the CDMP Land Use Plan map for industrial, business, office or mixed business/office/ residential use. In 2010, approximately 2,643.6 acres of land inside the UIA were vacant, developable, and zoned for business, office or industrial use, or designated on the CDMP Land Use Plan map for industrial, business, office or mixed business/office/ residential use. It should be pointed out that approximately 247 acres inside the UIA have already approved projects not yet developed. Today, the commercial space within the UIA totals approximately 122,329,144 sq. ft., the industrial space totals approximately 103,563,690 sq. ft., and the office space totals approximately 80,966,471 sq. ft.

The Interpretative Text of the Land Use Element of the CDMP on page I-25 specifically limits maximum intensity for non-residential properties in the Urban Infill Area, Urbanizing Area (the area between the UIA and the UDB), and the area outside the UDB as stated in the Table 3.6-3 below.

Table 3.6-3
Maximum Allowable
Non-Residential Development Intensity

Inside the Urban Infill Area	2.0 FAR
Urbanizing Area (UIA and UDB)	1.25 FAR
Outside UDB	0.50 FAR

Source: CDMP page I-49

Land Use Changes between 2003 and 2010. Since the adoption of the 2003 EAR-based amendments in 2005, 15 applications were filed requesting land use map changes to expand the UDB; however, only two map amendments to the LUP map were approved and are in effect. One approved application (City's of Hialeah's) was to re-designate in 2006 from "Open Land" to "Industrial and Office" a 1,140-acre parcel located between NW 97 Avenue, the HEFT and NW 154 Street. The other application (Brown Application) was to re-designate in 2008 from "Agriculture" to "Business and Office" a 42-acre parcel on the south side of SW 88 Street and west of SW 167 Avenue. While these applications are final, neither has resulted in construction of new buildings. Other application (Lowe's Application) to move the UDB is not final. The Lowe's Application located at the intersection of SW 8 Street and theoretical SW 138 Avenue was approved by the Board of County Commissioners but received a "Notice of Intent" from DCA that is was not in compliance with State growth management laws. The Administrative Law Judge and the Governor's cabinet functioning as the Administration Commission concurred with DCA's conclusion and the application is currently with the District Court of Appeals. The fact that only three of the 15 applications to move the UDB were approved may be an indication that the purpose for which the UIA and TCEAs were established is being accomplished.

Vacant Developable Land. In 1993, the DP&Z reported a 6.7 percent of vacant developable land within the UIA. Currently, developable vacant land within the UIA is approximately 3.0 percent. The latter statistic is clearly well below the State threshold, which requires no more than 10 percent of developable vacant land within a designated Urban Infill Area. For the Redevelopment Concurrency Exception Areas outside the UIA, developable vacant land is approximately 13.6 percent, which is also well below the State threshold, which requires no more than 40 percent of developable vacant land within redevelopment areas. Combined, the Urban Infill Area and the Redevelopment Concurrency Exception Areas outside the UIA contain approximately 3.50 percent of developable vacant land (see "Development Characteristics" table above).

Public Services in the UIA and TCEAs. The UIA and TCEAs are well served by the full range of public facilities. These include: roadway network; transit system; potable water; wastewater collection and disposal facilities; state, county and municipal parks, and county public schools. The UIA is served by several expressways and an established roadway network. In regard to public transit, the area within the UIA is well served by Metrorail, Metromover and especially well served by Metrobus with a majority of the routes having peak-hour headways of 20 minutes or less. The RCEAs are served by South Dixie Highway (US 1), a six and four-lane roadway facility, the Homestead Extension of Florida's Turnpike (HEFT), and other north-south and east-west regional roadway network, and Metrobus routes along the exclusive South Miami-Dade Busway facility.

Miami-Dade County has worked together with the Metropolitan Planning Organization and state, regional and local transportation agencies to develop plans and programs that support the purpose of the TCEA. These plans and programs include several plans to improve the roadway network, transit service, and mobility through the following:

- The People's Transportation Plan
- Long Range Transportation Plan
- Transportation Improvement Program
- Transit Development Plan
- Miami-Dade County Capital Improvement Plan
- City of Miami Capital Improvement Plan
- Downtown Transportation Master Plan

The plans, programs and projects reflect major steps toward mitigating transportation impacts. Several projects currently are underway to promote alternative travel modes are listed below:

- Busway – A planned 9.5-mile Bus Rapid Transit along the NW 27 Avenue corridor from the Metrorail station to the County Line will alleviate traffic on NW 27 Avenue, NW 17, NW 22, NW 32 and NW 37 Avenues.
- MIC to Earlington Heights Connector – A 2.5-mile extension of the Metrorail from the Earlington Height Metrorail Station to the Miami Intermodal Center (MIC) is currently under construction. This premium transit project will directly mitigate traffic impact generated by Miami international Airport.
- East-West Express Bus Route – This project currently under design and funded in 2012 will provide a public transportation alternative to the east-west commute and will directly mitigate impacts on SR 836.
- The planned South Florida East Coast Corridor. This proposed premium transit connection stretching 85 miles connecting three metropolitan areas (Miami, Fort Lauderdale and West Palm Beach) will directly mitigate vehicular impacts to Interstate I-95.
- The Port of Miami Tunnel - This project currently under construction will alleviate vehicle and truck traffic to and from the Port of Miami in Downtown Miami.
- Miami Streetcar – This project proposes a new route between Downtown Miami and the Design/Buena Vista area and includes an east-west loop to the Health District, formerly known as Civic Center. The Miami Streetcar will be an urban transit circulator that will connect with the Metrorail, Metromover and Metrobus routes in the City of Miami.
- Health District Transit Circulator – This transit circulator of a rubber-tire shuttle will operate 2-way loop along key periphery streets in the Health District and will provide direct feeder service to the Civic Center Metrorail Station and Santa Clara Metrorail Station as well as the future Miami Streetcar.

The comparison analysis between the 1993 and 2010 data reveals that residential density increased from 7.7 to 11.8 dwelling units per gross acre in the Urban Infill Area. In addition, vacant developable land within the UIA (3.0%) and the RCEAs (13.6%) outside the Urban Infill Area are well below the State thresholds, which requires no more than 10 percent and 40 percent, respectively, of vacant developable land. Furthermore, the average residential density (11.6 DUs/acre) within these transportation concurrency areas is well above the minimum State threshold (five dwelling units per gross acre). Moreover, transportation improvements and multi-modal transit centers in the UIA and TCEAs have created opportunities for increased concentrations of development throughout the county. Therefore, Miami-Dade County's UIA and RCEAs meet the State's requirements for TCEA and has achieved the purpose established in the CDMP.

Chapter 1, CDMP Major Issues, of the County's Proposed 2010 Evaluation and Appraisal Report is proposing specific recommendations which will continue to strengthen efforts supporting infill development and redevelopment in the UIA and TCEA. These recommendations are summarized below:

- Add new policies under Objectives LU-11 and LU-12 to address incentives and the removal of barriers to infill and redevelopment. (p. 1, 1-58 of Draft 2010 EAR).
- Add a new section to the text of the Land Use Element addressing density and intensity bonuses or other measures that will facilitate green building, infill and transit-oriented development. (idem).

- Review the maximum floor area ratios (FARs) in the table entitled "Maximum Allowable Non-Residential Development Intensity" that is found in the section of the text entitled "Interpretation of the Land Use Plan Map: Policy of the Land Use Element" to determine if they can be increased. (idem).
- The County's Comprehensive Development Master Plan should be modified to specifically address mobility planning that promotes transit, pedestrian and bicycle friendly development; promotes mix of uses and enhances transportation strategies to help reduce Greenhouse Gas emissions; and increases the level cross-jurisdiction coordination in providing transportation facilities and services. (pp. 1.4-14 of Draft 2010 EAR).
- Establish project priorities for funding services and facilities within the UIA, TCEAs, urban centers, and activity corridors (p. 1.4-14 of Draft 2010 EAR).
- Allow Roadway Impact Fees to be expended on transit related roadway improvements, pedestrian and bicycle facilities, transportation system management, and transportation demand management. (Idem).
- Add new text and/or policies in the CDMP on "Complete Streets" in order to integrate into the different elements of the plan strategies to accomplish the concept of complete streets and encourage planning. (Idem).

CHAPTER 4: CONCLUSIONS AND PROPOSED REVISIONS

4.1.1 UDB Capacity and Expansion

Page 4-1, second column, second and third paragraphs. Revise as follows:

~~The area within the UDB provides enough countywide capacity of residential land to accommodate projected development until 2025, which gives the County an overall capacity of 15 years. Policy LU-8F calls for the UDB to contain a ten-year supply of developable land having capacity to sustain projected countywide residential demand for a period of ten years after adoption of the most recent EAR plus a 5-year surplus (a total of 15-year countywide supply beyond the EAR adoption date). On a Countywide basis, there is no need to expand the UDB.~~

~~The capacity to sustain projected residential demand for 15 years is an issue for two of the four planning tiers in the County, South Miami Dade and North Miami Dade. The Department, however, is not recommending that the UDB be expanded in these areas at this time. Currently, the depletion year for residential land in both the South Miami Dade and North Miami Dade is 2023. The North Miami Dade Tier has no locations outside the Lake Belt area where an UDB expansion could be considered for residential development. The noise and vibration resulting from blasting associated with limestone mining in the Lake Belt poses compatibility problems with residential development if the two uses occur too close to one another.~~

The area within the UDB provides enough countywide capacity of residential land to accommodate projected development through 2021, which gives the County an overall capacity of 10 years. Policy LU-8F states that the UDB should contain a ten-year supply of developable land having capacity to sustain projected countywide residential demand for a period of ten years after adoption of the most recent EAR plus a 5-year surplus (a total of 15-year countywide supply beyond the EAR adoption date). The Department is not recommending that the UDB be expanded at this time. The current conditions in the housing market calls for a cautionary and prudent approach to UDB expansion. The extremely high

vacancy, continuing high levels of foreclosures, and lack of residential construction activity coupled with high unemployment rates and a tight credit market lends support to a wait and see approach before making premature recommendations.

The Departments continuous monitoring of residential land supply and demand will allow staff to assess conditions and proposed recommendation as warranted when market conditions stabilize.

Page 4-2, first column, second paragraph. The following text was recommended for deletion by DPZ staff in the Proposed Revisions to the Draft 2010 EAR document, dated January 10, 2011. The Commission did not adopt the staff proposed revision at its March 23, 2011 hearing, and therefore the original EAR text was retained as follows:

However, the Department is recommending the consideration of one revision to the current Urban Development Boundary by including the 521-acre hole-in-donut area north of the Dolphin Expressway and west of the Turnpike in the boundary and by redesignating this area from "Open Land" to "Restricted Industrial and Office". The area is primarily bordered by land designated as Industrial and Office on the north and west, the Dolphin Expressway to the south and the Homestead Extension to the Florida Turnpike (HEFT) to the east. This hole-in-donut area was created 2002 when areas to the north and west were brought into the UDB and redesignated from "Open Land" to "Restricted Industrial and Office" as the result of the Beacon Lakes DRI application and the Shopyland application in the April 2001 Cycle of CDMP applications. Thus, the entire area is surrounded by urban development. If public service and environmental issues can be addressed and it is financially feasible, the area should be urbanized. Since the area is located within the Northwest Wellfield Protection area, the most appropriate industrial land use category for redesignation is "Restricted Industrial and Office." Industrial use at this location could allow other industrial land to be converted to residential development.

Page 4-2, second column, Recommendation No. 2. Revise as follows:

2. Develop a new policy under Objective LU-8 with criteria for moving the UDB for ~~developments that contain residential~~ urban uses. The criteria could include a minimum acreage size, a minimum density requirement, a minimum intensity requirement for non-residential uses, limited impact on natural or agricultural resources, a positive or neutral net fiscal impact to the County generated by the proposed land use change, the land use change would not discourage or inhibit infill and redevelopment efforts in existing neighborhoods and communities, sustainability practices, and for developments containing residential uses participation in a Transfer of Development Rights (TDR) Program that would preserve agricultural or environmentally sensitive areas.

Page 4-2, second column, Recommendation No. 3. Revise paragraph b as follows:

- b. To make reference to the Urban Expansion Area (UEA) in Policy LU-8G ii. Currently UEAs are not included as a factor in this policy for moving the UDB.

Page 4-3, first column, Recommendation No. 6. The following text was recommended for change by DPZ staff in the Proposed Revisions to the Draft 2010 EAR document, dated January 10, 2011. The Commission did not adopt the staff proposed revision at its March 23, 2011 hearing, and therefore the original EAR text was retained as follows:

6. Expand the urban development bound boundary by including the 521-acre hole-in-donut area north of the Dolphin Expressway and west of the Turnpike by redesignating this area from "Open Land" to "Restricted Industrial and Office". The area is primarily bordered by land designated as Industrial and Office on the north and west, the Dolphin Expressway to the south and the Homestead Extension to the Florida Turnpike (HEFT) to the east. This hole-in-donut area was created 2002 when areas to the north and west were brought into the UDB and redesignated from "Open Land" to "Restricted Industrial and Office" as the result of the Beacon Lakes DRI application and the Shopyland application in the April 2001 Cycle of CDMP applications. Thus, the entire area is surrounded by urban development. If public service and environmental issues can be addressed and it is financially feasible, the area should be urbanized. Since the area is located within the Northwest Wellfield Protection area, the most appropriate industrial land use category for redesignation is "Restricted Industrial and Office." Industrial use at this location could allow other industrial land to be converted to residential development.

Page 4-3, first column, Recommendation No. 6. Add a second paragraph to the recommendation as follows:

Additionally, in order to accommodate countywide residential demand until 2026, proposed EAR-based amendments will first address appropriately increasing residential densities and intensities inside the existing UDB; second, propose modifying the existing UEA's to realistically reflect future development potential; third, propose expanded or new UEA boundaries to accommodate future residential and non-residential demand, when warranted; and fourth, consider expanding the UDB into the land proposed for the modified and/or new UEA's, as warranted, to address any deficiency in the land supply not adequately addressed by the increased densities and intensities inside the existing UDB.

Page 4-4, first column. Add Recommendation No. 20 as follows:

20. Develop a new policy under Objective LU-8 or LU-9 that would recommend changes to the County Code regarding amendments to the CDMP that would result in changing the land use designations for land located outside the Urban Development Boundary (UDB) or in moving the UDB or the Urban Expansion Area (UEA). Section 2-116.1 (2) (a) of the County Code currently authorizes these types of amendment applications to be filed as EAR-based amendments during either the April or October filing periods or during the April filing period in odd number years.

4.1.2 Climate Change/Sea Level Rise

Recommendations

Page 4-4, first and second columns, Recommendation No. 1. Revise as follows:

1. Add a new policy under the Land Use Element Objective LU-3 to require the County to initiate by a date certain, an analysis on climate change and its impacts on the built environment addressing development standards and regulations related to ~~avoid~~ investments in infrastructure, development/redevelopment and public facilities in hazard prone areas...The current land supply/demand methodology will also be evaluated against to consider the risk associated with infrastructure investments in flood prone areas, and the CDMP long-term time horizon will be evaluated in relation to climate change impacts.

Page 4-4 and 4-5, second column, Recommendation No. 2. Revise as follows:

2. Add a new policy under the Land Use Element Objective LU-3 that requires the County to establish a Climate Change Checklist Analysis, or similar mechanism, subsequent to the deadline referenced in Recommendation No.1, to be used to evaluate proposed new development and redevelopment to assess the suitability of proposed uses(s), density and/or intensity of uses(s), and the level of risk of exposure to climate change impacts, among others. ~~The checklist Climate Change Analysis is to be based initially on the requirements of the CDMP Coastal Management Element Policy CM-9H and Chapter 163 F.S., pursuant to House Bill 607 of 2008, and is to be updated as appropriate based on the recommendations of the analysis discussed in number 1 above.~~ The review of proposed development would include a statement of anticipated impacts on climate change.

Page 4-5, first column, Recommendation No. 2, second paragraph, third sentence. Revise as follows:

Application of this type of climate change review or checklist analysis may assist the County to achieve GreenPrint Draft Goal 2 ("Be an international model for climate change adaptation") that suggests the integration of climate change considerations into strategic and fiscal decision-making, and Goal 5: Responsible Land Use and Transportation.

4.1.4 Transportation/Mobility

Recommendations

Page 4-9, first and second columns, Recommendation No. 5. Delete as follows:

- ~~5. Include a new policy to allow the County to study the implementation of a mobility fee and its implications. The Florida Legislature may consider the adoption of a Mobility Fee during the 2011 session.~~

Page 4-9, second column, Recommendation No. 8. Revise as follows:

8. Allow Roadway Impact fees to be expended on transit service related roadway improvements, pedestrian and bicycle facilities, transportation system management, and transportation demand management

4.2.1 Land Use Element

Proposed Revisions to Objectives and Policies

Page 4-11, first column, last policy recommendation. Restore the Department of Planning and Zoning original recommendation as follows:

Policy LU-1P. Modify policy by adding agritourism as a consideration for alternative land uses in the South Dade agricultural area.

Page 4-12, first column, second policy recommendation. Restore the Department of Planning and Zoning original recommendation as follows:

Policy LU-3F. Expand the definition of direct agricultural production to include sales and agritourism activities.

Page 4-12, second column, before eighth policy recommendation. Add the following Objective Recommendation:

Objective LU-7. Add bicycle-friendly environment.

Page 4-12, second column, eighth policy recommendation. Revise the text as follows:

Policy LU-7B. Add cross walks and pedestrian lights as pedestrian accommodations and add facilities for bicyclists.

Page 4-12, second column, ninth policy recommendation. Revise the text as follows:

Policy LU-7D. Revise to include that when development is located within ½ mile of mass transit stations it must be developed with an interconnected network of blocks and streets that connect with existing streets.

4.2.2.4 The Port of Miami River Subelement

Proposed Revisions

Page 4-23, second column, last paragraph. Revise as follows:

Future Land Use Map, Figure 1-Future Land Uses, Secondary Unincorporated Port of Miami River Area, should be modified ~~The Map must be updated~~ to reflect changes in existing and future conditions.

4.2.2.5 The Port of Miami Master Plan Subelement

Proposed Revisions

Page 4-24, second column, under Objective PM-4. Include a new paragraph as follows:

Add a new policy or include policy amendments to support and implement the Port dredging project as approved by the Port Master Plan.

4.2.6 Recreation and Open Space Element

Proposed Revisions

Page 4-36, second column, third to last paragraph. Revise as follows:

Policy ROS-3C. ~~The reference to *The 1991 Americans with Disabilities Act* should include the phrase, "as may be amended from time to time".~~ To be consistent with the April 2009 Cycle Application No. 8, this policy should be updated to allow certain park sites to be designated as Heritage Parks.

4.2.7 Coastal Management Element

Proposed Revisions

Page 4-39, first column, sixth full paragraph. Revise as follows:

Policy CM-5F: This policy, or a new policy under CM-10, could be reworded to require public and private marinas/water-dependent facilities to have a hurricane contingency plan, which could be required as a condition of the marina's yearly permit.

STATE OF FLORIDA)
)
COUNTY OF MIAMI-DADE) SS:

I, HARVEY RUVIN, Clerk of the Circuit and County Courts in and for Miami-Dade County, Florida and Ex-Officio Clerk of the Board of County Commissioners of said County, **Do Hereby Certify** that the above and foregoing is a true and correct copy of Resolution R-213-11 adopted by the Miami-Dade County Board of County Commissioners at its meeting of March 23, 2011, as appears of record.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this 8th day of April , A.D. 2011.



HARVEY RUVIN, Clerk
Board of County Commissioners
Miami-Dade County, Florida

By *Jordan J. Case*
Deputy Clerk