

SUMMARY OF FINAL ACTIONS
BY
BOARD OF COUNTY COMMISSIONERS

OCTOBER 2012 CYCLE
EAR-BASED AMENDMENTS TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN
FOR MIAMI-DADE COUNTY

(Ordinance Nos. 13-96; 13-97; 13-98; adopted October 2, 2013)
(SLPA No. 13-4ER)

Amendments to the CDMP text and maps are presented in a ~~strike-through~~ and underline format for the additions/deletions to the original CDMP text and replacement of maps that are updated.

October 2, 2013

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INTRODUCTION

This report presents the Evaluation and Appraisal Report (EAR)-Based amendments to the Comprehensive Development Master Plan (CDMP), which were adopted by the Miami-Dade Board of County Commissioners (Board) on October 2, 2013, (Ordinance Nos. 13-96, 13-97, and 13-98) as part of the October 2012-2013 CDMP Amendment Cycle (SLPA No. 13-4ER). The EAR-Based Amendment applications (Application Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11) were filed by the Department of Regulatory and Economic Resources (Department) primarily to implement the recommendations of the 2010 Evaluation and Appraisal Report that was adopted by the Board on March 23, 2011 (Resolution No. R-213-11).

The eleven EAR-Based amendment Applications are contained as filed by the Department in a report titled *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* dated March 27, 2013 with supplemental *Errata* dated April 11, 2013 and revised April 29, 2013. The applications were addressed in a report titled *Initial Recommendations October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* dated April 2013. The Planning Advisory Board (PAB), acting as the Local Planning Agency, held a public hearing on April 15, 2013 and continued to May 6, 2013 to formulate recommendations on the EAR-Based Amendments to the Board. On May 22, 2013 the Board held a public hearing and transmitted the EAR-Based amendments applications to the State Land Planning Agency (SLPA) and other state and regional agencies (reviewing agencies) by Resolution No. 405-13. The SLPA coordinated the review of the applications with the other reviewing agencies and by letter dated August 23, 2013 issued its Objections, Recommendations and Comments (ORC) report addressing the EAR-Based applications. The SLPA raised objections to certain components of EAR-Based Amendment Application Nos. 1, 2 and 9 and provided technical assistance comments on Application Nos. 1, 2, 4 and 7.

The objections and comments raised by the SLPA on the EAR-Based Applications are addressed by the Department in its *Response to the Objections, Recommendations and Comments (ORC) Report* dated October 10, 2013. Changes to individual applications that are necessary to address the objections and comments in the ORC report are presented in the *Final Recommendations October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated September 2013 and the *Staff Further Recommended Changes* dated October 1, 2013.

Summary of Actions

The Board conducted a workshop on September 24, 2013 and held a final public hearing on October 2, 2013, and adopted Ordinance Nos. 13-96, 13-97, and 13-98 taking final actions on the October 2012 Cycle EAR-Based Application Nos. 1 through 11. Included on page iii of this report is a section titled "Summary of Actions by Board of County Commissioners on October 2012 EAR-Based Amendment Applications", which lists the final actions taken by the Board on each of the eleven applications.

Adopted EAR-Based Applications to Amend the CDMP

Following the "Summary of Actions" section is a summary of the organization of the report and the eleven (11) EAR-Based Amendments to the CDMP. Applications No. 1 through 11 represent amendments to eleven elements of the CDMP. Application No. 1, the Land Use Element, is divided into the following three Parts: Part A contains changes to the Plan's Preface; Part B

contains changes to the Land Use Element Goal, Objectives, Policies and interpretative text; and Part C contains all Land Use Plan map changes. Application No. 2, the Transportation Element, is divided into the following six Parts: Part A contains changes to the Transportation Element Introduction and Goals, Objectives and Policies; Part B contains changes to the Traffic Circulation Subelement; Part C contains changes to the Mass Transit Subelement; Part D contains changes to the Aviation Subelement; Part E contains changes to the Port of Miami River Subelement; and Part F contains changes to the PortMiami Subelement. Application No. 3 contains changes to the Housing Element. Application No. 4 amends the Conservation, Aquifer Recharge and Drainage Element. Application No. 5; Water, Sewer, and Solid Waste Element; is divided into Part A (contains changes to the Water and Sewer Subelement) and Part B (contains changes to the Solid Waste Subelement). Application No. 6 contains changes to the Recreation and Open Space Element. Application No. 7 contains changes to the Coastal Management Element. Application No. 8 contains changes to the Intergovernmental Coordination Element. Application No. 9 contains changes to Capital Improvements Element. Application No. 10 contains changes to the Educational Element. Application No. 11 contains changes to the Economic Element.

**SUMMARY OF ACTIONS
BY BOARD OF COUNTY COMMISSIONERS (Board) ON
OCTOBER 2012 CYCLE EAR-BASED AMENDMENT APPLICATIONS**

Application Number	Applicant/Representative Miami-Dade County Department of Regulatory and Economic Resources Jack Osterholt, Deputy Mayor/Department Director REQUESTED CHANGE TO THE CDMP ELEMENTS:	Final Board of County Commissioners (Board) Action
1	Land Use Element Revise the CDMP Preface, Introduction, Goals, Objectives, Policies, Monitoring Program and Part A - CDMP Preface; Part B - Land Use Element Goals, Objectives, Policies and Text; and Part C - CDMP Land Use Plan Map (Including Parcel Nos. 1 through 291*)	ADOPT AS TRANSMITTED WITH CHANGES As per the Department's <i>Final Recommendations October 2012 Cycle EAR-Based Applications</i> report dated September 2013, and <i>Staff Further Recommended Changes</i> report dated October 1, 2013
	Part C: Parcel 295**	ADOPT AS TRANSMITTED
	Part C: Parcel 296**	ADOPT AS TRANSMITTED WITH CHANGES As per <i>Staff Further Recommended Changes</i> report dated October 1, 2013
2	Transportation Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program Part A - Transportation Element Part B - Traffic Circulation Subelement; Part C – Mass Transit Subelement; Part D – Aviation Subelement; Part E – Port of Miami River Subelement; and Part F – PortMiami Subelement	ADOPT AS TRANSMITTED WITH CHANGES As per the Department's <i>Final Recommendations October 2012 Cycle EAR-Based Applications</i> report dated September 2013, and <i>Staff Further Recommended Changes</i> report dated October 1, 2013
3	Housing Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	ADOPT AS TRANSMITTED
4	Conservation, Aquifer Recharge and Drainage Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	ADOPT AS TRANSMITTED WITH CHANGES As per the Department's <i>Final Recommendations October 2012 Cycle EAR-Based Applications</i> report dated September 2013, and <i>Staff Further Recommended Changes</i> report dated October 1, 2013

5	Water, Sewer & Solid Waste Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program Part A: Water and Sewer Subelement Part B: Solid Waste Subelement	ADOPT AS TRANSMITTED
6	Recreation and Open Space Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	ADOPT AS TRANSMITTED
7	Coastal Management Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	ADOPT AS TRANSMITTED WITH CHANGE <i>As per the Department's Final Recommendations October 2012 Cycle EAR-Based Applications report dated September 2013</i>
8	Intergovernmental Coordination Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	ADOPT AS TRANSMITTED WITH CHANGE <i>As per the Department's Final Recommendations October 2012 Cycle EAR-Based Applications report dated September 2013</i>
9	Capital Improvements Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	ADOPT AS TRANSMITTED WITH CHANGES <i>As per the Department's Final Recommendations October 2012 Cycle EAR-Based Applications report dated September 2013, and Staff Further Recommended Changes report dated October 1, 2013</i>
10	Educational Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	ADOPT AS TRANSMITTED
11	Economic Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	ADOPT AS TRANSMITTED

*Application No. 1, Part C: Parcel Nos. 7, 20, 155, 156 and 165 were withdrawn and Parcel Nos. 122, 157, 166, 237, 253 and 254 were not included in the application.

**Application No. 1, Part C: Parcel Nos. 292 through 296 were separated for individual action to be taken by the Board on each of the five parcels and Parcel Nos. 292, 293 and 294 were not adopted.

Organization of the Report

The staff applications contained in this report are organized to correspond with eleven of the twelve adopted CDMP elements, from the Application No. 1 addressing Land Use Element through to Application No. 11 addressing the Economic Element; any modifications to the CDMP's Statement of Legislative Intent, Preface and Introduction are included in Application No. 1. The following report is essentially the existing CDMP text, with strikethrough and underline for the newly adopted text changes and replacement maps that update the map series within each CDMP element.

The strikethrough/underline format is used to present text adopted for deletion or inclusion in the CDMP. In addition, the left margin on each page within each element contains a paragraph reference numbering system that corresponds with the paragraph reference numbering system utilized in the Staff Applications report. The paragraph reference numbering system is maintained herein for continued ease of reference between the proposed changes in the Staff Applications report and adopted changes contained herein. Adopted text changes contained herein that were made subsequent to the Staff Applications report are not given a paragraph reference number. All element figures or maps revised, replaced, and/or renumbered are indicated as such along the top margin of the page on which the figure or map is located.

It should be noted that the map series within each CDMP element may depict the alignments of the 2015 Urban Development Boundary (UDB) and the 2025 Urban Expansion Area (UEA) and may not reflect the alignment of the 2020 UDB and the 2030 UEA, as adopted by the Board on October 2, 2013. The adopted 2020 UDB and 2030 UEA alignments are depicted on a map included on page I-155 of Application No. 1 (Land Use Element). All maps in the CDMP elements will be updated to reflect the adopted 2020 UDB and 2030 UEA alignments.

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**APPLICATION NO. 1
CDMP PREFACE AND LAND USE ELEMENT**

**APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, 12 Floor
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Director
Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, 29 Floor
Miami, Florida 33128-1972

By:  October 31, 2012

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Preface, Introduction, and Land Use Element contained in the Comprehensive Development Master Plan (CDMP) "Adopted Components" October 2006 Edition as amended through October 19, 2011. This Application is organized as follows: Part A – CDMP Preface and Introduction; Part B – Land Use Element Goal, Objectives, Policies and Text; Part C – Listing of proposed changes to the Adopted 2015 and 2025 Land Use Plan map; and Part D - Table summary of all proposed changes contained in Parts A and B, by reference paragraph.

The above presents the cover of the application as filed and presented in the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated March 27, 2013, where the above referenced Part D can be found. Thereafter beginning on page I-1 is a presentation of the application as ultimately adopted by the Board of County Commissioners at the October 2, 2013 public hearing incorporating changes as discussed in the Introduction and Summary of Actions sections to this report on pages i and iii, respectively. As presented herein, underlined words are additions to and words with ~~strike through~~ are deletions from the Element text. All other words exist in the Element and remain unchanged.

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PART A – Revise the Miami-Dade County Comprehensive Development Master Plan Preface as follows:

Paragraph
Reference
Number

PREFACE

- 1 The Miami-Dade County Comprehensive Development Master Plan (CDMP) expresses the County's general objectives and policies addressing where and how it intends development and the conservation of land and natural resources to occur during the next ten to twenty years, as well as the delivery of County services to accomplish the expressed objectives. Miami-Dade County encompasses approximately 2,000 square miles of land, of which over 420 square miles are developed for urban uses. The CDMP establishes the broad parameters for government to do detailed land use planning and zoning activities, functional planning and the programming of infrastructure and services. It also establishes minimum standards, or level of service (LOS) standards, for the delivery of certain County services and facilities including roadways/traffic, mass transit, parks, water, sewer, solid waste and drainage.
- 2 The CDMP establishes a growth policy that encourages development:
 1. At a rate commensurate with projected population and economic growth.
 2. In a contiguous pattern centered around a network of high-intensity urban centers well-connected by multi-modal intra-urban transportation facilities.
 3. In locations which optimize efficiency in public service delivery and conservation of valuable natural resources.
- 3 ~~In 1985 and 1986 the Florida Legislature amended Chapter 163, *Florida Statutes (F.S.)*, which governs the preparation, adoption and implementation of local government comprehensive plans. Significantly, the amendments mandated that specific level of service (LOS) standards for traffic, mass transit, parks, water, sewer, solid waste and drainage be included in local comprehensive plans and mandated that no development orders be issued when the adopted levels of service would not be met.~~
- 4 ~~Chapter 163, *F.S.* also requires consistency between the local plan, the applicable regional plan and the State Comprehensive Plan, and all development regulations and orders must be consistent with the adopted local comprehensive plan. Chapter 163 also provides for State review and approval of local plans and penalties for noncompliance; standing of affected parties to challenge the plan, development regulations and development orders; and requirements for specific plan elements and contents.~~
- 5 ~~Pursuant to the provisions of Chapter 163, *F.S.*, the Florida Department of Community Affairs established Minimum Criteria for Review of Local Government Comprehensive Plans and Determination of Compliance in Chapter 9J-5 of the Florida Administrative Code (FAC), commonly called Rule 9J-5.~~

Elements of the CDMP

- 6 ~~The organization of the Comprehensive Development Master Plan (CDMP) closely follows Rule 9J-5. Chapter 163 of the Florida Statutes requires each local government to adopt a~~

comprehensive plan and sets forth minimum criteria including an identification of the required elements of a comprehensive plan. The CDMP plan is organized into twelve Plan Elements preceded by a Statement of Legislative Intent, as indicated below. The first nine elements from the Land Use Element through to the Capital Improvements Element are required by Chapter 163 and the remaining elements are optional and included in the CDMP at the County's discretion.

- 7
- Statement of Legislative Intent
- I. Land Use Element;
 - II. Transportation Element;
 - III. Housing Element;
 - IV. Conservation, Aquifer Recharge and Drainage Element;
 - V. Water, Sewer and Solid Waste Element;
 - VI. Recreation and Open Space Element;
 - VII. Coastal Management Element;
 - VIII. Intergovernmental Coordination Element;
 - IX. Capital Improvements Element;
 - X. Educational Element; ~~and~~
 - XI. Economic Element; and
 - XII. Community Health and Design Element

Each Element contains components, which are adopted, plus support components which are not adopted but which provide background information. Only the components of the CDMP, which are adopted as County policy, are contained in this report.

- 8 The support components of the Plan Elements are contained in separate documents, particularly the ~~2003~~ 2010 Evaluation and Appraisal Report (EAR). Each of the Support Components and EAR reports include background data and analyses, inventories of existing conditions, methodologies projections or other estimates of future conditions, and summaries of applicable State, regional and preexisting County plan policies.
- 9 Pursuant to Section 2-116 of the Miami-Dade County Code, the CDMP shall be updated to reflect changes in State policies on planning and growth management principally through the evaluation and appraisal process that requires the preparation and adoption of an evaluation and appraisal report. The evaluation and appraisal process is conducted once every seven years and the reports produced thereby provide the basis for the County to comply with the requirements of Section 163.3191, Florida Statutes.
- 10 Chapter 163, F.S. also requires consistency between the local plan and the applicable regional plan, and all development regulations and orders must be consistent with the adopted local comprehensive plan. Chapter 163 also provides for State review and approval of local plans and penalties for noncompliance; standing of affected parties to challenge the plan, development regulations and development orders; and requirements for specific plan elements and contents.

Adoption of the CDMP

- 11 The CDMP is adopted by ordinance by the Board of County Commissioners. ~~These ordinances~~

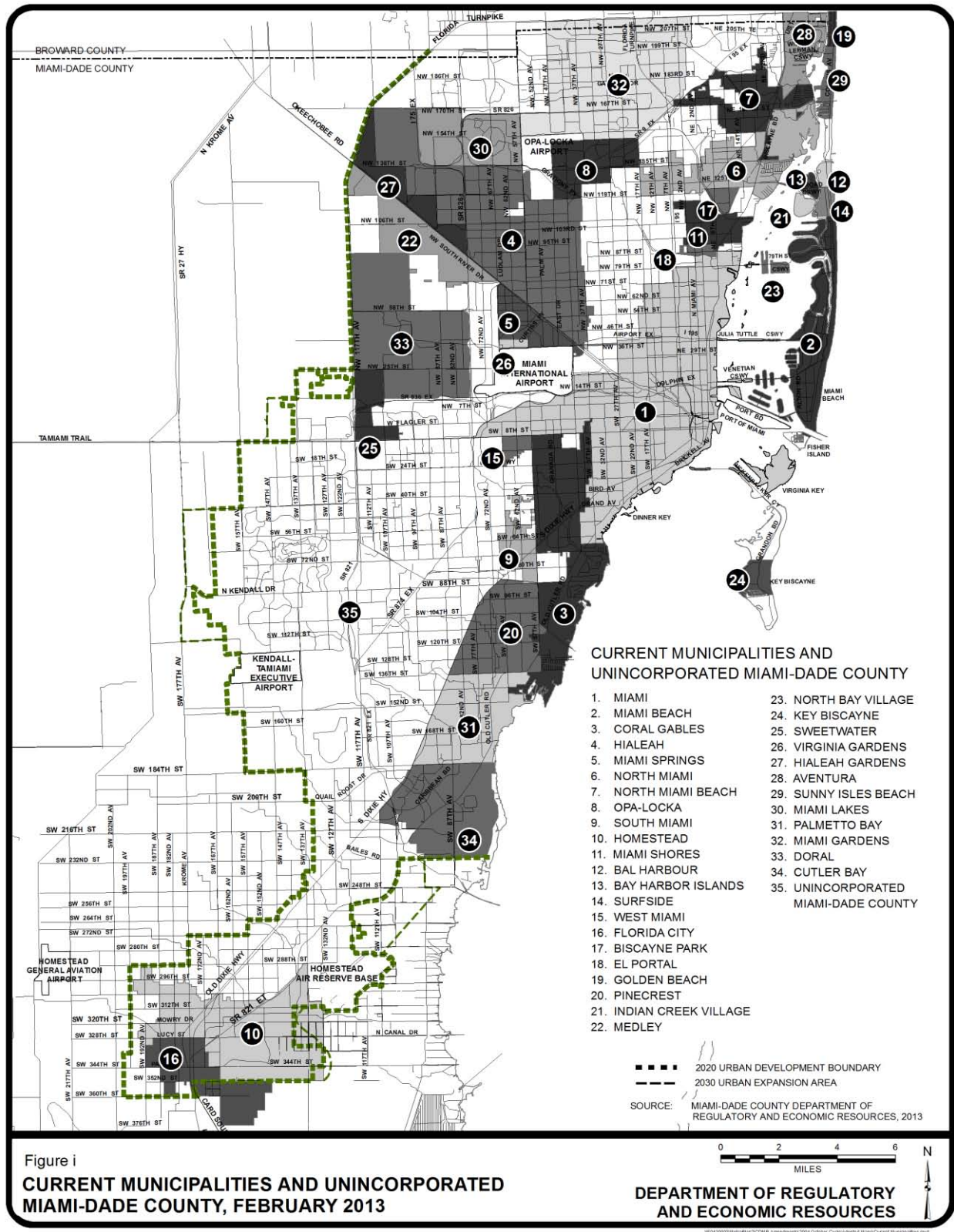
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are as codified at Chapter 2-114, Code of Miami-Dade County, Florida, and are presented in the Appendix report.

Municipal Plans

- 12 The CDMP for Miami-Dade County necessarily addresses both incorporated and unincorporated areas due to the many areawide responsibilities of Miami-Dade County government. Each of the thirty-five ~~four~~ municipalities in Miami-Dade County (see Figure i) is also required by Chapter 163, F.S. to adopt its own comprehensive plan for the area within its jurisdiction. The County plan emphasizes the unincorporated areas and the County's jurisdictional responsibilities in municipal areas. Readers who are interested in conditions in, or proposals for, incorporated areas should consult the ~~appropriated~~ appropriate municipal comprehensive plans and the CDMP Statement of Legislative Intent.

12.1 Replace existing Figure i with new Figure i – Current Municipalities and Unincorporated Miami-Dade County, February 2013



PART B – Revise the Land Use Element Goals, Objectives, Policies, and text including the Element Introduction and Monitoring Program as follows:

LAND USE ELEMENT

Introduction

Paragraph
Reference
Number

- 13 The Land Use Element of the Comprehensive Development Master Plan (CDMP) for the years ~~2015~~2020 and ~~2025–2030~~ constitutes the ~~fifth–sixth~~ major update of the CDMP Land Use Element. However, the pattern of land use and urban growth promoted in the original 1975 edition of the CDMP remains essentially unchanged. This growth policy includes, among other intents, that the intensification of physical development and expansion of the urban area should be managed to occur 1) at a rate commensurate with projected population and economic growth; 2) in a contiguous pattern centered around a network of high-intensity urban centers well connected by multimodal intraurban transportation facilities; ~~and~~ 3) in locations which optimize efficiency in public service delivery and conservation of valuable natural resources; and 4) in recognition of the County's physical limitations to horizontal expansion due to the location of the Everglades National Parks, wetlands and environmental preserves, and the County's unique agricultural land resources.

The Land Use Element identifies locations in Miami-Dade County where various land uses and intensities of use will be permitted to occur in the future. It establishes and articulates broad policy in keeping with the traditional role of the metropolitan area comprehensive plan as a framework for, or schematic plan of, areawide future development.

The Land Use Element is at the same time both reactive and proactive. It not only reflects previously adopted plans and established land use and zoning patterns, it also establishes the County's policy regarding future zoning and land use patterns. Similarly, while it reflects existing urban service capacities and constraints, it also establishes locations where future service improvements will have to follow. It also both reflects, and seeks to promote, activity in the private land market. Recent development trends are carefully considered, however, the Land Use Element endeavors to assert County influence on locations and intensity of future development activity.

- 14 The Land Use Element contains all of the material required by Section 163.3177(6)(a), *Florida Statutes* (F.S.) ~~and Section 9J-5.006, *Florida Administrative Code* (F.A.C.)~~ which establishes the minimum requirements for contents of the future land use element. Moreover, the Miami-Dade County portion of the Big Cypress Area of Critical State Concern is affected by, and addressed in this Element as well as in the Conservation, Aquifer Recharge and Drainage Element. The Big Cypress "Critical Area" boundaries coincide directly with the boundaries of the Big Cypress National Preserve in Miami-Dade County which are identified on Figure 4, Environmentally Protected Parks ~~the existing and future land use maps~~ contained in this Element.
- 15 The *Adopted Components* of the Land Use Element include the Land Use Goal, Objectives and

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Policies, the Land Use Plan map for ~~2015~~2020 and ~~2025–~~2030 and related text titled "Interpretation of the Land Use Plan Map", and maps of future historical and natural resources. Also included is a "monitoring program" for periodically measuring progress being made in implementing the comprehensive plan.

- 16 Supporting material for this Element includes the 1988 *Support Components* report, and the 2003 and the 2010 Evaluation and Appraisal Reports, which contains background data and information, analyses of land use trends and synopses of urban service and environmental opportunities and constraints.
- 17 The environmental and service analyses included in the land use support materials are brief synopses of extensive inventory and analyses contained in the Conservation and various service Elements of the Plan. The reader is referred to the ~~2003~~2010 EAR report addressing those elements for complete analyses of those services.

GOAL

PROVIDE THE BEST POSSIBLE DISTRIBUTION OF LAND USE AND SERVICES TO MEET THE PHYSICAL, SOCIAL, CULTURAL AND ECONOMIC NEEDS OF THE PRESENT AND FUTURE POPULATIONS IN A TIMELY AND EFFICIENT MANNER THAT WILL MAINTAIN OR IMPROVE THE QUALITY OF THE NATURAL AND MAN-MADE ENVIRONMENT AND AMENITIES, AND PRESERVE MIAMI-DADE COUNTY'S UNIQUE AGRICULTURAL LANDS.

18 Objective LU-1

The location and configuration of Miami-Dade County's urban growth through the year 2025 2030 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.

Policies

- LU-1A. High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.
- LU-1B. Major centers of activity, industrial complexes, regional shopping centers, large-scale office centers and other concentrations of significant employment shall be the structuring elements of the metropolitan area and shall be sited on the basis of metropolitan-scale considerations at locations with good countywide, multi-modal accessibility.
- LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.

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Reference
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- 19 LU-1D. In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of ~~residential areas as neighborhoods~~ communities which include recreational, educational and other public facilities, houses of worship, places of employment, and safe and convenient circulation of automotive, pedestrian and bicycle traffic throughout the communities.
- LU-1E. In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of the "Guidelines for Urban Form" contained in the "Interpretation of The Land Use Plan Map" text adopted as an extension of these policies.
- LU-1F. To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.
- LU-1G. Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.
- 20 LU-1H. The County should identify sites having good potential to serve as greenbelts, and should recommend retention and enhancement strategies, where warranted, and in coordination with the County's adopted Recreation and Open Space System Master Plan. Such greenbelts should be suggested on the basis of their ability to provide aesthetically pleasing urban spaces, recreational opportunities, or wildlife benefits. Considered sites should include canal, road or powerline rights-of-way, or portions thereof, particularly where they could link other parklands, wildlife habitats, or other open spaces.
- LU-1I. The County shall consider urban design, water and energy conservation and wildlife habitat when designing sites and selecting landscape material for all public projects.
- 21 LU-1J. Miami-Dade County will maintain its commitment to improve Community Development Block Grant (CDBG)-eligible areas, and enhance the County's Enterprise Zone ~~and participate in the Empowerment Zone program~~ as tools to expand the economy in locally distressed areas.
- LU-1K. Miami-Dade County will maintain and enhance the housing assistance and housing programs addressed in the Housing Element as a means to improve conditions of

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Number

- extremely low, very low, low and moderate income residents. This includes the provision of affordable workforce housing.
- LU-1L. Public facility and service providers shall give priority to eliminating any infrastructure deficiencies to facilitate rehabilitation or renewal of blighted areas.
- LU-1M. In formulating or amending development regulations, Miami-Dade County shall avoid creating disincentives to redevelopment of blighted areas. Where redevelopment occurs within the urban area, requirements for contributions toward provision of public facilities may be moderated where underutilized facilities or surplus capacities exist, and credit toward required infrastructure contributions may be given for the increment of development replaced by redevelopment.
- 22 LU-1N. Miami-Dade County shall continue to support the Miami-Dade Economic Advocacy Trust ~~Metro-Miami Action Plan~~ to improve conditions of disadvantaged groups of the community.
- 23 LU-1O. Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe ~~particularly~~ in the Agriculture Areas outside the Urban Development Boundary, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.
- 24 LU-1P. While continuing to protect and promote agriculture as a viable economic activity in the County, Miami-Dade County shall explore and may authorize alternative land uses in the South Dade agricultural area which would be compatible with agricultural activities and associated rural residential uses, and which would promote ecotourism and agritourism related to the area's agricultural and natural resource base including Everglades and Biscayne National Parks.
- 25 LU-1Q. It is the policy of Miami-Dade County that the siting of both public and private schools throughout the County shall conform with the school siting policies adopted under CDMP Objective ~~EDU-2~~ EDU-3.
- LU-1R. Miami-Dade County shall take steps to reserve the amount of land necessary to maintain an economically viable agricultural industry. Miami-Dade County shall adopt and develop a transfer of developments rights (TDR) program to preserve agricultural land that will be supplemented by a purchase of development rights program to preserve agricultural land and environmentally sensitive property. The density cap of the land use category in the receiving area established by the TDR program may be exceeded. Land development regulations shall be developed to determine the extent that the density cap may be exceeded based on parcel size but in no case shall it exceed 20 percent.
- 26 LU-1S. The Miami-Dade County Strategic Plan shall be consistent with the Comprehensive Development Master Plan (CDMP) ~~shall be consistent with the Miami-Dade County Strategic Plan adopted by the County Commission on June 3, 2003 by Resolution R-664-03.~~ The Miami-Dade County Strategic Plan includes Countywide community goals, strategies and key outcomes for Miami-Dade County government. Key

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outcomes of the Strategic Plan that are relevant to the Land Use element of the CDMP include increased urban infill development and ~~decreased urban center development-sprawl~~, protection of viable agriculture and environmentally-sensitive land, ~~improved community design~~, reduced flooding, improved infrastructure and redevelopment to attract businesses to ~~underserved and distressed areas~~, ~~available and availability of~~ high quality green space throughout the County, and ~~more integrated land use development to decrease dependence on automobiles of mixed-use, multi-modal, well designed, and sustainable communities.~~

- 27 LU-1T. Miami-Dade County through its land development regulations shall encourage developments that promote and enhance bicycling and pedestrianism through the provision of bicycle and pedestrian facilities and other measures such as building design and orientation, and shall discourage walled and gated communities.

28 **Objective LU-2**

Decisions regarding the location, extent and intensity of future land use in Miami-Dade County, and urban expansion in particular, ~~will~~ shall be based upon the physical and financial feasibility of providing, by the year ~~2015~~ 2020, all urbanized areas with services at levels of service (LOS) which meet or exceed the minimum standards adopted in the Capital Improvements Element, among other requirements set forth in this plan.

Policies

- LU-2A. All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE), except as otherwise provided in the "Concurrency Management Program" section of the CIE.
- 29 LU-2B. Priority in the provision of services and facilities and the allocation of financial resources for services and facilities in Miami-Dade County shall be given first to serve the area within the Urban Infill Area and Transportation Concurrency Exception Areas, within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) map. Second priority ~~shall be given to serve the area between the Urban Infill Area and the Urban Development Boundary.~~ And third priority shall support the staged development of the Urban Expansion Area (UEA). Urban services and facilities which support or encourage urban development in Agriculture and Open Land areas shall be avoided, except for those improvements necessary to protect public health and safety and which service the localized needs of these non-urban areas. Areas designated Environmental Protection shall be particularly avoided.
- LU-2C. Miami-Dade County shall maintain and enhance, as necessary, impact fee and comparable programs and procedures to require all development, regardless of size, to contribute its proportionate share of capital facilities, or funds or land therefore, necessary to accommodate impact of the proposed development or increment of

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redevelopment over and above preexisting development on a site. Miami-Dade County shall periodically review and update fee schedules to ensure that all public marginal costs are appropriately recognized, and that fee structures reflect pertinent geographic (i.e., core, fringe, or rural area) variability in facility usage.

LU-2D. Miami-Dade County agencies shall continue and, where possible, improve their efforts to coordinate projects to construct or repair infrastructure such as roadways and utilities in order to minimize the disruption and inconvenience caused by such construction activities.

30 LU-2E. The Department of Regulatory and Economic Resources Planning and Zoning (DP&Z) shall coordinate and centralize the compilation of monitoring information necessary to make determinations regarding existing and projected Levels of Service and to prepare Evaluation and Appraisal Reports for adoption by the Board of County Commissioners, ~~submittal to the State land planning agency~~, as required by Section 2-116 of the Miami-Dade County Code Chapter 163, F.S. and Rule 9J-5, F.A.C.; ~~and~~ all Miami-Dade County agencies shall fully cooperate with the Department by carrying out necessary monitoring and reporting activities identified in the CDMP Monitoring Program.

31 **Objective LU-3**

~~Upon the adoption of the CDMP, the~~ **The location, design and management practices of development and redevelopment in Miami-Dade County shall ensure the protection of natural resources and systems by recognizing, and sensitively responding to constraints posed by soil conditions, topography, water table level, vegetation type, wildlife habitat, and hurricane and other flood hazards, and by reflecting the management policies contained in resource planning and management plans prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet, or included in the Comprehensive Everglades Restoration Plan approved by Congress through the Water Resources Development Act of 2000.**

Policies

LU-3A. Development orders in Miami-Dade County shall be consistent with the goals, objectives and policies contained in the Conservation, Aquifer Recharge and Drainage and Coastal Management Elements of this Plan, and with all applicable environmental regulations, as well as all other elements of the CDMP.

LU-3B. All significant natural resources and systems shall be protected from incompatible land use including Biscayne Bay, future coastal and inland wetlands, future potable water-supply wellfield areas identified in the Land Use Element or in adopted wellfield protection plans, and forested portions of Environmentally Sensitive Natural Forest Communities as identified in the Natural Forest Inventory, as may be amended from time to time.

LU-3C. Development in the Big Cypress Area of Critical State Concern, and in the East

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Everglades as defined in Section 33B-13, Code of Miami-Dade County, Florida (1981) shall be limited to uses, designs and management practices which are consistent with adopted State regulations and policies, the Comprehensive Everglades Restoration Plan, and related federal, State or County policies, plans or regulations as may be formulated, consistent with the goals, objectives and policies of this comprehensive plan. Miami-Dade County shall improve its enforcement of East Everglades development regulations and shall improve such regulations if necessary to enable effective enforcement.

- 32 LU-3D. Miami-Dade County shall not sponsor any growth-subsidizing programs which promote future population growth and residential development on the barrier islands of Miami-Dade County or within the coastal high hazard areas (CHHA). Miami-Dade County shall coordinate with municipalities in Coastal High Hazard Areas, and areas with repetitive losses due to flooding or storm damage, to minimize demand for facilities and services that result from redevelopment and increases in residential densities. The provision of facilities and services to accomplish the timely evacuation of already-developed barrier islands in advance of approaching hurricanes shall be a priority of Miami-Dade County's transportation planning and hurricane preparedness programs.

- 33 ~~LU-3E. 1. By January 1, 2006, Miami-Dade County shall develop and initiate implementation of an integrated land use and water management plan for southeastern Miami-Dade County, based on a Comprehensive Study (the "Study") as described below. The Plan will direct the comprehensive management of land uses and surface and ground water, its quality, quantity, timing, and distribution. The plan will have two time horizons: 1) a short-term component extending through the year 2025, and 2) a long-term component extending through the year 2050. The overall goal of the plan will be to optimize the economic, social, and environmental values currently recognized in the County's Comprehensive Development Master Plan in the study area. As shown in Figure 1, the primary study area includes Basins C-2, C-100, C-1, C-102, Goulds, C-103, North Canal, and Florida City; the Model Lands; Drainage Areas DA-3 and DA-4; and the area between South Dixie Highway and Card Sound Road, while the secondary study area includes Canal C-3.~~

- 34 ~~2. This plan and study, to be known collectively as the South Dade Watershed Plan (the "Plan"), will be prepared by an impartial person or entity approved by the Board. The selection process will include representatives from the Biscayne National Park Buffer Development Review Committee (the "Working Group") on the selection committee. The Working Group will review and make recommendations regarding the final RFP.~~

- 35 ~~3. The Plan must fulfill the following specific objectives:~~
- ~~a. To identify and protect lands, including their uses and functions, that are essential for preserving the environmental, economic, and community values of Biscayne National Park;~~
 - ~~b. To identify and establish mechanisms for protecting constitutional private~~

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- ~~property rights of owners of land identified in 3 (a) above;~~
- ~~c. To support a viable, balanced economy including agriculture, recreation, tourism, and urban development in the Plan area; and~~
 - ~~d. To assure compatible land uses and zoning decisions in the Study Area consistent with long term objectives for a sustainable South Miami Dade.~~



- 37 4. ~~The Study must project, examine, and analyze surface and ground water uses and corresponding land uses, including water uses for sustaining and restoring the environment, sustaining economically viable agriculture, providing flood protection, supplying and protecting drinking water, and other water uses pertinent to probable land uses. The Study must provide data and analysis necessary to thoroughly support the South Dade Watershed Plan. The Study must include an examination and analysis of:~~
- ~~a. Examples and models of mechanisms of conservation;~~
 - ~~b. All relevant studies pertaining to the Study Area;~~
 - ~~c. Property rights of landowners as they relate to objectives of the plan.~~
 - ~~d. Existing and needed numeric standards for quality, quantity, timing and distribution of waters into and of Biscayne National Park;~~
 - ~~e. Existing and needed studies of freshwater and groundwater supply;~~
 - ~~f. Methods and policies for best management practices of all sources of water runoff and levels of service for flood control in the Study Area;~~
 - ~~g. Socioeconomic factors for optimization of the objectives to the Plan; and~~
 - ~~h. Ways to integrate the Plan into the Comprehensive Everglades Restoration Plan.~~
- 38 5. ~~It is recognized that the subject Plan will provide extensive information that will greatly assist in the consideration of proposed new development in the Study Area. Until the plan is approved, the Board shall appoint a review committee (the Biscayne National Park Buffer Development Review Committee), fairly representing the interests of the Working Group, to evaluate and make recommendations on all requested development approvals and CDMP amendments in the Study Area outside the UDB which require initial approval at a public hearing. The committee's recommendations shall specifically address potential impacts on Biscayne National Park and consistency with the relevant provisions of the CDMP. Until the Plan is completed and adopted, the appropriate County Boards will apply heightened scrutiny to proposed changes in the UDB, land use designations and, zoning, including unusual uses. Because implementation of the Plan was not initiated by January 1, 2002, the BCC re-evaluated and adopted interim measures to further the objectives of the Plan upon recommendation by the Biscayne National Park Buffer Development Review Committee.~~
- 39 LU-3E. By 2017, Miami-Dade County shall initiate an analysis on climate change and its impacts on the built environment addressing development standards and regulations related to investments in infrastructure, development/redevelopment and public facilities in hazard prone areas. The analysis shall consider and build on pertinent information, analysis and recommendations of the Regional Climate Change Action Plan for the Southeast Florida Regional Climate Change Compact Counties, and will include the following elements:

- a) an evaluation of property rights issues and municipal jurisdiction associated with the avoidance of areas at risk for climate hazards including sea level rise;
- b) an evaluation of the current land supply-demand methodology to consider and address, as appropriate, the risk associated with infrastructure investments in flood prone areas; and
- c) an evaluation of the CDMP long-term time horizon in relation to addressing projected long-range climate change impacts.

Recommendations from the analysis shall address appropriate changes to land use designations and zoning of impacted properties, and development standards, among other relevant considerations.

- 40 LU-3F. By 2017, Miami-Dade County shall develop a Development Impact Tool or criteria to assess how proposed development and redevelopment project features including location, site design, land use types, density and intensity of uses, landscaping, and building design, will help mitigate climate impacts or may exacerbate climate related hazards. The tool would also assess each development's projected level of risk of exposure to climate change impacts, such as inland flooding.
- 41 LU-3G. Miami-Dade County shall, by 2017, analyze and identify public infrastructure vulnerable to sea level rise and other climate change-related impacts. This analysis shall include public buildings, water and waste water treatment plants, transmission lines and pump stations, stormwater systems, roads, rail, bridges, transit facilities and infrastructure, airport and seaport infrastructure, libraries, fire and police stations and facilities.
- 42 LU-3H. In order to address and adapt to the impacts of climate change, Miami-Dade County shall continue to improve analysis and mapping capabilities for identifying areas of the County vulnerable to sea level rise, tidal flooding and other impacts of climate change.
- 43 LU-3I. Miami-Dade County shall make the practice of adapting the built environment to the impacts of climate change an integral component of all planning processes, including but not limited to comprehensive planning, infrastructure planning, building and life safety codes, emergency management and development regulations, stormwater management, and water resources management.
- 44 LU-3J. Miami-Dade County shall continue to actively participate in the Southeast Florida Regional Climate Change Compact and collaborate to increase regional climate change resiliency by sharing technical expertise, assessing regional vulnerabilities, advancing agreed upon mitigation and adaptation strategies and developing joint state and federal legislation policies and programs.
- 45 LU-3K. By 2017, Miami-Dade County shall determine the feasibility of designating areas in the unincorporated area of the County as Adaptation Action Areas as provided by Section 163.3177(6)(g)(10), Florida Statute, in order to determine those areas

vulnerable to coastal storm surge and sea level rise impacts for the purpose of developing policies for adaptation and enhance the funding potential of infrastructure adaptation projects.

- 46 LU-3L. Miami-Dade County shall work with its local municipalities to identify and designate Adaptation Action Areas as provided by Section 163.3164(1), Florida Statute, in order to develop policies for adaptation and enhance the funding potential for infrastructure projects.
- 47 LU-3M. Miami-Dade County shall support the implementation of climate-change related policies, through education, advocacy and incentive programs. Public outreach, such as workshops or a website with relevant information, shall seek to shift residents' everyday transportation decisions and housing choices to support transit oriented communities and travel patterns. The County shall provide opportunities for the public, including students, building industry and environmental groups, to participate in the development of any new climate-change related land development regulations and initiatives.
- 48 LU-3FN. Any zoning action or amendment to the CDMP that would approve any use other than direct agricultural production, the sale of agricultural produce, and permitted residential and Bed and Breakfast uses of property, in an area designated as Agriculture, whether as a primary use or as an accessory or subordinated use to an agricultural use, or action that would liberalize standards or allowances governing such other uses on land that is, a) outside the Urban Development Boundary (UDB), and b) within one mile of the right-of-way line of any portions of Krome Avenue designated in this Plan for improvement to 4-lanes, shall require an affirmative vote of not less than five members of the affected Community Zoning Appeals Board and two-thirds of the total membership of the Board of County Commissioners then in office, where such Community Zoning Appeals Board or Board of County Commissioners issues a decision. The term "direct agricultural production" includes crops, livestock, nurseries, groves, packing houses, and barns, but not uses such as houses of worship, schools, sale of produce and other items, and outdoor storage vehicles. This policy is not intended to permit any use not otherwise permitted by the CDMP. Any modification to this section to allow additional uses within the one mile distance from Krome Avenue shall require an affirmative vote of not less than two-thirds of the Board of County Commissioners then in office.
- 49 LU-3GO. Any zoning action, or amendment to the CDMP that would approve a use of property other than limestone quarrying, seasonal agriculture or permitted residential use in an area designated as Open Land on land that is, a) outside the Urban Development Boundary (UDB), and b) within one mile of the right-of-way line of any portions of Krome Avenue designated in this Plan for improvement to 4-lanes, shall require an affirmative vote of not less than five members of the affected Community Zoning Appeals Board and two-thirds of the total membership of the Board of County Commissioners then in office, where such Community Zoning Appeals Board or Board of County Commissioners issues a decision. This policy is not intended to permit any use not otherwise permitted by the CDMP.

Any modification to this section to allow additional uses within the one mile distance from Krome Avenue shall require an affirmative vote of not less than two-thirds of the Board of County Commissioners then in office.

- 50 LU-3HP. Any zoning action, or amendment to the CDMP that would approve a use of property other than seasonal agricultural use in the Dade-Broward Levee Basin or permitted residential use in an area designated as Environmental Protection, on land that is, a) outside the Urban Development Boundary (UDB), and b) within one mile of the right-of-way line of any portions of Krome Avenue designated in this Plan for improvement to 4-lanes, shall require an affirmative vote of not less than five members of the affected Community Zoning Appeals Board and two-thirds of the total membership of the Board of County Commissioners then in office, where such Community Zoning Appeals Board or Board of County Commissioners issues a decision. This policy is not intended to permit any use not otherwise permitted by the CDMP. Any modification to this section to allow additional uses within the one mile distance from Krome Avenue shall require an affirmative vote of not less than two-thirds of the Board of County Commissioners then in office.

- 51 LU-3IQ. By 2007, The Dredged Materials Management Plan for Miami-Dade County, as amended from time to time, shall be implemented by PortMiami in coordination with other agencies to ensure the proper long term management of spoil disposal and the beneficial use of dredged material. All activities related to implementation of the Dredged Materials Management Plan, including storage, transportation, disposal or beneficial use of dredged material shall ensure environmental sensitivity and responsiveness. In addition, Miami-Dade County shall continue to identify disposal sites for dredged materials as needed to assure proper long-term management of material dredged from navigation channels, sufficient long-range disposal capacity, environmental sensitivity and compatibility, and reasonable cost and transportation.

- 52 LU-3R. Consistent with the provisions of Coastal Management Element Objective CM-5, Miami-Dade County shall protect and enhance recreational and working waterfronts as defined in Section 342.07, Florida Statutes.

- 53 LU-3S. Miami-Dade County continues to support the Comprehensive Everglades Restoration Plan (CERP), and related regional and local habitat restoration and preservation initiatives through its development review processes and long range land planning initiatives.

- 54 **Objective LU-4**

Miami-Dade County shall, ~~by the year 2015,~~ continue to reduce the number of land uses, which are inconsistent with the uses designated on the LUP map and interpretive text, or with the character of the surrounding community.

Policies

Paragraph
Reference
Number

- LU-4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- LU-4B. Uses designated on the LUP map and interpretive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses.
- LU-4C. Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.
- LU-4D. Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements.
- LU-4E. Zoning shall be examined to determine consistency with the Comprehensive Plan, and if deemed necessary to remedy an inconsistency, rezoning action shall be initiated. Examination could occur through a special zoning study, area-planning activity, or through a study of related issues.
- 55 LU-4F. Miami-Dade County shall implement the Homestead Air Force ~~Base~~ Reserve Base Air Installation Compatible Use Zone (AICUZ) Report guidelines and the Joint Land Use Study recommendations through the Land Use Element of the Miami-Dade County Comprehensive Development Master Plan, and the Miami-Dade County Zoning ~~Ordinance~~ and the Florida Building Code to provide for land use compatibility in the vicinity of the Homestead Air Reserve Base.
- LU-4G. Through its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to ensure that suitable land is provided for placement of utility facilities necessary to support proposed development. Necessary utility facilities may be located throughout Miami-Dade County in all land use categories as provided in the "Interpretation of the Land Use Plan Map" text.

56 **Objective LU-5**

~~Upon the adoption of this plan, all~~ **All public and private activities regarding the use, development and redevelopment of land and the provision of urban services and infrastructure shall be consistent with the goal, objectives and policies of this Element, with the adopted Population Estimates and Projections, and with the future uses provided by the adopted Land Use Plan (LUP) map and accompanying text titled "Interpretation of the Land Use Plan Map", as balanced with the Goals,**

Objectives and Policies of all Elements of the Comprehensive Development Master Plan.

Policies

- LU-5A. The textual material titled "Interpretation of the Land Use Plan Map" contained in this Element establishes standards for allowable land uses, and densities or intensities of use for each land use category identified on the adopted Land Use Plan (LUP) map, and is declared to be an integral part of these adopted Land Use Policies.
- 57 LU-5B. All development orders authorizing a new land use or development, or redevelopment, or significant expansion of an existing use shall be contingent upon an affirmative finding that the development or use conforms to, and is consistent with the goals, objectives and policies of the CDMP including the adopted LUP map and accompanying "Interpretation of the Land Use Plan Map". The Director of the Department of ~~Planning and Zoning~~ Regulatory and Economic Resources shall be the principal administrative interpreter of the CDMP.
- LU-5C. All planning activities pertaining to development and redevelopment and the provision of public services and facilities in Miami-Dade County shall be consistent with the "Population Estimates and Projections" contained in this Element, and with the locations and extent of future land uses as identified by the LUP map and its interpretive text. Plans for providing public facilities and services in Miami-Dade County shall be updated by the responsible service providers as soon as possible after the filing of applications to amend the CDMP population projections, and the corresponding elements of the CDMP shall be updated in association with the updating of the facility/service plans.
- 58 LU-5D. When estimates of current population are periodically updated by the Miami-Dade County Department of ~~Planning and Zoning~~ Regulatory and Economic Resources or U.S. Census Bureau, and when revised projections of future population or population distributions are officially filed by the Department as applications to amend the CDMP, these new estimates and projections may be used for planning in Miami-Dade County in lieu of previously published population estimates and the population projections currently adopted in the CDMP.

59 **Objective LU-6**

Miami-Dade County shall protect, preserve, ensure the proper management, and promote public awareness of historical, architectural and archaeologically ~~significantly~~ significant sites and districts in Miami-Dade County, and shall continue to seek the addition of new listings to the National Register, and increase the number of locally designated historical and archeological sites, districts and zones.

Policies

Paragraph
Reference
Number

- LU-6A. Miami-Dade County shall continue to identify, seek appropriate designation, and protect properties of historic, architectural and archaeological significance.
- 60 LU-6B. Miami-Dade County shall place increased emphasis on districts, ~~thematic groups~~ and multiple resource listings with local as well as National Register historic sites.
- 61 LU-6C. Miami-Dade County shall seek financial resources to develop, and promote implementation of management plans for the preservation, protection and adaptive reuse of historic and archaeological resources on County property. The Office of Historic and Archaeological Resources shall identify possible grants and other funding sources to assist County departments with the maintenance and management of their historic resources.
- LU-6D. Public acquisition of historic and archaeological resources shall be pursued when public ownership would provide a major public benefit to the people of Miami-Dade County, when necessary financial resources can be secured, and when public acquisition is the last available resort.
- LU-6E. Historic structures shall be used to accommodate government functions where reuse of a facility is financially and logistically advantageous.
- LU-6F. Miami-Dade County shall seek to develop technical, legal and financial incentive programs to encourage private sector participation in the preservation and protection of historical and archaeological resources.
- 62 LU-6G. Miami-Dade County will continue to provide technical assistance to assist municipalities with established in developing fully operational historic and archaeological resource preservation programs that meet the minimum standards set by the County's Historic Preservation Ordinance, and will continue to act as the governing Historic Preservation Board and support staff for those municipalities that do not have their own historic preservation program or ordinance.
- 63 LU-6H. Through the Office of Historic and Archaeological Resources Preservation, Miami-Dade County shall improve communication for multi-agency review processes, and expand informational networking with municipal, State and regional agencies and with the Miccosukee Tribe of Indians and private non-profit organizations.
- LU-6I. Miami-Dade County shall pursue efforts with other local, State and federal agencies to develop policies that recognize the importance of designated historic resources and that comply with the provisions of the County's Historic Preservation Ordinance.
- 64 LU-6J. Miami-Dade County shall seek to increase public awareness of the value of local historic and archaeological resources through support from the print and broadcast media, presentations, conferences, seminars and special programs

and events such as Dade Heritage Days and National Historic Preservation Week, and by seeking emphasis of local history ~~by the~~ from Miami-Dade County Public Schools ~~System~~, particularly in grades K through ~~44~~12.

65 LU-6K. Awareness of historic sites and districts shall be promoted through ~~tourist programs~~; expansion of the historic plaques and markers program; and production and dissemination of publications on local archaeology, and historic sites, ~~and development over 50 years of age.~~

66 LU-6L. Through the Office of Historic and Archaeological Resources ~~Preservation~~ in consultation with the Department of Planning and Zoning ~~Regulatory and Economic Resources~~, Miami-Dade County shall formulate procedures for establishing Thematic Resource Districts (TRDs) and/or Historic Districts. These ~~overlay~~ districts shall contain architectural and landscape design guidelines, and may authorize approval of additional compatible uses, consistent with and which promote the purposes of the particular district.

67 Objective LU-7

Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a pedestrian and bicycle friendly environment that promotes the use of rapid transit services.

Policies

LU-7A. Through its various planning, regulatory and development activities, Miami-Dade County shall encourage development of a wide variety of residential and non-residential land uses and activities in nodes around rapid transit stations to produce short trips, minimize transfers, attract transit ridership, and promote travel patterns on the transit line that are balanced directionally and temporally to promote transit operational and financial efficiencies. Land uses that may be approved around transit stations shall include housing, shopping and offices in moderate to high densities and intensities, complemented by compatible entertainment, cultural uses and human services in varying mixes. The particular uses that are approved in a given station area should, a) respect the character of the nearby community, b) strive to serve the needs of the community for housing and services, and, c) promote a balance in the range of existing and planned land uses along the subject transit line. Rapid transit station sites and their vicinity shall be developed as "urban centers" as provided in this plan element under the heading Urban Centers.

68 LU-7B. It is the policy of Miami-Dade County that both the County and its municipalities shall accommodate new development and redevelopment around rapid transit stations that is well designed, conducive to ~~both~~ pedestrian, bicycle and transit use, and architecturally attractive. In recognition that many transit riders begin

and end their trips as pedestrians or bicyclists, pedestrian and bicycle accommodations shall include, as appropriate, continuous sidewalks to the transit station, cross walks and pedestrian signals, bicycle lanes/paths, bicycle parking facilities, small blocks and closely intersecting streets, buildings oriented to the street or other pedestrian/bicycle paths, parking lots predominantly to the rear and sides of buildings, primary building entrances as close to the street or transit stop as to the parking lot, shade trees, awnings, and other weather protection for pedestrians and bicyclists.

- 69 LU-7C. On all streets served by Metrobus and all arterial or collector streets designated in the Mass Transit Subelement as year ~~2015 or 2025~~ 2020 or 2030 potential service areas;
- i) New non-residential buildings and substantial alterations¹ of existing non-residential buildings, and residential buildings wherever practical, shall provide at least one full-time building entrance that is recognizable and accessible from the street and is comparably as close to the street and/or bus stop as it is to the primary parking lot; and
 - ii) New residential and non-residential developments, subdivisions and replats shall provide for buildings that front the transit street, or provide streets or pedestrian connections that intersect with the transit street in close proximity to bus stops not more than 700 feet apart and, as appropriate, shall provide for new bus stops and/or pullouts.
- 70 LU-7D. Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done by establishing blocks of walkable scale that form an interconnected network of streets, maximizing connectivity with existing streets and promoting a in-a-manner that reduces walking distances and is comfortable and attractive environment for to pedestrians.
- LU-7E. Land uses that are not conducive to public transit ridership such as car dealerships, car oriented food franchises, and uses that require transporting large objects should not be permitted to locate or expand within 1/4 mile of rail rapid transit stations.
- LU-7F. Residential development around rail rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development intensities around rail stations should produce at least 75 employees per acre within 1/4 mile walking distance from the station, 100 employees per acre within 700 feet, and minimum of 50 employees per acre between 1/4 and 1/2 mile walking distance from the station. Where existing and

¹ Substantial alteration, as the term is used in this section, shall mean repair, modification, reconstruction, addition to, or other change to a building during any ten-year period which exceeds 50 per cent of the fair market value of the building.

planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy.

- 71 LU-7G. Miami-Dade County should partner with the Metropolitan Planning Organization (MPO) and affected municipalities to establish a systematic program that will produce transit-oriented development (TOD) plans for the areas within $\frac{1}{4}$ to $\frac{1}{2}$ mile around all Metrorail, the Miami Intermodal Center (MIC) and South Dade Busway stations. Transit-oriented development is a mix of land uses that promotes transit use and decreases the dependence on automobiles. A phasing program shall also be established as part of this effort to initiate and formulate updated or new station area plans based on the overall priority categories for urban centers established by the Board of County Commissioners. Within each priority category, the factors for individual area plans may include such conditions as locations and amounts of undeveloped and underutilized land providing development and redevelopment opportunities, ownership, land use patterns, infrastructure and service levels, recent and nearby development activity, and expressions of interest in cooperating by the municipalities.
- 72 LU-7H. The Department of ~~Planning and Zoning~~ Regulatory and Economic Resources shall review land development regulations to identify reforms that would invite, and not impede, transit-oriented development in the station areas, by the year 2020.
- 73 LU-7I. Miami-Dade County will continue to review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors, and continue to update its land development regulations to remove impediments and promote transit-oriented development.

Objective LU-8

Miami-Dade County shall maintain a process for periodic amendment to the Land Use Plan map consistent with the adopted Goals, Objectives and Policies of this plan, which will provide that the Land use Plan Map accommodates projected countywide growth.

Policies

- LU-8A. Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options;

projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities Density patterns should reflect the Guidelines for Urban Form contained in this Element.

- LU-8B. Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.
- LU-8C. Through its planning, capital improvements, cooperative extension, economic development, regulatory and intergovernmental coordination activities, Miami-Dade County shall continue to protect and promote agriculture as a viable economic use of land in Miami-Dade County.
- LU-8D. The maintenance of internal consistency among all Elements of the CDMP shall be a prime consideration in evaluating all requests for amendment to any Element of the Plan. Among other considerations, the LUP map shall not be amended to provide for additional urban expansion unless traffic circulation, mass transit, water, sewer, solid waste, drainage and park and recreation facilities necessary to serve the area are included in the plan and the associated funding programs are demonstrated to be viable.
- 74 LU-8E. Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated ~~to consider~~ for consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:
 - i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
 - ii) Enhance or impede provision of services at or above adopted LOS Standards;
 - iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and
 - iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and
 - v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.
- LU-8F. The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption). The estimation of this capacity shall include the capacity to

develop and redevelop around transit stations at the densities recommended in policy LU-7F. The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the Countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities.

75 LU-8G. When considering land areas to add to the UDB, after demonstrating that a need exists, in accordance with the foregoing Policy LU-8F:

76 i) The following areas shall not be considered:

- a) The Northwest Wellfield Protection Area located west of the Turnpike Extension between Okeechobee Road and NW 25 Street and the West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street;
- b) Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas designated by the South Florida Water Management District;
- c) The Redland area south of Eureka Drive; and
- d) Areas within the accident potential zones of the Homestead Air Reserve Base

77 ii) The following areas shall be avoided:

- a) Future Wetlands delineated in the Conservation and Land Use Element and land designated Agriculture on the Land Use Plan map, except where located in designated Urban Expansion Areas (UEAs);
- ~~a) Land designated Agriculture on the Land Use Plan map;~~
- b) ~~Category 1 hurricane evacuation areas~~ Coastal High Hazard Areas east of the Atlantic Coastal Ridge;
- c) Comprehensive Everglades Restoration Plan project footprints delineated in Tentatively Selected Plans and/or Project Implementation Reports; and

78 iii) The following areas shall be given priority for inclusion, subject to conformance with Policy LU-8F and the foregoing provision of this policy:

- a) Land within Planning Analysis Tiers having the earliest projected supply depletion year; and
- b) Land within the UEAs and contiguous to the UDB; and
- d) Locations within one mile of a planned urban center or extraordinary transit service; and
- d) Locations having projected surplus service capacity or where

necessary facilities and services can be readily extended.

- iv) Notwithstanding Policy LU-8G (iii), other land may be included to expand an existing unique regional facility, defined as an existing public facility or attraction of regional prominence that has been constructed on publicly owned land with significant public funding and intergovernmental coordination, if it satisfies all of the following criteria:
 - a) The land is within the UEA, is contiguous to the UDB, and is contiguous to a unique regional facility;
 - b) The use of the land will be limited to the expansion of the unique regional facility, together with ancillary uses; and
 - c) The expansion will have a positive economic impact, including increased economic development and tourism.

79 LU-8H. Applications requesting expansion of the UDB shall be in accordance with the foregoing Policies LU-8F and LU-8G, and must meet the following criteria to be considered for approval:

- a) Residential development proposals shall provide for the non-residential needs of the future residents of such proposed developments including but not limited to places of employment, shopping, schools, recreational and other public facilities, and shall demonstrate that such needs are addressed;
- b) Residential development shall be at an average minimum density of ten (10) dwelling units per gross acre;
- c) Residential development must participate in the Purchase of Development Rights, Transfer of Development Rights (TDR) or other County established program(s) geared to protecting agricultural lands and/or environmentally sensitive lands;
- d) Non-residential development, excluding public facilities, shall be developed at a minimum intensity of 0.25 FAR; and
- e) The proposed development shall be planned to provide adequate buffering to adjacent agricultural lands and shall incorporate and promote bicycle and pedestrian accessibility throughout the development.
- f) The proposed development must be demonstrated not to discourage or inhibit infill and redevelopment efforts within the UDB;
- g) The proposed development will not leave intervening parcels of property between the proposed development and any portion of the UDB; and
- h) It must be demonstrated that the proposed development will have a positive net fiscal impact to Miami-Dade County.

80 LU-8I. By 2015, Miami-Dade County shall conduct a study of the area east of SW 147 Avenue and south of SW 232 Street for its possible consideration as a designated Urban Expansion Area (UEA) with community input and after it is demonstrated

through a study accepted by the Board of County Commissioners.

Objective LU-9

Miami-Dade County shall continue to maintain, update and enhance the Code of Miami-Dade County, administrative regulations and procedures, and special area planning program to ensure that future land use and development in Miami-Dade County is consistent with the CDMP, and to promote better planned neighborhoods and communities and well designed buildings.

Policies

- LU-9A. To maintain consistency between Miami-Dade County's development regulations and comprehensive plan, Miami-Dade County's land development regulation commission shall review proposals to amend Miami-Dade County's development regulations and shall report on the consistency between said proposals and the CDMP, as required by Chapter 163, F.S.
- LU-9B. Miami-Dade County shall continue to maintain, and enhance as necessary, regulations consistent with the CDMP which govern the use and development of land and which, as a minimum, regulate:
- i) Land use consistent with the CDMP Land Use Element and CDMP Level of Service Standards;
 - ii) Subdivision of land;
 - iii) Protection of potable water wellfields;
 - iv) Areas subject to seasonal or periodic flooding;
 - v) Stormwater management;
 - vi) Protection of environmentally sensitive lands;
 - vii) Signage; and
 - viii) On-site traffic flow and parking to ensure safety and convenience and that no avoidable off-site traffic flow impediments are caused by development. The provisions of Policy TC-3A of the Traffic Circulation Subelement, which address access management, shall apply.
- LU-9C. Miami-Dade County shall continue to encourage and promote the transfer of Severable Use Rights (SUR) from lands which are allocated SURs in Chapter 33B, Code of Miami-Dade County, to land located within the Urban Development Boundary as designated on the LUP map. When revising development regulations such as may be required to comply with Chapter 163, F.S., the County shall seek to create additional incentives for acquisition and use of SURs. As recommended in Miami-Dade County's State Housing Initiatives Partnership (SHIP) Program Housing Incentives Plan, the receiver area density bonuses in Dade's SUR program should be increased to improve the effectiveness of the program and the production of affordable housing. The County shall consider modifying the SUR program to provide for the transfer of development rights from land acquired by government for uses other than residential or commercial

purposes to development sites inside the UDB.

- LU-9D. Miami-Dade County shall continue to investigate, maintain and enhance methods, standards and regulatory approaches which facilitate sound, compatible mixing of uses in projects and communities.
- LU-9E. Miami-Dade County shall enhance and formalize its standards for defining and ensuring compatibility among proximate uses, and requirements for buffering.
- LU-9F. Miami-Dade County shall formulate and adopt zoning or other regulations to implement the policies for development and design of Metropolitan and Community Urban Centers established in the CDMP through individual ordinances for each urban center.
- LU-9G. Miami-Dade County shall review and revise its development regulations to promote building designs in multi-family residential zoning districts which are more compatible with, and sensitive to, surrounding neighborhoods, and to establish minimum densities for development in multifamily residential zoning districts.
- 81 LU-9H. Miami-Dade County shall ~~reorient~~ continue its special area planning program to ~~emphasize~~ with emphasis on the preparation of physical land use and urban design plans for strategic and high-growth locations, such as urban centers and certain transportation corridors as defined in the CDMP.
- LU-9I. Miami-Dade County shall continue to update and enhance its land development regulations and area planning program to facilitate development of better planned neighborhoods and communities, and well-designed buildings, and shall encourage and assist municipalities to do the same.
- 82 LU-9J. Miami-Dade County shall continue to use, ~~but not be limited exclusively to~~ the design guidelines established in its urban design manual as additional criteria for use in the review of all applications for new residential, commercial and industrial development in unincorporated Miami-Dade County, and shall consider the inclusion of such guidelines into its land development regulations.
- 83 LU-9K. By ~~2007~~ 2016, Miami-Dade County shall initiate the review and revision of its Subdivision Regulations to facilitate the development of better planned communities. The Public Works Department shall specifically review and update the Subdivision Regulations for urban design purposes. Changes to be considered shall include provisions for:
 - i) Open space in the form of squares, plazas, or green areas in residential and commercial zoning categories; and
 - ii) A hierarchy of street types and designs, ranging from pedestrian and bike paths to boulevards that serve both neighborhood and areawide vehicular and pedestrian trip making needs by addressing cross sections, corner

radii, connectivity and rationality of street and pathway networks, and balanced accommodation of automobiles, pedestrians, bicyclists, and landscaping.

- LU-9L. Miami-Dade County shall formulate and adopt zoning overlay or other regulations applicable to land outside the Urban Development Boundary to orient the uses allowed in business and industrial zoning districts to those which support the rural and agricultural economy of the area. Uses permitted by right would relate exclusively to agricultural or mining industries, and other uses would be approvable as special exceptions upon demonstration that the use supports the non-urban economy of that area or is required by residents of the immediate area.
- LU-9M. Building, zoning and housing codes will be vigorously enforced in all areas of Miami-Dade County.
- 84 ~~LU-9N.~~ ~~Upon completion and adoption of the South Miami-Dade Watershed Study, the County shall review the "smart growth" initiatives that are recommended in the Study to determine feasibility on appropriateness of implementing these initiatives throughout the County. If appropriate "smart growth" initiatives are identified, the County shall prepare specific amendments to the CDMP, land development regulations, and other appropriate policies and programs to implement these initiatives in order to: achieve greater efficiency in the utilization of land; reduce public sector costs resulting from inefficient development patterns; protect and preserve environmental, agricultural, water and open land resources, and; maintain and improve the quality of life of existing and future residents, businesses and visitors.~~
- 85 ~~LU-9ON.~~ ~~Miami-Dade County shall by 2007 review and revise its development regulations to provide a density bonus for good urban design in the zoning districts that fall within the Medium-High Density range of 25 to 60 dwelling units per gross acre. These development regulations shall address such urban design concerns as identifying civic areas, incorporating any historic theme, defining open space and streets, and providing a pedestrian-friendly environment along roadways. Miami-Dade County shall continue to update its land development regulations on a regular basis in order to address code amendments recommended by CDMP policy, code deficiencies or changing conditions.~~
- 86 LU-9PO. Miami-Dade County shall revise land development regulations to allow live-work units and structures in urban centers and all land use categories that permit the mixture of residential and non-residential uses. Live-work refers to one or more individuals living in the same building where they earn their livelihood usually in professional, artisanal or light industrial activities. The quiet enjoyment expectations of the residential neighbors take precedence over the work needs in a live-work unit or building. Toward this end, the occupational use of the unit shall not include non-resident employees or walk-in trade. No outdoor activity; noise, vibration, odor, electric interference or other effect of the occupation shall be detectable outside the ~~work-live~~ live-work unit. The regulations should provide for disclosure of neighboring industrial and commercial activities to prospective

residential tenants and purchasers.

- 87 LU-9QP. Miami-Dade County shall revise land development regulations to allow work-live units in the Business and Office and Industrial and Office land use categories. The term work-live means that the needs of the work component takes precedence over the quiet expectations of residents, in that there may be noise, odors, or other impacts of the business, as well as employees, walk-in trade or sales. The predominant use of a work-live unit is industrial or commercial work activity and residential activity is secondary.
- 88 LU-9RQ. The County shall coordinate with affected municipalities to prepare plans for areas designated as “urban centers” on the Land Use Plan Map, and other small area and neighborhood plans as needed and appropriate. These plans shall formulate a vision for the development and redevelopment of these areas in order to identify appropriate locations for higher density development, recommend area specific design requirements, and produce working and living environments that reflect community goals.
- 89 LU-9R. ~~During FY 2006 the Department of Planning and Zoning will revise Chap. 33, Miami-Dade County Code by creating a new zoning district that permits, under certain conditions, both single-family detached houses and townhouses together. One of the conditions is that affordable housing will be a significant portion of the development.~~ Miami-Dade County shall conduct a study to address minimum requirements for off-street parking and shared parking in transit corridors and areas with mixed use developments.
- 90 LU-9S. Miami-Dade County shall ~~by 2009~~ continue to review, analyze, and revise as necessary the land use intensity standards established in the CDMP, particularly as they apply to non-residential development, to ensure consistency between intensity standards for Urban Centers and those that apply to the Urban Infill Area, the Urbanizing Area (the area between the Urban Infill Area and the Urban Development Boundary) and outside the Urban Development Boundary. The review, analysis and revision shall also address the need for minimum standards as well as maximums. Following revision of these standards, consideration shall be given to countywide adoption of them and establishment of a joint/city review board to address instances where standards cannot reasonably be met.
- 90.1 LU- 9T. The County shall consider provisions to allow horizontal mixed-use developments, defined as the horizontal integration of parcels with different primary uses within the same site or block, in appropriate future land use categories in the Urban Development Boundary.
- 91 LU- 9U. By 2015, Miami-Dade County shall evaluate and propose update(s) to the Guidelines for Urban Form, Mixed Use Development and Urban Center provisions of this plan in coordination with the Complete Streets program to be developed pursuant to Transportation Element Objective TE-4. The updates shall address, as appropriate, the maximum allowable FARs, intensity and density of development, allowances that facilitate transit supportive mixed developments,

and shall enhance and further the implementation of the County Area Planning Program and support the intent of the Complete Streets Program.

Objective LU-10

Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multimodal transportation systems.

Policies

- 92 LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, moderate to high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation. To facilitate and promote such development Miami-Dade County shall orient its public facilities and infrastructure planning efforts to minimize and reduce deficiencies and establish the service capacities needed to support such development.
- 93 LU-10B. Solar design guidelines for such items as street and passageway alignments, landscaping, setbacks, building orientation, and relationship to water bodies shall be developed by ~~2008~~ 2016, and utilized in site plan reviews by the Department of ~~Planning and Zoning~~ Regulatory and Economic Resources.
- LU-10C. Miami-Dade County shall encourage energy conservation by adopting Florida Green Building Coalition, US Green Building Council Leadership in Energy and Environmental Design (LEED), or other acceptable commercial building standards for County-owned facilities.
- LU-10D. Miami-Dade County shall promote energy conservation by encouraging builders, remodelers, homeowners and homebuyers to implement Florida Green Building Coalition green home or other acceptable environmental standards and by encouraging site planners and land developers to implement Florida Green Building Coalition development standards.
- 94 LU-10E. Miami-Dade County shall continue to investigate opportunities to incentivize energy efficiency and, as appropriate, access available incentives and/or information regarding available incentives and make such information or accessed incentives available for developers and building owners to incorporate energy efficiency and other conservation measures that meet recognized green building standards into the design, construction or rehabilitation of their buildings.

Objective LU-11

Miami-Dade County shall take specific measures to promote redevelopment of dilapidated or abandoned buildings and the renovation, rehabilitation or adaptive reuse of existing structures.

95 **Policies**

- LU-11A. The Department of ~~Planning and Zoning~~ Regulatory and Economic Resources will develop and maintain an appropriate methodology (model), which contains relevant variables and has been validated with respect to accuracy for indicating sites, which have a high potential for redevelopment. The results ~~forthcoming~~ from applications of this model will be ~~regularly~~ reported annually ~~and disseminated to the building and development industry.~~
- 96 ~~LU-11B.~~ ~~The Department of Planning and Zoning during FY 2007 will prepare a proposal for the establishment of a taskforce or study group, charged with the formulation of a comprehensive redevelopment program. The proposal shall set forth the purpose of the group, the tasks to be carried out, the appropriate membership, and a schedule for completion.~~
- 97 ~~LU-11GB.~~ Miami-Dade County shall continue to utilize its Community Redevelopment Area (CRA) Program and federal programs such as the Community Development Block Grant and the HOME program to facilitate redevelopment of dilapidated or abandoned buildings and the renovation, rehabilitation or adaptive reuse of existing structures in eligible areas.

Objective LU-12

Miami-Dade County shall take specific measures to promote infill development that are located in the Urban Infill Area (UIA) as defined in Policy TC-1B or in an built-up area with urban services that is situated in a Community Development Block Grant (CDBG)-eligible area, a Targeted Urban Area identified in the Urban Economic Revitalization Plan for Targeted Urban Areas, an Enterprise Zone established pursuant to state law ~~or in the designated Empowerment Zone established pursuant to federal law.~~

98 **Policies**

- LU-12A. The Department of ~~Planning and Zoning~~ Regulatory and Economic Resources will utilize its Geographic Information System (GIS) Land Use File to identify vacant ~~or underutilized sites~~ sites, which might be suitable for infill housing. An infrastructure assessment will also be carried out and the results forthcoming from this process will be ~~regularly~~ reported annually by the Department ~~and disseminated to the building and development industry.~~
- LU-12B. Miami-Dade County shall identify and consider for adoption a package of financial and regulatory incentives for new development on vacant properties in the UIA.
- LU-12C. Miami-Dade County shall evaluate the need to designate an Urban Infill Development Area (UIDA) in the CDMF and if needed develop policies specifying that this area shall receive priority for future public and private investments in infrastructure, services, development and compatible redevelopment.
- LU-12D. The County shall consider developing strategies that promote infill development in

- 100 Interpretation of ~~The~~ the Land Use Plan Map:
Policy of the Land Use Element

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

1-33

structures) divided by the net lot area of the development parcel.

102	Maximum Allowable Non-Residential Development Intensity	
	Inside the <u>Urban Infill Area (UIA)</u>	2.0 FAR
	Urbanizing Area, UIA to <u>Urban Development Boundary (UDB)</u>	1.25 FAR
	Outside UDB	0.5 FAR
	[See Also <u>also Mixed Use Development and Urban Centers</u>]	

- 103 Consistent with the foregoing, certain land uses are subject to further intensity restrictions, as expressed by FAR. For the area bounded by NW 154 Street on the south, NW 97 Avenue on the east, and the Homestead Extension of the Florida Turnpike (HEFT) on the northwest, the maximum allowable intensity under the CDMP shall be a FAR of 0.45, pursuant to the 2006 Settlement Agreement between the State of Florida and Miami-Dade County [Docket No. DCA 06-1-NOI-1301-(A)-(N)] pertaining to adopted April 2005 CDMP amendment Application No. 5.

In order to maintain the County's adopted minimum level of service standards on all State and County roads adjacent to and in the vicinity of the October 2012 Cycle EAR-Based Amendment Application No. 1, Part C, Parcel 296 to amend the CDMP, which is generally bounded by NW 25 Street on the north, the Homestead Extension of the Florida Turnpike (HEFT) on the east, NW 12 Street on the south, and NW 132 Avenue on the west, the maximum allowable intensity under the CDMP shall be a FAR of 0.40 for the Application area.

Residential Communities

The areas designated Residential Communities permit housing types ranging from detached single-family to attached multifamily buildings, as well as different constructions systems. Also permitted in residential Communities are neighborhood and community services including schools, parks, houses of worship, day care centers, group housing facilities, and utility facilities only when consistent with other goals, objectives and policies of this Plan and compatible with the neighborhood. The character of the "neighborhood" reflects the intensity and design of developments mix of land uses, and their relationship.

- 104 **Guidelines for Urban Form.** The following guidelines establish a generalized pattern for location of different uses, their intensity and density, and the interconnecting network of vehicular and pedestrian movement. The general pattern of land use in residential communities should conform to the following guidelines to the maximum extent consistent with the land use patterns and densities authorized and encouraged by the Land Use Plan (LUP) map, and future amendments to the LUP map should endeavor to promote this localized form within the metropolitan pattern of urban centers and transit corridors. Exceptions may occur (a) for Developments of Regional Impact and Development of County Impact or (b) to conform the density, intensity, use, building, envelope, traffic generation and demand on services and infrastructure of a proposed new use to such contextual elements as the general pattern of use, intensity and infrastructure which exists in an established neighborhood. The general pattern promoted by these guidelines is schematically illustrated

in Figure 2_1.

1. The section line roads should form the physical boundaries of neighborhoods.
2. The section line, half section line, and quarter-section line road system should form a continuous network, interrupted only when it would destroy the integrity of a neighborhood or development, or when there is a significant physical impediment. Pedestrian and vehicular traffic networks should serve as physical links between neighborhoods, with multiple points of access between neighborhoods.
3. Within a section, a variety of residential types and densities are encouraged, with higher densities being located at the periphery, and lower densities in the interior.
4. Intersections of section line roads shall serve as focal points of activity, hereafter referred to as activity nodes. Activity nodes shall be occupied by any nonresidential components of the neighborhood including public and semi-public uses. When commercial uses are warranted, they should be located within these activity nodes. In addition, of the various residential densities which may be approved in a section through density averaging or on an individual site basis, the higher density residential uses should be located at or near the activity nodes.
5. Areas abutting and adjacent to activity nodes should serve as transition areas suitable for eligible higher residential densities, public and semi-public uses including day care and congregate living uses.
6. Areas located along section line roads between transition areas are also authorized for eligible higher residential densities, public and semi-public uses. When section line roads are served by adequate mass transit, these areas are more suitable for office uses than such properties not served by adequate transit.
7. Sites located near the center of the section at or near the intersection of half-section roads may be utilized for neighborhood-serving community facilities such as elementary schools, day care, recreational uses, and open spaces.
8. Pedestrian circulation shall be provided between activity nodes, all public places, and all subdivisions through connectivity of section, half-section and local roadways constructed with sidewalks and supplemented by pedestrian paths.
9. Along arterials, Major and high-speed roadways, pedestrian circulation should be accommodated by sheltering sidewalks from passing traffic by providing landscaping and trees at the street edge. In commercial areas, pedestrian access should be further accommodated by pedestrian pathways from the neighborhood to the business entrances as convenient as those from parking lots, and by providing awnings, overhangs or porticos for protection from the sun and weather.
10. The walling off of neighborhoods from arterial roadways should be avoided by alternatives such as placement of other compatible uses being along the periphery of suburban neighborhoods. These uses include public and semi-public uses, higher

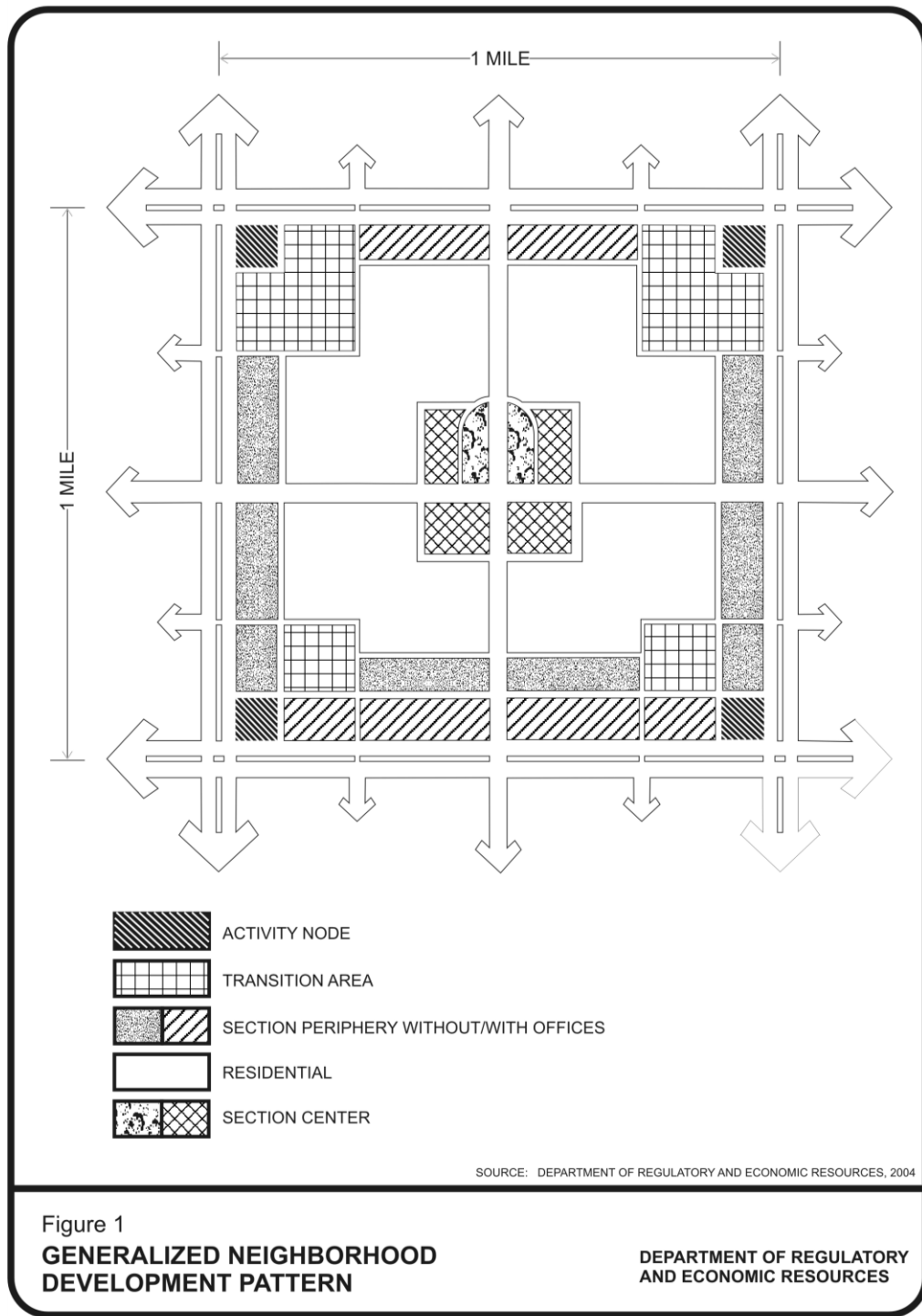
Paragraph
Reference
Number

density residential building types, and office uses, where any of such uses are otherwise permitted by this category and justified. If lower density residential uses are to be located on an arterial, the building lots should be provided with ample setbacks, side yards and block ends should face the arterial, frontage roads may be utilized, or landscaping should be used in lieu of continuous walls.

11. In planning and designing new residential developments, the frontages of public canals should be designed to remain open and accessible to neighborhood residents by such measures as the provision of adjoining frontage streets, and the avoidance of platting new contiguous building lots which would back up to the canal rights of way and prevent access. Similarly, new developments should be designed so that at least a portion of the shoreline of private water bodies will remain visible and accessible to neighborhood residents.

Paragraph
Reference
Number

105 REPLACE FIGURE 2 WITH NEW FIGURE AND RENUMBER TO FIGURE 1



\\S0430003\planning\MetroPlan\COMP-ADMIN\AMDMT-CYCLES\2012 October Cycle\L - Land Use Element Proposed Amendments\Generalized Neighborhood Development Pattern.cdr

- 106 **Gross Residential Density.** The basic unit of measurement of residential density is "dwelling units per gross residential acre." Among the land uses that may be included in the "gross residential acreage" when computing the number of dwelling units permitted per gross acre in a residential communities area are the following: housing; streets; public schools; local public parks; fire stations; police stations; private recreational open spaces that are protected in perpetuity by covenant; public or semipublic utility sites, easements or rights-of-way donated at the time of development approval; and nature preserves and water bodies created as open-space amenities during project development or credited for density purposes during previous development approval, or inland waters¹ wholly owned by the applicant. The sites of these nonresidential uses may be included in the gross residential acreage only if they are under the same ownership or are multiple ownerships that are legally unified (legally unified development) as the site for which gross density is being determined. Among the uses not considered to be part of the "residential" area when computing the number of units permitted are industrial, commercial and office sites; communication facility sites; utility sites; easements and rights-of-way unless expressly permitted elsewhere in this section; expressways; non-local parks and nature preserves; universities, colleges and other institutional use; any land that has been credited for other development; previously dedicated road rights-of-way; and any already-developed parcels whether underdeveloped or not. Hotels and motels may be approved in certain areas designated as Residential Communities only as provided in the following paragraphs. Where approved in Residential Communities, each hotel or motel unit shall count as two thirds (2/3) of a dwelling unit when calculating gross density. (Motels and hotels that are located in areas designated Business and Office or Industrial and Office on the LUP map are considered to be commercial uses and, therefore, their units are not considered in determining the number of residential units permitted in an area). In contrast, net density is the number of housing units per acre of land that is used exclusively for residential units. For example, a ten-acre parcel of land, half of which is devoted to 30 residential units and half to a park, would have residential development at a NET density of 6 units per acre and a GROSS density of 3 units per acre. Gross density is used for long-range areawide comprehensive planning because it provides flexibility for design and development of varied unit types, while Net density, typically used in zoning and design regulations, provides greater control over physical characteristics of development such as building massing and height.
- 107 The Land Use Plan map includes six residential density categories, each of which is defined in terms of its minimum and maximum allowable gross residential density. Development at a lower than maximum density may be required where conditions warrant. For example, in instances where a large portion of the "gross residential acreage" is not part of the "net" residential building area, the necessity to limit the height and scale of the buildings to that compatible with the surrounding area may limit the gross density. Severable Use Rights (SURs) or Transfer of Development Rights (TDRs) may be transferred to parcels within the designated receiving area. When Severable Use Rights or Transfer of Development Rights are utilized on residentially designated parcels, development will be allowed to exceed the maximum limits designated for the site or affected portions of it; however, this provision does not authorize the granting of a zoning district that, without use of SURs or TDRs, would exceed

¹ Inland water means all freshwater as defined in Chapter 24 of the Code of Miami-Dade County, and any coastal waters as defined in Chapter 24 having no direct physical connection to Biscayne Bay or to a coastal tributary thereof, except as said connection may occur through ground strata.

~~the Plan density limit. When an inclusionary zoning program required by Policy HO-3F is adopted to promote work force housing, development will be allowed to exceed, by up to 25%, the maximum limits designated for the site or affected portions of it; however, this provision does not authorize the granting of a zoning district or zoning approval that, without the use of the inclusionary zoning program, would exceed the plan density limit.~~

The Board of County Commissioners, or the appropriate Community Zoning Appeals Board, may approve residential development at a density up to 17 percent above the maximums provided below where it is certified that no less than 30 percent of the units in the development, excepting accessory dwelling units, will be priced to be affordable to low and very-low income households. In order to efficiently use, and not prematurely deplete, the finite development capacity that exists inside the Plan's Urban Development Boundary (UDB), land should not be developed at densities lower than the minimum established for each category. Exceptions to the minimums may exist outside transportation or transit corridors where such an exception would serve the interest of compatibility or protect the public health, safety, or important resources. For purposes of this paragraph, transportation and transit corridors are land areas located within 660 feet of planned Major Roadways identified on the LUP map, and within one-quarter mile from existing rail transit stations, express busway stops, future transit corridors and planned transit centers identified in the CDMP.

- 108 Open space consisting of green spaces such as natural areas, gardens, greens, squares, and plazas; water bodies, and/or recreational facilities shall be provided for each townhouse or multi-family development. Where practical for the planning of new townhouse developments or multi-family developments, an open space network consisting of interconnected active (e.g. play areas, swimming pools and tennis courts) and passive areas shall be provided for. The passive portion of the open space shall include any on-site archaeological or historic sites, environmentally sensitive areas such as wetlands and Natural Forest Communities, water bodies and the shoreline walkway for sites abutting Biscayne Bay or the Atlantic Ocean. The open space for a parcel ~~should~~ shall, whenever practical, be connected to the open space of adjacent parcels, the open space network for the neighborhood, ~~which is built by joining major public and private open spaces into a continuous system. When practical, the open space on a parcel shall be interconnected with adjacent public lands and the open space of adjacent residential parcels and to the County's interconnected system of parks and open spaces including public spaces, natural and cultural places, greenways, trails, and water trails as described in the Parks Open Space System Master Plan.~~ To provide for the open space on a parcel, the clustering of residential structures on the property will be permitted. If a public park with existing recreational facilities or programmed facilities is located within a ¼ mile of a residential parcel, recreational facilities need not be provided on-site. However, the open space requirement must be met, unless authorized after public hearing. The on-site open space shall be maintained by the property owner for rental apartments and by the homeowner association for ownership housing.

Estate Density. This density range is typically characterized by detached estates which utilize only a small portion of the total parcel. Clustering, and a variety of housing types may, however, be authorized. The residential densities allowed in this category shall range from a minimum of 1.0 to a maximum of 2.5 dwelling units per gross acre.

Low Density. The residential densities allowed in this category shall range from a minimum of

2.5 to a maximum of 6.0 dwelling units per gross acre. Residential densities of blocks abutting activity nodes as defined in the Guidelines for Urban Form, or of blocks abutting section line roads between nodes, shall be allowed a maximum residential density of 10.0 dwelling units per gross acre. To promote infill development, residential development exceeding the maximum density of 6.0 dwelling units per acre is permitted for substandard lots that were conveyed or platted prior to August 2nd, 1938. This density category is generally characterized by single family housing, e.g., single family detached, cluster, and townhouses. It could include low-rise apartments with extensive surrounding open space or a mixture of housing types provided that the maximum gross density is not exceeded.

Low-Medium Density. This category allows a range in density from a minimum of 6.0 to a maximum of 13 dwelling units per gross acre. The types of housing typically found in areas designated low-medium density include single-family homes, townhouses and low-rise apartments. Zero-lot-line single-family developments in this category shall not exceed a density of 7.0 dwelling units per gross acre.

Medium Density. This category allows densities from 13 to 25 dwelling units per gross acre. The type of housing structures typically permitted in this category includes townhouses and low-rise and medium-rise apartments.

- 109 **Medium-High Density.** This category authorizes apartment buildings ranging from 25 to 60 dwelling units per gross acre. In this category, the height of buildings and, therefore, the attainment of densities approaching the maximum, depends to a great extent on the dimensions of the site, conditions such as location and availability of services, ability to provide sufficient off-street parking, and the compatibility with and impact of the development on surrounding areas. The provisions of the section below entitled "Density Increase with Urban Design" are not applicable to this density category. ~~At such time as Miami-Dade County's land development regulations are amended pursuant to Policy LU-90, a density bonus can be added to each residential zoning district that falls within the Medium-High Density range of 25 to 60 dwelling units per gross acre. When land development regulations are amended, this density bonus may allow a maximum of 60 dwelling units per gross acre on properties that are designated Medium-High Density on the Land Use Plan map. These density bonuses shall not apply to existing or proposed developments with vehicular entrances that are controlled or have entry gates or existing or proposed developments with private streets.~~

High Density. This category permits from 60 to 125 dwelling units or more per gross acre. This density is found only in a few areas that are located within certain municipalities where land costs are very high and where services will be able to meet the demands.

- 110 **Density Increase With Urban Design.** Some parcels are designated on the LUP map both with a color designating the allowable residential density basis and one of two hatch patterns. The hatch pattern labeled on the LUP map legend as DI-1 (Density Increase 1) denotes that the parcel is eligible for approval of one density category higher than the residential density indicated by the underlying color code, and DI-2 denotes eligibility for approval of up to two density categories higher. A property shall be eligible for a DI-1 designation only if the development containing the designated property utilizes sound urban design principles adopted by County ordinance pursuant to Land Use Policy LU-9K, or incorporated in the Urban Design Manual endorsed by Resolution R-1360-98 as may be amended from time to

time, or addresses the urban design concerns ~~listed in Policy LU-9K~~ contained in another binding instrument approved by action of the Board of County Commissioners. A property shall be eligible for a D1-2 designation only if it meets the above urban design principles, is located in a transit corridor and addresses in a development agreement or site plan the urban design concerns of identifying civic areas, defining open spaces and streets, incorporating any historic theme and providing a pedestrian-friendly environment along roadways. For purposes of this paragraph, transit corridors are land areas located within 660 feet of planned Major Roadways identified on the LUP map, and within one-quarter mile from existing rail transit stations, express busway stops, future transit corridors and planned transit centers identified in the CDMP. To provide a transition between the transit corridor and adjacent neighborhoods, the height of buildings along the edge of the corridor should taper for at least 20 horizontal feet to the height of the existing adjacent buildings outside the corridor. However, where the adjacent property is vacant, heights of buildings at the edge of the corridor may be based on adopted comprehensive plans and the zoning of the surrounding area. Existing or proposed developments with vehicular entrances that are controlled or have entry gates with private streets are not eligible for a density increase designation of D1-1 or D1-2. If the referenced urban design principles are not employed, the allowable density shall be limited to that authorized only by the underlying color code.



(D1-1) One Density Increase With Urban Design



(D1-2) Two Density Increase With Urban Design

Density Bonus Programs for Affordable Housing: The following describes the various density bonus incentives for affordable housing and workforce housing that the Board of County Commissioners may approve:

17% Density Bonus for Affordable Housing: A density bonus up to 17% above the maximum land use designation may be approved if it is certified that that no less than 30% of the units in the development, excepting accessory dwelling units, will be priced affordable to low and very-low income households (households at or below 80% of the Area Median Income [AMI]).

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25% Density Bonus for Workforce Housing: Through the Voluntary Inclusionary Zoning program, a density bonus of up to 25% may be allowed for projects that set aside residential units for workforce housing. The Workforce Housing Development Program (Voluntary Inclusionary Zoning program) defines workforce as households with incomes between 65 and 140% of the County's median income.

30% Density Bonus for Affordable/Workforce Multifamily Infill Housing: A density bonus of up to 30% above the maximum allowable density may be approved for projects that are located in close proximity to transit service and provide a mix of market rate, workforce and affordable housing opportunities. Below is a list of the conditions that must be met for the 30% density bonus to be awarded:

- 1) At least 30% of the total residential units shall be priced affordable to households at or below 140% of the AMI, and no less than 20% of the total units shall be priced

affordable to households at or below 80% of the AMI for a period of no less than 30 years, pursuant to a deed restriction;

- 2) The site shall have a land use designation of Low-Medium Density Residential, Medium Density Residential, Medium-High Density Residential, Office/Residential, or Business and Office (Estate, Low Density or High Density land use designations shall not be eligible);
- 3) The site shall front a major roadway and be located within ¼ mile radius of transit service, which is defined as a transit station or bus stop with at least one route that provides 20 minute peak-hour headways or better during weekdays;
- 4) The location of the site shall be consistent with the guidelines for urban form;
- 5) The site is located within ½ mile radius of activity nodes with neighborhood retail establishments;
- 6) The property is located within ½ mile radius of public recreational open space or a public school, unless 15% of the site is set aside for recreational open space facilities. Recreational facilities are defined as play areas, swimming pools, tennis courts, and other active outdoor facilities.
- 7) Existing and planned public services and facilities, including water and sewer facilities, shall be adequate to serve the maximum development allowed on the proposed site; and
- 8) The development shall obtain a certification rating from LEED (Leadership in Energy and Environmental Design) or a similar organization accredited by the U.S. Green Building Council (USGB); and

A maximum of 25% of the proposed building structure may be used for business and office uses if mixed-use development is found to be compatible with surrounding uses.

60% Density Bonus for Not-for-Profit or Government/Public Sponsored Affordable Housing Providers: A density bonus of up to 60% above the maximum allowable density may be permitted if: 1) the developer is a not-for-profit affordable housing provider, a government/public sponsored affordable housing provider, or if the application site is publicly owned and made available for the development of affordable/workforce housing; and 2) all the conditions for the 30% Density Bonus for Affordable/Workforce Multifamily Infill Housing are satisfied. A government/public sponsored affordable housing provider is defined as a private developer or organization that has been awarded public funding or is participating in a public housing program to develop affordable/workforce housing, and/or a private developer or organization that has received approval to develop affordable/workforce housing on a County or publicly owned site either through donation of the land, a lease, or other form of legal agreement.

Density Bonus programs of 30% or higher shall only take effect upon the adoption of an ordinance for the "Multifamily Infill Housing Zoning Overlay." Upon the adoption of the aforementioned zoning overlay, approval of any density bonus of 30% or higher shall require a zoning boundary change through a resolution.

To be eligible for any of the density bonuses described above, the proposed development shall be consistent with the adopted goals, objectives, and policies of the Comprehensive Development Master Plan. The actual density achieved on a particular property will depend on all applicable land development regulations and compatibility standards. Sites shall be within the Urban Development Boundary, and sound urban design principles adopted by County ordinance or other binding instrument approved by action of the Board of County Commissioners must be applied. Appropriate compatibility standards must be followed to assure that the proposed development is compatible or made compatible with any adjoining or adjacent uses. Density bonuses shall not be combined and shall not apply to existing or proposed developments with vehicular entrances that are controlled or have entry gates. Furthermore, all residential units set aside for workforce housing or affordable housing should be disbursed throughout the housing development and be similar in size and type, as well as appearance on the exterior from non-set-aside units in the housing development. Prior to receiving the certificate of occupancy for market-rate units, all of the affordable housing units shall be under actual construction.

Density Averaging. The land use density ceiling designated on the LUP map will apply to every parcel of land. However, in certain instances, the averaging of density may be authorized among different parcels. Specific provisions for this to occur are specified below. All of the following allowances are limited to lands located within the Urban Development Boundary, which are designated for urban uses.

Where groups of parcels under a single ownership or multiple ownerships that are legally unified (hereinafter legally unified development) are located within a unit area bounded by Major or Minor Roadways as indicated on the Land Use Plan map, portions of the unified development may be developed at densities higher than that shown on the LUP map provided that other portions are developed at correspondingly lower densities so that the average density of the entire development does not exceed the maximum gross density limits shown on the LUP map. Where a parcel or group of contiguous parcels under a single ownership or legally unified development has two different LUP map residential designations, the number of units permitted under one designation may be averaged with the number of units permitted under the other and developed at varying densities providing that the total number of units built on such property does not exceed the total number permitted under the two designations. Further, where 50 percent or more of the boundary of a parcel or group of contiguous parcels, not exceeding 20 acres in size, adjoins land that is developed or zoned for densities that are higher than those which are shown on the LUP map, such property may be zoned for a density higher than that shown on the LUP map but not higher than the highest density which is permitted by zoning on the adjoining properties. Density may be transferred across a Major or Minor roadway to an adjacent and legally unified parcel or portion thereof contiguous to the Roadway provided, further, that the site receiving the increased density shall be developed at a density no greater than the higher of adjoining or adjacent existing residential development or zoning, or if the adjoining land is undeveloped and not zoned for urban use, one density category higher than the LUP map designation of the parcel. The above provisions, however, are all conditioned upon a determination being made that the requested density and housing types are compatible with the surrounding development and would not create a significant negative impact on services within the area.

The land use and residential density patterns indicated for municipalities represent the development basis that Miami-Dade County will use to plan and program public facilities and services that are its responsibility. The patterns of land use and densities indicated along municipal boundaries also seek to minimize conflicts between different jurisdictions. Because municipal planning agencies possess greater familiarity and the authority to plan land use of their jurisdiction, adopted municipal comprehensive plans may average densities among different density categories indicated on the LUP map, within unit areas bounded by Major and Minor Roadways indicated on the Land Use Plan map. However, the total potential number of dwelling units and acreage of other land uses should not be changed from the total indicated by the County plan for the unit area bounded by these roadways. Moreover, maintenance of compatible uses and housing types at local government jurisdictional boundaries is particularly important.

Housing Variety. Residential communities having a variety of housing types, such as standard single-family detached homes, townhouse, other single-family attached homes, and multi-family units, are encouraged by this plan. Toward this end, all new residential developments should include housing types, which will contribute to the diversity of housing types in the immediate area, and in all instances residential developments exceeding 40 acres in size shall contain more than one of the foregoing housing types. It is especially important to mix townhouses with single-family detached and the former with multi-family units. Multi-family buildings should offer a variety of sizes ranging from efficiency units through two and three bedroom apartments.

Accessory Dwelling Units. Accessory dwelling units ranging from 400 to 800 square feet of habitable area are authorized on single-family lots with a minimum area of 7,500 square feet that are located inside the Urban Development Boundary. The appearance of the structure(s) containing the primary and accessory units shall maintain an appearance consistent with the character of the neighborhood. Accessory dwelling units provided in accordance with this section shall not be counted toward the LUP map residential density maximum which governs the subject property.

Uses and Zoning Not Specifically Depicted. As provided in the previous paragraphs, mixing of different housing types and densities is allowed within certain unit areas. The average gross residential densities depicted on the Land Use Plan map reflect such averaging. They also reflect certain non-residential use sites previously credited in accordance with the section titled "Gross Residential Density" and its predecessor standard.

Existing lawful residential and non-residential uses and zoning are not specifically depicted on the LUP map. They are however reflected in the average Plan density depicted. All such lawful uses and zoning are deemed to be consistent with this Plan as provided in the section of this chapter titled "Concepts and Limitations of the Land Use Plan Map." The limitations referenced in this paragraph pertain to existing zoning and uses. All approval of new zoning must be consistent with the provisions of the specific category in which the subject parcel exists, including the provisions for density averaging and definition of gross density.

Other Potential Uses in Residential Communities. The uses generally permitted in Residential Communities are listed above under the residential, and gross residential density headings. The establishment of other new uses in residential areas is not allowed; however,

under limited circumstances and conditions, some other land uses may be permitted to locate in Residential Communities. These special use situations are described below. No "other new use" in a residential area as described in this section shall be deemed consistent with the CDMP where the use or zoning district has, or would have, an unfavorable effect on the surrounding area: by causing an undue burden on transportation facilities including roadways and mass transit or other utilities and services including water, sewer, drainage, fire, rescue, police and schools; by providing inadequate off-street parking, service or loading areas; by maintaining operating hours, outdoor lighting or signage out of character with the neighborhood; by creating traffic, noise, odor, dust or glare out of character with the neighborhood; by posing a threat to the natural environment including air, water and living resources; or where the character of the buildings, including height, bulk, scale, floor area ratio or design would detrimentally impact the surrounding area.

- 112 **Congregate Living Facilities, Group Homes, Foster Homes, Nursing Homes, and Day Care Facilities.** "Congregate residential uses" and nursing homes, with ancillary rehabilitation facilities to serve only the needs of the residents of the home or congregate facility and occupying no more than 10% of the total floor area, may be permitted at suitable locations in Residential Communities in keeping with the following density allowance: Each 2.5 occupants shall be considered to be one dwelling unit, and the maximum number of dwelling units allowed shall be no greater than the number allowed in the next higher residential density category than that for which the site is designated. For example, a ten-acre site located in an area designated for six dwelling units per gross acre may be permitted up to 13 units per gross acre or in this instance, up to 130 units. Assuming 2.5 occupants per unit, up to 325 persons could occupy the site. The foregoing density provision does not apply to "daytime service uses". The intensity of use that may be approved for "daytime service uses" such as day care facilities shall be limited as necessary to be compatible with adjacent uses and to comply with water supply and sewage regulations contained in Chapter 24 of the Miami-Dade County Code.
- 113 If located in Estate, Low or Low-Medium Density neighborhoods, congregate residential uses, and daytime service uses such as day care centers, ~~should~~ shall locate only in activity nodes, transition areas and section centers as indicated in the Guidelines for Urban Form, or on sites that are transitional to higher density or higher intensity land uses, to public uses or to other areas of high activity or accessibility. In particular, nursing homes are best located on a Major or Minor Roadway and in, or adjacent to commercial or institutional areas, higher density areas or other situations transitional from lower density residential areas.

Public Facilities. Large-scale public facilities, institutional and communications uses, and utilities are specifically identified in the Institutions, Utilities, and Communications category on the Plan map. Small-scale uses and the facilities intended to serve the immediate needs of the residential community may be permitted on compatible sites in Residential Communities subject to adequate design and buffering. These facilities include fire stations, electrical substations and distribution facilities, cell antenna, natural gas, telephone, fiber optic, cable, water and sewer facilities. They are preferably located in activity nodes, transition areas, and along major thoroughfares, and also at section centers if designed to serve the immediate neighborhood. Larger uses and facilities which are designed to serve more than a local area are preferably located in or adjacent to Industrial and Office, or Business and Office areas. Cemeteries may also be permitted in Residential Communities where direct access to a Major

or Minor Roadway is provided or where traffic would not disrupt adjacent residential areas.

Commercial Uses (in Residential Communities). Commercial uses are prohibited in areas designated as Residential Communities except as specifically provided in this chapter; ample sites for business and office uses are provided in the Business and Office, Industrial and Office, and Office/Residential Categories on the Land Use Plan map. However, under the following specific circumstances limited commercial uses may be authorized in areas designated as Residential Communities.

Office Uses smaller than five acres in size may be approved in areas designated as Residential Communities where other office, business or industrial use(s) which are not inconsistent with this plan already lawfully exist on the same block face. However, where such an office, business, or industrial use exists only on a corner lot of a subject block face or block end, approval of office use elsewhere on the block is limited to the one block face or block end which is the more heavily trafficked side of the referenced corner lot. Office uses may be approved on such sites only if consistent with the objectives and policies of the CDMP and the use or zoning district would not have an unfavorable effect on the surrounding area: by causing an undue burden on transportation facilities including roadways and mass transit or other utilities and services including water, sewer, drainage, fire, rescue, police and schools; by providing inadequate off-street parking, service or loading areas; by maintaining operating hours, outdoor lighting or signage out of character with the neighborhood; by creating traffic, noise, odor, dust or glare out of character with the neighborhood; by posing a threat to the natural environment including air, water and living resources; or where the character of the buildings, including height, bulk, scale, floor area ratio or design would be out of scale with the character of the neighboring uses or would detrimentally impact the surrounding area. In applying this provision, the maximum limits of an eligible residentially designated block face along which office uses may be extended shall not extend beyond the first intersecting public or private street, whether existing, platted or projected to be necessary to provide access to other property, or beyond the first railroad right-of-way, utility transmission easement or right-of-way exceeding 60 feet in width, canal, lake, public school, church, park, golf course or major recreational facility.

In addition, office uses may be approved along the frontage of major roadways in residential community areas where residences have become less desirable due to inadequate setbacks from roadway traffic and noise, or due to a mixture of nonresidential uses or activities in the vicinity in accordance with the limitations set forth in this paragraph. These office uses may occur in combination with or independent of residential use. Such limited office uses may be approved on such sites in residential community areas only where: a) the residential lot fronts directly on a Major Roadway as designated on the Land Use Plan map (Frontage roads are not eligible for consideration); b) the lot or site size does not exceed one acre; and c) the residential area is not zoned, developed or designated on the Land Use Plan map for Estate Density Residential, nor does subject frontage face such an Estate Density area. Office use approvals, pursuant to this paragraph may only authorize: a) conversion of an existing residence into an office; b) addition of an office use to an existing residence; or, c) the construction of a new office building on lots which were finally platted prior to March 25, 1991 in a size one acre or smaller. Additionally, such office uses may be approved only if the scale and character of the prospective office use are compatible with the surrounding residential neighborhood and if the site has sufficient dimensions to permit adequate on-site parking and

buffering of adjacent residences from the office. Other factors that will be considered in determining compatibility include, but are not limited to traffic, noise, lighting, shadows, access, signage, landscaping, and hours of operation. Signage shall be restricted both in size, style, and location to preclude a commercial appearance. Landscaping and buffering of adjacent residences and rear properties will be required. Emphasis shall be placed on retention of the general architectural style of the area, where the area is sound and attractive. Development Orders authorizing the conversion of existing homes into offices, the addition of offices to existing residences or the construction of new buildings encompassing office uses pursuant to this paragraph may be approved only where compatible and where the intensity and character of the new building including gross floor area, lot coverage and height, will be consistent with the homes which exist or which could be built on the immediately adjacent parcels.

- 114 **Hotels, and Motels, and Bed and Breakfasts** shall not be approved in the Estate or Low Density residential categories. They may, ~~however,~~ be approved in the Low-Medium, Medium, Medium-High or High Density residential categories if the site on which the hotel, ~~or motel or~~ Bed and Breakfast is located has frontage on a Major roadway as identified on the LUP map and where compatible with adjacent uses. Factors considered in determining compatibility include, but are not limited to traffic, noise, lighting, shadows, on-site parking, landscaping and buffering. In addition, hotel-motel uses may be approved where they are incidental to, and integrated with a recreational facility internal to a planned residential development. Hotel-motel or Bed and Breakfast uses may also be approved as an oceanfront resort or as part of an oceanfront resort.

- 115 **Convenience retail facilities** may be permitted in multifamily developments ~~containing 300 or more units,~~ as an accessory use for the convenience of the development's residents. Such facilities shall be restricted in size to relate solely to the needs of the development's residents and shall be limited to convenience commercial and personal service uses such as restaurants, food and drugstores, barbershop and dry cleaning service pick up/drop off. Wherever possible, such uses should be located in the principal structure or in a community service structure. Where this ancillary use must be self-standing, its site shall be no larger than one-half acre per 300 dwelling units. These uses shall not be visible from sites outside the subject development or have direct access from public roads, and shall not utilize signage to attract persons from outside the development. In addition, the location of any such convenience facilities shall be designed as an integral part of the total development, and will be subject to site plan approval.

Marina facilities and recreation facility clubhouses, private and semiprivate, (including commercial uses which are incidental and complementary to, and usually associated with, clubhouses, such as pro-shops, snack bars, restaurants, and the sale of alcoholic beverages) within, and primarily designed, sized and scaled to serve the immediate needs of a residential development may also be permitted in the residential classifications if compatible with the neighborhood.

- 116 **Neighborhood Corner Store** development may also be considered for approval in Residential Community-designated areas except Estate-designated areas. Up to one acre of neighborhood corner store development may be considered for approval on land designated as Residential Communities for each 600 dwelling units in the development. The siting and design of Neighborhood Corner Store developments on land designated residential

communities ~~should~~ shall be as consistent as reasonably feasible ~~possible~~ with the Guidelines for Urban Form presented on the preceding pages.

Home Occupations. Home occupations may be approved as a subordinate, accessory, conditional use in single-family residences in accordance with the following conditions: The occupational use must be incidental and secondary to the primary use as a residence; all structures must maintain a residential appearance; no signs or displays are allowed in windows or outdoors; all occupational materials and activity must occur indoors; employment shall be limited solely to residents who live on the premises; no products or goods in trade may be sold from stock on the premises; no activities will be allowed which cause noise, vibration, heat, light, odor, or electrical interference detectable outside the residence; uses will be restricted to maintain residential traffic characteristics; and periodic inspections, annual operating permits, and business licenses shall be required to protect the safety and tranquility of the residential neighborhood.

- 117 **Hospitals in Residential Communities.** New hospitals may not be permitted in Residential Communities except that they may be approved to locate in the Medium-High and High Density categories. They should be located in areas designated Institutional, Business and Office or Industrial and Office. However, existing hospitals and associated medical buildings which are not specifically depicted on the LUP map may be approved for addition or expansion in all density categories where compatible with the surrounding neighborhood. Notwithstanding the foregoing, new outpatient health facilities may be located along a major roadway in Residential Communities, except the Estate Density and Low Density categories, where such facilities are compatible with the surrounding neighborhood.

Thematic Resource District (TRD). Pursuant to Land Use Policy LU-6L, Thematic Resource Districts (TRDs) may be established in areas designated as Residential Communities on the LUP map to provide protection and replication of community historical, architectural, design or other physical attributes that constitute aesthetic, cultural and economic assets of the community. TRDs established pursuant to Policy LU-6L may be established in Residential Community areas which allow residential use at a density up to one Land Use Plan map density category higher than the underlying LUP map designation, and compatible non-residential uses.

Traditional Neighborhood Developments (TNDs). Traditional neighborhood developments which incorporate a broad mixture of uses under specific design standards may also be approved in Residential Communities in the manner specifically authorized in this subsection. The purpose of the traditional neighborhood development is to enable the creation of new communities that offer social and architectural quality, characteristic of early American town planning. Many of these early models, developed prior to 1940, offer insight into the design of coherently planned communities. The concept is patterned after those inherent in these earlier developments and provides design clarity through a hierarchy of streets, a focus towards pedestrian activity, low scale community support activities and the use of civic symbols of community buildings and open squares as the focal point of the neighborhood. The objectives of a traditional neighborhood development shall include the following:

- to provide a physical environment and to foster a social environment that allows

inhabitants to satisfy such basic psychological needs as security, community identity and self-esteem;

- to provide significant employment within the neighborhood, allowing both small and large scale businesses. This mixing of jobs and housing reduces traffic impacts and adds to the liveliness and security of the neighborhood;
- to provide a full range of housing types, from detached single family houses to apartments above shops, fostering social and cultural integration;
- to provide neighborhood civic buildings, squares and parks to reinforce community identity;
- to reduce dependence on the automobile by encouraging foot and bicycle traffic, by providing consumer services, jobs, recreation, and cultural opportunities within walking and cycling distance, and by general compactness of community layout;
- to create streets that accommodate pedestrians as well as automobiles;
- to provide guidelines for building placement and street design that protect the neighborhood environment while allowing latitude for individual choices.

Within areas designated on the LUP map as Residential Communities, a mixed use Traditional Neighborhood Development permitting business, office, industrial, artisanal, live-work, home occupations and other uses authorized by this subsection may be approved providing that the following criteria are met:

1. The minimum contiguous land area is 40 acres and is not located within the Estate Density category; and
2. The site is under single-ownership at the time the master development plan or equivalent is approved; and
3. Residential density does not exceed the density depicted on the Land Use Plan Map, except that a maximum density of ten dwelling units per acre may be approved in the Low Density category; and
4. Public open spaces such as squares or parks comprise a minimum of five acres or five percent of the developed area, whichever is greater; and
5. Civic uses, such as meeting halls, schools, day care centers and cultural facilities comprise a minimum of two percent of the developed area; and
6. Business, office, and industrial uses, that are separate from residential mixed uses do not exceed seven percent of the gross land area; and
7. Where the TND borders or is adjacent to land that is designated Estate, Low Density or Low-Medium Density Residential and the land so designated is used for residences or is vacant, the separate business, office and industrial uses identified in item No. 6 above, and those business, office and industrial uses mixed with other uses shall not

be permitted within 175 feet of the TND boundary and all non-residential components of such uses shall be acoustically and visually screened from said bordering or adjacent land; and when a TND borders land designated Agriculture or Open Land, said business, office or industrial uses shall not be permitted within 330 feet of said TND boundary; and

8. Residential areas, and residential uses mixed with shop-front, artisanal home occupation uses comprise the remainder of the developed area; and
9. In calculating gross residential density, uses listed in item No. 6 shall be excluded, however, all other uses may be used to determine the maximum permitted density.

Industrial and Office

Manufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms, distribution centers, and similar uses are permitted in areas designated as "Industrial and Office" on the LUP map. Also included are construction and utility-equipment maintenance yards, utility plants, public facilities, hospitals and medical buildings. The full range of telecommunication facilities, including switching and transmission facilities, satellite telecommunications facilities, microwave towers, radar stations and cell towers is also allowed. Very limited commercial uses to serve the firms and workers in the industrial and office area are allowed dispersed as small business districts and centers throughout the industrial areas. Hotels and motels are also authorized. Freestanding retail and personal service uses and shopping centers larger than 10 acres in size are prohibited in these areas because they would deplete the industrial land supply and they are better located in commercially designated areas and in closer proximity to residential areas. Freestanding retail and personal service uses and shops that are approved in Industrial and Office areas should front on major access roads, particularly near major intersections. In addition, uncommon commercial uses such as amusement uses, and others with unusual siting requirements may also be considered at appropriate locations. Quarrying activities and ancillary uses may also be approved in areas designated Industrial and Office where compatible with the surrounding area and environment. The specific range and intensity of uses appropriate in a particular Industrial and Office area vary by location as a function of the availability of public services and access and, among other factors, compatibility with neighboring development. Through the zoning review process, use of particular sites or areas may be limited to something less than the maximum allowed in this category. Moreover, special limitations may be imposed where necessary to protect environmental resources.

If the land is the subject of an application for rezoning, zoning approval or a plan amendment and is located in an MSA with less than a 15-year supply of industrial land, in order to receive approval for a non-industrial use, the applicant must demonstrate that such use will not have a significant adverse impact on future industrial development.

In general, the typical residential development is incompatible with major industrial concentrations and shall not occur in areas designated as "Industrial and Office" on the LUP map to avoid use conflicts and for health and safety reasons. Exceptions may be granted for the following: (1) the development of live-work or work-live buildings or the adaptive reuse of existing structures for these purposes in areas of light industrial uses such as office,

wholesale, distribution and the assembling of pre-manufactured parts; (2) the development of a TND as provided herein; and (3) the residential development of a portion of an industrially designated area where the portion is, a) 10 acres or smaller and is bounded on two or more sides by existing residential development or zoning, or is b) the perimeter of a Plan-designated industrial area which perimeter does not exceed a depth of 150 feet; and c) the subject portion of the industrially designated site immediately adjoins a currently developed or platted residential area and the Director of the Department of Planning and Zoning determines that the inclusion of a residential component in the Industrially designated area, designed to provide compatible transition along the boundary, is the best means of maintaining the quality of the adjoining residential area. Notwithstanding the foregoing, applications for residential zoning that were properly filed prior to August 25, 2000, can be considered where adjoining land is residentially zoned, designated or developed. Residential developments in this land use category may participate in the inclusionary zoning program. The properties utilized for residential development will be eligible within the limits provided in this paragraph for the density allowances of the inclusionary zoning program in the Residential Communities section.

- 118 TNDs may be permitted in Industrial and Office areas where: 1) compatible with nearby development and with the objectives and policies of this Plan, 2) necessary services exist or will be provided by the developer, and 3) adjacent to land designated Residential Communities on the LUP map (including across an abutting major or minor roadway) along 30 percent or more of the total perimeter of the TND, provided that land designated Residential Communities exists along at least some portion of the two or more sides. (Multiple sides created by an out parcel shall count as one side only). TND located within Industrial and Office areas shall allocated to Workshop Uses a minimum of 15 percent and a maximum of 30 percent of the gross built up area planned for development within a TND, and shall have a residential density no greater than the average of the adjacent Residential Communities designations or ten units per acre, whichever is higher. Workshops Uses shall be oriented to adjacent non-residential areas, while the residential uses shall be oriented to the adjacent Residential Communities designations. All criteria for TNDs enumerated in the Residential Communities section of this Chapter, other than the provisions governing percent of built ~~per~~ up area which may be devoted to workshop uses addressed herein and the maximum permitted residential density, shall govern the development of TNDs in areas designated Industrial and Office.

Restricted Industrial and Office. Industrial and Office areas designated as "Restricted" are areas where the range of uses and design of facilities are governed by special groundwater protection regulations. This category primarily affects "wellfield protection areas" designated in the Miami-Dade County Code (Chapter 24, Code of Miami-Dade County). The boundaries of the "Restricted" areas shall be periodically reviewed and amended as necessary to maintain consistency with wellfield protection area boundaries provided by Chapter 24, Code of Miami-Dade County. Development in Restricted Industrial and Office areas should generally be limited to office uses, but certain business, warehousing and manufacturing uses may be permitted, provided that the use employs best management practices, and the use does not involve the on-site use, handling, storage, manufacture or disposal of hazardous materials or waste as defined in Chapter 24 of the County Code. Provisions of the "Industrial and Office" category which allow and limit residential and business uses, TNDs and hotels also apply to the Restricted category. Quarrying and environmentally compatible ancillary uses may also be approved in these areas. The inclusion of this Restricted category on the LUP map does not preclude the application of these or similar use limitations to other land contained in the

Industrial and Office or any other land use category where necessary to protect groundwater resources.

Uses and Zoning Not Specifically Depicted. Some existing uses and zoning are not specifically depicted on the LUP map. All existing lawful uses and zoning are deemed to be consistent with this Plan as provided in the section of this chapter titled "Concepts and Limitations of the Land Use Plan Map." The limitations referenced in this paragraph pertain to existing zoning districts and uses. All approval of new industrial locations must be consistent with the LUP map or the specific exceptions provided in the various LUP map categories, the objectives and policies of this Plan.

119 Business and Office

This category accommodates the full range of sales and service activities. Included are retail, wholesale, personal and professional services, call centers, commercial and professional offices, hotels, motels, hospitals, medical buildings, nursing homes (~~also allowed in the institutional category~~), entertainment and cultural facilities, amusements and commercial recreation establishments such as private commercial marinas. Also allowed are telecommunication facilities such as cell towers and satellite telecommunication facilities (earth stations for satellite communication carriers, satellite terminal stations, communications telemetry facilities and satellite tracking stations). These uses may occur in self-contained centers, high-rise structures, campus parks, municipal central business districts or strips along highways. In reviewing zoning requests or site plans, the specific intensity and range of uses, and dimensions, configuration and design considered to be appropriate will depend on locational factors, particularly compatibility with both adjacent and adjoining uses, and availability of highway capacity, ease of access and availability of other public services and facilities. Uses should be limited when necessary to protect both adjacent and adjoining residential use from such impacts as noise or traffic, and in most wellfield protection areas uses are prohibited that involved the use, handling, storage, generation or disposal of hazardous material or waste, and may have limitations as to the maximum buildable area, as defined in Chapter 24 of the County Code. When the land development regulations are amended pursuant Policies ~~LU-9P~~ LU-9Q and ~~LU-9Q~~ LU-9P, live-work and work-live developments shall be permitted on land designated as Business and Office, as transitional uses between commercial and residential areas.

- 120 Residential uses, and mixing of residential use with commercial, office and hotels are also permitted in Business and Office areas provided that the scale and intensity, including height and floor area ratio of the residential or mixed use development, is not out of character with that of adjacent or adjoining development and zoning, and it does not detrimentally impact, and it provides a sensitive well designed transition to any adjacent or adjoining residentially developed or designated areas of different development intensity. Where these conditions are met residential development may be authorized to occur in the Business and Office category at a density up to one density category higher than the LUP-designated density of the adjacent or adjoining residentially designated area on the same side of the abutting principal roadway, or up to the density of any such existing residential development, or zoning if the adjacent or adjoining land is undeveloped, whichever is higher. If there is no adjacent or adjoining residential use existing, zoned or designated on the same side of the roadway, the maximum allowable residential density will be that which exists or which this plan allows across the

roadway. Where there is no residential use, zoning or designation on either side of the roadway, the intensity of residential development, including height, bulk and floor area ratio shall be no greater than that which would be permitted for an exclusively commercial use of the site. Where SURs or TDRs are transferred to Business-designated parcels which are zoned or to be used for residential development, or when a residential project utilizes the ~~inclusionary zoning program~~ Density Bonus Programs for Affordable Housing discussed on the preceding pages, the allowances of the Residential communities section may be used within the limits provided in this paragraph.

Strips and Nodes. The plan recognizes existing strip commercial development along many roadways. However, commercial development in newly developing areas is designated as nodes at major intersections. Allocation of commercial development rights among quadrants of such nodes will depend on locational factors, geographic constraints, ownership fragmentation, compatibility with adjacent uses and availability of highway capacity and other public services and facilities.

Ribbons or strips of commercial use along roadway frontages are identified along one or both block faces fronting certain roadways. Where only one block face is indicated, this specifically provides that only that block face is intended for commercial use and is not to suggest that the opposite face is also included. The lateral boundary of the ribbon indicates the extent to which business uses may be allowed to expand along the roadway frontage.

The depth of the ribbon for commercial development and other uses permitted under the Business and Office land use category is more generalized. In general, the depth should be limited to the norm for the strip, but may be approved at such other depth that will provide a logical transition to adjacent commercial and residential uses or accommodate vehicular parking to serve an adjacent use, provided that liberal permanent buffering is provided or other site planning or design features are used, to provide compatibility with any adjoining and adjacent residential uses that exist or are designated on the Land Use Plan map, in keeping with the Plan's policies. Extension of commercial strip depth beyond the mid-block to the frontage of an interior street does not necessarily authorize vehicular access on that interior street, and such access may be prohibited if it would be incompatible with neighboring development. Intervening areas between commercial ribbons along a highway face may be used only for the uses permitted in the designated land use category. Further lateral extension of the ribbon beyond that shown on the Plan map will require a Plan amendment.

Uses and Zoning Not Specifically Depicted. Some existing lawful uses and zoning are not specifically depicted on the LUP map. However, all such existing lawful uses and zoning are deemed to be consistent with this Plan as provided in the section of this chapter titled "Concepts and Limitations of the Land Use Plan Map." The limitations referenced in this paragraph pertain to existing zoning and uses. All approval of new commercial locations must be consistent with the LUP map or the specific exceptions provided in the various LUP map categories, and the objectives and policies of this Plan.

Office/Residential

Uses allowed in this category include both professional and clerical offices, hotels, motels, and residential uses. Office developments may range from small-scale professional office to large-

scale office parks. Satellite telecommunication facilities that are ancillary uses to the businesses in a development are also allowed. A specific objective in designing developments to occur in this category is that the development should be compatible with any existing, or zoned, or Plan-designated adjoining or adjacent residential uses. The maximum scale and intensity, including height and floor area ratio of office, hotel and motel development in areas designated Office/Residential shall be based on such factors as site size, availability of services, accessibility, and the proximity and scale of adjoining or adjacent residential uses. Where the Office/Residential category is located between residential and business categories, the more intensive activities to occur on the office site, including service locations and the points of ingress and egress, should be oriented toward the business side of the site, and the residential side of the site should be designed with sensitivity to the residential area and, where necessary, well buffered both visually and acoustically.

- 121 Residential uses are also allowed in the Office/Residential category. In these locations, residential density may be approved up to one density category higher than that allowed in the adjoining or adjacent residentially designated area on the same side of the abutting principal roadway, or up to the density of existing adjoining or adjacent residential development, or zoning if the adjacent or adjoining land is undeveloped whichever is higher. If there is no adjacent or adjoining residential development existing, zoned or designated on the same side of the abutting principal roadway, then the allowable maximum residential density shall be based on that which exists or which the plan allows across the roadway. Where there is no residential use, zoning or designation on either side of the roadway, the intensity of residential development, including height, bulk and floor area ratio shall be no greater than that which would be permitted for an exclusively office use of the site. When residential uses are mixed with office uses, the overall scale and intensity, including height and floor area ratio of the mixed-use development shall be no greater than that which would be approved if the parcel was developed in either office use only or residential use only, whichever is higher. Where SURs or TDRs are transferred to Office/Residential-designated parcels which are zoned or to be used for residential development, or when a residential project utilizes the Density Bonus Programs for Affordable Housing, discussed on the preceding pages, the allowances of the Residential communities section may be used within the limits provided in this paragraph. Within the Office/Residential category, business uses ancillary and to serve the on-site use(s) may be integrated in an amount not to exceed 15 percent of the total floor area. However, the Office/Residential category does not authorize other business or commercial uses.

The plan recognizes existing strip office development along roadways. Ribbons or strips of office use along roadway frontages are identified along one or both block faces fronting certain roadways. Where only one block face is indicated, this specifically provides that only that block face is intended for office use and is not to suggest that the opposite face is also included. The lateral boundary of the ribbon indicates the extent to which office uses may be allowed to expand along the roadway frontage. The depth of the ribbon for office development and other uses permitted by the Office/Residential land use category is more generalized. In general, the depth should be limited to the norm for the strip, but may be approved at such other depth that will provide a logical transition to adjacent uses or accommodate vehicular parking to serve an adjacent use, provided that site planning or design features are used, to furnish compatibility with any adjoining and adjacent residential uses that exist or are designated on the Land Use Plan map, in keeping with the Plan's policies. Extension of the strip depth beyond the mid-block to the frontage of an interior street does not necessarily

authorize vehicular access on that interior street, and such access may be prohibited if it would be incompatible with neighboring development. Intervening areas between ribbons along a highway face may be used only for the uses permitted in the designated land use category. Further lateral extension of the ribbon beyond that shown on the Plan map will require a Plan amendment.

As indicated in the section of this chapter titled "Concepts and Limitations of the Land Use Plan Map", some existing lawful uses and zoning are not specifically depicted on the LUP map. That text, titled Uses and Zoning Not Depicted, applies equally to office uses and zoning.

Mixed Use Development

Mixed-use development allows a mix of compatible uses in a high quality pedestrian-oriented street environment. This form of development includes permitted uses mixed within the same building (vertical) or in separate buildings on the same site or in the same block (horizontal). As stated in Policy LU-9U, the County will consider at a later time provisions for allowing horizontal mixed-use development in various land use categories. The section of this element, entitled "Urban Centers," addresses mixed-use development occurring within designated urban centers. The purpose of this section is to address the mixed-use projects that are to be located outside of the designated urban centers.

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

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

1. "Neighborhood activity nodes" of 40 gross acres which, as shown in Figure 2 of the Land Use Element, Generalized Neighborhood Development Pattern, are located at the intersections of section line roads; or
2. Corridors with a maximum depth of 660 feet that are located along 'Major Roadways' as identified on the adopted Land Use Plan map; or
3. Corridors designated as mixed-use corridors in an area plan that has been accepted by the Board of County Commissioners.

Appropriate design standards are essential to ensure that the uses permitted in mixed-use developments are compatible with each other and adjacent properties and contribute to the character of the street and the surrounding community. A specific objective in designing

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

Mixed-Use Developments Located within:	Floor Area Ratio Range	Maximum Residential Density (dwelling units)
Major Corridors	from 1.0 to 1.5	36
Neighborhood Activity Nodes	from 0.75 to 1.0	18

Urban Centers

Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.

The locations of urban centers and the mix and configuration of land uses within them are designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than recent suburban development forms, and to create identifiable "town centers" for Miami-Dade's diverse communities. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.

The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and areawide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of jobs, personal services and retailing within walking

distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour.

Urban Centers are identified on the LUP map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the intensification of development at these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the Community Center policies established below.

122 **Policies for Development of Urban Centers**

Following are policies for Development of Urban Centers designated on the Land Use Plan (LUP) map. Where the provisions of this section authorize land uses or development intensities or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern. All development and redevelopment in Urban Centers shall conform to the guidelines provided below.

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

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

guidelines herein, which plan is approved by the Board of County Commissioners after an advertised public hearing. Urban Center development shall not extend beyond the UDB.

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

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

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

Density and Intensity. The range of average floor area ratios (FARs) and the maximum allowed residential densities of development within the Regional, Metropolitan and Community

Urban Centers are shown in the table below.

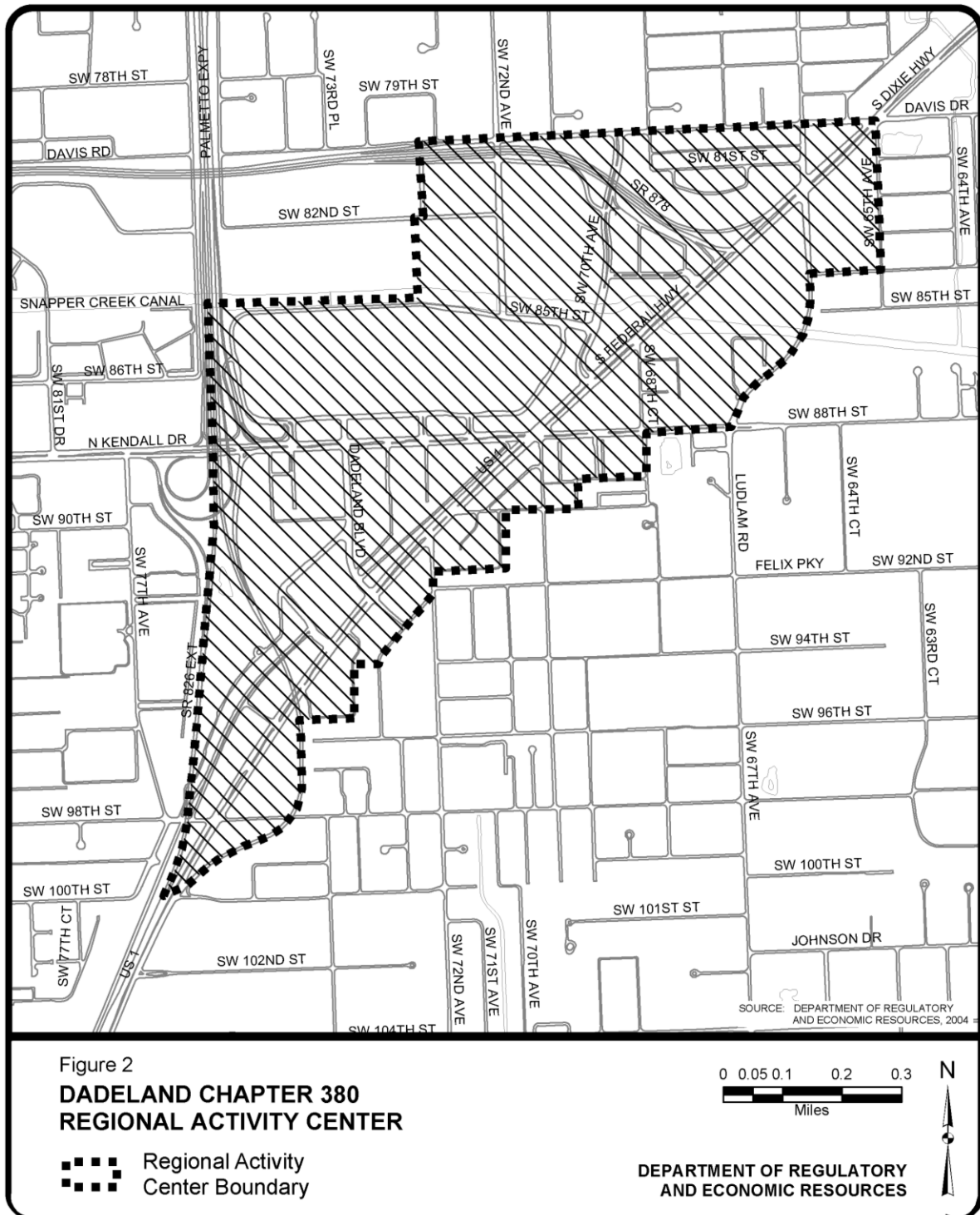
	Average Floor Area Ratios (FAR)	Max. Densities Dwellings per Gross Acre
Regional Activity Centers	greater than 4.0 in the core not less than 2.0 in the edge	500
Metropolitan Urban Centers	greater than 3.0 in the core not less than 0.75 in the edge	250
Community Urban Centers	greater than 1.5 in the core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

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

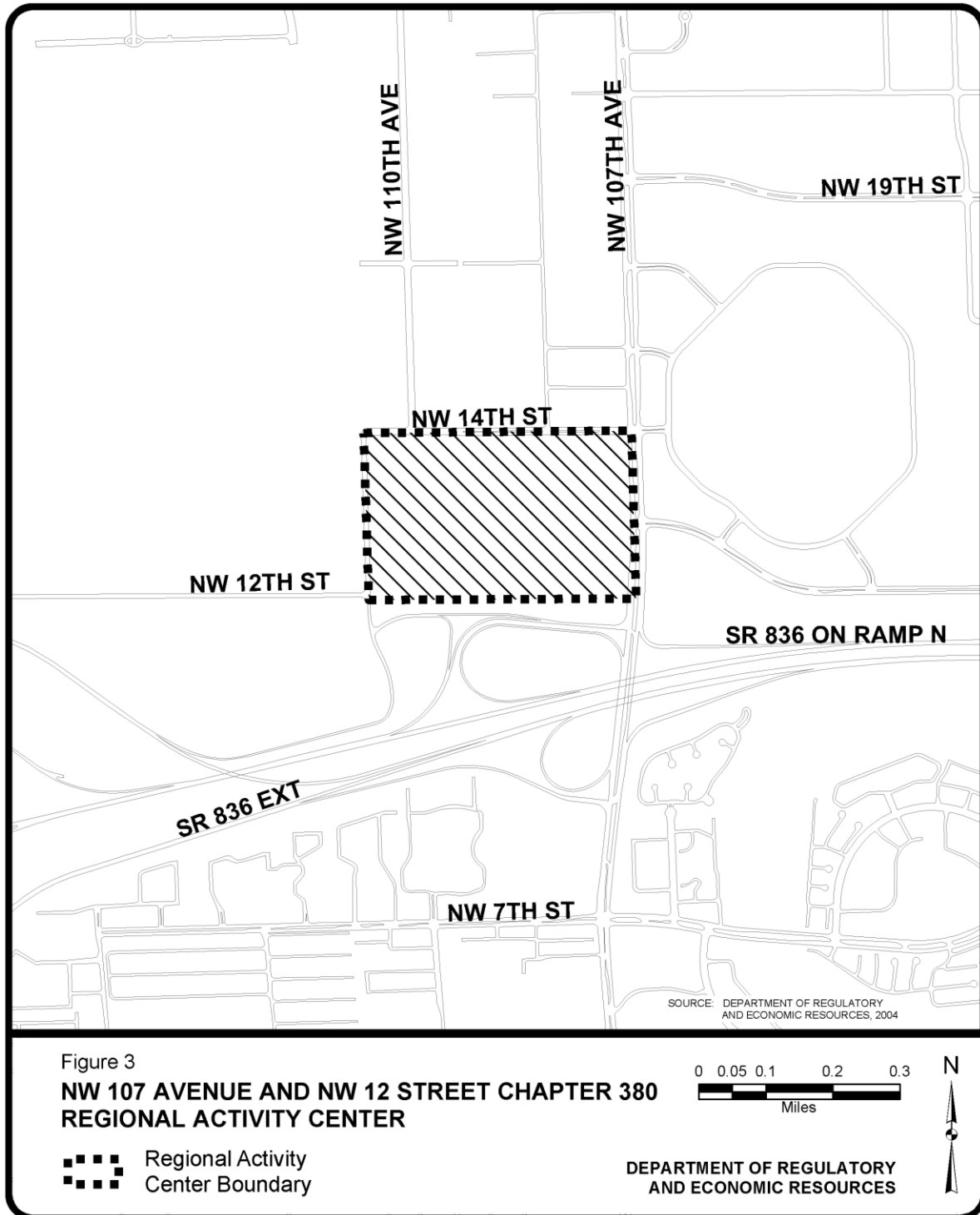
As noted previously in this section, urban centers are encouraged to intensify incrementally over time. Accordingly, in planned future rapid transit corridors, these intensities may be implemented in phases as necessary to conform with provisions of the Transportation Element, and the concurrency management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

- 123 **Chapter 380 Regional Activity Centers.** Chapter 380.06(2)(e), Florida Statutes (F.S.) and Chapter 28-24.014, Florida Administrative Code (FAC), authorize local governments to designate areas as regional activity centers, hereinafter "Chapter 380 regional activity centers", where the local government seeks to encourage higher intensities of development by increasing the threshold of the development size required to undergo State review as a Development of Regional Impact (DRI). In addition, Policy 11.14 of the Adopted 2004 Strategic Regional Policy Plan for South Florida authorizes the designation of "Regional Development Districts" to ~~implement provisions of Chapters 380.0651(3)(d)(3) and (3)(g)(2), F.S., which~~ provide for the designation of geographic areas highly suitable for increased (DRI review) threshold intensity. The designation of a specific area and boundaries as a Chapter 380 regional activity center for the purpose of increasing DRI review thresholds does not change the CDMP Land Use Plan map designation of any land, nor does it change the uses or intensities of development authorized by the CDMP. It only changes the circumstances under which proposed developments in the designated area would have to be reviewed through the Chapter 380, F.S., DRI process. The following areas are hereby designated to be Chapter 380 regional activity centers and, subject to approval by the South Florida Regional Planning Council, regional development districts (a geographic area specifically designated as highly suitable for increased threshold intensity), for the purpose of increasing DRI review thresholds: 1. Dadeland, as depicted on Figure 3 ~~2~~; and 2. N.W. 107th Avenue and N.W. 12th Street, as depicted on Figure 3.1-4 ~~3~~.

124 REPLACE EXISTING FIGURE 3 WITH NEW FIGURE AND RENUMBER TO FIGURE 2



125 REPLACE EXISTING FIGURE 3.1 WITH NEW FIGURE AND RENUMBER TO FIGURE 3



The Land Use Plan map specifically illustrates parks and recreation areas of metropolitan significance, including State parks and the Biscayne and Everglades National Parks. Also illustrated are golf courses and other parks of approximately 40 acres and larger which are significant community features. Most neighborhood local parks smaller than 40 acres in size are not specifically shown on the Plan map; however, this omission should not be interpreted as meaning that these parks will be taken out of public use. Compatible parks are encouraged in all of the residential categories and may be allowed in all other categories of the LUP map. The siting and use of future parks and recreation areas shall be guided by the Recreation and Open Space, and Capital Improvements Elements, by the goals, objectives and policies of the CDMP, and by the Miami-Dade County Parks and Open Space System Master Plan. Both governmentally and privately owned lands are included in areas designated for Parks and Recreation use. Most of the designated privately owned land either possesses outstanding environmental qualities and unique potential for public recreation, or is a golf course included within a large-scale development. Unless otherwise restricted, the privately owned land designated as Parks and Recreation may be developed for a use or a density comparable to, and compatible with, surrounding development providing that such development is consistent with the goals, objectives and policies of the CDMP. Except as consistent with the provisions below, however, this allowance does not apply to land designated Parks and Recreation that was set aside for park recreation or open space use as a part of, or as a basis for approving the density or other aspect of, a residential (or other) development or is otherwise subject to a restrictive covenant accepted by a public entity.

- 127 The long-term use of golf courses or other private recreation or open space on privately owned land designated as Parks and Recreation may be previously limited by deed restriction or restrictive covenant. A new development plan governing such land set-aside for park, recreation or open space use (restricted lands) may be approved at public hearing by the Board of County Commissioners or the applicable zoning board only if the following is demonstrated: (1) that the restricted land is subject to a restrictive covenant relating to development served by the open space, that such restrictive covenant continues to limit the use of the land to open space, and that this limitation in the restrictive covenant may be modified only with the written consent of adjacent or proximate property owners or a prescribed percentage thereof; (2) that the required written consents of the adjacent or proximate property owners have been obtained; and (3) that the proposed development will replace park or recreation land or open space that has fallen into prolonged disuse or disrepair to the detriment of the surrounding neighborhood. The development plan for such land (1) shall provide for development compatible with adjacent development; (2) shall provide by restrictive covenant that not less than two-thirds of the land subject to the new development plan (or such other proportion deemed appropriate by the Board of County Commissioners and/or appropriate Community Zoning Appeals Board but in no event less than 50 percent of such land) shall be maintained as Park, Recreational or open space for use by residents or other residents or users of the entire development for which the open space had originally been provided; (3) shall provide a financial means of assuring such maintenance, by homeowner's association, special tax district or other comparable means approved at public hearing or by the Director of the Department of Planning and Zoning Regulatory and Economic Resources or successor agency; and (4) shall provide that the residential density of the portion of the Park and Recreation-designated land eligible for development shall not exceed either the gross existing density of the development in connection with which the park-designated land was originally set aside, or the gross density of all the ownership parcels immediately abutting the entire ~~the~~ park-designated land whichever is lower. An approval

pursuant to this provision may allow the gross density of the combined new and existing development, and its existing zoning, to exceed the maximum otherwise allowed by the LUP map, but only to the extent necessary to enable reuse of the park designated land in accordance with this provision. Nothing herein shall be construed to permit development of property subject to a restrictive covenant accepted by the county or other public entity without compliance with the terms that covenant including, but not limited to, those terms governing modification or amendment thereof.

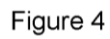
- 128 Certain commercial activities that support the recreational uses and relate to the resources of the park, such as marine supply stores, fuel docks or tennis and golf clubhouses may be considered for approval in the Parks and Recreation category. Other commercial recreational, entertainment or cultural uses may also be considered for approval in the Parks and Recreation category if authorized in accordance with Article ~~6-7~~ of the Miami-Dade Charter, as amended, and if they are related to, and would increase the quality, utility or enjoyment of the site and its natural, historical, and archaeological resources and facilities.

Some of the land shown for Parks is also environmentally sensitive. While most of these environmentally sensitive areas are designated on the LUP map as “Environmentally Protected Parks” some may be designated as Parks and Recreation due to graphic constraints (the environmentally sensitive portion of the park that is smaller than five acres). Park land which is characterized by valuable environmental resources shall be managed in a manner consistent with the goals, objectives and policies for development of the applicable environmental resources or protection area. Accordingly, resource enhancing facilities including boardwalks, nature trails, canoe trails and launches and interpretive facilities may be provided in these areas.

Environmentally Protected Parks

The “Environmentally Protected Parks” designation is mainly comprised environmentally sensitive land and water areas within the authorized boundaries of Big Cypress National Preserve, Everglades National Park, and Biscayne National Park. The National Park Service retains ownership of most of the land in these areas and is currently pursuing the acquisition of the remainder. Additionally, some sites that carry this designation are proposed for public acquisition or have been acquired under Miami-Dade County Environmentally Endangered Lands (EEL), Florida's Conservation and Recreational Lands (CARL) and Florida Forever programs and include tropical hardwood hammocks, high-quality Dade County pineland and viable mangrove forests. These sites are identified in this category on the LUP map although they may be as small as ten acres in size.

- 129 Land uses and activities, which may occur in the National Parks and Big Cypress National Preserve, are outlined in management plans for those areas prepared and adopted by the National Park Service. In addition, any development, which might be contemplated for non-federal lands in the Big Cypress area or Everglades National Park, is also limited by the applicable management plan and by provisions of the Miami-Dade County Code to uses that are consistent with Florida Rules governing the Big Cypress Areas of Critical State Concern (Chapter ~~27-F-3~~ 28-25, Part III, F.A.C.) or the County-adopted East Everglades Resource Management Program (Chapter 33-B, Code of Miami-Dade County).



Miami-Dade County supports the implementation of the National Park Service's management policies and programs. Accordingly, until acquisition has been completed, uses permitted in the Big Cypress Preserve area by Miami-Dade County will be limited to rural residential use at a maximum density of one dwelling unit per five acres and utility and communication facilities with limited ground coverage, provided that the site can be designed and accessed in a manner consistent with the goals, objectives and policies of this Management Plan, all prevailing environmental regulations and the referenced State Rules governing the Big Cypress Critical Area, whichever are most protective.

Because of their wetlands value, areas within the boundaries of Everglades National Park that are not owned by the National Parks Service are subject to careful evaluation on a case-by-case basis by federal, State, regional and County environmental agencies should they propose new uses or site alterations. The County-adopted East Everglades Resource Management program (Chapter 33-B, Code of Miami-Dade County) shall continue to govern land use and site alteration for privately-owned areas within the park.

All portions of parkland designated Environmentally Protected Parks shall be managed in a manner consistent with the goals, objectives and policies for development of the applicable environmental resources or protection area. Accordingly, resource enhancing facilities including boardwalks, nature trails, canoe trails and launches and interpretive facilities may be provided in these areas. Figure 4 depicts the larger federal lands located within the "Environmentally Protected Parks" designation, but due to map scale, does not include smaller federal, state or county-owned parcels within this category.

Zoo Miami Entertainment Area (Areas I and II)

This category is for tourist attractions and ancillary uses that are adjacent to the zoological park and that are themed to establish a unified Zoo Miami Entertainment Area. Primary uses in the Zoo Miami Entertainment Areas may include one or more of the following: attractions and recreation facilities (such as theme park and water park rides and attractions, family entertainment center, museums, and parks and open space) and hotels or other lodging. Certain other related and support activities such as theme-related retail concessions, food and beverage establishments, administrative offices, and passenger transportation facilities that are supportive of the primary uses may also be considered for approval in the Zoo Miami Entertainment Area category. The allowable primary uses shall be distributed as follows:

Zoo Miami Entertainment Area (Areas I and II)	Percent
Attractions and Recreation	60 -99
Hotels or other lodging	1- 40

The specific range and intensity of uses appropriate in the Zoo Miami Entertainment Areas may vary by location as a function of the availability of and ease of access to public services and facilities, and compatibility with neighboring development. The areas within the Zoo Miami Entertainment Areas designated for the water theme park, theme park rides and attractions, and the Gold Coast Railroad Museum shall have a maximum allowable floor area ratio (F.A.R.) of 0.30 and the areas designated for the family entertainment center and the hotels shall have a maximum F.A.R. of 0.40. Through the zoning review process, the use of particular sites or

areas may be limited to something less than the maximum allowed in these categories. Moreover, special limitations may be imposed where necessary to protect environmental resources or to ensure compatibility with adjacent sites. Notwithstanding the foregoing, the use of the Gold Coast Railroad Museum property shall be limited to Parks and Recreation uses, museums, and ancillary food service and related retail establishments that support museum uses, as authorized pursuant to the approved General Plan and Program of Utilization (R-493-85) and Article 7 of the Home Rule Amendment and Charter, Miami-Dade County Florida, as amended from time to time.

The Zoo Miami Entertainment Areas shall be developed in a manner that: is consistent with the adopted goals, objectives, and policies of this plan and with all applicable environmental regulations; preserves Natural Forest Communities (NFC) and other environmentally sensitive areas that are at or adjacent to the site; enhances the quality, utility, or enjoyment of the site and its recreational, entertainment, natural, historical, or archaeological resources; and promotes a pedestrian-oriented environment and provides safe and easy transportation between the primary uses. The development program specific to each Zoo Miami Entertainment Area is as follows:

Zoo Miami Entertainment Area I: This area is located generally between SW 152 Street and theoretical SW 168 Street and between theoretical SW 122 Avenue and theoretical SW 132 Avenue and abuts the north side of the existing Zoo Miami. The F.A.R. shall apply only to developable areas (building structures) and shall not apply to parking facilities, landscaped areas, environmentally protected lands, and other non-buildable common areas. The development program of the Zoo Miami Entertainment Area I may include the following uses:

- Water Theme Park (23 acres)
2,500 visitors
Food service with 150 seats
500 parking spaces
- Family Entertainment Center (20 acres)
Entertainment and arcade (75,000 sq. ft.)
Food service with 200 seats
275 parking spaces
- Gold Coast Railroad Museum (45 acres)
New museum exhibition structures (50,000 sq. ft.)
Themed Retail (20,000 sq. ft.)
Restaurant space ancillary to the Museum (30,000 sq. ft.) with 600 seats
Transit railroad with stops throughout the Zoo Miami DRI site
385 parking spaces
- Hotels (15 acres)
200 hotel rooms
275 parking spaces

Zoo Miami Entertainment Area II: This area is located at the southwest corner of SW 152 Street and SW 117 Avenue to the northeast of the existing Zoo Miami, and east of the Zoo

Miami Entertainment Area I. To further protect environmental resources, the redelineation of any NFCs within this area shall be required prior to approval of a zoning change or development order. The development program of the Zoo Miami Entertainment Area II may include the following uses:

- Resort Hotel (36 acres)
600 hotel rooms
Conference Center (130,000 sq. ft.)
Restaurants (2) with 600 seats and Bar with 50 seats
Swimming Pool/Resort Amenities
- Theme Park (174 acres)
1,500,000 visitors
Entertainment Venues (3,000 seats)
Theme Park Rides and Related Attractions
Food service with 1,200 seats

Institutions, Utilities and Communications

The Plan map illustrates, for information purposes, only the location of major institutional uses, communication facilities and utilities of metropolitan significance. Depicted are such uses as major hospitals, medical complexes, colleges, universities, regional water-supply, antenna fields, radio and television broadcast towers, wastewater and solid waste utility facilities such as the resources recovery plant, major government office centers and military installations. The full range of institutions, communications and utilities may be allowed under this land use category. Offices are also allowed in this map category. Internally integrated business areas smaller than 5 acres in size or up to 10 percent of the total floor area of an institutional, public facility or office use may also be approved in this map category. If the owner of land designated as Institutions, Utilities and Communications chooses to develop the land for a different use and no public agency intends to use the site for a public facility, the land may be developed for a use or a density comparable to and compatible with surrounding development providing that such development is consistent with the goals, objectives and policies of the CDMP especially Policies LU-4A and LU-4B.

The Homestead Air Reserve Base is also included in this category on the Land Use Plan map. The range of uses that may occur on the Base as it is redeveloped shall emphasize military aviation and related uses, national security, recreation uses, educational and other institutional uses. All future uses on the former Base will be consistent with the Record of Decision issued by the Secretary of the Air Force as it pertains to County use of the Base property.

- 131 Neighborhood or community-serving institutional uses, cell towers and utilities including schools, libraries, sanitary sewer pump stations, electric distribution substations and fire and rescue facilities in particular, and cemeteries may be approved where compatible in all urban land use categories, in keeping with any conditions specified in the applicable category, and where provided in certain Open Land subareas. Compatibility shall be determined in accordance to Policy LU-4A. Co-location of communication and utility facilities are encouraged. Major utility and communication facilities should generally be guided away from residential areas; however, when considering such approvals, the County shall consider such factors as

the type of function involved, the public need, existing land use patterns in the area and alternative locations for the facility. All approvals must be consistent with the goals, objectives and policies of the Comprehensive Development Master Plan.

Electric power transmission line corridors are permitted in every land use category when located in established right-of-ways or certified under the Florida Electrical Power Plant Siting Act (Sections 403.501-403.518, F.S.) as an ancillary use to a new power plant, or the Transmission Line Siting Act (Sections 403.52-403.5365 F.S.) for individual electrical transmission lines. If an electric power transmission line corridor does not meet either of the above conditions, it shall be situated in an area designated as Institutions, Utilities and Communications; Industrial and Office; Business and Office; or Parks and Recreation on the adopted Land Use Plan map. When compatible with adjacent uses and permitted by County and State regulations, non-utility ancillary uses that may be located in transmission line corridors include agriculture, parking lots, open space, golf courses, bikeways and paths for walking and exercising.

Transportation

The LUP map includes a summarized portrayal of the major components of Miami-Dade County's existing and future transportation network. Included are roadways, rapid transit corridors, railways and major switching yards, and such major terminals as the County airports and the Miami-Dade Seaport. This information is included on the LUP map to provide orientation and locational references, and to relate future development patterns to the future transportation network. The Transportation and Capital Improvements Elements of the CDMF provide additional details about these facilities, including their intended sizes, functions, uses, and designs and, with the exception of local streets, schedules of improvements.

As provided in the policies of the Transportation Element, transportation facilities such as terminals and transit stations shall contain the transportation uses and may contain other uses as provided in the applicable Transportation Subelement. Railroad terminals may include uses designed to serve the traveling public and on-site employees, such as offices, personal services, retail activities, restaurants, auto rental business, and lodging establishments. Rail yards may also be developed with industrial, office and similar uses that are customary and incidental to the primary railroad use.

All proposed uses on lands owned by Miami-Dade County at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport that are designated as Terminal on the LUP map, may be developed for the uses described in this subsection. All proposed uses on such lands shall comply with the requirements of the Future Aviation Facilities Section of the Aviation Subelement, shall be compatible with, and not disruptive of, airport operations occurring on such lands, and shall comply with all applicable regulations of the Federal Aviation Administration and other applicable law.

- 132 The portion of the Opa-Locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated in the Comprehensive Development Master Plan for aviation uses, shall be deemed to consist of all portions of the airports where general public access is restricted (but not including terminal

concourses), shall generally be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, storage and aircraft maintenance and repair facilities and hangars, aircraft and aircraft parts manufacturing and storage, fixed based operators, air cargo operations, specialized aircraft service operations, and fuel farms. Up to fifty (50) percent of the areas designated for aviation uses may be developed with aviation-related uses. Aviation-related uses shall include, but not be limited to, manufacturing, storage, office, service, or similar uses ancillary to or supportive of aviation uses. The Director of the Miami-Dade Aviation Department, or the Aviation Department's designee, in consultation with the Director of Miami-Dade Department of Planning and Zoning Regulatory and Economic Resources, shall determine whether any particular use is an aviation use or an aviation-related use. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the portions of these airports designated for aviation use, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The portion of these airports designated in the Comprehensive Development Master Plan for aviation related and non-aviation uses, shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include aviation, aviation-related, and non-aviation uses that are compatible with airport operations and consistent with applicable law.

Aviation uses where general public access is allowed may include existing uses and the following or substantially similar uses:

- passenger terminal area, which may include non-aviation related uses designed to serve the traveling public and on-site employees, such as offices, personal services, retail activities, restaurants, auto rental businesses, and lodging establishments,
- parking garages and lots serving the airport,
- access roadways serving the airport,
- offices of aviation industry companies and the Miami-Dade County Aviation Department,
- facilities of fixed base operators,
- hangar rentals and tie downs,
- ground transportation services,
- aircraft and automobile rental establishments,
- aviation-related educational uses such as flight schools, simulator training facilities, helicopter and aerobatics training and other educational facilities providing aviation courses,
- aviation-related governmental agency facilities,
- flying club facilities,
- aviation-related entertainment uses such as skydiving establishments, museums and sightseeing services, and
- aviation-related retail uses such as aircraft sales, electronic an instrument sales and pilot stores.

Subject to the restrictions contained herein, the following non-aviation-related uses may be approved in the portions of the Opa-Locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated for

non-aviation uses on the Airport Land Use Master Plan maps:

- lodgings such as hotels and motels (except for Homestead General),
- office buildings (except for Homestead General),
- lodgings and office buildings at Miami International Airport (except in terminal concourses),
- industrial uses such as distribution, storage, manufacturing research and development and machine shops (except for Homestead General),
- agricultural uses,
- retail, restaurants, and personal service establishments (except for Homestead General), and
- gaming establishments (limited to Miami International Airport only).

Such non-aviation uses at the Opa-Locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport shall be limited as follows:

- (1) The land area within Opa-Locka Executive, Miami International, and Kendall-Tamiami Executive airports that may be devoted to particular non-aviation uses shall be limited to the following percentages of the land area designated for aviation-related and non-aviation uses within each airport. Non-aviation-related at Opa-Locka Executive Airport shall range from 20 to 85 percent for industrial uses, 5 to 35 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation-related at Miami International Airport shall range from 20 to 85 percent for industrial uses, 5 to 50 percent for commercial uses and/or office uses, 0 to 50 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation-related at Kendall-Tamiami Executive Airport shall range from 0 to 85 percent for industrial uses, 0 to 100 percent for commercial uses, 0 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.

The portions of the Opa-Locka Executive Airport designated in the Comprehensive Development Master Plan for Aviation-Related (Other Uses/Flexible) may also be developed with non-aviation uses that are compatible with airport operations and consistent with applicable law, including FAA regulations and any airport layout plan governing permissible uses on the entire airport property. Such non-aviation uses shall not exceed the above referenced percentages of uses for the entire airport.

The distribution, range, intensity and types of such non-aviation related uses shall vary at these three airports by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), at Opa-Locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.

- (2) Those portions of Homestead General Aviation Airport that are not developed for uses

that are aviation-related or directly supportive of airport operations shall be developed with agricultural uses.

- (3) Each non-aviation use shall comply with applicable law, including but not limited to FAA regulations and the current airport layout plan on file with the Miami-Dade County Aviation Department governing permissible uses on the entire airport property.
- (4) At Kendall-Tamiami Executive Airport, the development of the 8.2 acre (973.52 ft x 363 ft) parcel for non-aviation uses at the southwest corner of SW 137 Avenue and theoretical SW 124 Street shall be limited to access roads, open space, parking and drainage facilities.

The Port of Miami and downtown Miami maritime park areas are also included in this category. Because the CDMP does not generally preempt municipal plans and because the City of Miami comprehensive plan allows a broad range of land uses and facilities in addition to transportation facilities, it is the intent of the CDMP that all actions of the County with regard to development in the downtown Miami maritime park area are deemed to be consistent with the CDMP if consistent with the adopted comprehensive plan of the City of Miami. Further, notwithstanding the City's comprehensive plan, it is the intention of the CDMP that Port developments on Dodge and Lummus Islands and on the mainland may include other uses including, but not limited to, commercial, recreational and cultural uses accessible to Port users, County visitors and residents.

The summarized roadway classification used on the LUP map distinguishes between Limited Access facilities, Major Roadways (3 or more lane arterials and collectors) and Minor Roadways (2 lane arterials and collectors). Also shown are existing and proposed Rapid Transit corridors. The term rapid transit, as used herein, includes any public heavy rail or light rail, or busses operating on exclusive bus lanes. The transportation network depicted is a year ~~2025~~ 2030 network that will develop incrementally as funding becomes available. In addition, rapid transit corridors may be provided with an interim type of service such as express bus service during much of the planning period while more permanent facilities are being planned, designed and constructed. The roadway and transit alignments shown in the CDMP are general indications of the facility location. Specific alignments may be modified through detailed transportation planning, DRI review and approval processes, subdivision platting, highway design and engineering or other detailed planning or engineering processes. Moreover, most station locations along future rapid transit lines are not identified in the Plan; they will be selected as part of the detailed planning of transit facilities in the corridor.

Because of the critical relationships between transportation facilities and the land uses served and impacted by those facilities, land use and transportation planning decisions must be made in direct concert with one another. Accordingly provisions for nonlocal roadways, public mass transportation facilities, rail lines, airports and the Miami-Dade Seaport facilities contained in the Transportation Element should not be amended without concurrent evaluation and, as applicable, amendment of the Land Use Plan map. In particular, extension or widening Major or Minor Roadways beyond 2 lanes outside the Urban Development Boundary (UDB) of the LUP map may occur only if indicated on the LUP map.

This category includes all natural waters such as coastal waters and navigable rivers or waters. Water-dependent uses and water-related uses along coastal shorelines as discussed under Objective CM-5 as well as ancillary structures or uses may be permitted for flood control or recreational purposes. Man-made water bodies are permitted in any land use category subject to applicable environmental and other regulations, may be filled and developed pursuant to the applicable land use category, and are therefore illustrated on the LUP map as water features and not designated as "Water".

134 Urban Development Boundary

The Urban Development Boundary (UDB) is included on the LUP map to distinguish the area where urban development may occur through the year ~~2015~~ 2020 from areas where it should not occur. Development orders permitting urban development will generally be approved within the UDB at some time through the year ~~2015~~ 2020 provided that level-of-service standards for necessary public facilities will be met. Adequate countywide development capacity will be maintained within the UDB by increasing development densities or intensities inside the UDB, or by expanding the UDB, when the need for such change is determined to be necessary through the Plan review and amendment process.

- 135 The CDMP seeks to facilitate the necessary service improvements within the UDB to accommodate the land uses indicated on the LUP map within the year ~~2015~~ 2020 time frame. Accordingly, public expenditures for urban service and infrastructure improvements shall be focused on the area within the UDB, and urban infrastructure is discouraged outside the UDB. In particular, the construction of new roads, or the extension, widening and paving of existing arterial or collector roadways to serve areas outside the UDB at public expense will be permitted only if such roadways are shown on the LUP map and in the Transportation Element.

The entire unincorporated area within the UDB is eligible to receive and utilize Severable Use Rights (SURs) in accordance with provisions of Chapter 33-B, Code of Miami-Dade County. Accordingly, certain developments as specified in Chapter 33-B may be entitled to density or floor area bonuses as authorized by Chapter 33-B. If the existing SUR program is modified pursuant to Land Use Element Policy LU-9C or other transferable development rights programs are established, all rights established by such programs shall be transferable to receiver sites inside the UDB as established in those programs.

- 136 No new commercial agricultural use of property may be established within the Urban Development Boundary, except on property designated Agriculture on the LUP map or zoned AU (Agricultural) or GU (Interim). All property within the Urban Development Boundary not designated Agriculture or zoned AU or GU shall not be permitted to be used for the establishment of any new commercial agricultural use. An additional exception is that land in utility easements or rights-of-way or airport or other large government - owned properties may be approved for new commercial agricultural uses where the use would be compatible with, and would have no unfavorable effect on, the surrounding area. Commercial agricultural uses include, without limitation, all uses of property associated with commercial horticulture; floriculture; viticulture; forestry; dairy; livestock; poultry; apiculture; pisciculture, when the property is used principally for the production of tropical fish; all forms of farm production; and all other such uses, except retail nurseries and retail greenhouses. Incidental agricultural use of property, such as non profit community or rooftop gardening, specifically authorized by

zoning which is otherwise consistent with the LUP map does not constitute commercial agriculture use within the meaning of this provision.

137 Urban Expansion Area

The Land Use Plan map also contains a year ~~2025~~ 2030 Urban Expansion Area (UEA) Boundary. The UEA is comprised of that area located between the ~~2045~~ 2020 UDB and the ~~2025~~ 2030 UEA Boundary. The Urban Expansion Area is the area where current projections indicate that further urban development beyond the ~~2045~~ 2020 UDB is likely to be warranted some time between the year ~~2045~~ 2020 and ~~2025~~ 2030. Until these areas are brought within the year ~~2045~~ 2020 UDB through the Plan review and amendment process, they are allowed to be used in a manner consistent with the provisions set forth for lands designated as "Agriculture" or the applicable "Open Land" area.

- 138 Urban infrastructure and services should be planned for eventual extension into the UEA, sometime between the years ~~2045~~ 2020 and ~~2025~~ 2030. However, if water or sewer lines or major roadway improvements are extended beyond the UEA in order to serve a necessary public facility that has been approved consistent with the Comprehensive Development Master Plan, these improvements should be sized or restricted to accommodate only the needs of the public facility.

139 Agriculture

The area designated as "Agriculture" contains the best agricultural land remaining in Miami-Dade County. As stated in the Miami-Dade County Strategic Plan, approved in ~~2003~~ by the Board of County Commissioners, protection of viable agriculture is a priority. The principal uses in this area should be agriculture, uses ancillary to and directly supportive of agriculture and farm residences. Uses ancillary to and directly supportive of agriculture are defined as those uses related to preserving, processing, packaging or selling of agricultural products from Florida, and farm supplies, as well as sale and service of farm machinery and implements, subject to the requirements of Chapter 24 of the County Code. Uses ancillary to, and necessary to support the rural residential community of the agricultural area may also be approved, including houses of worship. However, schools shall not be approved in Agriculture areas but should be located inside the UDB in accordance with Policy ~~EDU-2A~~ EDU-3A.

In order to protect the agricultural industry, uses incompatible with agriculture, and uses and facilities that support or encourage urban development are not allowed in this area. Residential development that occurs in this area is allowed at a density of no more than one unit per five acres. Creation of new parcels smaller than five acres for residential use may be approved in the Agriculture area only if the immediate area surrounding the subject parcel on three or more contiguous sides is predominantly and lawfully parcelized in a similar manner, and if a division of the subject parcel would not precipitate additional land division in the area. No business or industrial use should be approved in the area designated Agriculture unless the use is directly supportive of local agricultural production, and is located on an existing arterial roadway, and has adequate water supply and sewage disposal in accordance with Chapter 24 of the County Code, and the development order specifies the approved use(s); however, agricultural processing facilities for produce grown in Florida are not restricted to locating on an existing arterial roadway. Other uses, including utility uses compatible with agriculture and with the

rural residential character may be approved in the Agriculture area only if deemed to be a public necessity, or if deemed to be in the public interest and the applicant demonstrates that no suitable site for the use exists outside the Agriculture area.

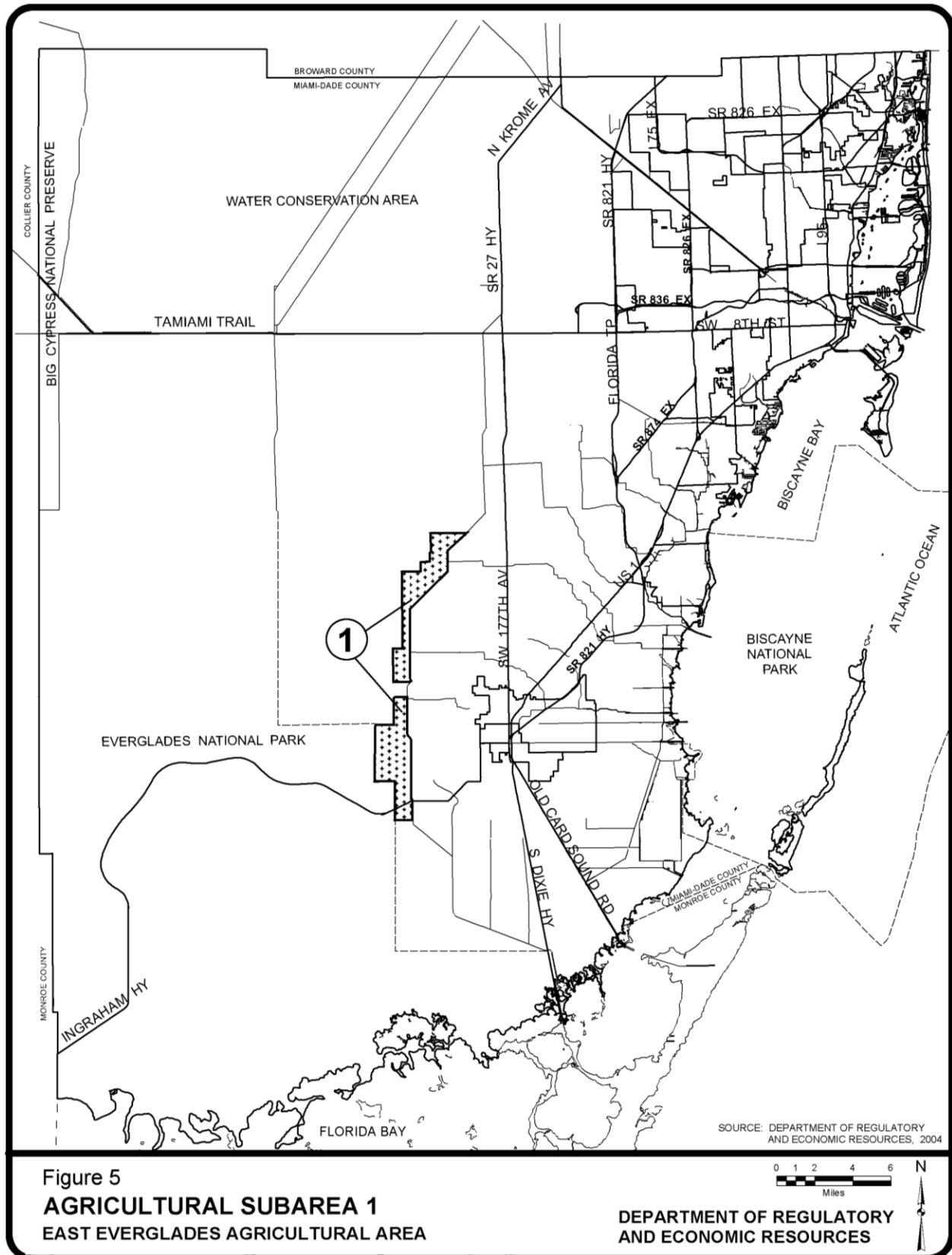
Existing quarrying and ancillary uses in the Agriculture area may continue operation and be considered for approval of expansion.

A Bed and Breakfast establishment that is owner-occupied, owner-operated, and located on a parcel with a current agricultural classification, as determined by the Property Appraiser's Office, may be allowed. A designated historic structure that is owner-occupied and owner-operated may be converted to a Bed and Breakfast use. An agricultural classification is not needed for a Bed and Breakfast use designated as a historic structure.

- 140 In an effort to enable compatible diversification of the economy of Agriculture areas and provide additional land use options for owners of properties that surround structures having historical significance, after such time as the County adopts procedures for the establishment of Thematic Resource Districts (TRDs) pursuant to Policy LU-6L, and a TRD including architectural and landscape design guidelines is established in an area designated Agriculture, additional uses may be authorized in such TRDs established in Agriculture areas. Such additional uses must be designed and developed in accordance with TRD standards, must promote ecotourism or agritourism activities in the Agriculture area, and must not be incompatible with nearby agricultural activities.

Also included in the Agriculture area are enclaves of estate density residential use approved and grandfathered by zoning, ownership patterns and platting activities which predate this Plan. The grandfather provisions of the Miami-Dade County Zoning Code shall continue to apply in this area except that lots smaller than 15,000 square feet in area are not grandfathered hereby. Moreover, all existing lawful uses and zoning are deemed to be consistent with this Plan unless such a use or zoning: (a) is found through a subsequent planning study, as provided in Policy LU-4E, to be inconsistent with the foregoing grandfather provisions or with the CDMP as provided in the section of this chapter titled "Concepts and Limitations of the Land Use Plan Map". This paragraph does not, however, authorize the approval or expansion of any use inconsistent with this plan. To the contrary, it is the intent of this Plan to contain and prevent the expansion of inconsistent development in the Agriculture area.

- 141 **Agricultural Subarea 1 (East Everglades Agricultural Area).** This Subarea is bounded on the north by SW 168 Street; on the east by Levee 31N and Canal 111; on the south by Environmental Protection Subareas ~~D-C~~ and Everglades National Park; and on the west by Everglades National Park (See Figure 5). Notwithstanding any uses otherwise permitted in the Agriculture area, uses in Agricultural Subarea 1 are limited solely to: (1) lawful agricultural uses; (2) rural residences at a maximum density of one dwelling unit per 40 acres, or one dwelling unit per 20 acres if ancillary to a lawfully established agricultural use; and (3) uses permitted under the vested rights provisions of Section 33B-29, Code of Miami-Dade County, Florida.

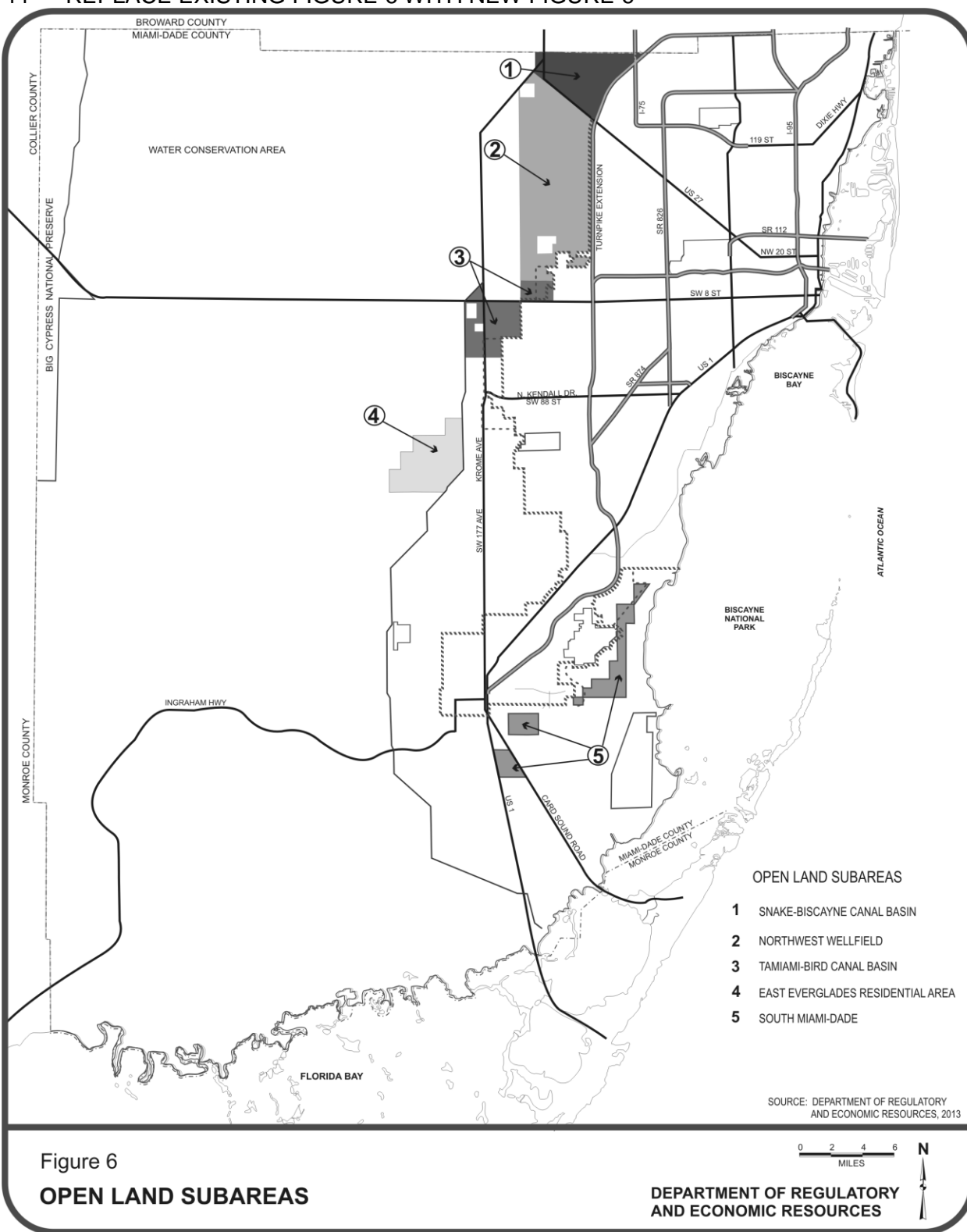


143 **Open Land**

The land designated as "Open Land" is not needed for urban uses between now and the year ~~2045~~ 2020 and has been set aside for uses other than urban development. It is not simply surplus undeveloped land, but rather it is land that is intended to serve one or more of the following functions: production such as agriculture, limestone extraction or other resource-based activity such as development of potable water supplies; rural residential development at a maximum density indicated for the specific Open Land subarea, but no greater than one unit per five acres; recreation; commercial vehicle storage as indicated for the specific Open Land Subarea; compatible utility and public facilities as indicated for the specific Open Land Subarea, and conservation, maintenance or enhancement of environmental character. Lower residential densities may be required in some areas for purposes of avoiding flood conditions or to avoid degradation of environmental systems or features. Because of the water supply-related or other environmental functions of those areas, they may also be considered for acquisition by federal, State, regional, County or private institutions that would manage these areas to optimize environmental functions, and for location of project features such as reservoirs, stormwater treatment areas, canals, and flow-ways constructed pursuant to the Comprehensive Everglades Restoration Plan.

Also included in some Open Land areas are some existing year-round agricultural activities, and some enclaves of estate density residential use approved and grandfathered by zoning, ownership patterns and platting activities, which predate this Plan. The grandfather provisions of the Miami-Dade County Zoning Code shall continue to apply in Subareas 1, 2, 3 and 5, except that residential lots smaller than 15,000 square feet in area are not grandfathered hereby. Moreover, all existing lawful uses and zoning are deemed to be consistent with this Plan unless a use or zoning: (a) is found through a subsequent planning study, as provided in Policy LU-4E, to be inconsistent with the foregoing grandfather provisions or inconsistent with the CDMP as provided in the section of this chapter titled "Concepts and Limitations of the Land Use Plan Map". This paragraph does not, however, authorize the expansion of any use inconsistent with the specific provisions for the applicable Open Land subarea. To the contrary, it is the intent of this plan to contain and prevent the expansion of such inconsistent development in Open Land areas.

Because Open Land areas primarily consist of wetlands, all proposed uses will be reviewed on a case-by-case basis. No particular use, other than rural residential use at specified densities is definitively allowed. Following is an indication of the uses and residential densities that are likely to be permitted in each of five Open Land Subareas, subject to conformity with the pertinent goals, objectives, and policies of this Plan. The Land Use Plan map depicts the precise boundary of the entire Open Land area. The map titled "Open Land Subareas" (Figure 6) and the following text indicate the boundaries between Open Land Subareas.



- 145 **Open Land Subarea 1 (Snake-Biscayne Canal Basin).** This subarea is located north of the Miami Canal (Canal-6) in northwestern Miami-Dade County. Rural residential use at 1 dwelling unit per 5 acres, limestone quarrying and ancillary uses, compatible institutional uses, public facilities, utility facilities, and communications facilities, recreational uses, nurseries and tree farms, agriculture production¹ and the limited raising of livestock may be considered for approval in this subarea. The following uses may also be considered for approval in this subarea: parking and storage of operable, non-disabled commercial motor vehicles, including construction equipment and agricultural equipment, as defined in section 320.01, Florida Statutes, and incidental temporary parking and storage of operable, non-disabled passenger automobiles to serve such allowable uses on the same parcel (but not to include stand-alone automobile parking and storage uses such as car rental facilities). It is provided that such parking and storage uses shall be allowed only on properties larger than 20 acres, under a single ownership, and located within the area of an arc no more than 7000 lineal feet from the intersection of Okeechobee Road and the Turnpike Extension. Such parking and storage of vehicles and equipment shall be subject to the following requirements: (a) commercial vehicle storage facilities shall obtain an annual operating permit from ~~DERM~~ the Department of Regulatory and Economic Resources and be subject to required quarterly groundwater quality monitoring; (b) all vehicles and equipment shall be stored or parked only on paved impervious surfaces with county-approved drainage systems; (c) mechanical repair or maintenance of any kind, including truck washing, shall be prohibited; and (d) the storage, handling, use, discharge and disposal of liquid wastes or hazardous wastes shall be prohibited. Uses that could compromise groundwater quality shall not occur west of the Turnpike Extension.

Open Land Subarea 2 (Northwest Wellfield). This Open Land subarea is bounded on the north by the Miami Canal, on the east by the Turnpike Extension, on the west by the Dade-Broward Levee, and on the south by NW 25 Street between the Turnpike Extension and NW 137 Avenue and by NW 12 Street and its hypothetical extension between NW 137 Avenue and the Dade-Broward Levee. Limestone quarrying and ancillary uses including the continued operation of existing cement plants, necessary and compatible institutional uses, public facilities, utility facilities, and communications facilities, recreational uses, rural residences at a maximum density of 1 dwelling unit per 5 acres and seasonal agriculture² may be considered for approval in this area, in keeping with the Northwest Wellfield Protection Plan (Board of County Commissioners Resolution R-1541-85) and Chapters 24 and 33 of the Miami-Dade County Code, and wetland protection requirements. Uses that could compromise groundwater quality shall not occur in this area. In furtherance of Board of County Commissioners Resolution R-1098-88, the creation of a State Protection Area in this subarea is also supported.

- 146 **Open Land Subarea 3 (Tamiami-Bird Canal Basins).** This subarea is bounded on its north by hypothetical NW 12 Street and SW 8 Street, on the east by the year ~~2045~~ 2020 UDB, on the south by the year ~~2045~~ 2020 UDB and hypothetical SW 56 Street, and on the west by SW/NW 147 Avenue and Levee 31N. The subarea: includes the eastern portion of the North Trail basin and the Bird Drive Everglades basin. Uses that can be considered for approval in this subarea

¹ Miami-Dade County shall formulate and adopt a zoning overlay or other land development regulations specific for land designated Open Land Subarea 1 (Snake-Biscayne Canal Basin) on the CDMP Land Use Plan map to specifically address the type of agriculture production uses, and the limited raising of livestock uses that are permitted; that also considers the limited flood protection that is provided in this subarea.

² For purposes of this chapter, seasonal agriculture means those agricultural activities which occur during the months November through April on land at natural elevation, or which occur during the months May through October on land that is, or has been bedded or filled to an elevation at or above Miami-Dade County flood criteria, and given that no additional off-site drainage will occur.

include rural residences at a maximum density of 1 dwelling unit per 5 acres, compatible institutional uses, public facilities, utility and communications facilities, seasonal agricultural use, recreational use, or limestone quarrying and ancillary uses.

Uses that could compromise groundwater quality shall not occur in this area. Any land alteration and development in the Bird Drive or North Trail basins shall conform to the wetland basin plans adopted for those basins pursuant to policies of the CDMP.

Open Land Subarea 4 (East Everglades Residential Areas). This subarea is bounded on the north, west and southwest by Everglades National Park, on the east by Levee 31N, and on the south by SW 168 Street. Uses which may be considered for approval in this area are agriculture production and raising of livestock¹ and rural residences at a density of 1 dwelling unit per 40 acres, or 1 dwelling unit per 20 acres if ancillary to an established agricultural operation, or 1 dwelling unit per 5 acres, after such time as drainage facilities become available to protect this area from a one-in-ten-year flood event in keeping with the adopted East Everglades zoning overlay regulation (Section 33B, Code of Miami-Dade County) and compatible and necessary utility facilities. Uses that could compromise groundwater quality shall not occur in this area.

Open Land Subarea 5 (South Miami-Dade). This Open Land subarea lies south and east of Homestead and Florida City. It is bounded on the north and west by the Agriculture area, and on the south and east by Environmental Protection areas. Future uses which may be considered for approval in this area include seasonal agriculture, limestone quarrying and ancillary uses, compatible institutional uses, public facilities, utility facilities, and communications facilities, recreational uses and rural residences at a maximum density of 1 dwelling unit per 5 acres. Uses that could compromise groundwater quality shall not occur within three miles of Biscayne Bay.

Environmental Protection

- 147 The Environmental Protection designation applies to those areas in the County most environmentally significant, most susceptible to environmental degradation and where such degradation would adversely affect the supply of potable fresh water or environmental systems of County, regional, State or national importance. These lands are characteristically high-quality marshes, swamps and wet prairies, and are not suited for urban or agricultural development. However, some high-quality uplands such as tropical hammocks and pinelands on the State Conservation And Recreation Lands (CARL), Florida Forever and Miami-Dade County Environmentally Endangered Lands (EEL) acquisition lists are also included. Most of the CARL and Florida Forever projects are designated on the future Land Use Plan (LUP) Map, but some are not because of their small size. EEL projects that are acquired and are large enough to be depicted at the Plan Map scale are also designated on the Future Land Use Plan Map. It is the policy of this Plan that all land areas identified on the State CARL and Florida Forever, Miami-Dade County EEL, and South Florida Water Management Save Our Rivers (SOR) acquisition lists shall have equally high priority for public acquisition as those land areas designated

¹ Miami-Dade County shall formulate and adopt amendments to Miami-Dade County Code Section 33B Areas of Critical Environmental Concern, Article II. - East Everglades, and adopt land development regulations applicable to land designated Open Land Subarea 4 (East Everglades Residential Areas) to specifically address the type of agriculture production uses and the limited raising of livestock uses that may be allowed; that considers water quality and that there is no flood protection provided in this Subarea.

Environmental Protection on the Future LUP Map. Uses permitted within these areas must be compatible with the area's environment and the objectives of the Comprehensive Everglades Restoration Plan, and shall not adversely affect the long-term viability, form or function of these ecosystems. Residential development in this area shall be limited to a maximum density of one unit per five acres, and in some parts of this area lower densities are required to protect the fresh water supply and the integrity of the ecosystems. Public and private wetland mitigation banks and restoration programs may also be approved in Environmental Protection areas where beneficial to county ecological systems. ~~densities are required to protect the fresh water supply and the integrity of the ecosystems.~~ Public and private wetland mitigation banks and restoration programs may also be approved in Environmental Protection areas where beneficial to county ecological systems.

Because of the importance of maintaining the natural form and function of these areas, many of these areas have been slated for purchase by State or federal agencies. Miami-Dade County will encourage the acquisition of these areas by public or private institutions that will manage these areas toward this objective. However, so long as these lands remain in private ownership, some compatible use of this land will be permitted by Miami-Dade County consistent with the goals, objectives and policies of this Plan and the objectives of the Comprehensive Everglades Restoration Plan. All proposed uses will be reviewed on a case-by-case basis for compliance with environmental regulations and consistency with this Plan and the Comprehensive Everglades Restoration Plan. The following provides an indication of the uses and residential densities that may be considered for approval subject to conformity with the pertinent goals, objectives and policies of this Plan. The precise boundary of the entire Environmental Protection area is depicted on the LUP map. The map titled "Environmental Protection Subareas" (Figure 7) and the following text indicate the boundaries between subareas of the Environmental Protection Area.

Environmental Protection Subarea A (State Water Conservation Area). This subarea contains the land and water areas within the authorized boundaries of Water Conservation Area No. 3 of the South Florida Water Management District (SFWMD). The westernmost portion of this subarea contains a portion of the Big Cypress National Preserve Dade-Collier Training and Transition Airport. Most of the land in this subarea is under ownership of the National Park Service or the SFWMD, and acquisition of the remainder is currently being pursued. Miami-Dade County encourages full acquisition of these areas, with the understanding that revenue obtained from the purchase of the Dade-Collier Training and Transition Airport will be used to acquire another acceptable site to accommodate the long-term growth of commercial aviation activity traditionally accommodated by Miami International Airport.

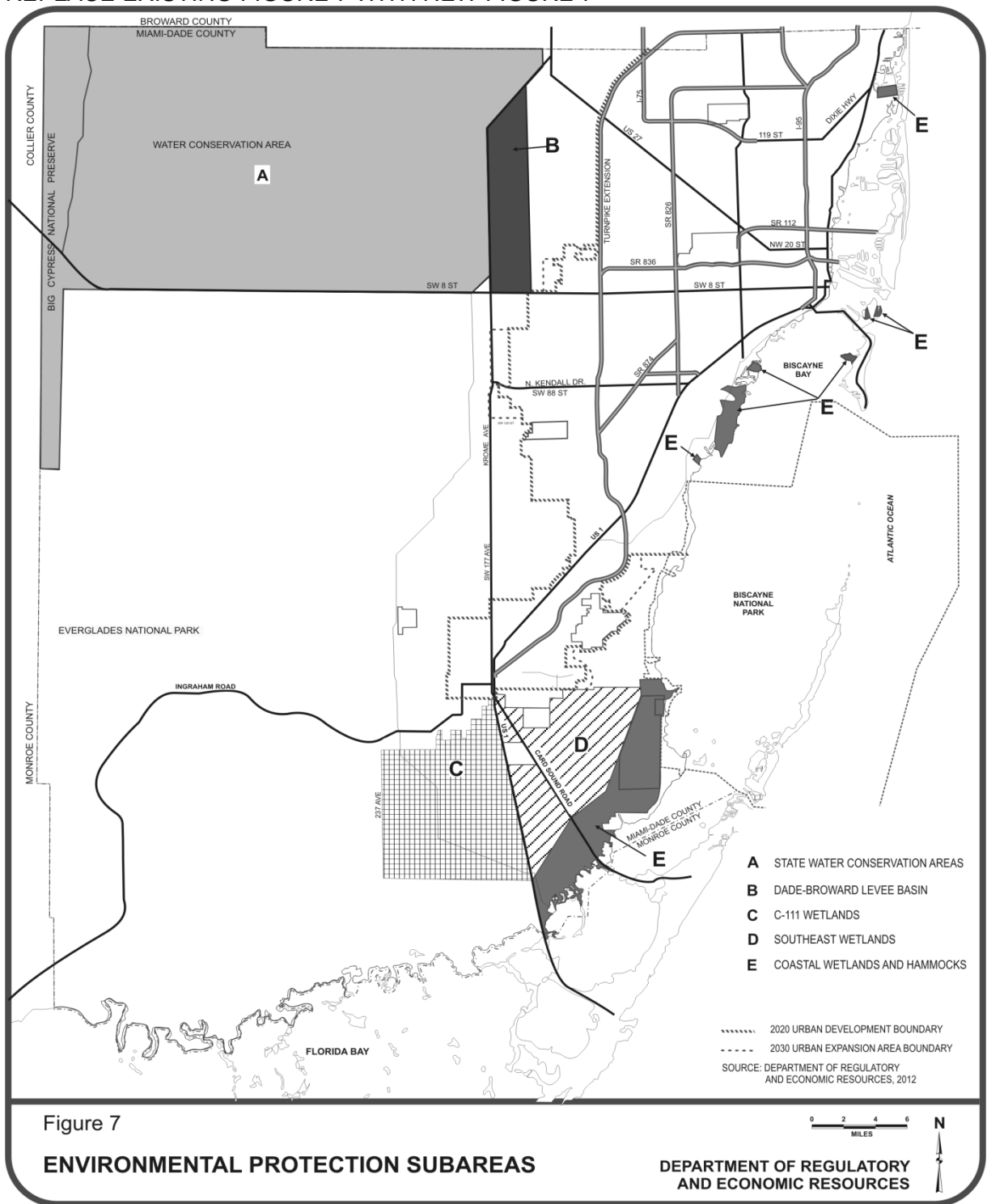
Land uses and activities, which may occur in the Big Cypress National Preserve, are outlined in management plans prepared and adopted by the National Park Service. In addition, any development, which might be contemplated for non-federal lands in the Big Cypress area, is also limited by this Plan and by provisions of the Miami-Dade County Code to uses that are consistent with Florida Rules governing the Big Cypress Areas of Critical State Concern (Chapter ~~27-F-3~~ 28-25, Part III, F.A.C.). Land uses and activities in Water Conservation Area 3 are governed by the SFWMD. Miami-Dade County supports the implementation of land use and management policies and programs established by the SFWMD.

Paragraph
Reference
Number

Miami-Dade County supports the implementation of those agencies' management policies and programs. Accordingly, until acquisition has been completed, uses permitted in the Big Cypress Preserve area by Miami-Dade County will be limited to rural residential use at a maximum density of one dwelling unit per five acres and utility and communication facilities with limited ground coverage, provided that the site can be designed and accessed in a manner consistent with the goals, objectives and policies of this Plan, all prevailing environmental regulations and the referenced State Rules governing the Big Cypress Critical Area, whichever are most protective. In Water Conservation Area No. 3, Miami-Dade County will support the use policies established by the South Florida Water Management District and will consider approval of no use in excess of one dwelling unit per forty acres.

Paragraph
Reference
Number

148 REPLACE EXISTING FIGURE 7 WITH NEW FIGURE 7



- 149 **Environmental Protection Subarea C B (Miami-Dade-Broward Levee Basin).** This subarea is bounded on the west and north by Levee 30, on the east by the Dade-Broward Levee and on the South by the Tamiami Canal (C-4). The majority of the subarea (north of hypothetical NW 12 Street) is addressed by the adopted Northwest Wellfield Protection Plan (Board of County Commissioners Resolution R-1541-85). The subarea is wetland and all land use and site alteration proposals will be closely evaluated on a case-by-case basis by federal, State, regional and County agencies for conformity with all prevailing environmental regulations and compatibility with objectives of the Comprehensive Everglades Restoration Plan. The South Florida Water Management District has listed this area as an acquisition proposal in its 5-year Save Our Rivers acquisition program.

Until these lands are acquired, land uses that may be considered for approval include rural residences at a maximum density of one dwelling unit per five acres, communications facilities with limited ground coverage, recreational facilities, and necessary, compatible public facilities including water management facilities. Existing permitted uses, including seasonal agricultural uses, may be continued until they can be acquired. Within the Northwest Wellfield Protection area, uses will be closely regulated to ensure the protection of water quality.

- 150 **Environmental Protection Subarea D C (Canal-111 Wetlands).** This subarea contains the southern portion of the East Everglades, south of Florida City. The subarea is bounded on the west and south by Everglades National Park, on the east by US Highway 1, and on the north by the Agriculture area and Open Land Subarea 5. The area is traversed by Canal-111 and is the subject of a Comprehensive Everglades Restoration Plan project seeking to remedy degraded hydrological and biotic conditions in this portion of the Everglades. Most of this area is under the ownership of the South Florida Water Management District and most of the remainder is proposed for acquisition under the State's Save Our Rivers program. The lands that are not yet slated for public acquisition should be studied to determine whether public acquisition would be mutually beneficial to public and private interests in the area. These areas are wetlands and subject to case-by-case evaluation of use or site-alteration proposals by federal, State, regional and County agencies. Moreover, most of this land is also included in the area governed by the East Everglades Resource Management program (Chapter 33-B, Code of Miami-Dade County).

Land uses that may be considered for approval on land governed by the referenced East Everglades Resource Management Program include rural residences at a maximum density of one dwelling unit per 40 acres, or one dwelling unit per parcel fronting US Highway 1 in accordance with provisions of the referenced East Everglades program. Rural residences at a maximum density of up to one dwelling unit per five acres may be considered for approval on those parcels not governed by the East Everglades regulation. Approval of any use and its access should be conditioned on its demonstrated consistency with the adopted goals, objectives and policies of the CDMP, and conformity with all prevailing environmental regulations and compatibility with objectives of the Comprehensive Everglades Restoration Plan. Existing uses may continue until acquired, but no improvements or expansions involving further filling or drainage of wetlands should be permitted.

- 151 **Environmental Protection Subarea E D (Southeast Wetlands).** This Environmental Protection subarea is bounded on the west by US Highway 1 on the north by Open Land Subarea 5, on the east by Levee 31E and on the south by a hypothetical line extending between the point at which Card Sound Road meets Levee 31E, and the intersection of US

Highway 1 and Canal-111. The area is low lying, poorly drained, flood prone, and is characterized predominantly by high-quality wetland communities. Accordingly, any land use or site alteration proposal will be carefully evaluated on a case-by-case basis by federal, State, regional, and County agencies for conformity with all prevailing environmental regulations and compatibility with objectives of the Comprehensive Everglades Restoration Plan.

Because of the importance of maintaining the biotic and hydrologic functions provided by this area, the southeast wetlands should be studied to determine whether public acquisition would be mutually beneficial to public and private interests in the area. Uses which could be considered for approval include rural residential use at a maximum density of one dwelling unit per five acres or communications, utility or recreation facilities with limited ground coverage. Approval of any use and its access roads or easements should be conditioned on its demonstrated consistency with the adopted goals, objectives and policies of this plan, and conformity with all prevailing environmental regulations.

- 152 **Environmental Protection Subarea F E (Coastal Wetlands and Hammocks).** This subarea includes all coastal wetlands designated as Environmental Protection Area on the LUP map, which are not within the authorized boundaries of Biscayne or Everglades National Parks. These areas are low-lying, flood prone and characterized predominantly by coastal wetland communities. Accordingly, all land use or site alteration proposals will be carefully evaluated on a case-by-case basis by federal, State, regional, and County agencies.

Because of the importance of maintaining biologic and hydrologic functions provided by these areas, the coastal wetlands should be managed toward these ends and acquired whenever possible. However, until these lands are acquired for natural resource management uses which could be considered for approval include residential use at a density not to exceed one dwelling unit per five acres, water-dependant uses, or necessary compatible public, water related facilities consistent with the Conservation, Aquifer Recharge and Drainage Element and the Coastal Management Element of this Plan. In addition, necessary electrical generation and transmission facilities are also permitted in this area. The approval of any new use, and the replacement or expansion of any existing use will be conditioned upon its demonstrated consistency with the adopted goals, objectives and policies of this plan, conformity with all prevailing environmental regulations and compatibility with objectives of the Comprehensive Everglades Restoration Plan.

Concepts and Limitations of the Land Use Plan Map

- 153 The Land Use Plan map of the Comprehensive Development Master Plan provides the general land use framework indicating how, where and the extent to which land may be used between now and the year ~~2015~~ 2020. It also indicates locations where urban expansion is projected to be warranted between the years ~~2015~~ 2020 and ~~2025~~ 2030.

The LUP map is based on many considerations including existing development patterns, zoning, provision of public services and infrastructure, characteristics of both the man-made and natural environment, suitability of areas for developments, growth projections, programmed infrastructure and service improvements, as well as the goals, objectives and policies of the Plan Elements.

Concepts. Among the long-standing concepts embodied in Miami-Dade County's CDMP are

the following:

1. Control the extent and phasing of urban development in order to coordinate development with the programmed provision of public services.
2. Preserve and conserve land with valuable environmental characteristics, recreation uses or scenic appeal.
3. Encourage development in areas most suitable due to soil conditions, water table level, vegetation type and degree of flood hazard. Restrict development in particularly sensitive and unique natural areas.
4. Maximize public ownership of beaches and shorelines within the Coastal Area to insure their preservation, conservation or public use.
5. Minimize consumption of energy for transportation purposes and the amount of air pollution from transportation sources by encouraging a more compact urban form.
6. Shape the pattern of urban development to maximize the efficiency of existing public facilities and support the introduction of new public facilities or services such as improved mass transit systems.
7. Preserve sound and stable residential neighborhoods.
8. Rejuvenate decayed areas by promoting redevelopment, rehabilitation, infilling and the development of activity centers containing a mixture of land uses.
9. Promote development of concentrated activity centers of different sizes and character to provide economies of scale and efficiencies of transportation and other services for both the public and private sectors.
10. Redirect higher density development towards activity centers or areas of high countywide accessibility.
11. Allocate suitable and sufficient sites for industrial and business districts to accommodate future employment needs.
12. Prohibit new residential development and other noise sensitive activities from locations near airport noise impact zones.
13. Avoid excessive scattering of industrial or commercial employment locations.
14. Encourage agriculture as a viable economic use of suitable lands.

154 **Population Distribution.** The concepts above have been considered not only as a basis for delineating areawide patterns of development, but also to develop a time-phased distribution of population within Miami-Dade County. Accordingly, the projected distribution of population for the years ~~2015~~ 2020 and ~~2025~~ 2030 (Figure 8) reflects the following factors:

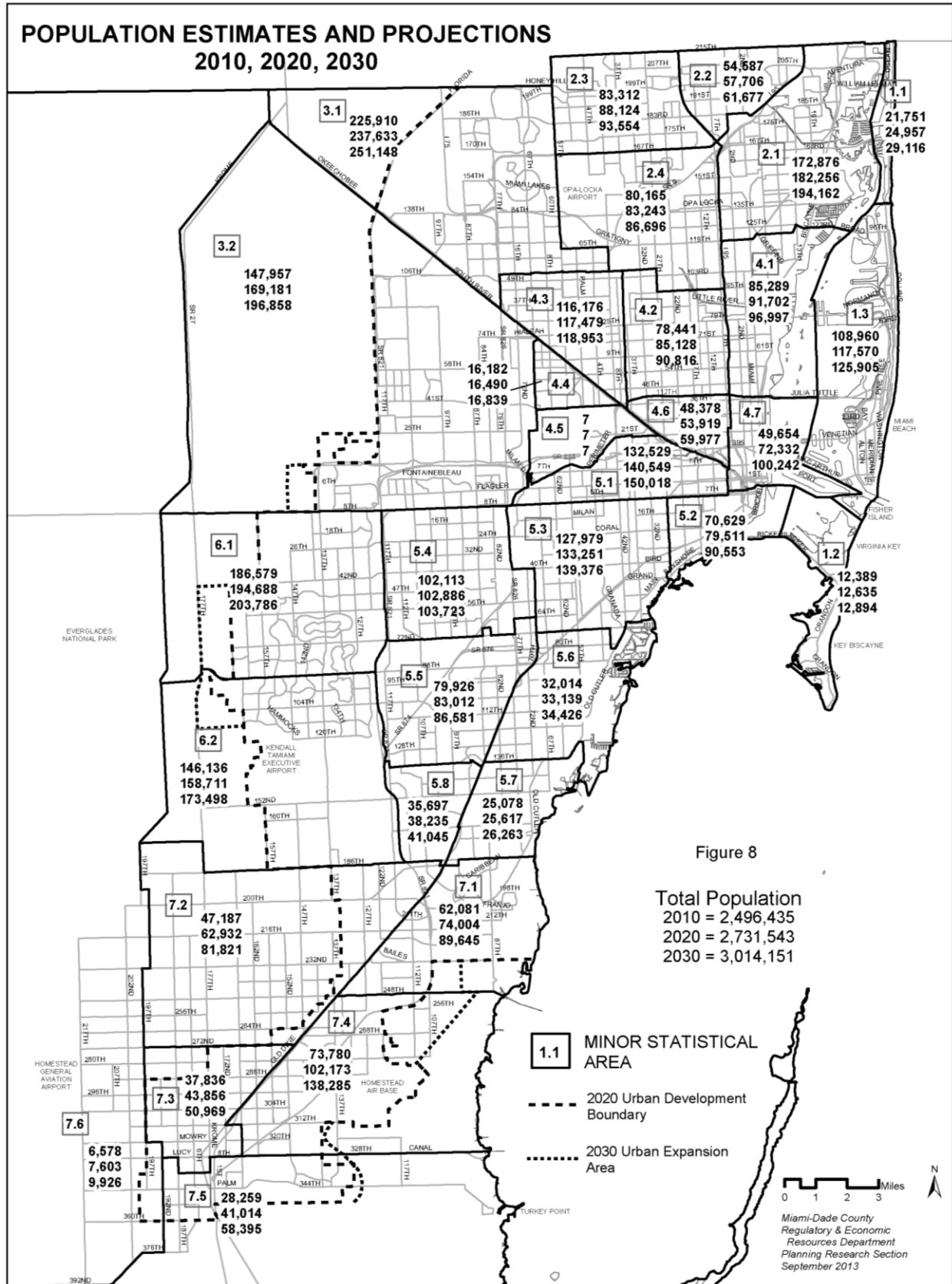
- Existing conditions (land uses; densities; ~~compatibilities and conflicts in land uses;~~ distribution of vacant land suitable or ~~desirable~~ available for residential, commercial, or industrial development; approved projects and existing zoning);
- Emerging demographic and economic trends (housing markets, household sizes, ~~limited~~ redevelopment potential, ~~property values~~ and mobility patterns);
- Planning studies (municipal master plans, area studies and other special studies such as rapid transit station area plans); and
- Existing, programmed and planned public improvements (roads, sewers, water, fire protection, parks and schools).

The subarea populations shown on the Population Estimates and Projections map are those for which Miami-Dade County will strive to provide urban services. These numbers will be used by public agencies to plan for the range of public facilities and services including roads, parks, schools and sewers. The numbers reflect a middle course of action between planning for the minimum projected growth and planning for the maximum population projection.

Coordinated-Managed Growth. The Land Use Plan map, the Population Estimates and Projections map and this interpretive text all help translate the goals, objectives and policies of the Comprehensive Development Master Plan into a more specific course of action. They are intended to be used in directing public and private developmental activities. Actions that must be consistent with these maps and related text include functional service plans and amendments, capital improvements programs, public facilities site approvals, subdivision plat and zoning actions, and federal grant application reviews. Before any decision is made in connection with any of these or other developmental processes, a determination will be made as to the consistency of the proposed developmental action with the goals, objectives and policies of the CDMP, including the Land Use Plan map, the Estimated Population Distribution map, and this text. Proposed developmental actions and orders should be evaluated to determine the extent to which they are consistent with these Plan components, which embody the essence of the County's development policy. Vested rights and legal non-conformity shall be given consideration in all determinations of developmental action or order approval. Developmental actions or orders that preceded the official adoption of this Plan shall not be deemed inconsistent with the Plan until so determined through one of the several developmental decision processes.

- 155 Critical in achieving the desired pattern of development is the adherence to the ~~2015~~ 2020 Urban Development Boundary (UDB) and ~~2025~~ 2030 Urban Expansion Area (UEA) Boundary. Given the fundamental influences of infrastructure and service availability on land markets and development activities, the CDMP has since its inception provided that the UDB serve as an envelope within which public expenditures for urban infrastructure will be confined. In this regard the UDB serves as an urban services boundary in addition to a land use boundary.

Consistency with the CDMP will ensure that the actions of one single-purpose agency does not foster development that could cause other agencies to subsequently respond in kind and provide facilities in unanticipated locations. Such uncoordinated single-purpose decision making can be fiscally damaging to government and can undermine other comprehensive plan objectives.



Plan Amendments. It is recognized that the development capacity of the area within the UDB and UEA will vary with time. Part of the supply will be utilized and additional supply will be added from time-to-time through the approval of Plan amendments. Some land will be built upon at densities, which are higher than permitted by existing zoning because rezonings will occur in the future, and some development will occur at densities lower than that permitted by zoning. Moreover, impediments can arise to the maximum utilization of all lands within the boundaries. In some urbanized areas, it may be difficult to acquire sufficiently large parcels of land. In other areas, neighborhood opposition to proposed developments could alter the assumed density or character of a particular area. Because the development capacity of the LUP map fluctuates with time, it will be reevaluated on a periodic basis as part of the Plan review and amendment process.

Limitations. The Comprehensive Plan, as used in large metropolitan areas, establishes broad parameters within which the various levels of government can conduct detailed land use planning and zoning activities, and functional planning and programming of urban infrastructure and services. It also serves the full range of other governmental planning and programming activities which required information about the location and extent of future population growth and land use. Among the primary purposes for adopting the long-range Land Use Plan map are to establish continuity and certainty as bases for individual, small-scale land use decisions in both the public and private sectors, and to enable coordinated, timely, cost-effective expansion, maintenance and utilization of the full range of urban facilities and services. The existence of an adopted comprehensive plan does not obviate the need to conduct detailed examinations of localized land use and service conditions. Nor does the Comprehensive Plan substitute for detailed functional plans for infrastructure such as roadways, water and sewer facilities.

Given the range and scope of the comprehensive plan elements as now required in Florida, the extent and complexity of development patterns in Miami-Dade County, the long-range time horizons of the plan and the legal status of the comprehensive plan, it is critical to maintain viable programs to augment the CDMP. The Land Use Plan map of the CDMP is a framework indicating the large-scale pattern of future land use in the metropolitan area. The land use pattern indicated on the Plan map is very detailed from a countywide perspective. However, the map does not specifically depict each and every individual occurrence of land use and zoning throughout the hundreds of neighborhoods, which comprise Miami-Dade County; each of the land use categories indicated on the LUP map contains dominant uses, ancillary uses and secondary uses.

- 157 The land use categories used on the LUP map are necessarily broad, and there are numerous instances where existing uses and parcels zoned for a particular use, are not specifically depicted on the Land Use Plan map. This is due largely to graphic limitations as the Adopted LUP map has a scale of one inch to one mile (1":1 mile) and is a generalized land use plan. Miami-Dade County encompasses more than 1,549,792 acres (2,420 square miles) of land and water, of which about ~~362,464~~ 346,859 acres (~~510~~ 541 square miles) were developed for urban or agricultural uses ~~in as of 2003~~ 2013. In addition, the mixing of uses in individual buildings, projects and neighborhoods is common in many parts of the urban area, and is becoming a more widely accepted land use practice when compatible uses are properly integrated through the use of sound land use, planning and design principles. Accordingly, a countywide land use plan map for an area the size of Miami-Dade County cannot readily depict specific land use, let alone parcel-specific density or intensity of use, without broadly defining the land use

categories and areas. Generally, the smallest area distinguished on the LUP map is 5 acres (smaller existing use-areas are not specifically shown). Each of the land use categories utilized on the LUP map also provides for the inclusion of some other uses under certain conditions. As noted on the LUP map, the LUP map may be interpreted only as provided in the adopted plan text titled "Interpretation of the Land Use Plan Map: Policy of the Land Use Element".

Other Land Uses Not Addressed. Certain uses are not authorized under any LUP map category, including many of the uses listed as "unusual uses" in the zoning code. Uses not authorized in any LUP map category may be requested and approved in any LUP category that authorizes uses substantially similar to the requested use. Such approval may be granted only if the requested use is consistent with the objectives and policies of this Plan, and provided that the use would be compatible and would not have an unfavorable effect on the surrounding area: by causing an undue burden on transportation facilities including roadways and mass transit or other utilities and services including water, sewer, drainage, fire, rescue, police and schools; by providing inadequate off-street parking, service or loading areas; by maintaining operating hours, outdoor lighting or signage out of character with the neighborhood; by creating traffic, noise, odor, dust or glare out of character with the neighborhood; by posing a threat to the natural environment including air, water and living resources; or where the character of the buildings, including height, bulk, scale, floor area ratio or design would detrimentally impact the surrounding area. However, this provision does not authorize such uses in Environmental Protection Areas designated in this Element.

Uses and Zoning Not Specifically Depicted on the LUP Map. Within each map category numerous land uses, zoning classifications and housing types may occur. Many existing uses and zoning classifications are not specifically depicted on the Plan map. This is due largely to the scale and appropriate specificity of the countywide LUP map, graphic limitations, and provisions for a variety of uses to occur in each LUP map category. In general, 5 acres is the smallest site depicted on the LUP map, and smaller existing sites are not shown. All existing lawful uses and zoning are deemed to be consistent with this Plan unless such a use or zoning (a) is found through a subsequent planning study, as provided in Policy LU-4E, to be inconsistent with the criteria set forth below; and (b) the implementation of such a finding will not result in a temporary or permanent taking or in the abrogation of vested rights as determined by the Code of Miami-Dade County, Florida. The criteria for determining that an existing use or zoning is inconsistent with the plan are as follows: 1) Such use or zoning does not conform with the conditions, criteria or standards for approval of such a use or zoning in the applicable LUP map category; and 2) The use or zoning is or would be incompatible or has, or would have, an unfavorable effect on the surrounding area: by causing an undue burden on transportation facilities including roadways and mass transit or other utilities and services including water, sewer, drainage, fire, rescue, police and schools; by providing inadequate off-street parking, service or loading areas; by maintaining operating hours, outdoor lighting or signage out of character with the neighborhood; by creating traffic, noise, odor, dust or glare out of character with the neighborhood; by posing a threat to the natural environment including air, water and living resources; or where the character of the buildings, including height, bulk, scale, floor area ratio or design would detrimentally impact the surrounding area. Also deemed to be consistent with this Plan are uses and zoning which have been approved by a final judicial decree, which has declared this Plan to be invalid or unconstitutional as applied to a specific piece of property. The presence of an existing use or zoning will not prevent the County from initiating action to change zoning in furtherance of the Plan map, objectives or policies where

the foregoing criteria are met. The limitations outlined in this paragraph pertain to existing zoning and uses. All approval of new land uses must be consistent with the LUP map and the specific land use provisions of the various LUP map categories, and the objectives and policies of this Plan. However, changes may be approved to lawful uses and zoning not depicted which would make the use or zoning substantially more consistent with the Plan, and in particular the Land Use Element, than the existing use or zoning.

Wellfield Areas. Miami-Dade County's sole source of drinking water is the Biscayne Aquifer, which is discussed in the Conservation, Aquifer Recharge and Drainage Element of the Plan. Many characteristics of the Aquifer make it highly vulnerable to contamination from activities on the land surface. Land uses and activities near and upgradient from wellfields directly impact the quality of water ultimately withdrawn from the wells.

Numerous public water supply wellfields exist throughout Miami-Dade County, and new ones will be constructed in the future. Only the largest existing wellfields are depicted on the Land Use Plan map. However, the County restricts land use within portions of cones of influence of all public water supply wellfields to minimize the threat of water pollution. Moreover, newly constructed and future regional wellfields warrant greater and more extensive protection for two reasons. First, the opportunity still exists to maintain pristine water quality around the new and future wellfields because the land within the full extent of their cones of influence is largely undeveloped. Secondly, if these become contaminated there are no alternative sites for the construction of comparable high-capacity wellfields.

In order that the new and future regional water supply wellfields constructed in predominantly undeveloped areas will remain free from contamination, land use and development within and upgradient from the full extent of their cones of influence must be carefully controlled to limit land uses to those which will pose no threat to water quality. County regulations governing land use and development within the full extent of the cones of influence are necessary to provide desirable levels of protection to new and future wellfields. Future wellfields and their protection areas are identified on Figure 10 in the following section of this Element. The protection area boundaries identified in this Plan will be periodically reviewed and revised, when appropriate, to maintain consistency with the wellfield protection area boundaries established pursuant to Chapter 24 of the Miami-Dade County Code. The County's wellfield protection regulations and protection area boundary maps must be consulted when applying or interpreting the Land Use Plan map as it relates to wellfield protection areas.

- 158 **Restrictions.** ~~Restrictions accepted by the Board of County Commissioners in association with applications to amend the CDMP, including LUP map amendments, such as Declarations of Restrictions, shall be considered as an adopted part of the CDMP. Restrictions that have been accepted and take effect on or after July 1, 2006, are identified in the table below:~~

159 **Restrictions Accepted by the Board of County Commissioners
in Association with Land Use Plan Map Amendments**

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
April 2005-2006	4	Change 26.13 gross acres on the south side of NE 215 Street approximately 900 feet west of San Simeon Way / (51-31-42)	Declarations of Restrictions	Requires provision of workforce housing units; commits to water conservation measures and to connecting to any regional wastewater re-use system constructed by the County.
April 2005-2006	3	Change 15.5 gross acres on the west side of Biscayne Boulevard to NW 13 Avenue between NE 112 and NE 115 Streets / (52-42-32)	Declarations of Restrictions	Limits development of the property in accordance with design guidelines (Exhibit B); commits to neighborhood outreach meeting and to coordinate with the Biscayne Corridor Redevelopment Agency prior to seeking rezoning for the property; commits to educational facilities mitigation; transit improvements, public park contribution, workforce housing units, and water saving measures.
April 2005-2006	4	Change 27.6 gross acres located between NW 12 Avenue and NW 9 Avenue and between NW 95 Terrace and NW 99 Street (53-41-2)	Declarations of Restrictions	Owner agrees to: convey to the County a two acre parcel within the subject property; site plan filed shall not depict multi-family units within Parcels D and E; submit a plan to Director to mitigate adverse impacts to Public School System; comply with County workforce housing requirements; prohibit vehicular access from subject property to NW 99 Street; fund the preparation of a traffic calming study; utilize water conservation measures; and preserve specimen-sized trees.
April 2005-2006	5	Change 347 gross acres located between NW 97 Avenue, the Homestead Extension of the Florida Turnpike (HEFT) and NW 154 Street / (52-40-	Declarations of Restrictions	Limits development to land uses that will generate no more than 2,582 net external P.M. peak hour trips; prohibits residential uses; and provides for water conservation and re-use.

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
		8)		
April 2005-2006	15	Change 10 gross acres at Northwest corner of SW 147 Avenue and SW 184 Street, lying southeast of CSX Railroad ROW / (55-39-33)	Declarations of Restrictions	Prohibits residential uses and requires initial development of the property to include a grocery store.
April 2005-2006	21	Change 0.91 gross acres at the southeast corner of SW 112 Avenue and SW 224 Street / (56-40-18)	Declarations of Restrictions	Prohibits residential uses.
April 2005-2006	22	Change 62.51 gross acres located at northwest and southeast corners of SW 127 Avenue and SW 240 Street / (56-39-23, 24)	Declarations of Restrictions	Limits development to be consistent with Princeton CUG and Urban Design Manual; commits to educational facilities mitigation, transit improvements, traffic impact mitigation, workforce housing units, water conservation measures, and preservation of specimen sized trees; and exempts from restrictions any portion of the property developed in accordance with existing zoning approval.
October 2005-2006	4	North East 116 to 117 Street and Lying west of NE 16 th Avenue / (52-42-32)	Declarations of Restrictions	Include site plan depicting a development program according to design guidelines; Applicant to accommodate future transit facilities within property by allowing transit-related encroachments on property; Applicant to contribute to County for park improvements; Applicant to comply with County, or municipality workforce housing requirements; Applicant to incorporate water conservation measures
October 2005-2006	4	East side of Biscayne Boulevard/East Dixie Highway between North east 108 and 109 Streets / (52-42-32)	Declarations of Restrictions	Applicant to comply with County, or municipality workforce housing requirements; Applicant to incorporate water conservation measures.

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
October 2005-2006	5	North side of NW 78 Street between NW 22 and NW 24 Avenues / (53-41-10)	Declarations of Restrictions	Uses of property limited to mixed-use multi-story structures, ground floor for retail uses, residential on second and higher floors; temporary staging of construction equipment for development of Poinciana Bio-Pharmaceutical Park; Applicant to comply with County, or municipality workforce housing requirements.
October 2005-2006	6	Between theoretical North West 33 and NW 34 Avenues and between NW 79 Street and theoretical NW 78 Street / (53-41-9)	Declarations of Restrictions	Property limited from certain uses as listed in exhibit C; Applicant to provide vehicular and pedestrian interconnections between property and adjacent parcels; Applicant to accommodate future transit facilities within property by allowing transit-related encroachments on property.
October 2005-2006	12	Northeast corner of SW 186 Street and Homestead Avenue / (56-40-5)	Declarations of Restrictions	Applicant to provide a minimum of 25% of units for residential independent senior housing and/or affordable housing or minimum 10% for workforce housing.
April 2006-2007	3	2260 NW 27 Avenue between NW 22 Street and NW 23 Street / (53-41-28)	Declarations of Restrictions	Limits residential development to no more than 500 units; 90-foot maximum height limit; provides minimum of 25% workforce housing; provides transit improvements; implement water conservation and re-use.
April 2006-2007	8	Northeast corner of SW 127 Avenue and SW 104 Street / (55-39-01)	Declarations of Restrictions	Limits the property's use to a senior residential building with a maximum of 176 "affordable housing" units; 28-ft. maximum height limit; provide ancillary residential services; a 20-ft wide landscaped buffer on east side of property; plant trees at a minimum of 25-feet on center for the length of the berm and buffer; on-site professional management; and provide units with "Florida Water Star Basic Qualification Checklist" water conservation measures.

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
April 2006-2007	9	East side of Hammocks Boulevard approximately 360-ft north of SW 88 Street/Kendall Drive / (54-39-32)	Declarations of Restrictions	Prohibits residential use of the property.
April 2006-2007	12	Northwest corner of SW 200 Street/Quail Roost Drive and SW 127 Avenue/Burr Road / (56-39-02)	Declarations of Restrictions	Prohibits development of auditoriums, auto and truck sales; auto service and gas stations; bowling alleys, medical observation dormitories, skating rinks, heavy truck rentals, and residential uses.
April 2006-2007	13	North side of theoretical SW 338 Street between theoretical SW 194 and SW 192 Avenues / (57-38-23)	Declarations of Restrictions	Provide a Minimum set aside of 20% "workforce housing" units if property receives zoning approval for 90% of maximum density permitted under approved CDMP designation, but provide a set aside of no less than 10% "workforce housing" units; provide transit improvements; provide units with "Florida Water Star Basic Qualification Checklist" water conservation measures; owner shall not seek a certificate of completion for more than 24 residential units until owner, at its cost, connects to a water treatment plant with sufficient water treatment capacity.
April 2006-2007	14	Between SW 336 and SW 344 Streets and between SW 192 and SW 197 Avenues / (57-38-23)	Declarations of Restrictions	Provide a Minimum set aside of 20% "workforce housing" units if property receives zoning approval for 90% of maximum density permitted under approved CDMP designation, but provide a set aside of no less than 10% "workforce housing" units; provide transit improvements; maximum of 940 residential units; maximum of 6 DU/Ac west of SW 194 Avenue; provide transit improvements; provide units with "Florida Water Star Basic Qualification Checklist" water conservation measures; owner shall not seek a certificate

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				of completion for more than 299 residential units until owner, at its cost, connects to a water treatment plant with sufficient water treatment capacity; and owner shall not seek a certificate of completion for more than 255 residential units until owner, at its expense, completes construction of SW 344 Street between SW 182 and SW 192 Avenues.
April 2006-2007	15	Southwest corner of SW 344 Street and SW 192 Avenue / (57-38-26)	Declarations of Restrictions	Property shall be developed at a maximum of 10 residential units per gross acre; minimum of 10% units for "workforce housing;" transit improvements; provide units with "Florida Water Star Basic Qualification Checklist" water conservation measures; owner shall not seek a certificate of completion for more than 124 residential units until owner, at its cost, connects to a water treatment plant with sufficient water treatment capacity; and owner shall dedicate, at no cost to a government entity, the right-of-way along the property's frontage as required to allow improvement of SW 344 Street as a 4-lane arterial.
April 2007-2008	4	100 feet east of NW 27 Avenue between NW 87 Terrace and NW 89 Street/ (53-41-03)	Declarations of Restrictions	Submit a landscape site plan at the time of zoning to assure appropriate landscaping and buffering and applicant will not file for zoning proposing residential uses until the County adopts a public school facilities element, enters into the Interlocal Agreement with the School Board, and amend its CDMP to implement school concurrency.
April 2007-2008	2	Southeast corner of NW 57 Avenue and Blue Lagoon Drive / (53-41-31)	Declaration of Restrictions	Water conservation measures in Exhibit B; a site plan at the time of initial rezoning that incorporates design concepts from the County's

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				Urban Design Manual and includes a pedestrian promenade along the waterfront; and limit uses to those permitted under the existing RU-4A zoning category or BU-1A for rezoned portions of the property (See Declaration of Restrictions for the 22 prohibited BU-1A uses).
April 2007-2008	6	300 feet west of SW 84 Avenue and south of SW 38 Street / (54-40-15)	Declarations of Restrictions	Limit construction to 49 units; 30-foot setback from northern boundary; residential buildings within the northern 50-feet of the property will not exceed 35-foot height; incorporate water conservation measures into the design, construction and operation of any residential development; provide 10% workforce housing; owner will proffer a covenant to address tenant relocation by providing the option to rent comparably priced rental housing within 10 miles; will not file for zoning until County adopts public school facilities element and enters into Interlocal Agreement with School Board; preserve specimen trees.
April 2007-2008	8	Southside of SW 88 Street west of SW 167 Avenue / (54-31-39)	Declarations of Restrictions	Two separate covenants proffered by the applicant include: limiting development to non-residential uses and to construct and dedicate to Miami-Dade County, a 70-foot wide right-of-way containing 4, travel lanes identified as SW 172 Avenue (the roadway improvement) prior to the issuance of any Certificate of Occupancy. The roadway improvement will extend SW 172 Avenue from the southern boundary of the Property to the northern boundary of the Property and be at the Owner's cost and expense. In addition, the applicant proffers to seek a signal warrant

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				for the intersection of SW 172 Avenue and Kendall Drive and, if warranted, fund the signalization of the intersection.
April 2007-2008	10	Southwest corner of Homestead Avenue and SW 184 Street (Eureka Drive) /(56-40-5)	Declaration of Restrictions	A minimum of 10% workforce housing units for sale or rental to persons within the income range of 65% to 140% of medium family income for Miami-Dade County.
April 2007-2008	11	34250 SW 192 Avenue / (57-38-23)	Declaration of Restrictions	A minimum of 20% workforce housing under certain conditions with 25% set aside of workforce housing units for sale or rent to persons with 65% to 105% of median family income. A maximum density of 50 dwelling units; incorporate water conservation measures; owner will not seek a certificate of use and occupancy for more than 17 dwelling units until the owner, at own expense, connects to a water treatment plant with sufficient treatment capacity; owner will not seek a certificate of use or occupancy for more than 30 dwelling units until the construction of SW 344 Street as a 4-lane divided arterial roadway from SW 182 and SW 192 Avenues is completed.
October 2007-2008	3	An area between NW 51 and NW 53 Streets and between NW 23 Court and NW 24 Avenue / (22-53-41)	Declaration of Restrictions	Owner agrees that all residential units constructed on the property shall be designated for affordable housing for the sale or rent, and/or workforce housing for sale or rent to persons with 65% to 105% of median family income, and shall meet the criteria of affordable and/or workforce housing in Miami-Dade County. Maximum number of dwelling units shall be 280.
October 2007-2008	4	Northwest corner of SW 117 Avenue and SW 95 Street /	Declaration of Restrictions	Prohibits call centers as permitted use. Professional offices residential in appearance;

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
		(55-40-06)		excluding medical offices, with building heights not exceeding 2 stories or 35 feet above finished grade. Prior to issuance of CO, a decorative wall of masonry or reinforced concrete compatible with the main structure, 6 feet in height, shall be erected along all interior property lines abutting residentially zoned property. Limits residential development to the density currently allowed under the Estate Density Residential and Section 33B-45, Miami-Dade County Code.
Beacon Lakes DRI/CDMP Amendment (2008 Out of Cycle)	None	Generally located at the northeast corner of NW 137 Avenue and SR 836 Extension, within the Beacon Lakes DRI	Declaration of Restrictions	Prohibits residential use within the amendment site, but does not prohibit hotel or motel use.
April 2008-2009	2	West side of NW 7 Avenue between NW 155 Lane and Biscayne Canal / (52-41-14)	Declaration of Restrictions	Limits residential development to the density currently allowed under the existing Medium-High Density Residential (25-60 DU/acre)
April 2008-2009	3	Southeast corner of NE 135 Street and NE 3 Lane/ (52-42-30)	Declaration of Restrictions	Limits development to a conceptual site plan, has a maximum of 102,600 sq. ft. of floor area, prohibits residential development, and restricts development of retail, office and commercial uses including self-storage.
April 2008-2009	4	10940 NW 14 Avenue (an area southwest of intersection of NW 14 Avenue and NW 111 Street) / (52-41-35)	Declarations of Restrictions	Restricts the development to an increase of 100 dwelling units, for a maximum 308 dwelling units, with the utilization of the workforce housing program which provides for a 25% increase in residential density.
April 2008-2009	5	East side of NW 72 Avenue between 36 and 41 Streets / (53-40-26)	Declaration of Restrictions	Prohibits residential development.
April 2008-2009	8	North side of W. Flagler Street between theoretical NW 90 and	Declarations of Restrictions	Existing Declaration of Restrictions on property modified to restrict development of residential

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
		NW 94 Avenues / (54-40-04)		dwelling units to 824 on residentially designated areas. An additional Declaration of Restrictions limits development on property to 240,000 sq. ft. of retail. Prohibits residential, office and certain commercial uses on commercially designated area. Owner agrees to afford Miami-Dade County Public Library Department first choice to lease space for neighborhood library. Restricts building height on property. Owner agrees to maintain pedestrian pathway between commercial development and neighboring residential areas. Limits hours of operation of commercial development.
April 2008-2009	9*	Northeast corner of West Flagler Street and NW 102 Avenue / (54-40-05)	Declarations of Restrictions	Restricts development on property to 375,000 sq. ft. of retail, commercial, personal services, and offices, and at least 150 dwelling units for elderly housing. Any storm water retention areas may occupy the north 2 acres of the property. Restricts height of buildings and proximity to residential areas to west of property. Landscaped buffer shall be installed to the west and north area of property, including a six feet high CBS wall along the outside line of buffer. Prohibits certain uses on property. Prohibits delivery trucks from entering/exiting property from West Park Drive. Owner agrees to implement water conservation and re-use standards. Owner to allow encroachment on property for the provision of a bus pull-out bay and bus shelter along property frontage on West Park Drive and W. Flagler Street.
April 2008-2009	-10	Southwest corner of SW 112 Avenue and SW	Declarations of	Owner agrees to develop property with a mix of uses. Owner also

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
		248 Street / (56-40-30)	Restrictions	agrees that type of retail uses would satisfy the essential and frequent needs of the surrounding residential community. Owner represents that the property will be developed according to design guidelines contained in Exhibit "B" attached to this Declaration of Restrictions.
April 2009-2010	3	Northeast corner of SW 137 Avenue and SW 96 Street (55-39-02)	Declarations of Restrictions	At initial rezoning hearing, owner shall include entire property as the defined subject property and shall not seek partial rezoning of subject property; owner at initial rezoning shall submit a site plan for entire property or submit an Architectural Code together with recordable declaration of restrictions and shall design the site plan and/or Architectural Code, as applicable at time of rezoning, with the intent to obtain 'green building' certification.
October 2009-2010	2	Southwest corner of NW 19 Avenue and NW 81 Street / (10-53-41)	Declarations of Restrictions Ord. 10-31	Total number of residential units on the property shall be limited to no more than 94 units. No buildings within the property shall exceed three stories in height. Owner shall install a landscaped berm along the northern property line, with the exception of a driveway connecting the property to NW 81 Street, at a height of at least three feet as measured from grade. Owner agrees to install trees along the top of the berm that will be at least eight feet in height at time of planting as measured from the top of the berm.
October 2009-2010	3	Southwest corner of SW 127 and SW 200 Street / (11-56-39)	Declarations of Restrictions Ord. 10-31	Owner shall incorporate some of the components of the U.S. Green Building Council's LEED for New Construction and Renovations Rating System version 3 into the design and construction of

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				proposed building on property.
October 2009-2010	6	Southwest corner of NW 32 Avenue and NW 79 Street / (53-41-09)	Declarations of Restrictions	Residential density on the property shall be limited to no more than 1,200 dwelling units. Prior to plat approval, the owner shall work with Miami-Dade Transit to accommodate future transit facilities within the property, including bus shelters, pull-out bays, and other facilities by allowing transit-related encroachments onto the property. The owner shall also provide pedestrian accommodations for transit connectivity within the property, consistent with Policy LU-7B of the CDMP.
October 2009-2010	7	Northwest corner of NW 107 Avenue and NW 12 Street (53-40-31)	Declarations of Restrictions	The maximum Development Program (MDP) is 1,050 dwelling units or 1,701,000 sq. ft., 799,900 sq. ft. of retail/service space, 430 hotel rooms or 225,000 sq. ft. and 225,000 sq. ft. of office space. Owner may increase density/intensity of MDP land use categories provided cumulative impact of reallocated land uses does not exceed the PM peak hour trips or the average/maximum daily potable water demand for the MDP. Owner shall incorporate a MetroBus terminal for multiple MetroBus routes, which shall include a maximum of ten (10) saw-tooth bus bays, the driveway network serving the bays, 260 parking spaces in a garage, transit-oriented commercial uses not to exceed a maximum of 10,000 square feet, and transit lounge. The Owner agrees to fund and construct the terminal pursuant to a phased development schedule. Phase I, including the surface parking lot with 189 parking

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				spaces, will be constructed by August 31, 2012. Phase II, including the parking garage, will be constructed within five years from effective date of the user operations agreement. Owner agrees to reserve a portion of dedicated land to County for a possible future MetroRail station. The Owner shall fund and construct certain roadway improvements; support the creation of a non-ad valorem fire assessment fee; implement design guidelines contained in Exhibit C; all buildings on property shall be LEED certified; provide for a minimum of 10% of dwelling units for workforce housing; and incorporate water conservation measures into the design, construction and operation of residential and commercial development.
October 2010 - 2011	2	8300 SW 40 Street (Southwest corner of SW 40 Street and SW 83 Avenue) / (54-40-22)	Declaration of Restrictions	If the property is developed with residential uses, the maximum residential density shall not exceed 10 dwelling units per gross acre.
Homestead-Miami Speedway, LLC, CDMP Amendment (2011 out of cycle)	None	Between SW 132 and SW 142 Avenues, and between theoretical SW 333 and SW 336 Streets / (57-39-23)	Declaration of Restrictions	The property shall be used for up to 12,000 additional spectator seats; temporary and permanent parking facilities; temporary event concessions consisting of kiosks, tents, and other similar portable facilities; a 6,000 sq. ft. kitchen facility; provided, however, that the property shall not be used for hotels, motels, residential dwelling units, commercial office buildings, shopping centers or other similar development; when not being used for speedway purposes, the property may be used for certain agricultural uses, such as packing facilities, truck gardens and

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				outdoor storage of vehicles or equipment associated with agricultural production, farms, grooves, nurseries, greenhouses, and fruit and vegetable stands. 100% of the stormwater runoff from the 100-year, 3-day storm event for the property shall be retained within the property and the adjacent Homestead-Miami Speedway.
Dolphin Center Properties, LLC, CDMP Amendment (2011 out-of cycle)	None	Between NW 199 and NW 195 Streets, and between the Florida Turnpike and NW 22 Avenue / (52-41-03)	Declaration of Restrictions	Notwithstanding the re-designation of the property to "Business and office", development of the property shall be limited solely to those uses that are permitted under the "Office/Residential" land use category within the CDMP, as such may be amended from time to time; and a water park tourist attraction, together with such ancillary, associated and accessory uses customary thereto.
October 2010-2011	3	Southeast corner of SW 137 Avenue and SW 288 Street (55-39-07 and 08)	Declaration of Restrictions	Prohibits residential use of the property; requires transit, bicycle and pedestrian accessibility to be addressed at rezoning through acceptable site plan and Declaration of Restrictions.

Paragraph
Reference
Number

Wetland Areas. As discussed throughout the CDMP, extensive areas of Miami-Dade County are wetlands whose development is regulated pursuant to federal, State, and County environmental laws. Most of these areas are intentionally left outside the planned Urban Development Boundary (UDB). However, there are some exceptions. Whether or not included inside the UDB, all wetlands shall continue to be governed by applicable environmental laws. Moreover, where wetland basin plans were adopted pursuant to policies of the CDMP, all development shall conform with provisions of the adopted basin plan applicable to the area, as well as other applicable laws and regulations.

- 160 **Ultimate Development Area.** The 2015 2020 and 2025 2030 Land Use Plan map identifies the areas that will be urbanized within those time frames. As indicated throughout this Plan, these are the areas of the County where resources should be directed for the construction and maintenance of urban infrastructure and provision of services. Growth of Miami-Dade County, however, is not projected to cease after the year 2025 2030. Therefore, prudent long-term

planning for infrastructure may need to anticipate locations for possible future extension. For example, it may be desirable to reserve rights-of-way in certain growth corridors as well as on section, half-section, and quarter-section lines, well in advance of need so that opportunities to eventually provide necessary roadways are not irrevocably lost.

- 161 It is difficult to specify where and how much of Miami-Dade County's total area may ultimately be converted to urban development. This is due to uncertainty regarding long-term rates of population and economic growth; housing and community preferences; availability and price of energy, water, agricultural and mineral resources; and State, federal and international influences. It is reasonably safe to assume, however, that the areas least suitable for urban development today will remain least suitable in the future. These areas include the remaining high-quality coastal and Everglades wetland areas in the County, the coastal high hazard areas, and the Northwest Wellfield protection area. The areas more appropriate for, and more likely to experience sustained urban pressure are the heavily impacted, partially drained wetlands in the Biscayne-Snake Creek and Bird-Trail Canal Basins, the agricultural areas of southwestern and southeast Miami-Dade, and the impacted wetlands south of Homestead and Florida City. When the need for additional urban expansion is demonstrated after the year ~~2025~~ 2030, such expansion should be carefully managed to minimize the loss of agricultural land and to maximize the economic life of that valuable industry. Accordingly, urban expansion after the year ~~2025~~ 2030 in the South Dade area should be managed to progress westerly from the Metrozoo area to Krome Avenue north of Eureka Drive, and on the west side of the US 1 corridor southerly to Homestead only when the clear need is demonstrated.
- 162 Development-inducing infrastructure shall not be built by the year ~~2045~~ 2020 in areas designated Agriculture or Open Land. The ~~2025~~ 2030 Urban Expansion Area is projected for development by the year ~~2025~~ 2030 contingent upon those areas being brought into the UDB by plan amendment; therefore, facilities may be planned for provision to those areas during the long term.
- 163 Reservation of corridors and right-of-way outside of the ~~2045~~ 2020 UDB and ~~2025~~ 2030 UEA is not precluded by the adoption of this Plan. This may be necessary to ensure that a strategic grid pattern and supplemental corridors are available for future highway, transit or other infrastructure. However, the planning, design, programming and financing of infrastructure shall be focused on the area within the UDB and UEA. Until the needs of these areas have been satisfactorily met, financial resources shall not be diverted to non-urban areas. Moreover, Environmental Protection areas designated by this plan shall be specifically avoided in all planning and design of development-inducing infrastructure and services.

Future Historic and Natural Resources

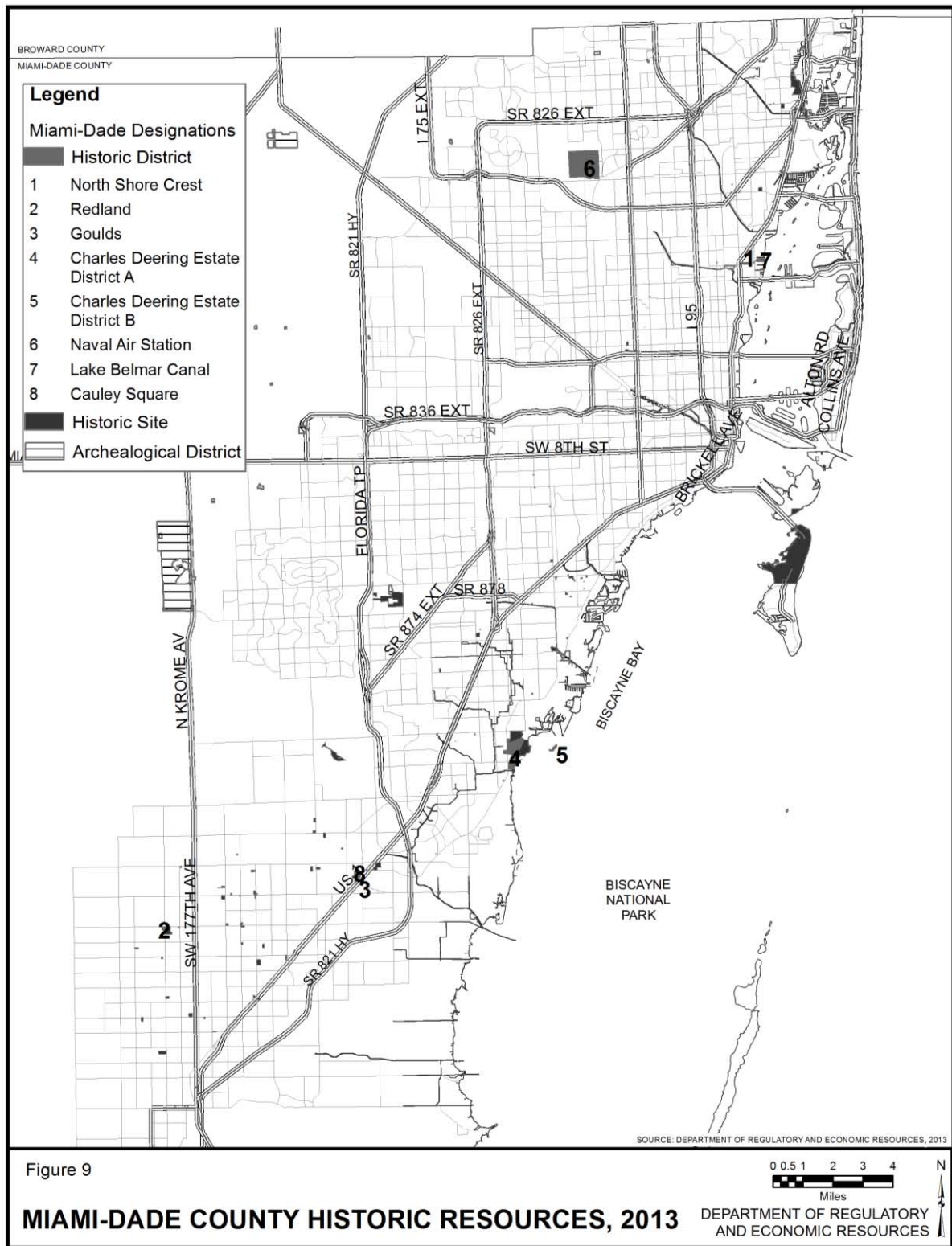
In addition to the presentation of future land use expressed on the Land Use Plan (LUP) map for ~~2045~~ 2020 and ~~2025~~ 2030 and described in the previous text, certain future historical and environmental resources are also identified herein. Rather than attempt to map these features on the Land Use Plan map, they are presented separately to preserve the legibility of the LUP map. Included with these maps is a brief description of the resources. The reader is referred to the *Support Components* and Evaluation and Appraisal Report addressing this Element, and to the Conservation, Aquifer Recharge and Drainage, and Coastal Management Elements, for complete background information.

165 **Future Historic ~~Districts~~ and Archaeological Sites, Districts, and Zones**

Figure 9 shows the designated historic sites and districts, and the archaeological districts and historic cemeteries that are sites and zones, as recognized by the Miami-Dade Office of Historic and Archaeological Resources Preservation as meriting local designation and designated by the Miami-Dade County Historic Preservation Board. Many of these sites and districts and zones may also be candidates eligible for submission to listing in the National Register of Historic Places. National Register sites and municipal designations are not shown. Locations of probable archaeological sites are included on the State Master File. Permanent records and additional background material on these districts, zones and sites are kept in Miami-Dade County's Office of Historic Preservation. This map only shows those sites that were designated by the County. It does not include those sites which may have been designated by local municipalities which have their own designation jurisdiction, including: the City of Miami, Miami Beach, Coral Gables, South Miami, Miami Shores, Homestead, Miami Springs, Sunny Isles Beach, Opa-Locka, and Hialeah. The remaining 24 municipalities in the County are under the Miami-Dade County historic preservation jurisdiction. More information on recorded (previously known, but not necessarily designated) archaeological sites can also be found in the Florida Master Site File, maintained by the Division of Historical Resources, Florida Department of State. Permanent records and the background materials used to designate these sites are kept in the Miami-Dade County's Office of Historic and Archaeological Resources.

Future Natural Resources

- 166 Map series Figures 10 through 46 17 identify certain future natural resources in Miami-Dade County. Background information on topography, soils, mineral resources, freshwater wetlands, lakes, floodplains, flood prone areas, public wellfields and cones of influence is found in the Conservation, Aquifer Recharge and Drainage Element. Additional information on public wellfields and activities permitted within cones of influence is presented in the Water, Sewer and Solid Waste Element. Background information on bays, estuaries, rivers, harbors, beaches and shores, coastal wetlands, and areas subject to coastal flooding is contained in the Coastal Management Element.

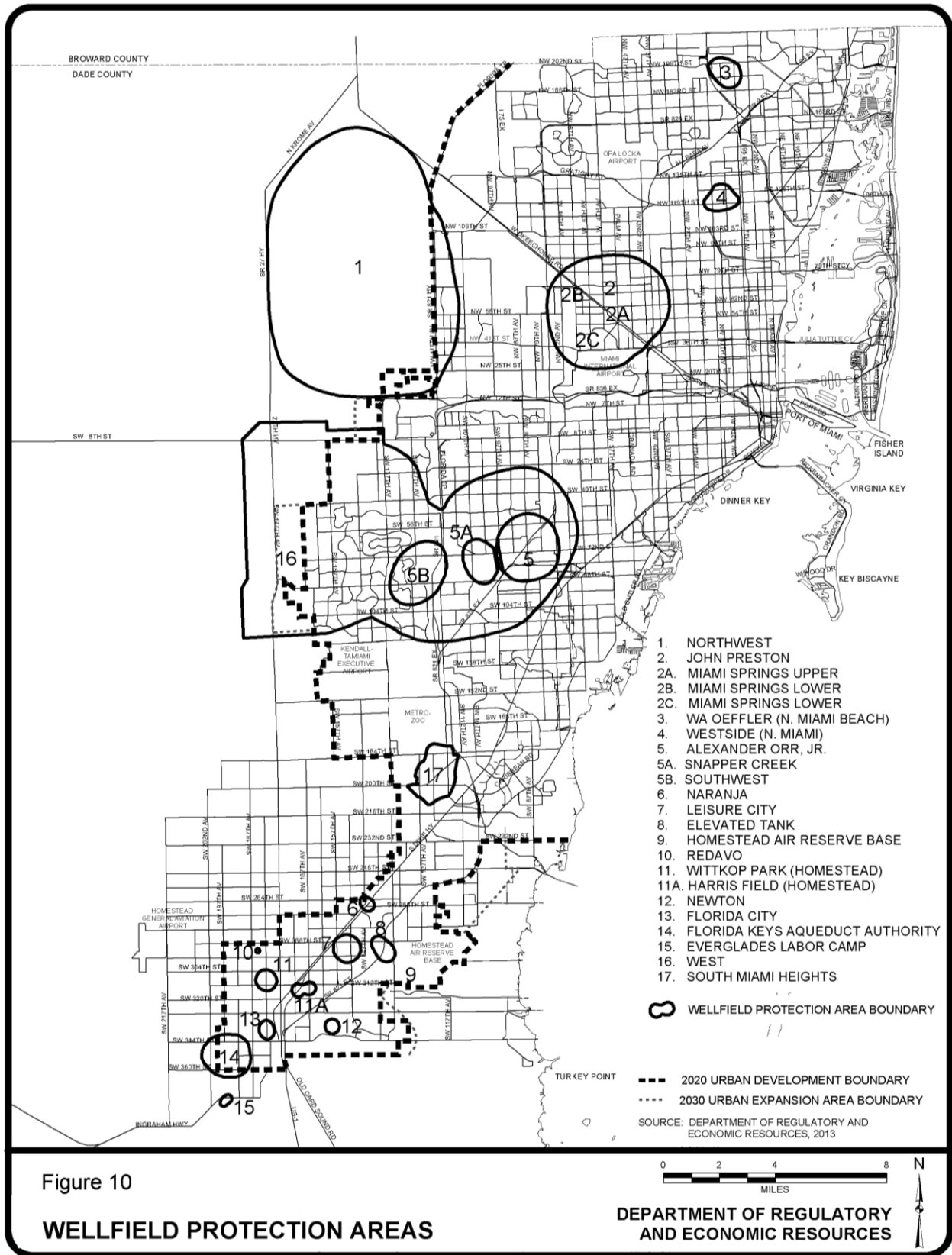


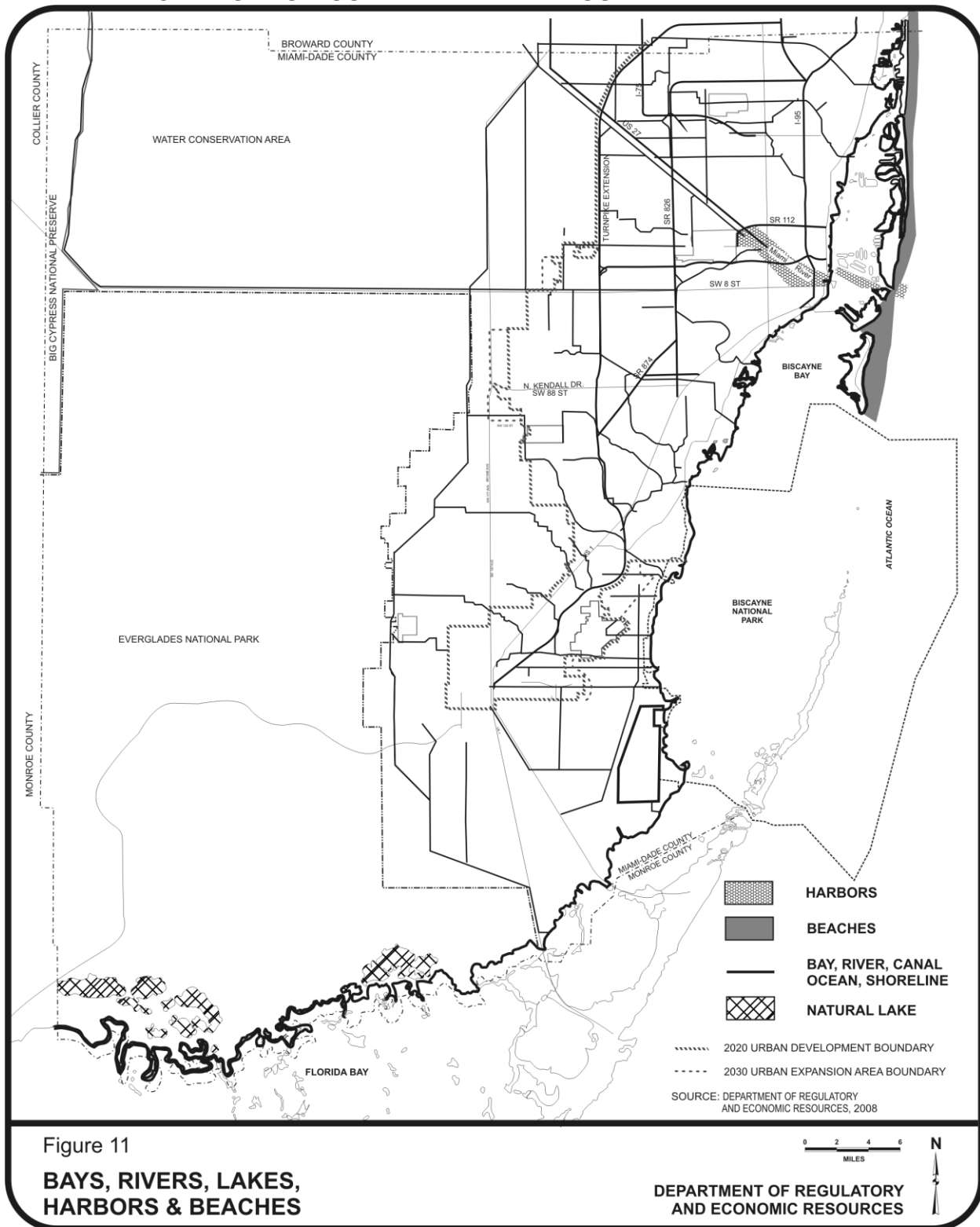
The *Land Use Element Support Components* report and Evaluation and Appraisal Report address existing topography, soils, wetland conditions and functions, historic resources in undeveloped areas of the County, and development in floodplains. The information that is summarized below, together with the extensive information contained in the Conservation, Aquifer Recharge and Drainage, and Coastal Management Elements, are reflected in the delineation of Future Open Land and Environmental Protection Sub-areas as shown on Figures 6 and 7.

- 168 **Future Waterwells and Cones of Influence.** The public water supply wellfields in Miami-Dade County that are expected to be operational in the year ~~2045~~ 2020 and their respective protection area boundaries are shown on Figure 10. The protection area boundaries identified herein will be periodically reviewed and revised, when appropriate, to maintain consistency with wellfield protection area boundaries established pursuant to Chapter 24 of the Miami-Dade County Code. Also included on this figure are the general locations of two future wellfield study areas. One future wellfield study area is located in south Miami-Dade County and the other is in northwest Miami-Dade. Miami-Dade County shall continue to maintain and enforce its wellfield protection regulations, which restrict the use, handling, storage, transport or disposal of hazardous materials; excavations; and non-residential uses served by septic tanks.

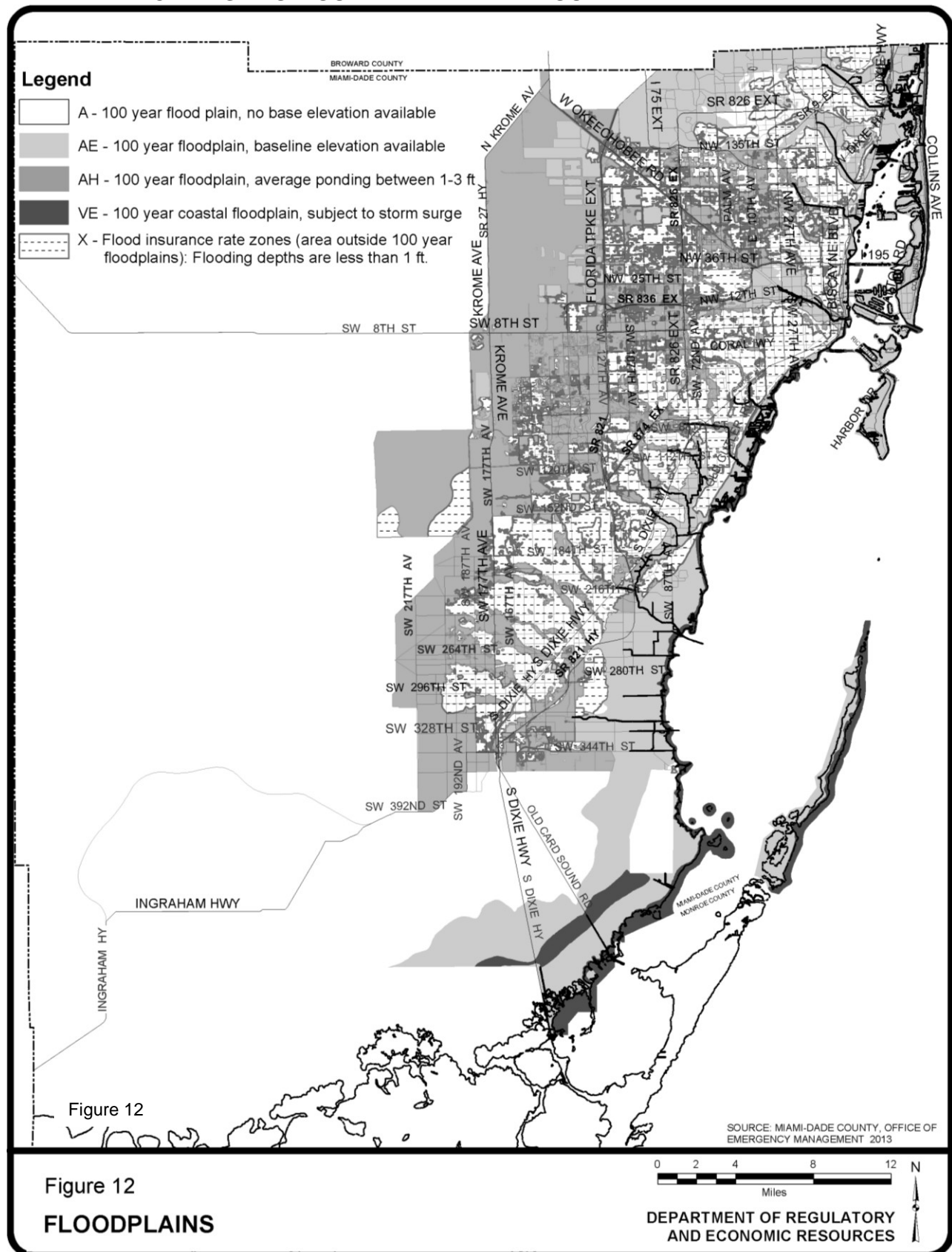
Beaches, Shores, Estuaries, Rivers, Bays, Lakes and Harbors. Figure 11 shows these natural features. The only lakes shown on this figure are the natural lakes that occur within Everglades National Park. Many of the former rock pits and lakes that have been dredged to provide fill during developments appear on the LUP map (or will appear on the color version printed after readoption of the Plan). Estuaries have not been mapped, per se, because their extent varies depending on the season and the amount of rainfall. In the very flat coastal glades in south Miami-Dade County, the freshwater/saltwater ecotone may migrate as much as a mile or more landward or bayward depending upon antecedent climatic conditions. Extensive background information on these resources is presented in the Coastal Management Element.

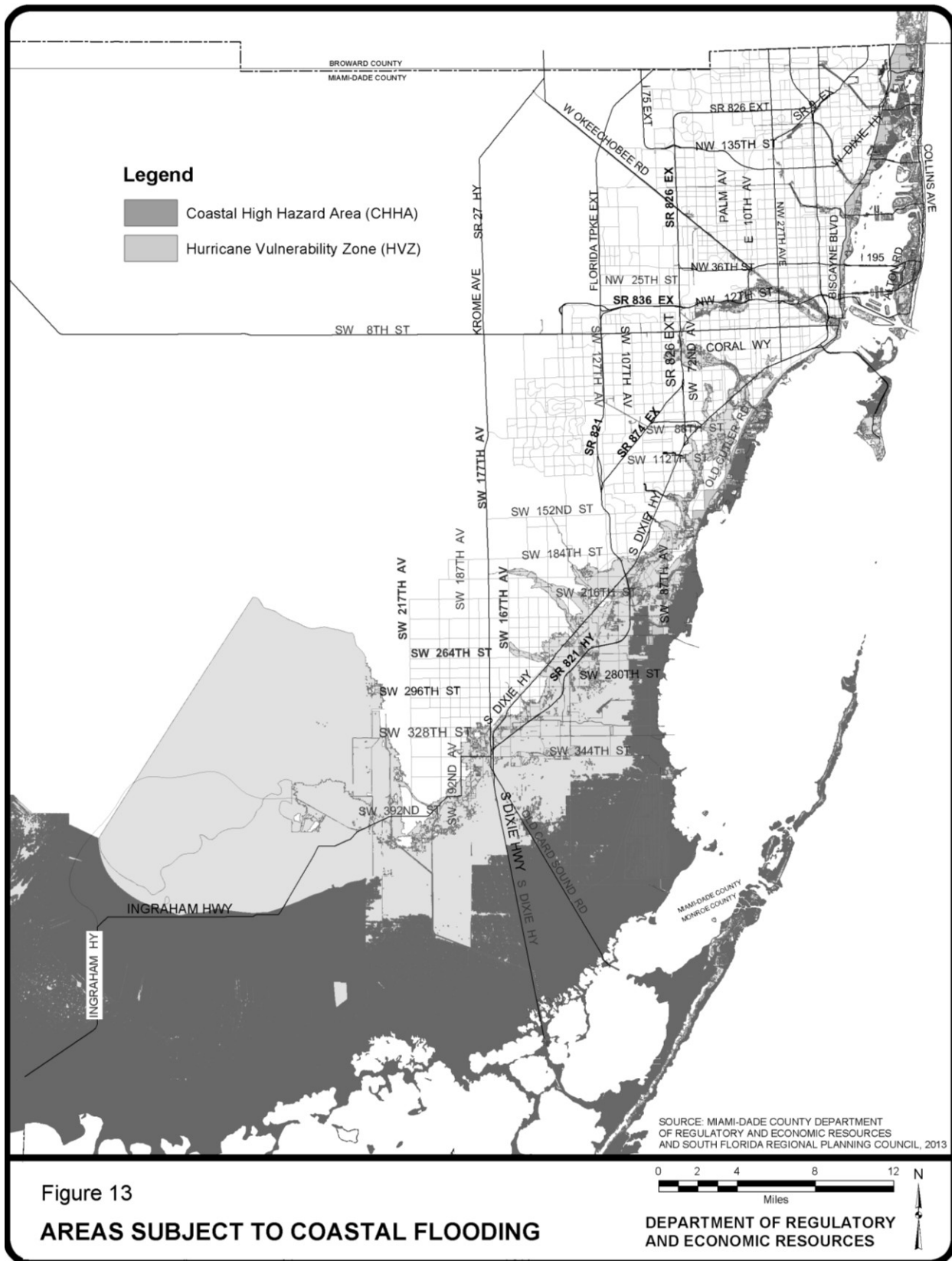
- 169 **Floodplains.** As shown on Figure 12, a very large percentage of the land within Miami-Dade County is considered to be a floodplain, or Special Flood Hazard Area (SFHA). An SFHA is defined as an area that will flood to varying depths during the 100-year flood, which is defined as an event that has a 1% chance to occur in any one year. Within the urban area, all of the former sloughs and transverse glades and the barrier islands are floodplains or SFHAs under this definition. For purposes of clarification, an additional map (Figure 13) is presented to show the areas that are subject to coastal flooding during hurricanes of varying intensity. Due to issues such as continued development and improvements to the water management system in the County, there have been changes to the floodplains and areas subject to coastal flooding. These changes are reflected in a flood insurance re-study and attendant revised Flood Insurance Rate Maps ~~that are expected to be published by 2008~~ adopted by the Board of County Commissioners in July 2009 (Ordinance 09-66). Another factor is that, by the year ~~2045~~ 2020 the area subject to coastal flooding may increase if current predictions about the rate of sea level rise prove to be true. Additional information on floodplains and drainage issues is presented in the Conservation, Aquifer Recharge and Drainage Element (Objective CON-5 and associated policies in particular) and the evaluation of the element contained in the adopted 2010 ~~its~~ Evaluation and Appraisal Report. Development within floodplains shall be subject to flood criteria requirements of the Miami-Dade County Code and the Florida Building Code.

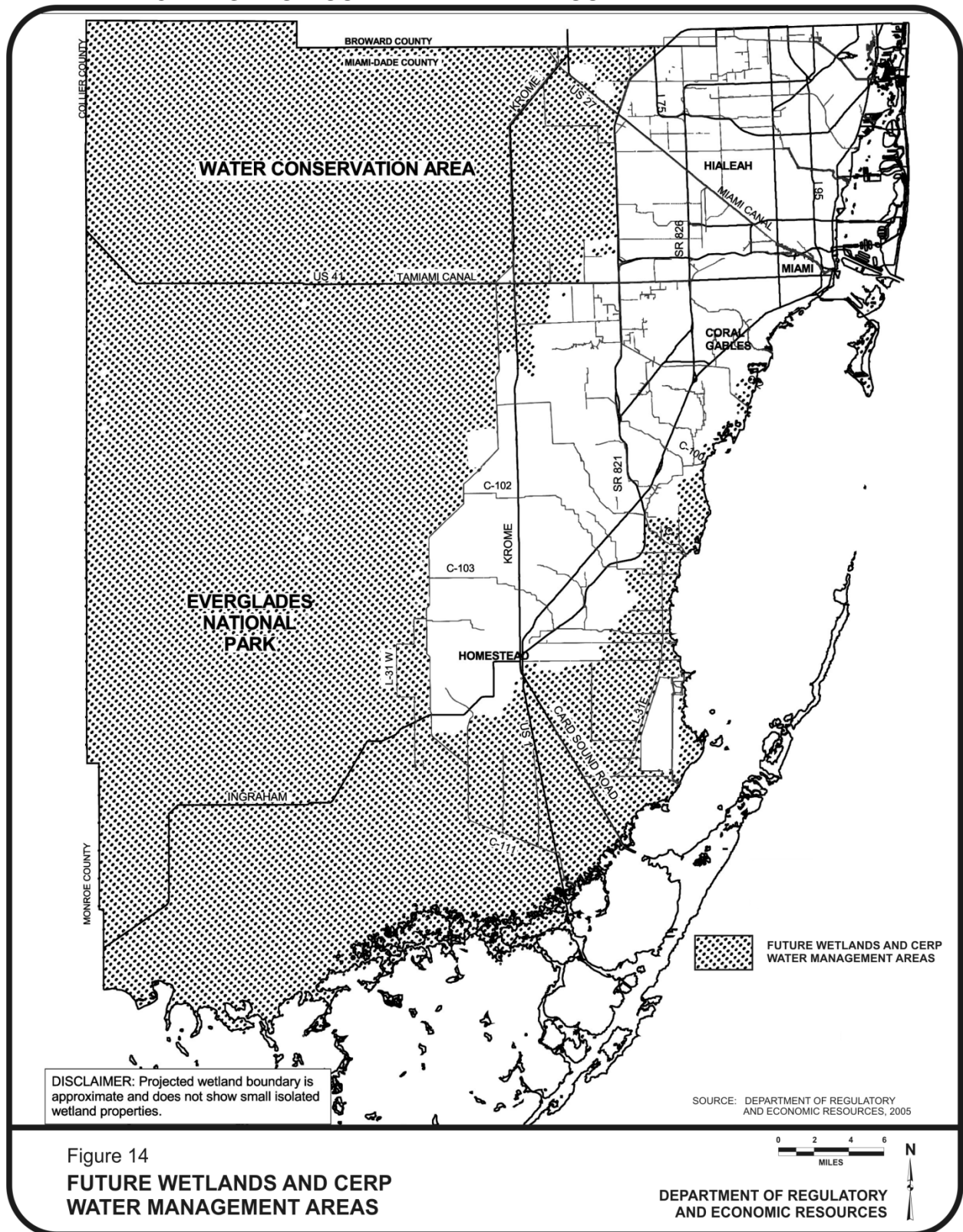




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175 **Wetlands.** Future Wetlands and Comprehensive Everglades Restoration Plan (CERP) Water Management Areas are shown on Figure 14. These wetlands and water management areas serve to filter and purify surface and groundwater, provide habitat for wildlife, provide direct recharge of water to the Biscayne Aquifer (the County's source of drinking water), and provide natural flood protection. Extensive information on these systems is presented in the Conservation, Aquifer Recharge and Drainage Element, and the Coastal Management Element, and the Evaluation and Appraisal Reports addressing those elements. There are several factors that will determine the future of the wetland communities in Miami-Dade County. Among the most important will be the ability of Miami-Dade County and the South Florida Water Management District to maintain more natural water table levels or hydroperiods in these areas; the ability of the U.S. Army Corps of Engineers to recreate a more natural flow of water into the NE Shark River Slough, Everglades National Park and Biscayne National Park; the speed with which biological or other controls for the spread of invasive exotic plant species such as Melaleuca can be found, tested and implemented; and the commitment to wetland management and restoration efforts including the Comprehensive Everglades Restoration Plan. The current CERP plan represents the single greatest opportunity to dramatically improve the ecological health and function of the greater Everglades in south Florida. The future wetland areas designated as publicly owned and managed are areas that are in public acquisition programs. The areas designated as privately owned are not in public acquisition programs but which possessed wetland qualities and functions and which could warrant public acquisition as part of the ongoing ecosystem or water supply protection, restoration and management programs.

176 **Mineral Resources.** Most of Miami-Dade County is underlain by Miami limestone. The general extent of Miami Limestone and mineral extraction areas is shown on Figure 15. The Conservation Element presents the locations of existing rock quarries in Miami-Dade County. The "lake belt" region in northwestern Miami-Dade north of Tamiami Trail, west of the turnpike extension, including the NW Wellfield Area, is expected to continue to be the area of greatest mineral extraction activity in the County through the year ~~2045~~ 2020.

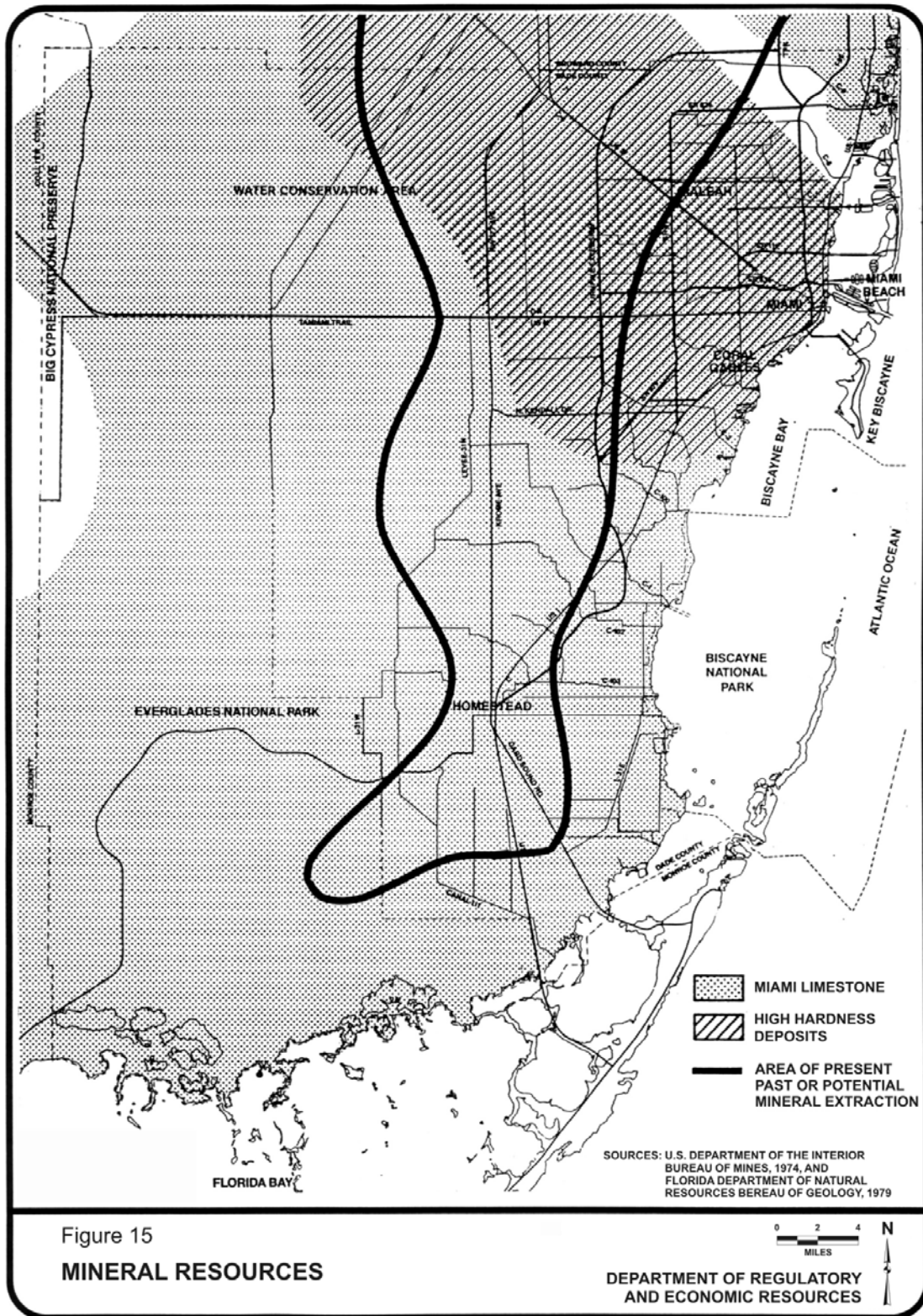
Soils. The soils that overlay the limestone in the County can generally be grouped into five broad categories: peats and mucks, marls, sands, rocky lands and man-made soils. These are shown on Figure 16. In general, the peats and mucks are unsuitable foundations for buildings or roadways and must be removed prior to development. Marls also frequently require special treatment prior to construction. This map presents a very generalized summary of soils in the County. Detailed soil surveys of Miami-Dade County produced by the Soil Conservation Service, U.S. Department of Agriculture, should be consulted for more specific information.

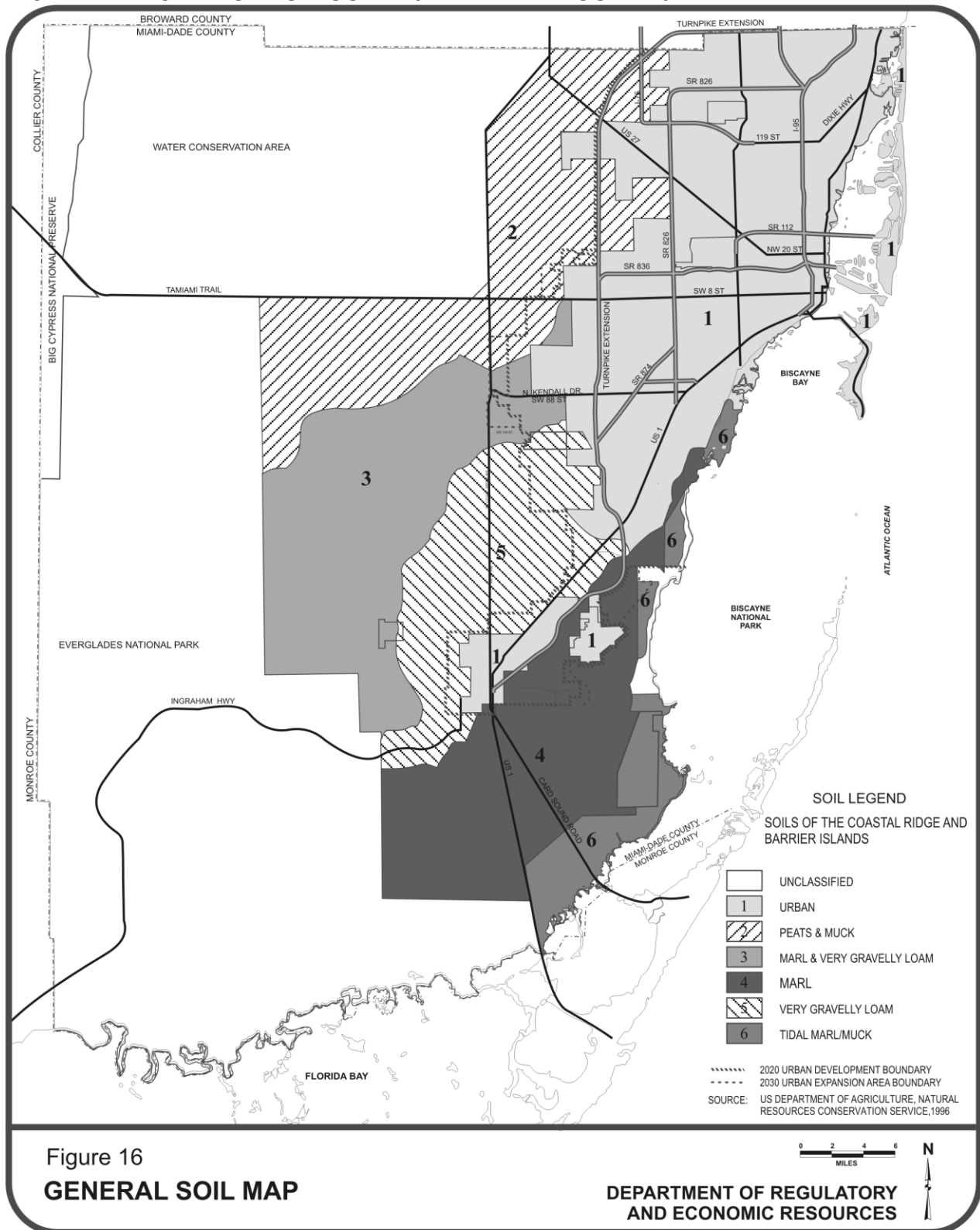
Water Resource Summary. Water resource characteristics and the County's subtle variations in topography are significant features which must be recognized in the formulation of land use, as well as water supply and management policies and plans, for Miami-Dade County. The water resource summary map presented at the conclusion of this section (Figure 17) is a composite of water resource features presented on previous maps in this series and discussed at length in the Conservation and Potable Water Element Support Documents and Evaluation and Appraisal Reports. The Major Canals presented are primary canals and levees of the South Florida Water Management District and significant secondary canals of the County. These serve both to recharge the aquifer at the coast and at water supply wellfields, and to provide flood protection by draining surplus stormwater to tide. The Wellfield Protection Areas

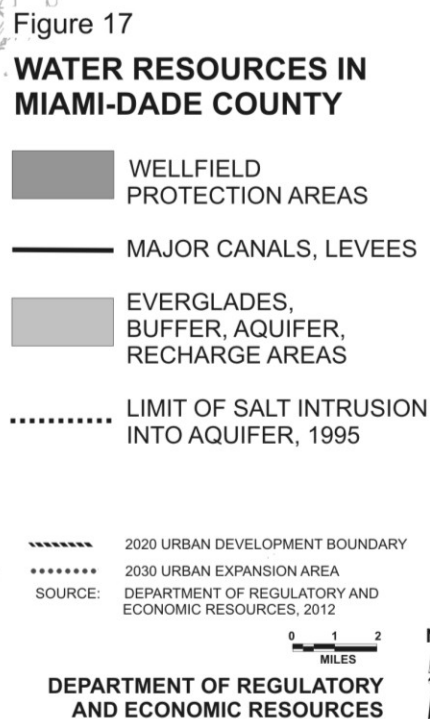
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were described in a preceding paragraph. The Aquifer Recharge Areas depicted include the Everglades, Everglades buffer areas and other areas which are poorly drained by the canal system and which provide prolonged recharge of the Biscayne Aquifer after rainfall events.

The extent of saltwater intrusion into the Biscayne Aquifer is shown by a line near the coast as a reminder that it is essential to maintain water table elevations in the Biscayne Aquifer that are high enough to prevent further contamination by encroachment of denser saltwater. Adequate freshwater levels must be maintained both at the coast and inland to continually replenish freshwater which flows through the transmissive aquifer and canals to the coast. Excessive drainage of inland areas would jeopardize invaluable public and private water supplies, as well as regional ecological systems.







Land Use Monitoring Program and Evaluation and Appraisal Reporting Procedures

- 180 In order to periodically conduct an evaluation and appraisal of the CDMP as required by Section 163.3191, Florida Statutes (F.S.) and to prepare ~~enable the preparation of periodic Evaluation and Appraisal Reports (EARs) as required by Section 2-116 of the Miami-Dade County Code, 163.3191, Florida Statutes (F.S.), the Minimum Criteria Rule (Rule 9J-5, Florida Administrative Code [F.A.C.]) requires that local comprehensive plans~~ the CDMP contains adopted procedures for monitoring and evaluating the Plan and its implementation (Sections 9J-5.005[1][c][5], and 9J-5.005[7], F.A.C). In addition, successful implementation of level of service standards, and requirements that services be available at the time of development, also require the maintenance of monitoring and reporting programs.
- 181 This section outlines Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced in the Land Use Element. It should be understood that the County's programs will be refined over time as more experience is gained. ~~The administrative requirements for monitoring and preparation of the EAR as outlined in Section 9J-5.005[7], F.A.C., are also included here.~~ They are not repeated in the other Elements to avoid redundancy. However, the reader is referred to the other Plan Elements for a presentation of the substantive monitoring requirements of those Elements.
- 182 The first section of this presentation relates directly to the Objectives of the Land Use Element. Here, "measures" are listed which will be monitored to enable determinations to be made regarding progress in achieving the Element's twelve Objectives. These "measures" are variables which are referenced directly in an Objective or one or more of the policies listed under the Objective, or which closely relate and are valid measurable indicators of progress toward the Objective. Other basic characteristics of the monitoring activity are also noted, such as the agencies involved and frequency of reporting. ~~Next, a synopsis of Miami-Dade County's procedures for formulating EARs is presented.~~

Measures to be Monitored

Objective LU-1.

- 183 A. ~~Acreage of subdivisions not contiguous~~ added to the UDB ~~other urban development; and population density within the UDB of the LUP map since adoption of the last EAR.~~ These measurements shall be made by the Department of Regulatory and Economic Resources ~~Planning and Zoning~~ immediately preceding preparation of the EAR.
- 184 B. Residential dwelling units and non-residential square footage permitted, or for which certificates of occupancy (COs) have been issued (for new uses and rehabilitation) in Neighborhood Revitalization Strategy Areas (NRSA) and/or Community Development Block Grant (CDBG)-eligible census block groups within unincorporated Commission District (CD) Areas. This information will be compiled annually by the Department of Regulatory and Economic Resources ~~Planning and Zoning~~ from the computerized permitting file. The cumulative totals will be reported in the ~~subsequent~~ EAR.
- 185 C. Numbers and dollar value of public facility improvements in the NRSA and/or CDBG-eligible census block groups ~~CD Areas~~. The Department of Regulatory and Economic

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~~Resources Planning and Zoning~~ will acquire this information annually ~~from the Miami-Dade County Office of Community and Economic Development (OCED)~~ and shall report cumulative totals in the EAR.

186 D. Development activities since adoption of the last EAR within urban centers and areas subject to zoning ordinances adopted under the County's area planning program and other ~~Number~~ of new or revised ordinances and programs established to promote improved design of neighborhoods, developments and buildings in unincorporated Miami-Dade County. List the number of developments approved, which implemented urban design principles contained in the County's Urban Design Manual and/or the Guidelines for Urban Form.

187 E. Total acreage of agricultural land and environmentally sensitive properties preserved, since adoption of the last EAR, as a result of Miami-Dade County Purchase of Development Rights (PDR) and Transfer of Development Rights (TDR) programs referenced in Policy LU-1R. This Information is to be acquired from the annual report provided by the Agriculture Manager pursuant to Resolution No. 1036-07.

188 **Objective LU-2**

The extent of area experiencing conditions below minimum adopted LOS, at LOS, and substantially above minimum LOS will be monitored by the Department of Regulatory and Economic Resources ~~Planning and Zoning~~ and reported in the EAR for each service addressed in the CDMP.

189 **Objective LU-3**

Approval of any of the following shall be logged by the Department of ~~Planning and Zoning~~ Regulatory and Economic Resources and reported in the EAR:

190 4A. Number of dwelling units and other structures approved which are inconsistent with Miami-Dade County's East Everglades Zoning Overlay regulation (Chapter 33-B, Code of Miami-Dade County);

191 2B. Any CDMP amendments that would increase the allowable number of dwelling units or nonresidential floor area in the environmentally sensitive areas such as wetlands, Natural Forest Communities and Environmentally Endangered Lands or other natural preserves; and

192 3C. Any permitted development or infrastructure improvement that increases capacity beyond what is needed to serve existing development on the ~~unincorporated portion of the barrier islands, the Velocity Zone or the Coastal High Hazard Area in Miami-Dade County.~~

193 **Objectives LU-4 and LU-5**

The number of rezoning applications filed by the Department of ~~Planning and Zoning~~

Regulatory and Economic Resources and approved by the Board of County Commissioners to bring preexisting zoning into closer uniformity with the LUP map shall be logged by the Department of ~~Planning and Zoning~~ Regulatory and Economic Resources and reported in the EAR.

194 **Objective LU-6**

The number of new listings on the National Register, and the number of locally designated historic and archaeological sites, districts and zones shall be compiled by the Office of Historic ~~Preservation and Archaeological Resources~~ and shall be reported by the Department of ~~Planning and Zoning~~ Regulatory and Economic Resources in the EAR.

195 **Objective LU-7**

The number of new development or redevelopment projects applied for and approved under a TOD plan, consistent with appropriate development standards as required in Objective LU-7 and associated policies, shall be documented and analyzed every 5 years. The monitoring shall include the ridership of the transit system in relation to the economy of the areas around the stations. The Department of ~~Planning and Zoning~~ Regulatory and Economic Resources shall conduct the analysis to the extent possible and report findings in the subsequent EAR.

196 **Objective LU-8**

The supply and consumption rates of residential, commercial and industrial land shall be analyzed by the Department of ~~Planning and Zoning~~ Regulatory and Economic Resources for compliance with Objective LU-8 and findings will be reported in the subsequent EAR.

197 **Objective LU-9**

The number of significant regulatory revisions made, consistent with CDMP, will be annually logged by the Department of ~~Planning and Zoning~~ Regulatory and Economic Resources and reported in the subsequent EAR.

198 **Objective LU-10**

- A. Revisions to the Florida Building Code initiated by the County, Miami-Dade Zoning Code, and other County development regulations which encourage, support, or require energy conservation will be compiled annually by the Department of ~~Planning and Zoning~~ Regulatory and Economic Resources and reported in the subsequent EAR.
- 199 B. ~~Average electrical power consumption per capita and per residential unit will be compared to historical rates. This information will be compiled annually by the Department of Planning and Zoning from data supplied by Florida Power and Light and reported in the subsequent EAR.~~ Number of County-owned and privately-owned energy efficient or green buildings certified by Energy Star, Florida Green Building Coalition, US Green Building Council Leadership in Energy, Environmental Design (LEED) or other acceptable sustainability building standards reported by Department of Regulatory and Economic Resources. This information will be compiled and reported annually by the

Department in the subsequent EAR.

- 200 C. Ridership rates per 1,000 persons on mass transit (Metrorail, Metromover, and MDTA buses) will be compared to historical rates on an annual basis. Ridership data is monitored and evaluated by the Miami-Dade Transit Agency. The most recent estimates of population prepared by the Department of Planning and Zoning Regulatory and Economic Resources will be used to determine ridership rates, and will be reported in the subsequent EAR.
- 201 D. Number of mixed-use projects approved by Miami-Dade County and in particular mixed use projects approved in Urban Centers or that are transit supportive projects. Total number of mixed use projects will be compiled annually by the Department of Regulatory and Economic Resources and reported in the subsequent EARs.
- 202 E. Number of building permit applications that receive expedited review and approval under the green building permit approval process pursuant to Section 8-6 of the Miami-Dade County Code.

203 **Objective LU-11**

The annual reports documenting ~~the methodology for determining the identification of sites suitable and having high potential~~ for redevelopment potential as referenced in Policy LU-11A will serve as the monitoring measure for this Objective.

204 **Objective LU-12**

~~The reports that identify sites which might be suitable for infill housing and infrastructure assessment as referenced in Policy LU-12A will serve as the monitoring measure. An annual assessment of the vacant sites suitable for infill, as identified in the annual reports referenced in Policy LU-12A, shall be done and development activities that have occurred on all previously vacant sites shall be reported.~~

205 **EAR Contents and Formulation Procedure**

- 206 ~~The Miami-Dade County 2003 EAR contains a summary audit of the progress that has been made in implementing the county's CDMP since the 1995 EAR. The EAR identifies changes that should be made in the plan in response to an evaluation of the successes and failures that have been experienced in implementing the CDMP, to changing trends and conditions that affect the county, and to changing state and regional growth management policies.~~
- 207 ~~With assistance from and due consultations and coordinations with state and regional agencies, county municipalities, various interest groups and the public through several workshops, and special meetings, including agency scoping meetings, the County's 2003 EAR focuses on evaluation of certain identified major issues and other issues/special topics, including statutory requirements, which were agreed upon in a Letter of Understanding from the Department of Community Affairs dated January 23, 2003. Generally, the EAR covers county-wide assessment as required in Chapter 163.3191(2)(a-m), F.S., which include:~~

1. ~~Population growth and changes in land area;~~
2. ~~The location of existing development in relation to the location of development as anticipated in the CDMP;~~
3. ~~The extent of vacant and undevelopable land;~~
4. ~~The financial feasibility of providing needed infrastructure to achieve and maintain adopted level of service standards and sustain concurrency through capital improvements, as well as the ability to address infrastructure backlogs and meet the demands of growth of public services and facilities;~~
5. ~~A brief assessment of successes and shortcomings related to each element;~~
6. ~~Relevant changes in growth management laws;~~
7. ~~A summary of public participation activities in preparing the report;~~
8. ~~The identification of major issues;~~
9. ~~An assessment of whether CDMP objectives within each element, as they relate to major issues, have been achieved, and whether unforeseen and unanticipated changes in circumstances have resulted in problems and opportunities with respect to the major issues;~~
10. ~~The actions or corrective measures, including plan amendments that are anticipated to address the major issues identified and analyzed in the report;~~
11. ~~An assessment of the success or failure of coordinating future land uses and residential development with the capacity of existing and planned schools, establishing with the school board appropriate population projections; and coordinating the planning and siting of new schools;~~
12. ~~An assessment of the CDMP with respect to the South Florida Water Management District Plan, covering at least a 10-year period for building water supply facilities; and~~
13. ~~An evaluation of whether any past reduction in land use density within the coastal high hazard area impairs property rights of current residents when redevelopment occurs.~~

208 ~~The 2003 EAR addresses the above-listed requirements under four chapters as follows:~~

209 ~~Chapter 1 contains an "Evaluation of Major CDMP Issues" evaluating five issues as agreed by the County and DCA. Chapter 2 contains an "Assessment of the CDMP Elements" evaluating each of the ten adopted elements of the CDMP from Land Use through Education Elements. Chapter 3 contains "Assessment of Special Topics" covering four additional requirement of Chapter 163.3.91, F.S., which are not covered under the major issues. Chapter 4 contains "Conclusions and Proposed Revisions" summarizing all conclusions and proposed revisions to the CDMP whether the revision originated from a major issue, an evaluation of the CDMP elements, or an evaluation of an additional requirement.~~

210 ~~The EAR contains a schedule for adoption of the proposed EAR-based amendments as one submittal within 18 months after the EAR is determined to be sufficient by DCA. Pursuant to Chapter 163.3191 (10), F.S., DCA may grant a 6-month extension for the adoption of EAR-based amendments if the request is justified by good and sufficient cause as determined by the agency. Furthermore, an additional extension may also be granted if the request will result in greater coordination between transportation and land use, for the purposes of improving~~

~~Florida's transportation system as determined by DCA in coordination with the MPO program.~~

211 ~~The activities to prepare the EAR commenced approximately ten months prior to the date established in Chapter 2-116, Code of Miami-Dade County as the deadline for its publication. The following activities took place:~~

- ~~• Planning staff compiled information "measured" and "monitored." Information was tabulated, analyzed and summarized. Findings were drafted, conclusions drawn, and proposals drafted for review by other County agencies.~~
- ~~• Draft report was circulated to affected County agencies and any independent service providers for comment and recommendation.~~
- ~~• Revised draft EAR was distributed to the public. Advertised public workshops were conducted to solicit public input, response and recommendations. Meetings were held with the municipalities to solicit their input; and voluntary scoping meetings were held with state and regional agencies (SFRPC and SFWMD) to solicit their input and coordinate and assemble data and resources for the preparation of the EAR.~~
- ~~• Proposed EAR was transmitted to the Planning Advisory Board (Local Planning Agency), County Manager and Board of County Commissioners.~~
- ~~• The Planning Advisory Board held a hearing on the proposed EAR and made recommendations to the Board of County Commissioners.~~
- ~~• The Board of County Commissioners took action to adopt the EAR with or without changes, or to reject it within 90 days after the publication deadline specified in Section 2-116 of the County Code.~~

212 ~~In accordance with the schedule contained in the EAR for making any necessary amendments to the CDMP, Planning staff initiated applications to amend the CDMP during the CDMP amendment filing period which occurs concurrent with or immediately following adoption of the EAR. The EAR will be transmitted to the State land planning agency (Department of Community Affairs), when the related CDMP amendments are transmitted to the State for its review of the amendments.~~

APPENDIX A

Restrictions. Restrictions accepted by the Board of County Commissioners in association with applications to amend the CDMP, including LUP map amendments, such as Declarations of Restrictions, shall be considered as an adopted part of the CDMP. Restrictions that have been accepted and take effect on or after July 1, 2006, are identified in the table below:

Restrictions Accepted by the Board of County Commissioners in Association with Land Use Plan Map Amendments

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range- Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
<u>April 2005-2006</u>	<u>1</u>	<u>Change 26.13 gross acres on the south side of NE 215 Street approximately 900 feet west of San Simeon Way / (51-31-42)</u>	<u>Declarations of Restrictions</u>	<u>Requires provision of workforce housing units; commits to water conservation measures and to connecting to any regional wastewater re-use system constructed by the County.</u>
<u>April 2005-2006</u>	<u>3</u>	<u>Change 15.5 gross acres on the west side of Biscayne Boulevard to NW 13 Avenue between NE 112 and NE 115 Streets / (52- 42-32)</u>	<u>Declarations of Restrictions</u>	<u>Limits development of the property in accordance with design guidelines (Exhibit B); commits to neighborhood outreach meeting and to coordinate with the Biscayne Corridor Redevelopment Agency prior to seeking rezoning for the property; commits to educational facilities mitigation, transit improvements, public park contribution, workforce housing units, and water- saving measures.</u>
<u>April 2005-2006</u>	<u>4</u>	<u>Change 27.6 gross acres located between NW 12 Avenue and NW 9 Avenue and between NW 95 Terrace and NW 99 Street (53-41-2)</u>	<u>Declarations of Restrictions</u>	<u>Owner agrees to: convey to the County a two acre parcel within the subject property; site plan filed shall not depict multi-family units within Parcels D and E; submit a plan to Director to mitigate adverse impacts to Public School System; comply with County workforce housing requirements; prohibit vehicular access from subject property to NW 99 Street; fund the preparation of a traffic calming study; utilize water conservation measures; and preserve specimen-sized trees.</u>

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
<u>April 2005-2006</u>	<u>5</u>	<u>Change 347 gross acres located between NW 97 Avenue, the Homestead Extension of the Florida Turnpike (HEFT) and NW 154 Street / (52-40-8)</u>	<u>Declarations of Restrictions</u>	<u>Limits development to land uses that will generate no more than 2,582 net external P.M. peak hour trips; prohibits residential uses; and provides for water conservation and re-use.</u>
<u>April 2005-2006</u>	<u>15</u>	<u>Change 10 gross acres at Northwest corner of SW 147 Avenue and SW 184 Street, lying southeast of CSX Railroad ROW / (55-39-33)</u>	<u>Declarations of Restrictions</u>	<u>Prohibits residential uses and requires initial development of the property to include a grocery store.</u>
<u>April 2005-2006</u>	<u>21</u>	<u>Change 0.91 gross acres at the southeast corner of SW 112 Avenue and SW 224 Street / (56-40-18)</u>	<u>Declarations of Restrictions</u>	<u>Prohibits residential uses.</u>
<u>April 2005-2006</u>	<u>22</u>	<u>Change 62.51 gross acres located at northwest and southeast corners of SW 127 Avenue and SW 240 Street / (56-39-23, 24)</u>	<u>Declarations of Restrictions</u>	<u>Limits development to be consistent with Princeton CUC and Urban Design Manual; commits to educational facilities mitigation, transit improvements, traffic impact mitigation, workforce housing units, water conservation measures, and preservation of specimen sized trees; and exempts from restrictions any portion of the property developed in accordance with existing zoning approval.</u>
<u>October 2005-2006</u>	<u>1</u>	<u>North East 116 to 117 Street and Lying west of NE 16th Avenue / (52-42-32)</u>	<u>Declarations of Restrictions</u>	<u>Include site plan depicting a development program according to design guidelines; Applicant to accommodate future transit facilities within property by allowing transit-related encroachments on property; Applicant to contribute to County for park improvements; Applicant to comply with County, or municipality workforce housing requirements; Applicant to incorporate water conservation measures</u>

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
<u>October 2005-2006</u>	<u>4</u>	<u>East side of Biscayne Boulevard/East Dixie Highway between North east 108 and 109 Streets / (52-42-32)</u>	<u>Declarations of Restrictions</u>	<u>Applicant to comply with County, or municipality workforce housing requirements; Applicant to incorporate water conservation measures.</u>
<u>October 2005-2006</u>	<u>5</u>	<u>North side of NW 78 Street between NW 22 and NW 24 Avenues / (53-41-10)</u>	<u>Declarations of Restrictions</u>	<u>Uses of property limited to mixed-use multi story structures, ground floor for retail uses, residential on second and higher floors, temporary staging of construction equipment for development of Poinciana Bio-Pharmaceutical Park; Applicant to comply with County, or municipality workforce housing requirements.</u>
<u>October 2005-2006</u>	<u>6</u>	<u>Between theoretical North West 33 and NW 34 Avenues and between NW 79 Street and theoretical NW 78 Street / (53-41-9)</u>	<u>Declarations of Restrictions</u>	<u>Property limited from certain uses as listed in exhibit C; Applicant to provide vehicular and pedestrian interconnections between property and adjacent parcels; Applicant to accommodate future transit facilities within property by allowing transit-related encroachments on property.</u>
<u>October 2005-2006</u>	<u>12</u>	<u>Northeast corner of SW 186 Street and Homestead Avenue / (56-40-5)</u>	<u>Declarations of Restrictions</u>	<u>Applicant to provide a minimum of 25% of units for residential independent senior housing and/or affordable housing or minimum 10% for workforce housing.</u>
<u>April 2006-2007</u>	<u>3</u>	<u>2260 NW 27 Avenue between NW 22 Street and NW 23 Street / (53-41-28)</u>	<u>Declarations of Restrictions</u>	<u>Limits residential development to no more than 500 units; 90-foot maximum height limit; provides minimum of 25% workforce housing; provides transit improvements; implement water conservation and re-use.</u>
<u>April 2006-2007</u>	<u>8</u>	<u>Northeast corner of SW 127 Avenue and SW 104 Street / (55-39-01)</u>	<u>Declarations of Restrictions</u>	<u>Limits the property's use to a senior residential building with a maximum of 176 "affordable housing" units; 28-ft. maximum height limit; provide ancillary residential services; a 20-ft wide landscaped buffer on east side of property; plant trees at a minimum</u>

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				of 25-feet on center for the length of the berm and buffer; on-site professional management; and provide units with "Florida Water Star Basic Qualification Checklist" water conservation measures.
<u>April 2006-2007</u>	<u>9</u>	<u>East side of Hammocks Boulevard approximately 360-ft north of SW 88 Street/Kendall Drive / (54-39-32)</u>	<u>Declarations of Restrictions</u>	<u>Prohibits residential use of the property.</u>
<u>April 2006-2007</u>	<u>12</u>	<u>Northwest corner of SW 200 Street/Quail Roost Drive and SW 127 Avenue/Burr Road / (56-39-02)</u>	<u>Declarations of Restrictions</u>	<u>Prohibits development of auditoriums, auto and truck sales; auto service and gas stations, bowling alleys, medical observation dormitories, skating rinks, heavy truck rentals, and residential uses.</u>
<u>April 2006-2007</u>	<u>13</u>	<u>North side of theoretical SW 338 Street between theoretical SW 194 and SW 192 Avenues / (57-38-23)</u>	<u>Declarations of Restrictions</u>	<u>Provide a Minimum set aside of 20% "workforce housing" units if property receives zoning approval for 90% of maximum density permitted under approved CDMP designation, but provide a set aside of no less than 10% "workforce housing" units; provide transit improvements; provide units with "Florida Water Star Basic Qualification Checklist" water conservation measures; owner shall not seek a certificate of completion for more than 24 residential units until owner, at its cost, connects to a water treatment plant with sufficient water treatment capacity.</u>
<u>April 2006-2007</u>	<u>14</u>	<u>Between SW 336 and SW 344 Streets and between SW 192 and SW 197 Avenues / (57-38-23)</u>	<u>Declarations of Restrictions</u>	<u>Provide a Minimum set aside of 20% "workforce housing" units if property receives zoning approval for 90% of maximum density permitted under approved CDMP designation, but provide a set aside of no less than 10% "workforce housing" units; provide transit improvements; maximum of</u>

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				940 residential units; maximum of 6 DU/Ac west of SW 194 Avenue; provide transit improvements; provide units with "Florida Water Star Basic Qualification Checklist" water conservation measures; owner shall not seek a certificate of completion for more than 299 residential units until owner, at its cost, connects to a water treatment plant with sufficient water treatment capacity; and owner shall not seek a certificate of completion for more than 255 residential units until owner, at its expense, completes construction of SW 344 Street between SW 182 and SW 192 Avenues.
<u>April 2006-2007</u>	<u>15</u>	<u>Southwest corner of SW 344 Street and SW 192 Avenue / (57-38-26)</u>	<u>Declarations of Restrictions</u>	Property shall be developed at a maximum of 10 residential units per gross acre; minimum of 10% units for "workforce housing;" transit improvements; provide units with "Florida Water Star Basic Qualification Checklist" water conservation measures; owner shall not seek a certificate of completion for more than 124 residential units until owner, at its cost, connects to a water treatment plant with sufficient water treatment capacity; and owner shall dedicate, at no cost to a government entity, the right-of-way along the property's frontage as required to allow improvement of SW 344 Street as a 4-lane arterial.
<u>April 2007-2008</u>	<u>1</u>	<u>100 feet east of NW 27 Avenue between NW 87 Terrace and NW 89 Street/ (53-41-03)</u>	<u>Declarations of Restrictions</u>	Submit a landscape site plan at the time of zoning to assure appropriate landscaping and buffering and applicant will not file for zoning proposing residential uses until the County adopts a public school facilities element, enters into the Interlocal Agreement with the School Board.

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				and amend its CDMP to implement school concurrency.
<u>April 2007-2008</u>	<u>2</u>	<u>Southeast corner of NW 57 Avenue and Blue Lagoon Drive / (53-41-31)</u>	<u>Declaration of Restrictions</u>	Water conservation measures in Exhibit B; a site plan at the time of initial rezoning that incorporates design concepts from the County's Urban Design Manual and includes a pedestrian promenade along the waterfront; and limit uses to those permitted under the existing RU-4A zoning category or BU-1A for rezoned portions of the property (See Declaration of Restrictions for the 22 prohibited BU-1A uses).
<u>April 2007-2008</u>	<u>6</u>	<u>300 feet west of SW 84 Avenue and south of SW 38 Street /(54-40-15)</u>	<u>Declarations of Restrictions</u>	Limit construction to 49 units; 30-foot setback from northern boundary; residential buildings within the northern 50-feet of the property will not exceed 35-foot height; incorporate water conservation measures into the design, construction and operation of any residential development; provide 10% workforce housing; owner will proffer a covenant to address tenant relocation by providing the option to rent comparably priced rental housing within 10 miles; will not file for zoning until County adopts public school facilities element and enters into Interlocal Agreement with School Board; preserve specimen trees.
<u>April 2007-2008</u>	<u>8</u>	<u>Southside of SW 88 Street west of SW 167 Avenue / (54-31-39)</u>	<u>Declarations of Restrictions</u>	Two separate covenants proffered by the applicant include: limiting development to non-residential uses and to construct and dedicate to Miami-Dade County, a 70-foot wide right-of-way containing 4, travel lanes - identified as SW 172 Avenue (the roadway improvement) - prior to the issuance of any Certificate of Occupancy. The roadway

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				improvement will extend SW 172 Avenue from the southern boundary of the Property to the northern boundary of the Property and be at the Owner's cost and expense. In addition, the applicant proffers to seek a signal warrant for the intersection of SW 172 Avenue and Kendall Drive and, if warranted, fund the signalization of the intersection.
<u>April 2007-2008</u>	<u>10</u>	<u>Southwest corner of Homestead Avenue and SW 184 Street (Eureka Drive) /(56-40-5)</u>	<u>Declaration of Restrictions</u>	<u>A minimum of 10% workforce housing units for sale or rental to persons within the income range of 65% to 140% of medium family income for Miami-Dade County.</u>
<u>April 2007-2008</u>	<u>11</u>	<u>34250 SW 192 Avenue / (57-38-23)</u>	<u>Declaration of Restrictions</u>	<u>A minimum of 20% workforce housing under certain conditions with 25% set aside of workforce housing units for sale or rent to persons with 65% to 105% of median family income. A maximum density of 50 dwelling units; incorporate water conservation measures; owner will not seek a certificate of use and occupancy for more than 17 dwelling units until the owner, at own expense, connects to a water treatment plant with sufficient treatment capacity; owner will not seek a certificate of use or occupancy for more than 30 dwelling units until the construction of SW 344 Street as a 4-lane divided arterial roadway from SW 182 and SW 192 Avenues is completed.</u>
<u>October 2007-2008</u>	<u>3</u>	<u>An area between NW 51 and NW 53 Streets and between NW 23 Court and NW 24 Avenue / (22-53-41)</u>	<u>Declaration of Restrictions</u>	<u>Owner agrees that all residential units constructed on the property shall be designated for affordable housing for the sale or rent, and/or workforce housing for sale or rent to persons with 65% to 105% of median family income, and shall meet the criteria of affordable</u>

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				and/or workforce housing in Miami-Dade County. Maximum number of dwelling units shall be 280.
<u>October 2007-2008</u>	<u>4</u>	<u>Northwest corner of SW 117 Avenue and SW 95 Street / (55-40-06)</u>	<u>Declaration of Restrictions</u>	<u>Prohibits call centers as permitted use. Professional offices residential in appearance, excluding medical offices, with building heights not exceeding 2 stories or 35 feet above finished grade. Prior to issuance of CO, a decorative wall of masonry or reinforced concrete compatible with the main structure, 6 feet in height, shall be erected along all interior property lines abutting residentially zoned property. Limits residential development to the density currently allowed under the Estate Density Residential and Section 33B-45, Miami-Dade County Code.</u>
<u>Beacon Lakes DRI/CDMP Amendment (2008 Out of Cycle)</u>	<u>None</u>	<u>Generally located at the northeast corner of NW 137 Avenue and SR 836 Extension, within the Beacon Lakes DRI</u>	<u>Declaration of Restrictions</u>	<u>Prohibits residential use within the amendment site, but does not prohibit hotel or motel use.</u>
<u>April 2008-2009</u>	<u>2</u>	<u>West side of NW 7 Avenue between NW 155 Lane and Biscayne Canal / (52-41-14)</u>	<u>Declaration of Restrictions</u>	<u>Limits residential development to the density currently allowed under the existing Medium-High Density Residential (25-60 DU/acre)</u>
<u>April 2008-2009</u>	<u>3</u>	<u>Southeast corner of NE 135 Street and NE 3 Lane/ (52-42-30)</u>	<u>Declaration of Restrictions</u>	<u>Limits development to a conceptual site plan, has a maximum of 102,600 sq. ft. of floor area, prohibits residential development, and restricts development of retail, office and commercial uses including self-storage.</u>
<u>April 2008-2009</u>	<u>4</u>	<u>10940 NW 14 Avenue (an area southwest of intersection of NW 14 Avenue and NW 111 Street) / (52-41-35)</u>	<u>Declarations of Restrictions</u>	<u>Restricts the development to an increase of 100 dwelling units, for a maximum 308 dwelling units, with the utilization of the workforce housing program which provides</u>

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				for a 25% increase in residential density.
<u>April 2008-2009</u>	<u>5</u>	<u>East side of NW 72 Avenue between 36 and 41 Streets / (53-40-26)</u>	<u>Declaration of Restrictions</u>	<u>Prohibits residential development.</u>
<u>April 2008-2009</u>	<u>8</u>	<u>North side of W. Flagler Street between theoretical NW 90 and NW 94 Avenues / (54-40-04)</u>	<u>Declarations of Restrictions</u>	<u>Existing Declaration of Restrictions on property modified to restrict development of residential dwelling units to 824 on residentially designated areas. An additional Declaration of Restrictions limits development on property to 240,000 sq. ft of retail. Prohibits residential, office and certain commercial uses on commercially designated area. Owner agrees to afford Miami-Dade County Public Library Department first choice to lease space for neighborhood library. Restricts building height on property. Owner agrees to maintain pedestrian pathway between commercial development and neighboring residential areas. Limits hours of operation of commercial development.</u>
<u>April 2008-2009</u>	<u>9*</u>	<u>Northeast corner of West Flagler Street and NW 102 Avenue / (54-40-05)</u>	<u>Declarations of Restrictions</u>	<u>Restricts development on property to 375,000 sq. ft. of retail, commercial, personal services, and offices, and at least 150 dwelling units for elderly housing. Any storm water retention areas may occupy the north 2 acres of the property. Restricts height of buildings and proximity to residential areas to west of property. Landscaped buffer shall be installed to the west and north area of property, including a six feet high CBS wall along the outside line of buffer. Prohibits certain uses on property. Prohibits delivery trucks from entering/exiting property from</u>

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range- Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				West Park Drive. Owner agrees to implement water conservation and re-use standards. Owner to allow encroachment on property for the provision of a bus pull-out bay and bus shelter along property frontage on West Park Drive and W. Flagler Street.
<u>April 2008-2009</u>	<u>10</u>	<u>Southwest corner of SW 112 Avenue and SW 248 Street / (56- 40-30)</u>	<u>Declarations of Restrictions</u>	<u>Owner agrees to develop property with a mix of uses. Owner also agrees that type of retail uses would satisfy the essential and frequent needs of the surrounding residential community. Owner represents that the property will be developed according to design guidelines contained in Exhibit "B" attached to this Declaration of Restrictions.</u>
<u>April 2009-2010</u>	<u>3</u>	<u>Northeast corner of SW 137 Avenue and SW 96 Street (55-39- 02)</u>	<u>Declarations of Restrictions</u>	<u>At initial rezoning hearing, owner shall include entire property as the defined subject property and shall not seek partial rezoning of subject property; owner at initial rezoning shall submit a site plan for entire property or submit an Architectural Code together with recordable declaration of restrictions and shall design the site plan and/or Architectural Code, as applicable at time of rezoning, with the intent to obtain 'green building' certification.</u>
<u>October 2009-2010</u>	<u>2</u>	<u>Southwest corner of NW 19 Avenue and NW 81 Street / (10-53-41)</u>	<u>Declarations of Restrictions Ord. 10-31</u>	<u>Total number of residential units on the property shall be limited to no more than 94 units. No buildings within the property shall exceed three stories in height. Owner shall install a landscaped berm along the northern property line, with the exception of a driveway connecting the property to NW 81 Street, at a height of at least three feet as measured from grade. Owner agrees to install trees along the top of the berm</u>

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				that will be at least eight feet in height at time of planting as measured from the top of the berm.
<u>October 2009-2010</u>	<u>3</u>	<u>Southwest corner of SW 127 and SW 200 Street / (11-56-39)</u>	<u>Declarations of Restrictions Ord. 10-31</u>	Owner shall incorporate some of the components of the U.S. Green Building Council's LEED for New Construction and Renovations Rating System version 3 into the design and construction of proposed building on property.
<u>October 2009-2010</u>	<u>6</u>	<u>Southwest corner of NW 32 Avenue and NW 79 Street / (53-41-09)</u>	<u>Declarations of Restrictions</u>	Residential density on the property shall be limited to no more than 1,200 dwelling units. Prior to plat approval, the owner shall work with Miami-Dade Transit to accommodate future transit facilities within the property, including bus shelters, pull-out bays, and other facilities by allowing transit-related encroachments onto the property. The owner shall also provide pedestrian accommodations for transit connectivity within the property, consistent with Policy LU-7B of the CDMP.
<u>October 2009-2010</u>	<u>7</u>	<u>Northwest corner of NW 107 Avenue and NW 12 Street (53-40-31)</u>	<u>Declarations of Restrictions</u>	The maximum Development Program (MDP) is 1,050 dwelling units or 1,701,000 sq. ft., 799,900 sq. ft. of retail/service space, 430 hotel rooms or 225,000 sq. ft. and 225,000 sq. ft. of office space. Owner may increase density/intensity of MDP land use categories provided cumulative impact of reallocated land uses does not exceed the PM peak hour trips or the average/maximum daily potable water demand for the MDP. Owner shall incorporate a MetroBus terminal for multiple MetroBus routes, which shall include a maximum of ten (10) saw-tooth bus bays, the driveway network

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				serving the bays, 260 parking spaces in a garage, transit-oriented commercial uses not to exceed a maximum of 10,000 square feet, and transit lounge. The Owner agrees to fund and construct the terminal pursuant to a phased development schedule. Phase I, including the surface parking lot with 189 parking spaces, will be constructed by August 31, 2012. Phase II, including the parking garage, will be constructed within five years from effective date of the user operations agreement. Owner agrees to reserve a portion of dedicated land to County for a possible future MetroRail station. The Owner shall fund and construct certain roadway improvements; support the creation of a non-ad valorem fire assessment fee; implement design guidelines contained in Exhibit C; all buildings on property shall be LEED certified; provide for a minimum of 10% of dwelling units for workforce housing; and incorporate water conservation measures into the design, construction and operation of residential and commercial development.
<u>October 2010 - 2011</u>	<u>2</u>	<u>8300 SW 40 Street (Southwest corner of SW 40 Street and SW 83 Avenue) / (54-40-22)</u>	<u>Declaration of Restrictions</u>	<u>If the property is developed with residential uses, the maximum residential density shall not exceed 10 dwelling units per gross acre.</u>
<u>Homestead-Miami Speedway, LLC, CDMP Amendment (2011 out of cycle)</u>	<u>None</u>	<u>Between SW 132 and SW 142 Avenues, and between theoretical SW 333 and SW 336 Streets / (57-39-23)</u>	<u>Declaration of Restrictions</u>	<u>The property shall be used for up to 12,000 additional spectator seats; temporary and permanent parking facilities; temporary event concessions consisting of kiosks, tents, and other similar portable facilities; a 6,000 sq. ft. kitchen</u>

<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				facility; provided, however, that the property shall not be used for hotels, motels, residential dwelling units, commercial office buildings, shopping centers or other similar development; when not being used for speedway purposes, the property may be used for certain agricultural uses, such as packing facilities, truck gardens and outdoor storage of vehicles or equipment associated with agricultural production, farms, grooves, nurseries, greenhouses, and fruit and vegetable stands. 100% of the stormwater runoff from the 100-year, 3-day storm event for the property shall be retained within the property and the adjacent Homestead-Miami Speedway.
<u>Dolphin Center Properties, LLC, CDMP Amendment (2011 out of cycle)</u>	<u>None</u>	<u>Between NW 199 and NW 195 Streets, and between the Florida Turnpike and NW 22 Avenue / (52-41-03)</u>	<u>Declaration of Restrictions</u>	<u>Notwithstanding the re-designation of the property to "Business and office", development of the property shall be limited solely to those uses that are permitted under the "Office/Residential" land use category within the CDMP, as such may be amended from time to time; and a water park tourist attraction, together with such ancillary, associated and accessory uses customary thereto.</u>
<u>October 2010-2011</u>	<u>3</u>	<u>Southeast corner of SW 137 Avenue and SW 288 Street (55-39-07 and 08)</u>	<u>Declaration of Restrictions</u>	<u>Prohibits residential use of the property; requires transit, bicycle and pedestrian accessibility to be addressed at rezoning through acceptable site plan and Declaration of Restrictions.</u>

Part C, Adopted Land Use Plan Map Changes

Revise the CDMP Adopted 2015 and 2025 Land Use Plan (LUP) map for consistency with the 2020 and 2030 time horizons, as presented in Table 1, List of Adopted Land Use Plan Map Changes for Parcel Nos. 1 through 296, Figure S (Existing and Proposed Countywide Urban Centers), and Figure T accompanying and Table 2 (Adopted Roadway Changes) below.

It should be noted that Parcel Nos. 122, 157, 166, 237, 253, and 254 were not filed in the original application, Parcel Nos. 7, 20, and 165 were withdrawn at the Board of County Commissioners' (Board) May 22, 2013 transmittal public hearing and Parcels 155 and 156 were withdrawn at the Board's October 2, 2013 final public hearing. It should also be noted that the requests for Parcels 292-294 were not adopted by the Board at its October 2, 2013 public hearing.

Of the Parcels listed in Table 1 below and discussed above, Parcels 1 through 291 are located within municipalities in Miami-Dade County and the changes adopted for each parcel, by the Board at its October 2, 2013 public hearing, is to best reflect on the County's LUP map the future land use designation(s) adopted for each parcel by the respective municipality. Details of the Parcels as originally proposed are included in Part C of Application No. 1 in the Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan report dated March 27, 2013 (with supplemental Errata). The Parcels were subsequently updated/revised in Appendix A of the Initial Recommendations October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan report dated April 2013, and were further updated/revised in the Final Recommendations October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan report dated September 2013.

The new urban center that was proposed to be located at the Palmetto Expressway (SR-826) and Bird Road (SW 40 Street) was withdrawn at the Board's October 2, 2013 final public hearing and is thereby not included on Figure S on page I-156 below.

Table 1
List of Adopted Land Use Plan Map Changes

October 2012 EAR-Based Amendments to The Comprehensive Development Master Plan

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
1	East of NE 37 Court along East Country Club Drive	Aventura	Parks and Recreation	Medium-High Density Residential	8
2	Southeast corner of East Dixie Highway and NE 215 Street	Aventura	Low-Medium Density Residential	Business and Office	44
3	Northeast corner of NE 30 Avenue and NE 207 Street	Aventura	Medium Density Residential	Medium High Density Residential	14
4	Northwest corner of NE 34 Avenue and NE 207 Street	Aventura	Medium-High Density Residential	Parks and Recreation	20
5	Between Lehman Causeway and NE 185 Street; between Atlantic Blvd and Collins Avenue	Sunny Isles Beach	Low Density Residential	Low-Medium Density Residential	9

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
6	Between North Bay Road and Collins Avenue; between NE 185 and NE 183 Streets	Sunny Isles Beach	Low Density Residential	Business and Office	4
8	Between Atlantic Avenue and NE 163 Street; between NE 34 Avenue and Collins Avenue	Sunny Isles Beach	Medium Density Residential	Parks and Recreation	2
9	Between Biscayne Boulevard and NE 26 Avenue along NE 163 Street	North Miami	Environmentally Protected Parks	Parks and Recreation	3
10	East and west side of 19 Avenue between NE 173 and 171 Streets	North Miami Beach	Low and Medium Density Residential	Office/Residential	7
11	Northeast corner of NE 169 Street and NE 20 Avenue	North Miami Beach	Medium Density Residential	Office/Residential	2
12	Between NE 169 Street and North Glades Drive along NE 19 Avenue	North Miami Beach	Medium Density Residential	Business and Office	10
13	Southwest corner of NE 14 Avenue and NE 162 Street	North Miami Beach	Low Density Residential	Office/Residential	5
14	Southwest corner of NE 16 Avenue and NE 162 Street	North Miami Beach	Low Density Residential	Office/Residential	3
15	Southwest corner of NE 22 Avenue and NE 159 Street	North Miami Beach	Low Density Residential and Industrial and Office	Business and Office	15
16	Northeast corner of Biscayne BLVD and NE 151 Street	North Miami	Parks and Recreation & Business and Office	Institutions, Utilities and Communications	51
17	Between Bay Vista BLVD and Biscayne BLVD along NE 151 Street	North Miami	Parks and Recreation	Business and Office	32
18	Between Bay Vista BLVD and FIU Stadium Drive along NE 151 Street Biscayne BLVD along NE 151 Street	North Miami	Environmentally Protected Parks	Institutions, Utilities and Communications	5
19	Southwest corner of Bay Vista BLVD and NE 151 Street	North Miami	Environmentally Protected Parks	Institutions, Utilities and Communications	9
21	East side of Biscayne BLVD between NE 137 and 151 Streets	North Miami	Medium Density Residential	Business and Office	178
22	Northwest corner of Bay Vista BLVD and NE 135 Street	North Miami	Institutions, Utilities and Communications	Environmentally Protected Parks	3
23	Southwest corner of Bay Vista BLVD and NE 135 Street	North Miami	Institutions, Utilities and Communications	Parks and Recreation	8
24	Between theoretical NE 143 Street and NE 136 Street along Biscayne BLVD	North Miami Beach	Medium Density Residential and Business and Office	Business and Office	26

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
25	East of Biscayne BLVD between theoretical NE 149 Street and theoretical NE 143 Street	North Miami Beach	Medium Density Residential	Business and Office	35
26	South of NE 123 Street between NE 19 Avenue and North Bayshore Drive	North Miami	Office/Residential and Medium Density Residential	Business and Office	10
27	Between NE 8 and NE 14 Avenues; between NE 129 and NE 125 Streets	North Miami	Low and Low-Medium Density Residential	Medium Density Residential	71
28	Between NE 8 and Griffin BLVD; between NE 121 and NE 123 Streets	North Miami	Medium Density Residential	Medium-High Density Residential	42
29	Northeast corner of NE 6 Avenue and NE 131 Street	North Miami	Low Density Residential	Medium-High Density Residential	14
30	Northeast corner of NE 6 Avenue and NE 135 Street	North Miami	Low-Medium Density Residential	Medium-High Density Residential	93
31	East and west side of NE 3 Court between NE 139 and 135 Streets	North Miami	Low-Medium Density Residential	Medium-High Density Residential	18
32	East side of NE 6 Avenue between NE 172 Street and theoretical NE 168 Street	North Miami Beach	Low Density Residential	Office/Residential	4
33	North side of NE 168 Street between NE 2 Avenue and NE 1 Avenue	North Miami Beach	Low Density Residential and Institutions, Utilities and Communications	Office/Residential	7
34	Northwest corner of NW Miami Court and NW 171 Street	North Miami Beach	Institutions, Utilities and Communications	Low Density Residential	3
35	Southwest corner of NE 2 Avenue and NE 169 Street	North Miami Beach	Low Density Residential and Institutions, Utilities and Communications	Medium Density Residential	13
36	West of NW 7 Avenue between NW 175 Street and SR 826 Extension	Miami Gardens	Institutions, Utilities and Communications	Business and Office	19
37	East side of NW 2 Court between NW 183 Street and NW 187 Street	Miami Gardens	Low Density Residential	Business and Office	8
38	Southwest corner of NW 7 Avenue and NW 207 Street	Miami Gardens	Parks and Recreation	Low Density Residential	70
39	East and west side of Atlantic Way between 77 Street and 79 Street	Miami Beach	Parks and Recreation	Low Density Residential	7
40	Southwest corner of NW 5 Avenue and NW 115 Street	Miami Shores	Low-Medium Density Residential	Institutions, Utilities and Communications	11

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
41	Between Florida Turnpike and NW 22 Place; between theoretical NW 210 Terrace and NW 207 Street	Miami Gardens	Low-Medium Density Residential	Business and Office	64
42	Northwest corner of NW 25 Avenue and 207 Street	Miami Gardens	Low-Medium Density Residential	Business and Office	9
43	Southeast corner of NW 215 Street and NW 29 Avenue	Miami Gardens	Office/Residential and Low Density Residential	Business and Office	8
44	Southeast corner of NW 215 Street and NW 47 Avenue	Miami Gardens	Industrial and Office	Business and Office	101
45	South of NW 183 Street between NW 17 Avenue and NW 23 Avenue	Miami Gardens	Office/Residential	Business and Office	22
46	East of NW 27 Avenue between theoretical NW 185 Street and NW 191 Street	Miami Gardens	Low-Medium Density Residential	Business and Office	35
47	Northwest corner of NW 25 Avenue and NW 175 Street	Miami Gardens	Low Density Residential	Business and Office	5
48	North of SR 826 and east of NW 27 Avenue	Miami Gardens	Low Density Residential	Business and Office	14
49	East of NW 17 Avenue between theoretical NW 137 Street and NW 147 Street	Opa-Locka	Low Density Residential	Medium-High Density Residential	20
50	Southeast corner of NW 139 Street and NW 22 Avenue	Opa-Locka	Medium Density Residential	Medium-High Density Residential	10
51	North of NW 136 Street between NW 22 Place and theoretical NW 26 Avenue	Opa-Locka	Low-Medium Density Residential	Medium-High Density Residential	26
52	North of NW 135 Street between NW 22 place and theoretical NW 26 Avenue	Opa-Locka	Low-Medium Density Residential	Medium-High Density Residential	8
53	Northwest corner of NW 27 Avenue and NW 127 Street	Opa-Locka	Medium Density Residential	Medium-High Density Residential	5
54	Southwest corner of NW 26 Court and NW 135 Street	Opa-Locka	Medium Density Residential	Medium-High Density Residential	63
55	Southwest corner of NW 32 Court and NW 135 Street	Opa-Locka	Office/Residential	Medium-High Density Residential	29
56	East side of NW 37 Avenue between NW 145 Street and theoretical NW 137 Street	Opa-Locka	Medium Density Residential	Medium-High Density Residential	63
57	West of Miami Lakeway between Turnberry Drive and NW 154 Street	Miami Lakes	Medium Density Residential	Parks and Recreation	8
58	East of SR 826 Extension between W 62 Street and W 53 Street	Hialeah	Medium Density Residential	Medium-High Density Residential	179

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
59	Between W 20 Avenue and W 22 Avenue; between W 76 Street and theoretical W 74 Street	Hialeah	Industrial and Office	Medium-High Density Residential	13
60	Northwest corner of W 24 Avenue and W 76 Street	Hialeah	Industrial and Office	Medium Density Residential	10
61	Between W 67 Place and W 62 Street; between W 20 Avenue and W 28 Avenue	Hialeah	Medium Density Residential	Medium-High Density Residential	441
62	Between NW 80 Court and NW 81 Avenue; between theoretical W 46 Street and W 52 Street	Hialeah Gardens	Industrial and Office	Medium Density Residential	12
63	Between W Okeechobee Road and NW 77 Avenue; between W 46 Street and theoretical W 38 Street	Hialeah Gardens	Industrial and Office and Medium Density Residential	Business and Office	76
64	East of W Okeechobee Road between NW 98 Street and NW 99 Street	Hialeah Gardens	Industrial and Office	Medium Density Residential	4
65	Northeast corner of NW 154 Street and NW 87 Avenue	Miami Lakes	Environmentally Protected Parks	Parks and Recreation	16
66	Northwest corner of W 28 Avenue and W 76 Street	Hialeah	Medium Density Residential	Medium-High Density Residential	67
67	Between W 31 Avenue and W 32 Avenue; between W 77 Place and W 74 Street	Hialeah	Low-Medium Density Residential	Business and Office	15
68	Southeast corner of W 80 Street and NW 92 Avenue	Hialeah	Low-Medium Density Residential	Business and Office	14
69	Northeast corner of W 76 Street and W 36 Avenue	Hialeah	Business and Office and Low-Medium Density Residential	Medium Density Residential	30
70	East of W Okeechobee Road between NW 122 street and NW 110 Lane	Hialeah Gardens	Low-Medium Density Residential	Medium Density Residential	133
71	East of W Okeechobee Road between W 68 street and NW 116 Way	Hialeah Gardens	Industrial and Office	Business and Office	37
72	West side of NW 104 Avenue between NW 134 Street and NW 130 Street	Hialeah Gardens	Estate Density Residential	Low Density Residential	20
73	East side of Biscayne Boulevard between NE 91 Street and NE 88 Street	Miami Shores	Low-Medium Density Residential	Business and Office	10
74	Between NE 87 Street and NE 79 Street; between North Bayshore Drive and NE 7 Avenue	Miami	Low Density Residential	Low-Medium Density Residential	161

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
75	East of NE 6 Avenue between NE 77 Terrace and Palm Bay Lane	Miami	Low Density Residential	Low-Medium Density Residential	145
76	West of NE 6 Avenue between NE 69 Street and NE 63 Street	Miami	Low-Medium Density Residential	Business and office	5
77	Southwest corner of North Miami Avenue and NW 75 Street	Miami	Medium-High Density Residential	Industrial and Office	12
78	Southwest corner of NW 2 Avenue and NW 71 Street	Miami	Medium Density Residential	Business and Office	8
79	East and West side of NW 2 Avenue between NW 70 Street and theoretical NW 63 Street	Miami	Medium Density Residential and Medium-High Density Residential	Business and Office	15
80	North and south side of NE 62 Street between NW 2 Plane and NE Miami Place	Miami	Medium and Medium-High Density Residential	Business and Office	13
81	West of 7 Avenue between NW 62 Street and NW 54 Street	Miami	Low-Medium Density Residential	Business and Office	11
82	East of Biscayne Boulevard between NE 60 Street and theoretical NE 41 Street	Miami	Low Density Residential	Low-Medium Density Residential	229
83	West of Biscayne Boulevard between theoretical NE 50 Terrace and NE 43 Street	Miami	Low Density Residential	Low-Medium Density Residential	31
84	West of North Miami Avenue between NW 42 Street and NW 38 Street	Miami	Low-Medium Density Residential	Business and Office	5
85	Between NW 2 Avenue and I-95; between NW 49 Street and NW 38 Street	Miami	Low Density Residential	Low-Medium Density Residential	122
86	Between NW 50 Street and I-95; between NW 12 Avenue and NW 7 Avenue	Miami	Low Density Residential	Low-Medium Density Residential	171
87	Northwest corner of Pine Tree Drive and W 47 Street	Miami Beach	Low Density Residential	High Density Residential	7
88	Northwest corner of Alton Road and W 41 Street	Miami Beach	Business and Office	Low Density Residential	6
89	Northeast corner of North Bay Road and W 41 Street	Miami Beach	Business and Office	Parks and Recreation	9
90	East of Ocean Drive between theoretical Espanola Way and 12 Street	Miami Beach	Business and Office	Parks and Recreation	12
91	East of Ocean Drive between 5 Street and 3 Street	Miami Beach	Parks and Recreation	Business and Office	3

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
92	East of Ocean Drive between 3 Street and 2 Street	Miami Beach	Business and Office	Parks and Recreation	3
93	East of Ocean Drive between 2 Street and Inlet Boulevard	Miami Beach	Parks and Recreation	Business and Office	8
94	Southwest corner of Collins Avenue and Biscayne Street	Miami Beach	Parks and Recreation	Business and Office	8
95	North of Fisher Island Drive and south of Inlet Boulevard	Miami Beach	Low-Medium Density Residential	Medium-High Density Residential	16
96	Northeast corner of North Biscayne Boulevard and NE 6 Street	Miami	Transportation Terminals	Parks and Recreation	52
97	Southwest corner of NE 11 Street and NE 2 Avenue	Miami	Medium-High Density Residential	Business and Office	120
98	Northwest corner of NE 12 Street and NE 2 Avenue	Miami	Industrial and Office	Business and Office	77
99	East of I-95 between NW 14 Street and NW 6 Street	Miami	Medium-High Density Residential	Business and Office	74
100	Between I-95 and NW 7 Avenue on the north and south sides of NW 6 Street	Miami	Medium-High Density Residential	Business and Office	43
101	Between South River Drive and NW 11 Street; between NW 12 Avenue and theoretical NW 7 Court	Miami	Medium-High Density Residential	Business and Office	14
102	Southwest corner of NW 7 Avenue and NW 14 Street	Miami	Medium-High Density Residential	Business and Office	32
103	Southeast corner of NW 20 Street and NW 7 Avenue	Miami	Industrial and Office	Institutions, Utilities and Communications	19
104	Southeast corner of NW 28 Street and NW 10 Avenue	Miami	Industrial and Office	Low-Medium Density Residential	21
105	Southwest corner of NE 2 Avenue and NE 36 Street	Miami	Medium-High Density Residential and Industrial and Office	Business and Office	130
106	Between NE 28 Street and NE 25 Street; between NW 2 Avenue and North Miami Avenue	Miami	Industrial and Office	Low-Medium Density Residential	19
107	Northwest corner of SW 7 Street and SW 1 Avenue	Miami	Industrial and Office	Business and Office	4
108	Northeast corner of SW 7 Street and SW 1 Avenue	Miami	Industrial and Office	Business and Office	5
109	Southwest corner of NW 62 Street and NW 12 Avenue	Miami	Medium-High Density Residential	Business and Office	8
110	Southwest corner of E 9 Street and E 4 Avenue	Hialeah	Medium Density Residential	Business and Office	87

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
111	Southwest corner of W 9 Street and Palm Avenue		Medium Density Residential	Business and Office	34
112	East side of W 4 Avenue between W 21 Street and W 17 street	Hialeah	Low-Medium Density Residential	Business and Office	35
113	East side of W 4 Avenue between W 37 Street and W 29 Street	Hialeah	Low Density Residential	Office/Residential	10
114	North and south side of NW 29 Street between 12 Avenue and 14 Avenue	Miami	Medium Density Residential	Industrial and Office	10
115	Northwest corner of NW 12 Avenue and NW 35 Street	Miami	Medium Density Residential	Business and Office	10
116	Southwest corner of NW 30 Street and NW 22 Avenue	Miami	Medium and Medium-High Density Residential	Business and Office	10
117	South side of South River Drive between NW 28 Street and SW 42 Avenue	Miami Springs	Industrial and Office	Business and Office	16
118	Southwest corner of NW 14 Avenue and NW 20 Street	Miami	Medium and Medium-High Density Residential	Business and Office	43
119	Northeast corner of NW 15 Street and NW 14 Avenue	Miami	Office/Residential	Institutions, Utilities and Communications	8
120	Southwest corner of NW 20 Street and NW 17 Avenue	Miami	Medium Density Residential	Business and Office	43
121	Southeast corner of NW 22 Avenue and NW 17 Street	Miami	Medium Density Residential	Business and Office	30
123	Northeast corner of SW 17 Avenue and SW 7 Street	Miami	Medium-High Density Residential	Business and Office	109
124	Northeast corner of West Flagler Street and NW 32 Avenue	Miami	Low Density Residential	Low-Medium Density Residential	120
125	West of NW 27 Avenue between NW 17 Street and SR 836 Expressway	Miami	Low-Medium Density Residential	Medium Density Residential	115
126	Northeast corner of NW 37 Avenue and NW 14 Street	Miami	Low Density Residential	Low-Medium Density Residential	217
127	Northeast corner of NW 42 Avenue and NW 7 Street	Miami	Low Density Residential	Low-Medium Density Residential	99
128	Southeast corner of NW 42 Avenue and NW 7 Street	Miami	Low Density Residential	Low-Medium Density Residential	95
129	West of SW 37 Avenue between SW 2 Street and SW 8 Street	Miami	Low-Medium Density Residential	Business and Office	9
130	Northeast corner of Calabria Avenue and Galliano Street	Coral Gables	Medium-High Density Residential	Business and Office	5

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
131	Southwest corner of SW 37 Avenue and SW 1 Street	Miami	Low Density Residential	Low-Medium Density Residential	63
132	Southeast corner of NW 7 Street and NW 47 Avenue	Miami	Medium Density Residential	Business and Office	28
133	Southwest corner of SW 42 Avenue and West Flagler Street	Miami	Low Density Residential	Low-Medium Density Residential	731
134	South of SW 9 Street between SW 62 Avenue and SW 57 Avenue	West Miami	Low Density Residential	Low-Medium Density Residential	19
135	Southwest corner of NW 7 Street and NW 57 Avenue	Miami	Low Density Residential	Low-Medium Density Residential	260
136	Southwest corner of NW 90 Street and NW 97 Avenue	Doral	Office/Residential	Low-Medium Density Residential	76
137	Southeast corner of NW 90 Street and NW 107 Avenue	Doral	Business and Office	Industrial and Office	1
138	Northeast corner of NW 112 Avenue and NW 74 Street	Doral	Low Density Residential	Environmentally Protected Parks	48
139	Northwest corner of NW 107 Avenue and NW 74 Street	Doral	Business and Office	Low Density Residential with One Density Increase	10
140	Between NW 112 Avenue and Florida Turnpike Extension; between theoretical NW 78 Street and NW 74 Street	Doral	Office/Residential	Low Density Residential with One Density Increase	39
141	Between theoretical NW 75 Lane and NW 74 Street; between NW 114 Avenue and Florida Turnpike Extension	Doral	Business and Office	Low Density Residential with One Density Increase	17
142	Northwest corner of NW 69 Terrace and NW 114 Avenue	Doral	Industrial and Office	Medium Density Residential	32
143	West side of NW 102 Avenue between NW 74 Street and NW 66 Street	Doral	Industrial and Office and Low-Medium Density Residential	Business and Office	12
144	East side of NW 107 Avenue between NW 74 Street and NW 66 Street	Doral	Industrial and Office and Low-Medium Density Residential	Low-Medium Density Residential	108
145	Northeast corner of NW 107 Avenue and NW 58 Street	Doral	Industrial and Office	Low-Medium Density Residential	106
146	North of NW 58 Street between NW 107 Avenue and NW 102 Avenue	Doral	Industrial and Office	Office/Residential	17
147	East and west side of NW 122 Avenue along NW 58 Street	Doral	Industrial and Office	Business and Office	7
148	Southwest corner of NW 58 Street and NW 107 Avenue	Doral	Low-Medium Density Residential	Business and Office	5

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
149	Southeast corner of NW 58 Street and NW 109 Avenue	Doral	Low-Medium Density Residential	Business and Office	4
150	Southeast corner of NW 58 Street and NW 97 Avenue	Doral	Industrial and Office	Business and Office	40
151	Southwest corner of NW 58 Street and NW 87 Avenue	Doral	Low-Medium Density Residential	Business and Office	20
152	Southeast corner of NW 54 Street and NW 87 Avenue	Doral	Business and Office & Office/Residential	Business and Office	120
153	North of NW 41 Street between NW 87 Avenue and NW 79 Avenue	Doral	Medium Density Residential and Industrial and Office	Business and Office	122
154	Southwest corner of NW 36 Street and NW 79 Avenue	Doral	Industrial and Office	Business and Office	5
158	Northwest corner of NW 82 Avenue and NW 33 Street	Doral	Industrial and Office and Office/Residential	Business and Office	51
159	Northeast corner of NW 87 Avenue and theoretical NW 41 Street	Doral	Business and Office and Industrial and Office	Medium-High Density Residential	14
160	Southeast corner of theoretical NW 94 avenue and NW 41 Street	Doral	Office/Residential	Business and Office	6
161	Northeast corner of theoretical NW 94 avenue and NW 36 Street	Doral	Office/Residential	Parks and Recreation	26
162	South of NW 36 Street between theoretical NW 94 Avenue and NW 91 Avenue	Doral	Office/Residential	Institutions, Utilities and Communications	21
163	Northeast corner of NW 25 Street and NW 97 Avenue	Doral	Industrial and Office	Institutions, Utilities and Communications	230
164	Southeast corner of NW 104 Avenue and NW 33 Street	Doral	Industrial and Office	Low-Medium Density Residential	18
167	Northwest corner of NW 41 Street and NW 97 Avenue	Doral	Office/Residential	Low-Medium Density Residential	43
168	Southwest corner of West Flagler Street and SW 103 Court	Sweetwater	Low Density Residential	Business and Office	4
169	East side of 107 Avenue between SW 4 Street and SW 7 Terrace	Sweetwater	Low Density Residential	Office/Residential	4
170	West side of 107 Avenue between SW 1 Street and SW 7 Terrace	Sweetwater	Medium Density Residential	Business and Office	22
171	West side of SW 109 Avenue between SW 1 Street and SW 7 Terrace	Sweetwater	Low-Medium Density Residential	Business and Office	17

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
172	North of Flagler Street between NW 114 Avenue and NW 109 Avenue		Low-Medium Density Residential	Business and Office	9
173	East of Rickenbacker causeway and south of theoretical Port Boulevard	Miami	Parks and Recreation	Environmentally Protected Parks	8
174	North of Sewage Plant Road	Miami	Parks and Recreation	Environmentally Protected Parks	8
175	North of Sewage Plant Road	Miami	Parks and Recreation and Environmentally Protected Parks	Institutions, Utilities and Communications	12
176	Northeast of Arthur Lamb Jr. Road and east of Sewage Plant Road	Miami	Environmentally Protected Parks	Parks and Recreation	54
177	North of Arthur Lamb Jr. Road and east of Sewage Plant Road	Miami	Institutional, Utilities and Communications	Parks and Recreation	17
178	North of Arthur Lamb Jr. Road and south of Sewage Plant Road	Miami	Environmentally Protected Parks	Parks and Recreation	61
179	South of Arthur Lamb Jr. Road and northeast of Rickenbacker causeway	Miami	Institutions, Utilities and Communications	Parks and Recreation	33
180	North of Arthur Lamb Jr. Road and northeast of Rickenbacker causeway	Miami	Institutions, Utilities and Communications	Environmentally Protected Parks	15
181	North of Brickell Avenue between SE 15 Road and SW 26 Road	Miami	Low-Medium Density Residential	Medium-High Density Residential	24
182	North of South Miami Avenue between SE 15 Road and SW 26 Road	Miami	Low Density Residential	Low-Medium Density Residential	38
183	South of SW 15 Road between SW 3 Avenue and SW 1 Avenue	Miami	Office/Residential	Business and Office	17
184	North of SW 1 Avenue between SW 28 Road and theoretical SW 18 Road	Miami	Low Density Residential	Low-Medium Density Residential	73
185	Between SW 32 Road and SW 17 Road along SW 3 Avenue	Miami	Office/Residential	Business and Office	49
186	Between SW 18 Terrace and SW 27 Avenue; between SW 11 Street and SW 21 Street	Miami	Low Density Residential	Low-Medium Density Residential	780
187	Northwest corner of SW 27 Avenue and SW 32 Avenue	Miami	Low Density Residential	Low-Medium Density Residential	80
188	Northwest corner of SW 21 Street and SW 32 Avenue	Miami	Low Density Residential	Low-Medium Density Residential	110

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
189	Southeast corner of SW 22 Terrace and SW 27 Avenue	Miami	Low Density Residential	Low-Medium Density Residential	244
190	Southwest corner of SW 22 Terrace and SW 27 Avenue	Miami	Low-Medium Density Residential	Medium Density Residential	454
191	Southwest corner of McDonald Street and Bird Avenue	Miami	Low-Medium Density Residential	Medium Density Residential	82
192	Northwest corner of Salzedo Street and Majorca Avenue	Coral Gables	Low-Medium Density Residential	Medium-High Density Residential	6
193	Northeast corner of SW 42 Avenue and Valencia Avenue	Coral Gables	High Density Residential	Business and Office	15
194	Northwest corner of SW 65 avenue and SW 22 Street	West Miami	Low Density Residential	Medium Density Residential	8
195	Between SW 23 Street and SW 24 Street; between SW 67 Avenue and SW 64 Avenue	West Miami	Low Density Residential	Office/Residential	4
196	West of Galliano Street between Sevilla Avenue and Malaga Avenue	Coral Gables	Low Density Residential	Business and Office	6
197	East of SW 37 Avenue between SW 26 Street and SW 29 Street	Miami	Low and Low-Medium Density Residential	Medium Density Residential	33
198	East of SW 37 Avenue between SW 29 Street and SW 40 Street	Miami	Industrial and Office	Medium Density Residential	13
199	Southeast corner of SW 40 Street and SW 42 Avenue	Coral Gables	Industrial and Office	Business and Office	15
200	East of SW 37 Avenue between Orange Street and theoretical Velarde Avenue	Miami	Medium-High Density Residential	Business and Office	20
201	North of Ponce de Leon Boulevard between SW 57 Avenue and San Antonio Drive	Coral Gables	Institutions, Utilities and Communications	Business and Office	5
202	North of South Dixie Highway between SW 59 Place and SW 63 Avenue	South Miami	Low Density Residential Office/Residential and Institutions, Utilities and Communications	Business and Office	47
203	North of Edgewater Drive between Ingraham Highway and Sunrise Place	Coral Gables	Low Density Residential	Medium-High Density Residential	5
204	South of Marin Street	Coral Gables	Estate Density Residential	Environmentally Protected Parks	21
205	Northwest corner of Old Cutler Road and SW 120 Street	Coral Gables	Estate Density Residential	Low Density Residential	63

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
206	Northwest corner of Virtudes Street and Cartagena Avenue	Coral Gables	Estate Density Residential	Institutions, Utilities and Communications	32
207	East of Old Cutler Road between Cartagena Avenue and Bella Vista Avenue	Coral Gables	Estate Density Residential	Low Density Residential	161
208	South of SW 136 Street and east of SW Guadalajara Street	Coral Gables	Parks and Recreation	Environmentally Protected Parks	64
209	Northwest corner of SW 120 Street and SW 77 Avenue	Pinecrest	Low Density Residential	Estate Density Residential	111
210	East of SW 60 Avenue and north of Paradize Point Drive	Coral Gables	Environmentally Protected Parks	Parks and Recreation	3
211	East of SW 67 Avenue between SW 144 Street and theoretical SW 152 Street	Coral Gables	Estate Density Residential	Parks and Recreation	58
212	North of Paradise Point Drive	Coral Gables	Estate Density Residential	Low Density Residential	8
213	East of Permit Drive	Coral Gables	Estate Density Residential	Low-Medium Density Residential	4
214	East of Permit Drive and northwest of SW 60 Avenue	Coral Gables	Estate Density Residential	Medium-High Density Residential	16
215	Southeast corner of SW 144 Street and SW 67 Avenue	Coral Gables	Estate Density Residential	Low Density Residential	67
216	North of Paradise Point Drive and east of Dolphin Drive	Coral Gables	Estate Density Residential	Environmentally Protected Parks	9
217	End point of Paradise Point Drive	Palmetto Bay	Environmental Protection	Low Density Residential	1
218	South of Paradise Point Drive and East of Polar Street	Palmetto Bay	Low Density Residential	Low-Medium Density Residential	12
219	South of Paradise Point Drive and northeast of Bayshore Boulevard	Palmetto Bay	Environmental Protection	Environmentally Protected Parks	12
220	South of Paradise Point Drive and east of Polar Drive	Palmetto Bay	Low Density Residential	Environmentally Protected Parks	1
221	South of Bayshore Boulevard and southeast of Royal Palm Drive	Palmetto Bay	Environmental Protection	Environmentally Protected Parks	10
222	North of SW 152 Street between SW 71 Court and SW 69 Court	Palmetto Bay	Estate Density Residential	Environmentally Protected Parks	5
223	Northeast corner of SW 168 Street and SW 72 Avenue	Palmetto Bay	Parks and Recreation	Environmentally Protected Parks	37
224	West of Old Cutler Road between theoretical SW 160 terrace and SW 157 Terrace	Palmetto Bay	Estate Density Residential	Environmentally Protected Parks	10

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
225	Southeast corner of Old Cutler Road and SW 164 Terrace	Palmetto Bay	Estate Density Residential	Low Density Residential	10
226	East of Old Cutler Road between SW 174 Street and theoretical SW 176 Street	Palmetto Bay	Environmentally Protected Parks	Estate Density Residential	8
227	East of Old Cutler Road between SW 184 Street and SW 176 Street	Palmetto Bay	Estate Density Residential and Office/Residential	Parks and Recreation	28
228	Northeast f SW 184 Street and east of Old Cutler Road	Palmetto Bay	Office/Residential	Environmentally Protected Parks	10
229	Southeast corner of Old Cutler Road and SW 184 street	Cutler Bay	Estate and Low Density Residential	Environmentally Protected Parks	91
230	West of Old Cutler Road and south of SW 184 Street	Cutler Bay	Estate and Low Density Residential	Environmentally Protected Parks	5
231	Northwest corner of SW 94 Avenue and SW 174 Street	Palmetto Bay	Low Density Residential and Business and Office	Medium Density Residential	10
232	West of SW 87 Avenue between SW 232 Street and theoretical SW 198 Street	Cutler Bay	Estate, Low and Low-Medium Density Residential	Environmental Protection	633
233	Northeast and northwest corners of SW 87 Avenue and Old Cutler Road	Cutler Bay	Low Density Residential	Business and Office	73
234	South of Old Cutler Road between SW 92 Avenue and SW 97 Court	Cutler Bay	Low Density Residential	Business and Office	57
235	North of SW 232 Street between the Florida Turnpike and SW 87 Avenue	Cutler Bay	Estate, Low, and Low-Medium Density Residential	Environmental Protection	62
236	Northwest corner of SW 87 Avenue and SW 232 Street	Cutler Bay	Estate, Low, and Low-Medium Density Residential	Environmental Protection	11
238	West of SW 137 Avenue between theoretical 290 Terrace and theoretical 291 Street	Homestead	Low-Medium Density Residential	Medium Density Residential	17
239	West side of SW 137 avenue between theoretical SW 304 Street and SW 312 Street	Homestead	Low Density Residential	Business and Office	5
240	Northwest corner of SW 137 Avenue and Waterstone Boulevard	Homestead	Low Density Residential	Business and Office	5
241	Northwest corner of SW 137 Avenue and SW 312 Street	Homestead	Industrial and Office	Low Density Residential	7
242	Southeast of the Florida Turnpike between NE 36 Avenue and NE 32 Avenue	Homestead	Low Density Residential	Medium Density Residential	84

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
243	South of SW 312 Street between theoretical NE 26 Terrace and theoretical NE 30 Avenue	Homestead	Low-Medium Density Residential	Business and Office	20
244	Southeast of the Florida Turnpike between SE 18 Avenue and SE 21 Terrace	Homestead	Low Density Residential	Business and Office	27
245	Northwest corner of SW 162 avenue and SW 328 Street	Homestead	Low Density Residential	Business and Office	11
246	North of SW 328 Street between SE 14 Place and theoretical SE 16 Avenue	Homestead	Low Density Residential	Medium Density Residential	11
247	Southwest corner of NE 18 Avenue and SW 320 Street	Homestead	Low Density Residential	Business and Office	10
248	South of NE 8 Street between NE 20 Avenue and theoretical NE 16 Terrace	Homestead	Low, Low-Medium Density Residential and Office/Residential	Business and Office	20
249	Southeast corner of NE 8 Street and theoretical SW 163 Avenue	Homestead	Low-Medium Density Residential and Office/Residential	Business and Office	5
250	South of 304 Street between NE 12 avenue and NE 15 Avenue	Homestead	Low-Medium Density Residential	Business and Office	5
251	South of SW 312 Street between NE 12 avenue and NE 18 Avenue	Homestead	Low-Medium Density Residential	Business and Office	2
252	South of SW 312 Street between NE 18 Avenue and SE 5 Avenue	Homestead	Low and Low-Medium Density Residential	Medium Density Residential	296
255	North of NE 8 Street between SW 170 Avenue and N Krome Avenue	Homestead	Low-Medium Density Residential	Medium Density Residential	115
256	South of NE 16 Street between N Krome Avenue and NE 1 Street	Homestead	Low and Low-Medium Density Residential	Business and Office	8
257	Northwest corner of NE 19 Avenue and N Krome Avenue	Homestead	Estate Density Residential	Business and Office	3
258	Southeast corner of NW 1 Avenue and NW 18 Street	Homestead	Low and Low-Medium Density Residential	Business and Office	20
259	Southeast corner of NW 2 Avenue and NW 15 Street	Homestead	Low-Medium Density Residential	Office/Residential	28
260	West of N Krome Avenue between NW 10 Street and NW 8 Street	Homestead	Low-Medium Density Residential	Business and Office	4
261	Southeast corner of NW 1 Avenue and NW 8 Street	Homestead	Low-Medium Density Residential	Business and Office	2
262	South of SW 304 Street between NW 14 Avenue and NW 6 Avenue	Homestead	Low Density Residential	Medium Density Residential	112

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
263	Southwest corner of NW 6 Street and NW 2 Avenue	Homestead	Low-Medium Density Residential	Medium Density Residential	56
264	West of Krome Avenue between NW 6 Street and W Mowry Drive	Homestead	Low-Medium Density Residential	Business and Office	35
265	Northwest corner of SW Krome Terrace and SW 8 Street	Homestead	Low-Medium Density Residential	Business and Office	28
266	Northeast corner of SW 4 Avenue and SW 8 Street	Homestead	Low-Medium Density Residential	Business and Office	7
267	North of SW 4 Street between SW 14 Avenue and South Flagler Avenue	Homestead	Industrial and Office	Low-Medium Density Residential	46
268	South of SW 4 Street between SW 2 Avenue and SW 10 Avenue	Homestead	Low-Medium Density Residential	Business and Office	17
269	Southeast corner of SW 4 Street and SW 14 Avenue	Homestead	Low-Medium Density Residential	Business and Office	7
270	West of NW 14 Avenue between NW 8 Street and SW 8 Street	Homestead	Low and Low-Medium Density Residential	Medium Density Residential	65
271	Southwest corner of SW 320 Street and SW 187 Avenue	Homestead	Low Density Residential	Business and Office	8
272	Southwest corner of SW 328 Street and SW 187 Avenue	Florida City	Low-Medium Density Residential	Low Density Residential	40
273	Southeast corner of SW 328 Street and SW 192 Avenue	Homestead	Low-Medium Density Residential	Business and Office	41
274	East of SW 192 Avenue between SW 344 Street and SW 328 Street	Florida City	Low Density Residential	Low-Medium Density Residential	232
275	Northeast corner of SW 344 Street and SW 192 Avenue	Florida City	Low Density Residential	Business and Office	21
276	Northwest corner of SW 187 Avenue and SW 344 Street	Florida City	Low Density Residential	Business and Office	11
277	Northwest corner of SW 344 Street and SW 182 Avenue	Florida City	Low Density Residential	Low-Medium Density Residential	16
278	West of SW 182 Avenue between SW 344 Street and SW 328 Street	Florida City	Low Density Residential	Low-Medium Density Residential	21
279	South of SW 344 Street between SW 182 Avenue and SW 184 Avenue	Florida City	Environmentally Protected Parks	Business and Office	3
280	East of SW 187 Avenue between SW 344 Street and SW 352 Street	Florida City	Low Density Residential	Low-Medium Density Residential	20
281	Southwest corner of Krome Avenue and SW 344 Street	Florida City	Low Density Residential	Low-Medium Density Residential	27
282	Northwest corner of Krome Avenue and theoretical SW	Florida City	Industrial and Office	Low-Medium Density Residential	6

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
	352 Street				
283	Southwest corner of SW 172 Avenue and SW 344 Street	Florida City	Industrial and Office	Business and Office	52
284	East of SW 172 Avenue between East Palm Drive and theoretical SW 352 Street	Florida City	Industrial and Office and Low Density Residential	Environmentally Protected Parks	75
285	Southeast corner of South Dixie Highway and theoretical SW 352 Street	Florida City	Agriculture	Environmentally Protected Parks	31
286	Southwest corner of East Palm Drive and SW 167 Avenue	Florida City	Low Density Residential	Low-Medium Density Residential	74
287	Northwest corner of East Palm Drive and SW 167 Avenue	Homestead	Low and Low-Medium Density Residential	Business and Office	42
288	South of SW 344 Street between SW 152 Avenue and SW 142 Avenue	Homestead	Low Density Residential and Parks and Recreation	Environmentally Protected Parks	173
289	Southwest corner of SW 344 Street and SW 142 Avenue	Homestead	Environmentally Protected Parks, Low Density Residential and Business and Office	Parks and Recreation	112
290	Southeast corner of SW 344 Street and SW 142 Avenue	Homestead	Environmentally Protected Parks	Parks and Recreation	58
291	Northeast corner of Alex Muxo Boulevard and SW 142 Avenue	Homestead	Business and Office	Industrial and Office	19
295	West of NW/SW 137 Avenue and between NW 12 and SW 8 Streets	unincorporated	Inside the 2025 UEA; Open Land	Outside the 2025 UEA; Open Land	575
296	Northwest corner of Florida Turnpike and Dolphin Expressway interchange	unincorporated	Open Land; Outside the 2015 UDB	Restricted Industrial and Office; Inside the 2015 UDB	521

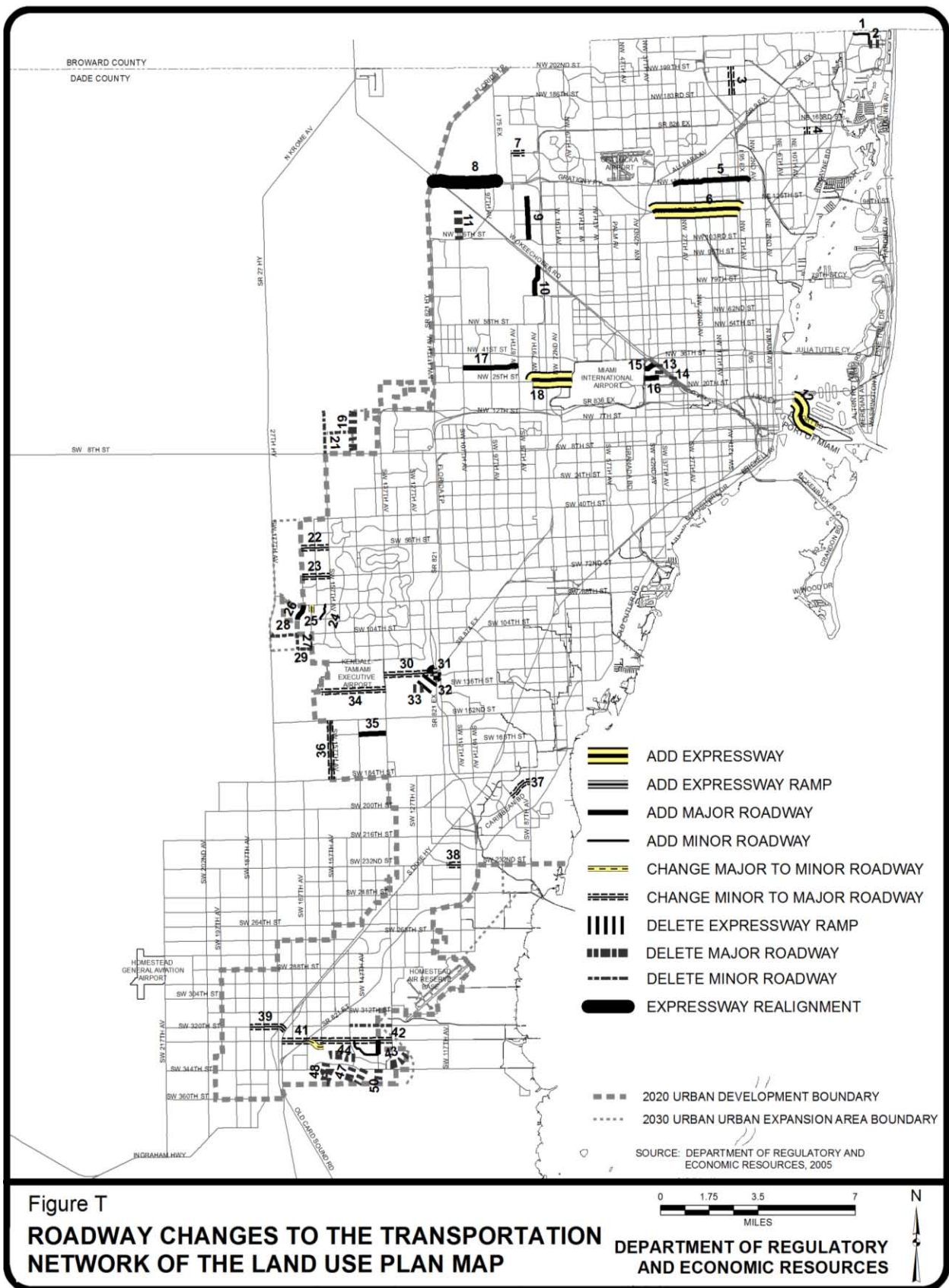
The following maps on pages I-154 and I-155 present the adopted CDMP Land Use Plan map changes for Parcels 295 and 296 (Ordinances 13-97 and 13-98). The proposed new urban center at Palmetto Expressway (SR-826) and Bird Road (SW 40 Street) was withdrawn at the Board of County Commissioners October 2, 2013 public hearing and was thereby deleted from Figure S on Page I-156.

The following Table 2 and accompanying Figure T present changes to the County's roadway network as depicted on the CDMP Land Use Plan map adopted by the Board of County Commissioners on October 2, 2013 (Ordinance 13-96).

Table 2
Adopted Roadway Changes
To The CDMP Adopted Land Use Plan Map

Map No.	Description	Comments
1	Add Minor Roadway	NE 213 Street Biscayne Boulevard to NE 34 Avenue and NE 34 Avenue NE 206-213 Street
2	Delete Major Roadway	Waterways Boulevard from NE 34 Avenue to NE 37 Avenue
3	Change Minor to Major Roadway	NW 7 Avenue from NW 183 Street to NW 199 Street
4	Change Minor to Major Roadway	NE 15 Avenue from NE 158 Street to NE 163 Street
5	Add Major Roadway	Opa Locka Boulevard from NW 2 Avenue to NW 30 Avenue
6	Add Expressway	Elevated Expressway NW 119 Street from NW 42 Avenue to I-95
7	Change Minor to Major Roadway	NW 154 Street from NW 82 Avenue to NW 87 Avenue
8	Expressway Realignment	Align Expressway (SR 824) on NW 138 Street from I-75 to HEFT
9	Add Major Roadway	NW 82 Avenue from NW 106 Street to NW 130 Street
10	Add Major Roadway	NW 79 Avenue/PI from US 27 to NW 74 Street
11	Delete Major Roadway	NW 107 Avenue from NW 106 Street to NW 122 Street
12	Add Expressway	Port Tunnel from Mac Arthur Causeway to Port Miami
13	Delete Major Roadway	NW 37 Avenue from NW 33 Street to NW 20 Street
14	Delete Major Roadway	NW 32 Avenue from NW 26 Street to NW South River Drive
15	Add Major Roadway	NW 30/31 Street from NW 42 Avenue to NW South River Drive
16	Add Major Roadway	NW 25 Street from NW 37 Avenue to 42 Avenue
17	Add Expressway	NW 25 Street Viaduct from NW 67 Avenue to NW 82 Avenue
18	Add Major Roadway	NW 33 Street from NW 87 Avenue to NW 107 Avenue
19	Delete Major Roadway	NW 147 Avenue from SW 8 Street to NW 12 Street
20	Delete Minor Roadway	SW 6 Street from NW 147 Avenue to NW 157 Avenue
21	Delete Minor Roadway	NW 157 Avenue from SW 8 Street to NW 12 Street
22	Change Minor to Major Roadway	SW 56 Street from SW 157 Avenue to SW 167 Avenue
23	Change Minor to Major Roadway	SW 72 Street from SW 157 Avenue to SW 167 Avenue

Map No.	Description	Comments
24	Add Minor Roadway	SW 157 Avenue from SW 88 Street to SW 96 Street
25	Change Major to Minor Roadway	SW 162 Avenue from SW 88 Street to SW 90 Street
26	Add Major Roadway	SW 167 Avenue from SW 88 Street to SW 96 Street
27	Delete Minor Roadway	SW 167 Avenue from SW 104 Street to SW 112 Street
28	Delete Minor Roadway	SW 104 Street from SW 167 Avenue to SW 177 Avenue
29	Delete Minor Roadway	SW 112 Street from SW 162 Avenue to SW 167 Avenue
30	Change Minor to Major Roadway	SW 128 Street from New SR 874 Ramp to SW 137 Avenue
31	Add Expressway Ramp	SR 874 Ramp from SR 847 to SW 128 Street
32	Delete Expressway Ramp	SR 874 Ramp from SR 874 to SW 136 Street
33	Delete Major Roadway	SW 136 Street from SR 874 Ramp to SW 127 Avenue
34	Change Minor to Major Roadway	SW 136 Street from 137 Avenue to SW 149 Avenue
35	Add Major Roadway	SW 160 Street from SW 137 Avenue to SW 147 Avenue
36	Change Minor to Major Roadway	SW 157 Avenue from SW 152 to 184 Street
37	Change Minor to Major Roadway	Caribbean Boulevard from SW 87 Avenue to Franjo Road
38	Change Minor to Major Roadway	SW 232 Street from SW 112 Avenue to SW 117 Avenue
39	Change Minor to Major Roadway	SW 320 Street from SW 177 Avenue to US 1
40	Delete Minor Roadway	SW 320 Street from SW 137 Avenue to SW 152 Avenue
41	Change Minor to Major Roadway	SW 328 Street from SW 137 Avenue to US 1
42	Add Minor Roadway	Park of Commerce Boulevard from SW 142 Avenue to SW 152 Avenue
43	Delete Major Roadway	Speedway Boulevard from SW 132 Avenue to SW 142 Avenue
44	Delete Major Roadway	SW 336 Street from SW 152 Avenue to SW 162 Avenue
45	Add Major Roadway	Theo SW 142 Avenue SW 328 Street to SW 336 Street
46	Delete Major Roadway	Theo SW 147 Avenue from SW 344 Street to SW 351 Street
47	Delete Major Roadway	Theo SW 152 Avenue from SW 344 Street to SW 352 Street
48	Delete Major Roadway	Theo SW 162 Avenue from SW 344 Street to SW 352 Street
49	Change Major to Minor Roadway	South Canal Drive from SW 162 Avenue to SW 167 Avenue
50	Delete Major Roadway	SW 142 Avenue from SW 344 Street to SW 352 Street



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**APPLICATION NO. 2
TRANSPORTATION ELEMENT**

**APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, Suite 1210
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Department Director
Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, 29th Floor
Miami, Florida 33128-1972

By:  October 31, 2012
Jack Osterholt, Deputy Mayor/Department Director

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Transportation Element, on pages II-1 through II-80 in the "Adopted Components of the Comprehensive Development Master Plan" dated October 19, 2011, as amended, as follows on the next pages.¹ This Application proposes amendments to the entire Transportation Element, which consists of an Introduction, a set of Transportation Goals, Objectives, and Policies, Monitoring Program, and five sub-elements including Traffic Circulation, Mass Transit, Aviation, Port of Miami River, and Port of Miami Master Plan (PortMiami). For reference purposes, the amendments to the Transportation Element have been divided into six parts which are identified as follows:

- Part A – Transportation Element Introduction and Goals, Objectives and Policies
- Part B – Traffic Circulation Subelement
- Part C – Mass Transit Subelement
- Part D – Aviation Subelement
- Part E – Port of Miami River Subelement
- Part F – The Port of Miami Master Plan (PortMiami) Subelement

Proposed major additions, relocations and deletions to the goals, objectives and policies are presented in a table located at the conclusion of each Part (A through F) of the Transportation Element. Additionally, a summary of all proposed changes by reference paragraph is charted in a table included at the end of each Part (A through F) under Section 4 (Reasons for Changes).

* The above presents the cover of the application as filed and included in the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated March 27, 2013, where the above referenced Section 4 can be found. Thereafter beginning on page II-1 is a presentation of the application as ultimately adopted by the Board of County Commissioners at the October 2, 2013 public hearing as discussed in the Introduction and Summary of Actions sections to this report on pages i and iii, respectively. As presented herein, underlined words are additions to and words with ~~strike through~~ are deletions from the Element text. All other words exist in the Element and remain unchanged.

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PART A TRANSPORTATION ELEMENT

Introduction

1. The purpose of the transportation element is to plan for an integrated multimodal transportation system providing for the circulation of motorized and non-motorized traffic in Miami-Dade County. The element provides a comprehensive approach to transportation system needs by addressing all modes of transportation—pedestrian and bicycle facilities, traffic circulation, mass transit, aviation and ports.
2. The Transportation Element is divided into five subelements. The Traffic Circulation Subelement addresses the needs of automobile traffic, bicyclists and pedestrians. The Mass Transit Subelement addresses the need to continue to promote and expand the public transportation system to increase its role as a major component in the County's overall transportation system. The Aviation Subelement addresses the need for continued expansion, development and redevelopment of the County's aviation facilities; and the Port of Miami River and ~~Port of Miami Master Plan~~ PortMiami Subelements continue to promote maritime business and traditional maritime related shoreline uses on the Miami River, and the expansion needs of ~~the Port of Miami~~ PortMiami.
3. The Adopted Components ~~for~~ of the Transportation Element and each of the five subelements separately contain: 1) goals, objectives and policies; 2) monitoring measures; and 3) maps of existing and planned future facilities. These ~~functional~~ subelements are preceded by ~~an~~ overarching goals, objectives and policies that express the County's intent to ~~encourage~~ develop multi-modalism, reduce the County's dependency on the personal automobile, enhance energy saving practices in all transportation sectors, and ~~consistency between its~~ improve coordination between land use and transportation planning and policies.
4. ~~The Miami-Dade 2035 Long Range Transportation Plan to the Year 2030 (Transportation Plan), also referred to as "The Long Range Transportation Plan" (LRTP), is adopted to guide transportation investment in the County for the next 25 years. The Transportation Plan LRTP includes improvements proposed for roadways, transit, bicycle and pedestrian facilities, greenways and trails. It contains a "Cost-Feasible Plan" that categorizes projects into priority groupings based upon future funding availability. Priority I contains those projects scheduled to be funded through by 2009 2014; and represent funds for improvements as programmed in the "Miami-Dade Transportation Improvement Program 2005-2009". Priority II contains projects are scheduled to be funded between 2010 and 2015 and 2020, and Priority III contains projects are scheduled to be funded between 2016 and 2020 2021 and 2025; and Priority IV contains projects scheduled to be funded between 2026 and 2035. However, due to the long-range nature of the Priority IV projects, funding is scheduled over a 10-year period (2021 to 2030) and because it should be pointed out the Comprehensive Development Master Plan (CDMP) has a planning horizon year of 2025, 2030 exact correspondence which does not coincide with the planning horizon of the Priority IV projects in the "Cost-Feasible Plan." is not possible. Since the Priority IV grouping encompasses the CDMP horizon year, the required three-year updates to~~ The "Cost-Feasible Plan" will continually adjust the costs associated with the funding availability for the Priority IV projects as the horizon year advances.

5. **GOAL**

DEVELOP AND MAINTAIN AN INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM IN MIAMI-DADE COUNTY TO MOVE PEOPLE AND GOODS IN A MANNER CONSISTENT WITH OVERALL COUNTYWIDE LAND USE AND ENVIRONMENTAL PROTECTION GOALS AND INTEGRATION OF CLIMATE CHANGE CONSIDERATIONS IN THE FISCAL DECISION-MAKING PROCESS.

6. **Objective TE-1**

Miami-Dade County will provide an integrated multimodal transportation system for the circulation of motorized and non-motorized traffic by enhancing the Comprehensive Development Master Plan and its transportation plans and implementing programs to provide competitive surface transportation mode choice, local surface mode connections at strategic locations, and modal linkages between the airport, seaport, rail and other inter-city and local and intrastate transportation facilities. These plans and programs shall seek to ensure that, among other objectives, between 2004 and 2010 all transportation agencies shall consider climate change adaptation into their public investment processes and decisions. ~~Miami-Dade Transit boardings will increase at a rate equal to or greater than the rate of resident population growth during this period.~~

Policies

7. TE-1A. As provided in this section and the Mass Transit Subelement, the County shall promote mass transit alternatives to the personal automobile, such as rapid transit (i.e. heavy rail, light rail, and ~~express buses~~ bus rapid transit, premium transit (enhanced and/or express bus)), ~~fixed~~ local route bus and paratransit services.
8. TE-1B. Miami-Dade County shall continue to maintain programs for optimal development and expansion of ~~The Port of Miami~~ PortMiami and the Miami-Dade County aviation system, and shall continue to support viable operation and enhancement of the Port of Miami River. The County shall ~~also~~ continue to accommodate and facilitate provision of inter-city and inter-state commuter rail and bus, high-speed intrastate rail, and freight rail services. These activities will be conducted in accordance with the respective subelements of this element and other applicable elements of the CDMP including the Land Use and Capital Improvement Elements.
9. TE-1C. When other transportation facility providers' plans are updated, Miami-Dade County shall ~~seek~~ continue to ensure that those plans provide high quality intermodal connections at optimal transfer points. These should include, but should not be limited to, the intermodal connections currently planned in the other subelements of the Transportation Element including the Port of Miami tunnel, Miami International Airport west-side cargo area access improvements such as the NW 25 Street viaduct, and the Miami Intermodal Center (MIC).
10. TE-1D. Within the time-frame of the CDMP, Miami-Dade County will actively pursue

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development of intermodal facilities where opportunities arise, including, but not limited to:

- Miami Intermodal Center (MIC);
- Downtown Miami ~~Transportation Center~~ Intermodal Terminal;
- Northeast Miami-Dade Terminal Transit Hub Enhancements;
- ~~Douglas Road Transit Center~~ Palmetto Intermodal Center;
- Golden Glades Interchange Multimodal Facility; and
- Park-and-Ride Lots, where feasible opportunities present themselves along bus/rail corridors.

(See Mass Transit Subelement Figures 1 and 2 for planned inter-modal/multimodal transit center locations).

11. TE-1E. As provided in the Mass Transit, Aviation, Port of Miami River, and The Port of Miami ~~PortMiami~~ Master Plan Subelements, the County shall promote improved intermodal linkages for the movement of passengers and freight, including the consideration of waterborne transportation. ~~(See Aviation Subelement Policies AV-5A, and AV-5B; Port of Miami River Subelement Objective PMR-2 and Policy PMR-2A; and The Port of Miami Master Plan Subelement Policies PM-8A and PM-8B.)~~
12. TE-1F. Transit-supportive Land Use Element policies including, but not limited to, Urban Center guidelines shall be vigorously implemented in association with planned rapid transit facilities identified in the ~~Transportation~~ Mass Transit SubElement.
13. TE-1G. Miami-Dade County shall develop and adopt climate change adaptation and mitigation strategies for incorporation into all public investment processes and decisions, including those concerning transportation improvements.
14. TE-1H. Transportation agencies developing their transportation plans for Miami-Dade County shall take into consideration climate change adaptation and mitigation strategies through project review, design, and funding for all transportation projects. Transportation agencies should consider extending their planning horizons appropriately to address climate change impacts.

15. **Objective TE-2**

In furtherance of pedestrianism as a mode and other non-motorized modes of transportation encouraged in the planned urban area, by 2008 Miami-Dade County shall enhance its transportation plans, programs and development regulations as necessary to accommodate the safe and convenient movement of pedestrians, and non-motorized vehicles, in addition to automobiles and other motorized vehicles.

Policies

- TE-2A. The County shall continue to promote and assist in the creation of a Countywide system of interconnected designated bicycle ways, and promote the implementation of the *Miami-Dade Bicycle Facilities Plan*.

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16. TE-2B. ~~By 2008, the~~ The County shall continue to develop a comprehensive countywide greenways network providing continuous corridors for travel by pedestrians and non-motorized vehicles incorporating elements of the adopted South Dade Greenway Network Master Plan and the North Dade Greenways Plan.
17. TE-2C. In road construction and reconstruction projects, roadway designs shall protect and promote pedestrian comfort, safety and attractiveness in locations where the Land Use Element seeks to promote activity along road frontages, such as in areas planned for community- or neighborhood-serving businesses, and all existing and planned Urban Center and rapid transit stations locations and mass transit corridors. Such measures should include, wherever feasible, on-street parking, wide sidewalks, and abundant landscaping at the street edge. Additionally, boulevard section designs should be utilized where appropriate, including central through lanes and frontage lanes for local traffic and parking, separated from the through lanes by landscaped areas, with frequent opportunities for pedestrians to safely cross the through lanes, and right of way to facilitate these designs should be reserved or acquired where necessary. Roadway pedestrian facility considerations shall also be consistent with the policies addressing pedestrianism contained in the Land Use Element.
18. TE-2D. Miami-Dade County's top priority for constructing new sidewalks and bicycle facilities after completion of the "Safe Routes to Schools" program shall be to provide continuous sidewalks and bicycle facilities along the following: a) existing rapid transit stations and transit centers, b) existing parks and recreation open spaces, c) both sides of all County collector and arterial roadways within 1/4 mile of all existing transit stations and centers, and d) at least one side of County collector and arterial roadways between 1/4 and 1/2 mile of all existing transit stations, ~~and centers~~ and corridors. All new development and redevelopment in these areas shall be served by ~~these~~ sidewalks and bicycle facilities. It is the policy of Miami-Dade County that municipalities in the County establish similar priorities for their jurisdictions, and that FDOT do the same with regard to State roads. In all new construction and reconstruction of collector and arterial roads inside the UDB served by Metrobus, sidewalks and bicycle facilities should be provided along all ~~portions of~~ such roads between bus stops and any existing or planned intersecting residential or community-serving business streets within, at a minimum, 1/4 mile of the bus stops.
19. TE-2E. The County shall require accommodation of ~~bicycle travel and pedestrian needs~~ non-motorized transportation facilities in plans for future arterial and collector road construction, widening or reconstruction projects where designated by the Bicycle Facilities Plan, wherever feasible.
20. TE-2F. The County shall consider the use of utility easements and transit or railroad rights-of-way as locations for bicycle ways linking existing and planned major urban activity centers.

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- TE-2G. The County shall encourage inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles in all new development and redevelopment and shall address this as a consideration in development and site plan review.

21. **Objective TE-3**

As provided in the policies hereinunder, Miami-Dade County shall cooperate with the Metropolitan Planning Organization for the Miami Urbanized Area (MPO) to enhance Miami area planning procedures, methodologies and analytical tools to improve analysis of relationships between transportation facility plans and programs, and local land use plans, development standards and implementing programs.

Policies

22. TE-3A. Miami-Dade County shall cooperate with, and participate in, activities and initiatives undertaken by the Florida Department of Transportation (FDOT) and the statewide MPO Advisory Committee (MPOAC) to enhance intermodal and land use aspects of transportation plans and planning methods used by the State and the MPOs throughout the state. Toward this end, it is the policy of Miami-Dade County that during preparation of major updates of the Long Range Transportation Plan (LRTP) by the Miami Area MPO, the County will coordinate and work with the MPO, as the MPO has committed by resolution, to better coordinate transportation and land use planning and enhance intermodal qualities of transportation analyses and plans of the MPOs.
23. TE-3B. ~~Miami-Dade County, in the manner that financial and technical assistance of the FDOT will enable,~~ shall analyze planned land use patterns and intensities in planned rapid and premium transit station areas and shall identify transportation and land use plan changes needed to improve interrelationships. This analysis shall address, at a minimum, the existing MetroRail corridor, the planned initial segment of the East-West corridor, the planned North corridor, and the South Miami-Dade Busway corridor ~~and its planned extension.~~ as well as rapid and premium transit corridors listed in the Mass Transit Subelement. This analysis shall identify locations where planned transit facilities are not supported by the planned land use or development intensity¹ with consideration of mitigating benefits of planned transit rider feeders such as major park-and-ride or bus terminal facilities in the corridor. Where such locations are identified, alternative land uses or intensities will be analyzed, and potential land use or transportation plan amendments will be identified. The information produced by this analysis shall be provided to the MPO, the Board of County Commissioners and the directly affected municipalities having comprehensive planning and zoning jurisdiction in the immediate vicinity of these

¹ Development intensity threshold to be used in this analysis shall be 15 dwelling units per acre and 75 employees per acre for traffic analysis zones with ½ mile of rail transit stations and for ¼ mile around exclusive busway stops.

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planned transit corridors for their consideration. It is the policy of Miami-Dade County that affected municipalities consider local plan amendments to reflect the findings of this analysis.

24. TE-3C. It is the policy of Miami-Dade County to develop all the transportation facilities identified in both the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) and the CDMP Transportation Element as soon as feasible, in accordance with the LRTP phasing program. It is the policy of the County that the non-cost-feasible projects listed in the MPO's LRTP and the CDMP Transportation Element shall be retained in these plans solely as identified future priorities of the County for which the County shall pursue additional funding, and which shall be advanced into the cost-feasible components of the respective plans at the earliest feasible opportunities. It is, further, the policy of the Board of County Commissioners that, a) non-cost-feasible transportation projects may be advanced into the cost-feasible component of the referenced plans only after demonstration that the project appropriately supports, and is supported by, related services such as transit feeders and/or the type and intensity of planned surrounding land development, and b) the Governing Board of the MPO is urged to support this policy. Only the transportation projects contained in the cost-feasible components of the LRTP, the TIP and the CDMP shall be considered in the administration of the County's concurrency management program and, after the next update of the CDMP Transportation Element to reflect the next update of the MPO's LRTP, the presentations of future levels of service in the CDMP shall reflect only these facility improvements.

25. **Objective TE-4**

By 2015, Miami-Dade County shall develop a "Complete Streets" program to be considered in the design and construction of new transportation corridors and reconstruction of existing corridors, wherever feasible.

26. TE-4A By 2015, Miami-Dade County shall develop a "Complete Streets" program which will be sensitive to the needs of the users of all modes of transportation including bicyclists and pedestrians and include the following components: street typology based on land use context due to how a roadway passing through different land uses will vary in character; hierarchy of street types and designs; provision of sidewalks and bicycle facilities; adequate landscaping and street furniture; bus lanes and transit facilities; improve aesthetics, and design for the safety of all users, including vulnerable populations such as children and seniors.

27. **Objective TE-5**

By 2015, Miami-Dade County shall evaluate the designation of multimodal transportation corridors as "Activity Corridors" on the Land Use Plan Map, Land Use Element and Transportation Element.

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28. TE-5A By 2015, Miami-Dade County shall evaluate the designation of multimodal transportation corridors as “Activity Corridors” on the Land Use Plan Map, Land Use Element and Transportation Element such as NW/SW 27, 42, 57, 87, 107 and 137 Avenues, and NW 103, 36/41 Streets, W. Flagler Street, Tamiami Trail (SW 8 St.), Coral Way (SW 24 St.), Bird Road Drive (SW 40/42 St.), Kendall Drive (SW 88 Street), Coral Reef Drive (SW 152 St.), and South Dixie Highway (US 1). The evaluation shall address the following objectives:
- a) Allowed uses.
 - b) Development density and intensity.
 - c) Urban design guidelines. and
 - d) Multimodal components.

Transportation Monitoring Program

29. ~~In order to enable the preparation of the periodic Evaluation and Appraisal Report (EAR) required by Section 163.3191, Florida Statutes (F.S.), the Minimum Criteria Rule [Rule 9J-5, Florida Administrative Code (F.A.C.)] requires that local comprehensive plans contain adopted procedures for monitoring and evaluating the Plan and its implementation.~~

An important part of the implementation of the objectives of the Transportation Element is the establishment of a program for monitoring their progress. The transportation monitoring program consists of the following measures:

30. **Objective TE-1.** Number of transportation plans prepared and adopted by State, Regional and local governments reviewed during the EAR reporting period; and review and analyze Metrorail, Metrobuses and Metromover boardings and compare the boarding rates with the ~~County’s population growth rates for the same~~ previous reporting period. Number of transportation plans addressing multimodalism, climate change mitigation and adaptation strategies, and extensions of planning horizons.
31. **Objective TE-2.** Number of bicycle and pedestrian facilities reviewed through site planning and plat reviews, and number of reviews of other transportation improvement plans; and implementation status of the Miami-Dade Bicycle Facilities Plan. Number of injuries and fatalities suffered by bicyclists and pedestrians.
- Objective TE-3.** Number of changes to the procedures, methodology and analytical tools adopted as a result of updates of the MPO’s Long Range Transportation Plan; and number of land use changes as a result of coordinating land use and transportation planning.
32. **Objective TE-4.** Development of the “Complete Streets” program by 2015.
33. **Objective TE-5.** Designation of “Activity Corridors” by 2015.

PART B TRAFFIC CIRCULATION SUBELEMENT

Introduction

1. The purpose of the Traffic Circulation Subelement is to provide an overview of the current and future transportation needs of Miami-Dade County, and to advocate for a transportation system that efficiently supports mass transit, non-motorized transportation modes and economic growth while reducing dependence on the use of personal automobiles. The Subelement analyzes current roadway capacity and deficiencies in Miami-Dade County, it provides recommendations for improving future highway capacity, and it establishes a goal, objectives, and policies aimed at meeting the future mobility needs of the County.
2. Miami-Dade County, since 1957, has been a home rule charter county. The Planning and Zoning Department of Regulatory and Economic Resources Planning Division therefore serves as a metropolitan agency, and the traffic circulation needs and the goal in this Subelement are presented for the entire County, including the 34 municipalities.
3. The *Adopted Components* of this Subelement include the Traffic Circulation goal, objectives and policies; maps of future conditions; and a monitoring program for evaluating progress toward Plan Subelement implementation.
4. ~~The 2003 Evaluation and Appraisal Report contains inventory data and analysis of existing and future needs. A summary overview of existing traffic circulation conditions is presented, with special attention to capacity deficiencies and the need for additional capacity improvements. Future roadway needs are reviewed drawing upon the technical studies and recommendations of the Adopted Miami-Dade Transportation Plan to the Year 2030. Finally, review of future demand is presented to show the magnitude and the time frame of traffic circulation needs in the County.~~
5. *The Miami-Dade 2035 Long Range Transportation Plan to the Year 2030 (Transportation Plan)*, also referred to as “The Long Range Transportation Plan” (LRTP), is was adopted in October 2009 to guide transportation investment in the County for the next 25 years. The ~~Transportation Plan~~ LRTP includes improvements ~~proposed~~ for roadways, transit, bicycle and pedestrian facilities, greenways and trails. It contains a “Cost-Feasible Plan” that categorizes projects into priority groupings based upon future funding availability. Priority I contains those projects scheduled to be funded through by ~~2009~~ 2014; and represent funds for improvements ~~as programmed in the “Miami-Dade Transportation Improvement Program 2005-2009”.~~ Priority II contains projects are scheduled to be funded between ~~2010 and 2015 and 2020;~~ and Priority III contains projects are scheduled to be funded between ~~2016 and 2020~~ 2021 and 2025; and Priority IV contains projects scheduled to be funded between ~~2026 and 2035.~~ However, due to the long-range nature of the Priority IV projects, funding is scheduled over a 10-year period (2021 to 2030) and because It should be pointed out that the Comprehensive Development Master Plan (CDMP) has a planning horizon year of 2025, 2030 exact correspondence which does not coincide with the planning horizon of the Priority IV projects in the “Cost-Feasible Plan” is not possible. Since the Priority IV grouping encompasses the CDMP horizon year, the required ~~three~~ four-year updates to the “Cost-Feasible Plan” will continually adjust the funding availability for the Priority IV projects as the horizon year advances.

6. **GOAL**

DEVELOP, OPERATE AND MAINTAIN A SAFE, EFFICIENT AND ECONOMICAL TRAFFIC CIRCULATION SYSTEM IN MIAMI-DADE COUNTY THAT PROVIDES EASE OF MOBILITY TO ALL PEOPLE AND FOR ALL GOODS, IS CONSISTENT WITH DESIRED LAND USE PATTERNS, CONSERVES ENERGY, AND PROTECTS THE NATURAL ENVIRONMENT, ENHANCES NON-MOTORIZED TRANSPORTATION FACILITIES, SUPPORTS THE USAGE OF TRANSIT, AND STIMULATES ECONOMIC GROWTH.

7. **Objective TC-1**

It is desirable that all roadways in Miami-Dade County operate at the adopted level of service (LOS) standards C or better. ~~By the year 2010 no roadways in Miami-Dade County should~~ strive to operate its roadway network at a level of service ~~lower~~ better than the base level of service standards contained herein.

Policies

TC-1A. Miami-Dade County will continue to update and readopt a Long Range Transportation Plan, as periodically required, that will achieve Traffic Circulation Objective TC-1 above, in a manner consistent with the other objectives of the Comprehensive Development Master Plan (CDMP). Upon completion of each update of the Long Range Transportation Plan, Miami-Dade County shall prepare for submittal, pursuant to Chapter 163, Part II, F.S., proposals to enhance and revise the Traffic Circulation and Mass Transit Subelements of the Transportation Element as warranted by said technical findings and policy proposals, consistent with the goals, objectives and policies of the CDMP.

8. TC-1B. The minimum acceptable peak period* operating level of service for all State and County roads in Miami-Dade County outside of the Urban Development Boundary (UDB) identified in the Land Use Element shall be ~~LOS D~~ C on State minor arterials and LOS C on all other State roads and on all County roads. The minimum acceptable peak-period LOS for all State and County roads inside the UDB shall be the following:

9. 1) Within the Urban Infill Area (UIA)¹
- (a) Where no public mass transit service exists, roadways shall operate at or above LOS E.
 - (b) Where mass transit service having headways of 20 minutes or less is provided within 1/2-mile distance, roadways shall operate at no greater than 120 percent of their capacity.

* Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.

Note: LOS will be measured based on the latest edition of the Highway Capacity Manual.

¹ UIA is defined 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.~~

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10. (c) Where extraordinary transit service such as rapid transit (e.g., commuter rail, Metrorail and People Mover), or express premium bus service (e.g., bus rapid transit, express bus and enhanced bus systems) exists, parallel roadways within 1/2 mile shall operate at no greater than 150 percent of their capacity.
- 2) Between the UIA and the UDB
 - (a) Roadways shall operate at no worse than LOS D (90 percent of their capacity) except that State Urban Minor Arterials (SUMAs) may operate at LOS E (100 percent of their capacity);
 - (b) Where public mass transit service exists having headways of 20 minutes or less within 1/2-mile distance, roadways shall operate at or above LOS E;
11. (c) Where extraordinary transit service such as rapid transit (e.g., commuter rail, Metrorail and People Mover), or express premium bus service (e.g., bus rapid transit, express bus and enhanced bus systems) exists, parallel roadways within 1/2 mile shall operate at no greater than 120 percent of roadway capacity.
12. 3) Notwithstanding the foregoing, ~~as required in s.163.3180 (10), F.S.,~~ the following standards established ~~by rule~~ by the Florida Department of Transportation (FDOT), are adopted by Miami-Dade County as its minimum LOS standards for Florida ~~Intrastate Highway~~ Strategic Intermodal System (SIS) ~~(FHS) roadways~~ highway corridors in Miami-Dade County:
13. (a) Outside the UDB
 1. Limited access State highways shall operate at LOS ~~B~~ C or better;
14.
 2. Controlled access State highways shall operate at LOS C or better ~~for two lane facilities, and LOS B C or better for four or more lane facilities;~~ and
15.
 3. Constrained or backlogged limited and controlled access state highways operating below LOS ~~B~~ C, must be managed to not cause significant degradation.
- (a) Inside the UDB
 1. Limited access State highways shall operate at LOS D or better, except where exclusive through lanes exist, roadways may operate at LOS E.
 2. Controlled access State highways shall operate at LOS D or better, except where such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's), roadways may operate at LOS E.
 3. Constrained or backlogged limited and controlled access State highways operating below the foregoing minimums must be managed to not cause significant deterioration.

Paragraph
Reference
Number

- TC-1C. The County shall continue to maintain and enhance as necessary, a comprehensive traffic counting system for annually monitoring the level of service on, at a minimum, the County roadway system.
- TC-1D. Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the Level of Service standards contained in Policy TC-1B, except as otherwise provided in the "Concurrency Management Program" section of the Capital Improvements Element.
- TC-1E. The County shall, to the maximum extent feasible, improve the operating efficiency of the existing thoroughfare system and reduce peak hour congestion by encouraging the application of low-cost transportation system management techniques including, but not limited to, improved signal timing, and intersection signing, marking, channelization, and on-street parking restrictions.

-
16. NOTES: Constrained ~~FHS~~ SIS facilities are roadways that FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints.
- Backlogged ~~FHS~~ SIS facilities are roadways operating below the minimum LOS standards, not constrained, and not programmed for addition of lanes in the first three years of FDOT's adopted work program or the five-year CIE.
- For roadways outside the UDB significant degradation means an average annual daily traffic increase in two-way traffic volume of 5 percent, or a 5 percent reduction in operating speed for the peak direction in the 100th highest hour. For roadways inside the UDB, roadways parallel to exclusive transit facilities or roadways in transportation concurrency management areas, significant degradation means an average annual daily traffic increase in two-way traffic volume of 10 percent, or a 10 percent reduction in operating speed for the peak direction in the 100th highest hour.

Paragraph
Reference
Number

17.

**SUMMARY
MIAMI-DADE COUNTY
TRAFFIC CIRCULATION LEVEL OF SERVICE STANDARDS**

**Peak Period* LOS Standards
Non-FIHS SIS Roadways**

Location	Transit Availability		
	No Transit Service	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit Service (Commuter Rail, <u>Metrail, People Mover,</u> <u>Bus Rapid Transit, or</u> <u>Express Bus, or Enhanced</u> <u>Bus Service</u>)
Outside UDB	LOS D <u>C</u> -State Minor Arterials LOS C-County Roads and State Principal Arterials		
Between UIA and UDB	LOS D (90% of Capacity); or LOS E (100% Capacity) on SUMAs	LOS E (100% of Capacity)	120% of Capacity
Inside UIA	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

18.

FIHS SIS Roadways

FIHS <u>SIS</u> Facility	Location				
	Outside UDB	Inside UDB	Roadways Parallel to Exclusive Transit Facilities	Inside Transportation Concurrency Management Areas	Constrained or Backlogged Roadways
Limited Access Facilities	B <u>C</u>	D [E]	D [E]	D [E]	Manage
Controlled Access Facilities (Two <u>Lanes</u>)	C	D	E	E	Manage
Controlled Access Facilities (<u>Four or</u> <u>More Lanes</u>)	B	D	E	E	Manage

19. NOTES: LOS inside of [brackets] applies to general use lanes only when exclusive thru lanes exist.
~~FIHS = Florida Intrastate Highway System~~
SIS = Strategic Intermodal System
 UIA = Urban Infill Area--Area east of, and including NW/SW 77 Avenue and SR 826
 (Palmetto Expressway), ~~excluding the City of Islandia,~~ and excluding the area north of
 SR 826 and west of I-95.
 UDB=Urban Development Boundary
 SUMA=State Urban Minor Arterial
 *Peak-period means the average of the two highest consecutive hours of traffic volume during a
 weekday.

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20. TC-1F. The County shall implement a transportation demand management (TDM) program to reduce overall peak-hour demand and use of single occupant vehicles (SOV). This program will include such TDM strategies as the following:
- 1) van pooling and employer-based carpooling;
 - 2) employer-based staggered and/or flexible work hours;
 - 3) parking management;
 - 4) telecommunicating;
 - 5) congestion pricing;
 - 6) park and ride lots;
 - 7) ~~high occupancy vehicle~~ managed lanes;
 - 8) trip reduction ordinances;
 - 9) transportation management associations (TMA's); and
 - 10) subsidies for transit riders.
- TC-1G. Miami-Dade County shall continue to implement procedures and requirements for all development, regardless of size, to contribute its proportionate share of transportation facilities, or funds or land therefore, necessary to accommodate the impact of the proposed development. The County shall periodically review and update impact fee schedules to ensure that all public and marginal costs are appropriately recognized, and that fee structures reflect pertinent geographic (i.e., core vs. fringe area) variability in facility usage.
21. TC-1H. In highway and transit planning activities of the County and the Metropolitan Planning Organization (MPO), Miami-Dade County will give highest priority to the funding of necessary capacity improvements to roadways on the Florida Intrastate Highway Strategic Intermodal System (SIS) (FIHS) as defined in Section ~~338.004~~ 339.61, F.S., and to proximate facilities and services that would serve to relieve congestion on ~~FIHS~~ SIS facilities which are operating above their capacity. Further, the County and the Miami-Dade County MPO shall coordinate with FDOT to develop feasible strategies and mechanisms to minimize local traffic impact on ~~FIHS~~ SIS facilities.
22. TC-1I. ~~By 2005, the~~ County will continue to investigate, and develop for and implementation parking management strategies to promote the land use and transportation objectives of the CDMP to reduce the use of Single Occupant Vehicles (SOVs) and highway congestion and encourage the use of transit and ridesharing. Additionally, parking requirements in the County's zoning regulations will be reviewed to encourage shared and possibly on-street parking in planned Urban Centers, and to moderate parking requirements where transit service exists, and where developments contain complementary use mixes.
23. TC-1J. ~~Upon completion of the~~ The County will continue to implement the recommendations of the Countywide Parking Policy Study, Park and Ride Lot Plan Study and Consolidated Park and Ride Facilities Plan conducted by the Miami-Dade County MPO, ~~the County shall amend the CDMP Transportation Element as necessary to facilitate implementation of the study's recommendation and to depict planned future major parking facilities in the Traffic Circulation Subelement map series.~~

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TC-1K. The County shall utilize the Miami-Dade County MPO transportation planning and project review processes to evaluate and implement roadway and transit improvements that will improve access to, and connections between, the County's major aviation, rail and port facilities.

Objective TC-2

Rights-of-way and corridors needed for existing and future transportation facilities will be designated and reserved.

Policies

TC-2A. The County shall continue to maintain and enforce the minimum right-of-way requirements as established in the *Public Works Manual* and in Chapter 33, Zoning, *Code of Miami-Dade County*, to ensure Countywide continuity of the thoroughfare system. The County shall review roadway design standards and right-of-way reservations and shall propose changes as may be necessary to better accommodate projected vehicular and non-vehicular movement in the corridors and design features recommended in the Transportation and Land Use Elements.

TC-2B. The County shall require the dedication of the appropriate share of all necessary rights-of-way from all developments at the time of development.

24. TC-2C. Except for those section, half-section and quarter-section line rights-of-way within the portion of the Northwest Wellfield Protection Area located west of the Homestead Extension of the Florida Turnpike, advance rights-of-way shall be reserved or acquired, where necessary, for future transportation improvements identified in the Traffic Circulation and Mass Transit Sub-Elements.

TC-2D. The section line, half-section line, and quarter-section line road system should form a continuous network within developed areas, interrupted only when it would destroy the integrity of a neighborhood or development. The County shall not approve vacation of zoned rights-of-way unless it is determined that the right-of-way is not required for present or future public use, or unless the zoned right-of-way is within that portion of the Northwest Wellfield Protection Area located west of the Homestead Extension of the Florida Turnpike, and the CDMP Guidelines for Urban Form will be reflected.

25. **Objective TC-3**

The County's transportation system will emphasize safe and efficient management of traffic flow, the safety of pedestrians and bicyclists, and enhance and encourage the use of transit.

Policies

TC-3A. The County shall continue to assure provision of an adequate, properly designed and safe system for controlling vehicular accessibility to major thoroughfares through adopted design standards and procedures, which at a minimum address:

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- 1) Adequate storage and turning bays;
- 2) Spacing and design of median openings and curb cuts;
- 3) Provision of service roads;
- 4) Driveway access and spacing and;
- 5) Traffic operations.

TC-3B. The County will continue to monitor high accident-frequency locations on the County highway system to identify any design improvements, which may alleviate hazardous conditions and incorporate such improvements into the Transportation Improvement Program (TIP).

26. TC-3C. By 2015, Miami-Dade County shall develop a "Complete Streets" program which will be sensitive to the needs of the users of all modes of transportation including bicyclists and pedestrians and include the following components: street typology based on land use context due to how a roadway passing through different land uses will vary in character; hierarchy of street types and designs; provision of sidewalks and bicycle facilities; adequate landscaping and street furniture; bus lanes and transit facilities; and improve aesthetics and design for the safety of all users, including vulnerable populations such as children and seniors.
27. TC-3D. The County shall design new roadways in a way that supports transit usage and incorporates planned rapid transit corridors, dedicated bus lanes and other transit improvements to further incentivize and facilitate the use of transit, wherever feasible.

Objective TC-4

The Traffic Circulation Subelement will continue to be coordinated with the goals, objectives and policies of the Land Use Element, including the land uses, Urban Development Boundary and Urban Expansion Area designated on the Land Use Plan map, and with the goals, objectives and policies of all other Elements of the CDMP.

Policies

- TC-4A. The County shall maintain the Traffic Circulation Subelement consistent with the objectives and policies of the CDMP Land Use Element.
- TC-4B. The adopted Land Use Plan map shall be used to guide the planning of future transportation corridors and facilities to ensure the proper coordination between transportation planning and future development patterns.
28. TC-4C. Miami-Dade County's priority in construction, maintenance, and reconstruction of roadways, and the allocation of financial resources, shall be given first to serve the area within the ~~Urban Development Boundary of the Land Use Plan map~~ Urban Infill Area and Transportation Concurrency Exception Areas. Second priority shall be given to serve the area within the Urban Development Boundary and the Urban Infill Area. ~~Second~~ And third priority in transportation allocations shall support the staged development of the urbanizing portions of the County within the Urban Expansion Area. Transportation improvements which encourage development in Agriculture and

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Open Land areas shall be avoided, except for those improvements which are necessary for public safety and which serve the localized needs of these non-urban areas. Areas designated Environmental Protection shall be particularly avoided.

TC-4D. Miami-Dade County shall set as a priority in its transportation planning program the provision of facilities and services to accomplish the timely evacuation of Miami-Dade County's barrier islands in advance of approaching hurricanes.

TC-4E. Notwithstanding the designation of Krome Avenue as a Major Roadway on the CDMP Land Use Plan Map or as a four-lane roadway in the Traffic Circulation Subelement, no construction associated with the four-laning, or other capacity improvement, of Krome Avenue outside the Urban Development Boundary shall occur until FDOT has prepared, and the Board of County Commissioners has adopted, a detailed binding access control plan for the Krome Avenue corridor. This plan should emphasize access to properties fronting Krome Avenue primarily through alternative street locations.

29. TC-4F. The County shall consistently improve strategies to facilitate a Countywide shift in travel modes from personal automobile use to pedestrian, bicycle and transit modes. The priority for transportation infrastructure expenditures shall be to insure that pedestrian, bicycle and transit features are incorporated into roadway design.

Objective TC-5

The traffic circulation system will protect and enhance community and neighborhood integrity.

Policies

30. TC-5A. The County will conserve, ~~and~~ protect and enhance the character of neighborhoods from the avoidable intrusion of major thoroughfares and expressways.
- TC-5B. Major thoroughfares and intersections should be located and designed in a manner which would not tend to sever or fragment land which is, or could otherwise be, developed as a well-defined neighborhood.
- TC-5C. The County shall discourage through traffic in neighborhoods by adequately accommodating through traffic demands on arterial roadways.
31. TC-5D The County shall encourage interconnectivity between neighborhoods, local services, schools, parks, employment centers, and transit stops and stations; discourage cul-de-sac and walled-in subdivision designs; and facilitate pedestrian-oriented urban design that connects neighborhoods and provides accessibility for non-drivers.

32. **Objective TC-6**

Plan and develop a transportation system that preserves environmentally sensitive areas, conserves energy and natural resources, addresses climate change impacts, and promotes community aesthetic values.

Policies

33. TC-6A. The County shall avoid transportation improvements which encourage or subsidize increased development in coastal high hazard areas, or environmentally sensitive areas identified in the Coastal Management and Conservation, Aquifer Recharge and Drainage Elements, and areas of high risk of significant inland flooding.
- TC-6B. Land access interchanges shall not be placed or constructed in a manner that would provide access to environmental protection areas or other areas to be conserved in order to prevent undue pressure for development of such areas.
- TC-6C. If no feasible alternative exists, needed transportation facilities may traverse environmental protection or conservation areas, however such access should be limited and design techniques should be used to minimize the negative impact upon the natural systems.
34. TC-6D. New roadways shall be designed to prevent and control soil erosion, minimize clearing and grubbing operations, minimize storm runoff, minimize exposure and risk of climate change impacts such as increased flood conditions, and avoid unnecessary changes in drainage patterns.
35. TC-6E. The County shall pursue and support transportation programs (e.g., rapid transit, premium bus service, ~~express buses~~, managed lanes, ~~high occupancy vehicles [HOV]~~, and bikeways) that will help to maintain or provide necessary improvement in air quality and which help conserve energy.
- TC-6F. Design new roadways in such a manner as to make them compatible with the surrounding environment, complement adjacent development and provide aesthetically pleasing visual experience to the user and the adjacent areas.
- TC-6G. Require adequate arterial road dedications to allow for linear landscaped open space adjacent to two-lane roads and for medians as well as adjacent landscaped margins for four-lane roads.

Objective TC-7

Miami-Dade County's Traffic Circulation Subelement, and the plans and programs of the State, region and local jurisdictions, will continue to be coordinated.

Policies

- TC-7A. Miami-Dade County shall annually review subsequent Florida Department of Transportation (FDOT) Five-Year work programs to ensure that they remain consistent with and further the Traffic Circulation Subelement and other Elements of Miami-Dade County's CDMP.
- TC-7B. Miami-Dade County shall continue to coordinate local transportation planning of the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area, and

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specifically the MPO's development of the Long Range Transportation Plan Update, with the CDMP transportation planning process.

TC-7C. The County shall review the compatibility of the Traffic Circulation Subelement and coordinate it with the traffic circulation plans and programs of the municipalities in Miami-Dade County, adjacent counties, the South Florida Regional Transportation Authority, and the South Florida Regional Planning Council and shall cooperate in maintaining adequate inter-regional mobility.

TC-7D. The County shall promote areawide coordination with local governments and regional and state agencies in the implementation of the Transportation Element, through mechanisms such as established by the Miami-Dade County MPO, FDOT Districts 4 and 6, the South Florida Regional Transportation Authority, and the South Florida Regional Planning Council.

36. TC-7E. The County shall promote coordination with all relevant transportation agencies to address climate change impacts.

Future Traffic Circulation Map Series

37. Figures 1, 3, 4 and 5 in the future traffic circulation map series present the planned highway network as adopted in the MPO's Long Range Transportation Cost Feasible Plan. The following is a series of future traffic circulation maps, which present the long-term transportation network proposed for the Year 2025~~30~~. Figure 1, Planned Year 2025~~30~~ Roadway Network, depicts the lane requirements for the Year 2025~~30~~. It is the purpose of the map to identify generally, where future throughways will be located to serve future travel demand.

Figure 2, Roadway Functional Classification - 2004~~12~~ indicates the existing role that various roadways serve. The classification is established by the Florida Department of Transportation in accordance with State criteria and formulae. The classification of all State and County roadways is periodically updated by the State to reflect changing conditions. Accordingly, Figure 2 will be subject to amendment from time to time to reflect those updates.

38. Figure 3, Roadway Functional Classification - 2025~~30~~, indicates the roadway classification for State and County facilities on the 2025~~30~~ network. The classification of roadways indicate the role of the various roadways in meeting the future mobility needs and serving land uses as well as the jurisdictional responsibility. The functional classification of most arterial highways and expressways is not projected to change through time. Only in certain instances are existing roadways anticipated for reclassification. This occurs where growth is planned and travel demand is projected to increase, thus causing these roads to function differently. All roads on the State highway system have been classified as arterials, and all roads on the County highway system have been classified as minor arterials or collectors.
39. Figure 3.1, Temporary Roadways and Roadway Improvements in Connection with the Construction of Turkey Point Units 6 & 7, illustrates the roadway improvements necessary to accommodate the increased traffic associated with the construction of the Turkey Point Units 6 & 7. This nuclear expansion project is projected to occur between 2014~~3~~ and 2020 and has been determined by the Board of County Commissioners to be a public necessity. All roadway improvements associated with the construction of Turkey Point Units 6 & 7 as shown # in

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Figure 3.1 are to be temporary and must satisfy the following criteria.

1. The temporary roadway improvement serves to accommodate traffic during the construction of Turkey Point Units 6 & 7;
2. The temporary roadway improvements are designed in a manner that provide no more than what is required for safe roadway conditions and secure access to the construction site;
3. Construction of the temporary roadways and roadway improvements will commence no sooner than two (2) years prior to commencement of construction of Turkey Point Units 6 & 7;
4. Within 2 years following the construction of Turkey Point Units 6 & 7 (a) all temporary roadway improvements on publicly owned rights-of-way will be returned to the status of the roadway(s) prior to the commencement of construction of the temporary roadways and roadway improvements, and, (b) any privately owned roadway will be returned to the minimum roadway width required to provide maintenance to FPL facilities and shall not be more than two lanes;
5. FPL shall pay all costs associated with construction and removal of temporary roadway improvements;
40. 6. Temporary roadways and roadway improvements shall be designed to meet the substantive requirements of Chapter 24, Miami-Dade County Code, as interpreted by DERM. In addition, the design of the temporary roadways and roadway improvements shall also be consistent with the goals, objectives and policies of the CDMP, the objectives of the Comprehensive Everglades Restoration Plan, County land use approvals, and other applicable County approved environmental management plans for publicly owned lands, as may be amended from time to time, and appropriate mechanisms shall be provided to enhance protection for wildlife in the area, and the Miami-Dade County Department of Regulatory and Economic Resources, Division of Environmental Resources Management, shall enforce the environmental regulations within its jurisdiction, to the extent allowable by law;
7. Temporary roadway improvements on privately owned property shall not be open to the general public. Miami-Dade County and other agencies with needed access shall, after providing proper notification to FPL, be granted access to this private roadway; and,
8. At FPL's expense, all temporary roadway improvements south of SW 344th Street shall be patrolled by security personnel when in active use and shall maintain security gates or other appropriate security measures during inactive periods. To the greatest extent possible, FPL shall deter access by the general public on temporary roadways south of SW 344th Street.
41. Any roadway designated as a temporary roadway on Figure 3.1 need not be indicated as a Minor Roadway or Major Roadway on the LUP map and a temporary roadway improvement need not be identified on any other map in the Future Traffic Circulation Map Series. All limited access facilities for the year 2025~~30~~ are shown in Figure 4. Limited access facilities include all freeways and expressways in Miami-Dade County.
42. Figure 5, Planned Roadway Network Level of Service - 2025~~30~~, illustrates the projected levels of service for the Planned Year 2025~~30~~ roadway network. Figure 6, Planned Non-Motorized

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Transportation Network - 202530, depicts the planned non-motorized network consisting of on- and off-road bicycle facilities and multi-use trails; Figure 6 reflects the recommended facilities and improvements of the adopted Miami-Dade Bicycle Facilities Plan. Figure 7, Designated Evacuation Routes - 202530, identifies the County's designated local and regional transportation facilities critical to the evacuation of the coastal population. Figure 8, Freight Lines - 202530, depicts future freight lines throughout the County.

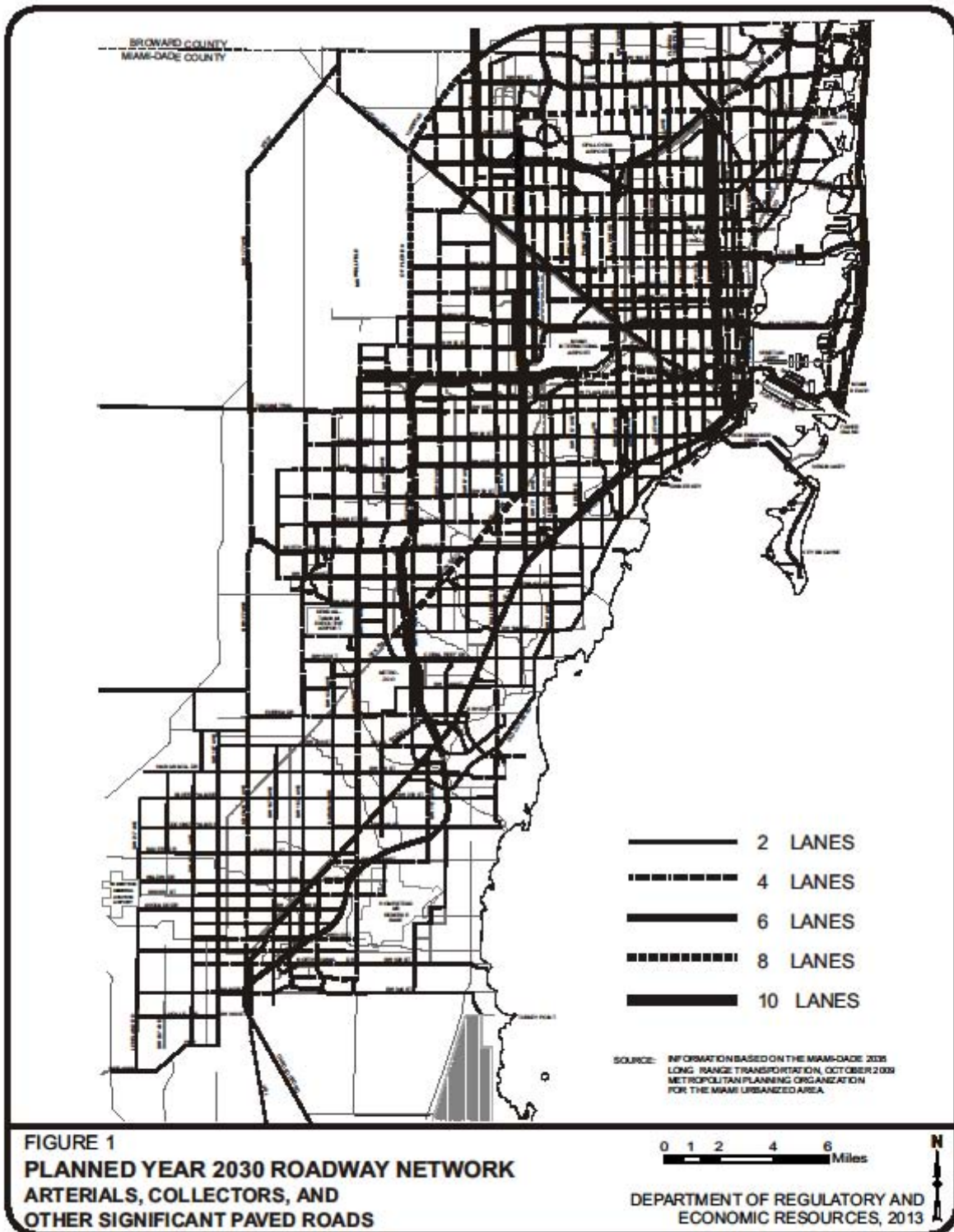
The Metropolitan Planning Organization (MPO), which coordinates all transportation planning for Miami-Dade County, is responsible for periodically updating the MPO's Long Range Transportation Plan. It is anticipated that the future traffic circulation network included in the Transportation Element will be adjusted during future plan amendment cycles to reflect the findings of that planning activity, in keeping with the goals, objectives and policies of the CDMP.

43. With regard to the following transportation improvements necessary to serve Application No. 5 in the April 2005-2006 CDMP Cycle, in no event shall a Building Permit for development within that area be issued until the MPO Miami-Dade Long Range Transportation Plan has been amended to reflect the following changes in priority of the construction phasing of the roadway network:
- I-75 between Miami-Dade/Broward County Line and SR 826/Palmetto Expressway: from 8 lanes to 10 lanes, advance to Priority 3 (204521-202025);
 - SR 826/Palmetto Expressway between NW 103 Street and NW 154 Street: from 8 lanes to 10 lanes, advance to Priority 3 (204521-202025);
 - SR 826/Palmetto Expressway from NW 154 Street to I-95: from 6 lanes to 8 lanes, advance to Priority 3 (204521-202025),
 - HEFT from SR 836 to Okeechobee Road: 8 lanes + auxiliary lanes, advance to Priority 3 (204521 to 202025),
 - HEFT from Okeechobee Road to I-75: 8 lanes + auxiliary lanes, advance to Priority 3 (204521 to 202025), and
 - HEFT from I-75 to Turnpike Mainline: from 4 lanes to 6 lanes, advance to Priority 3 (204521 to 202025).
44. The proposed transportation network is expected to evolve incrementally over the next twenty years. The first five-year components are based on the current adopted Transportation Improvement Program. Improvements that are the County's responsibility are listed in the Capital Improvements Element. The remainder of improvements is projected for construction between 204017 and 202535; the phasing of all improvement projects is listed in the adopted MPO's Long Range Transportation Plan.

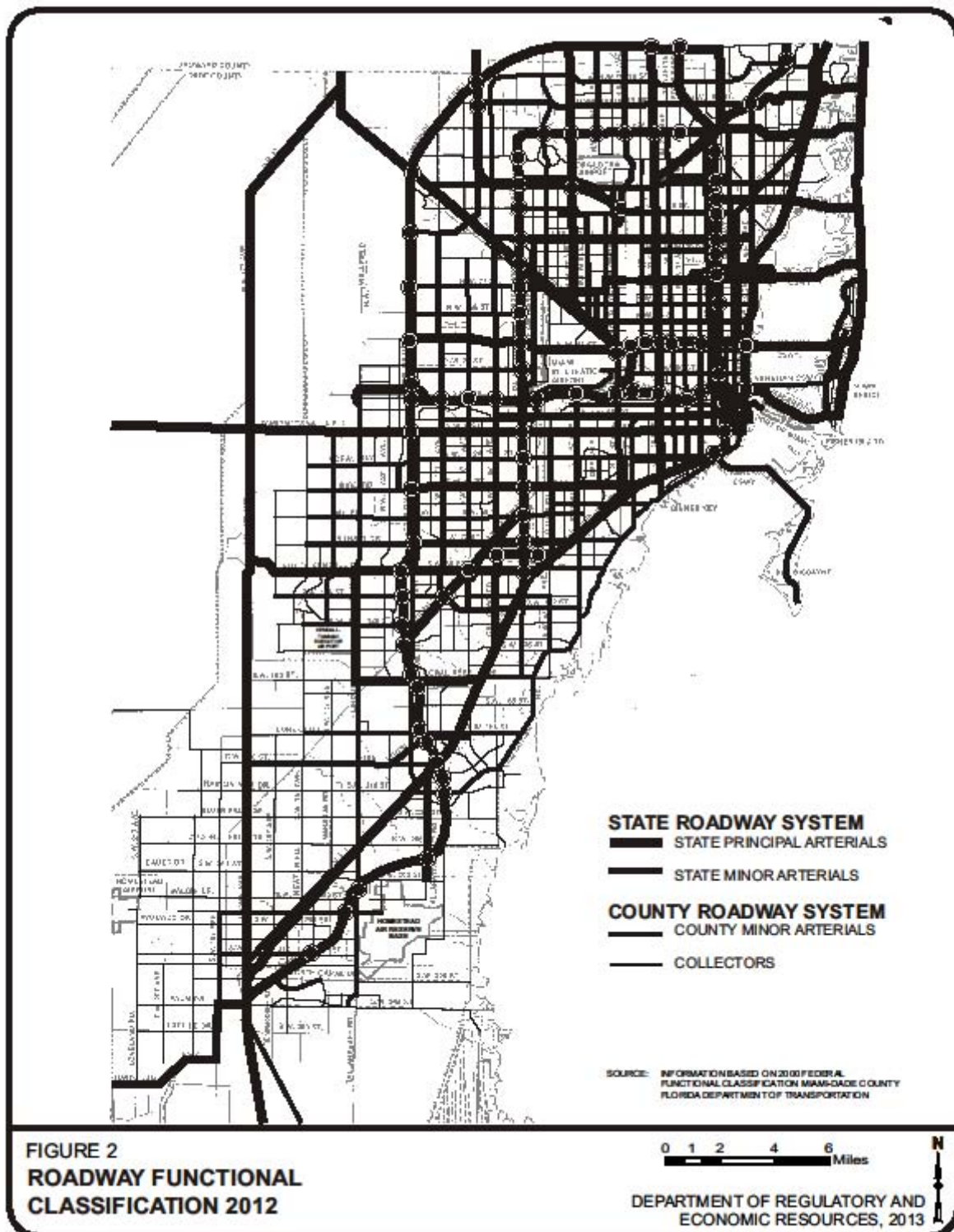
Roadway alignments shown in the traffic circulation map series are general indicators of facility location. Specific alignments will be determined through detailed transportation planning, development review processes, subdivision platting, and highway design and engineering studies.

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45. Replace Existing Figure 1 Planned Year 2025 Roadway Network with new Figure 1.

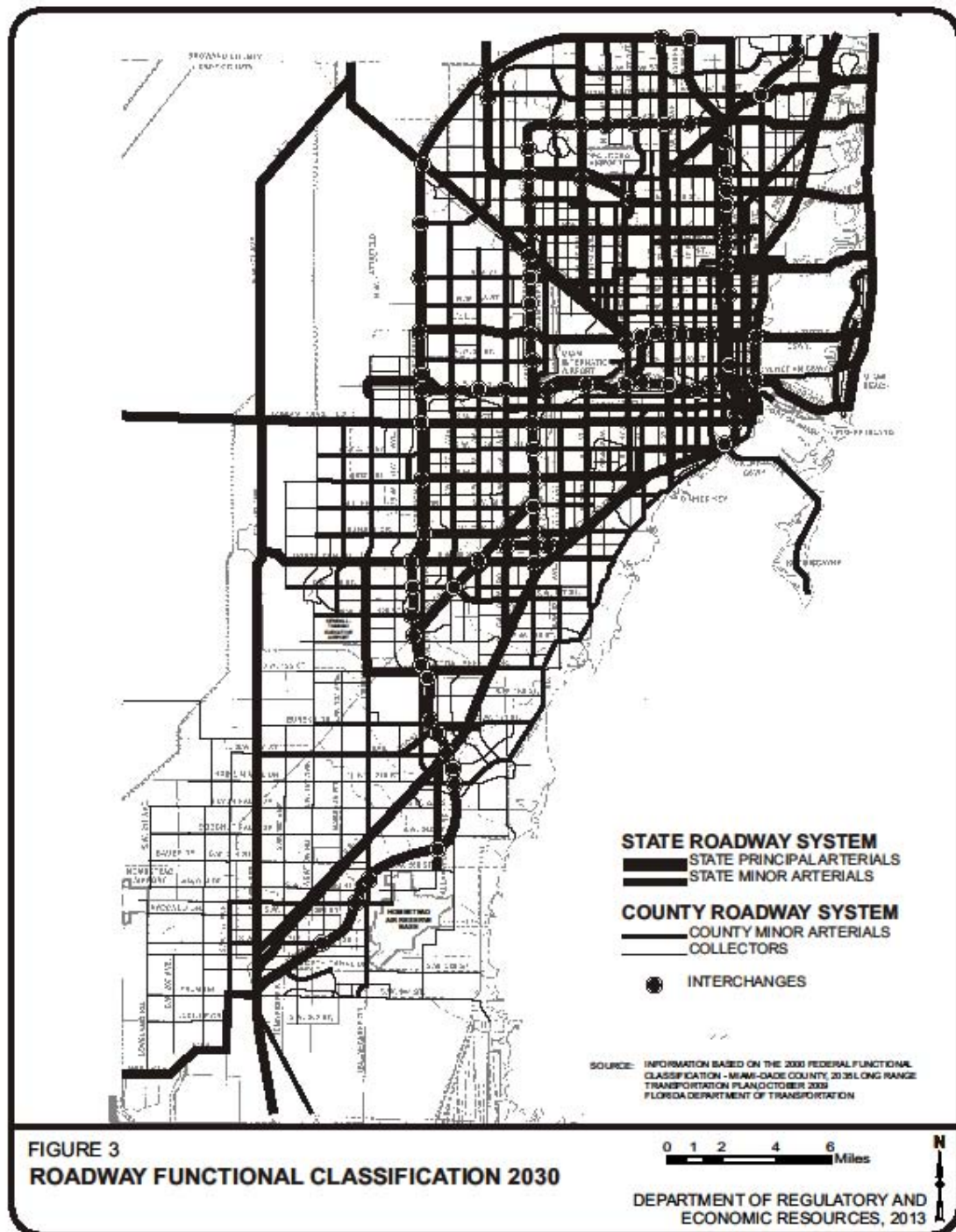


46. Replace Existing Figure 2 Roadway Functional Classification 2004 with new Figure 2.

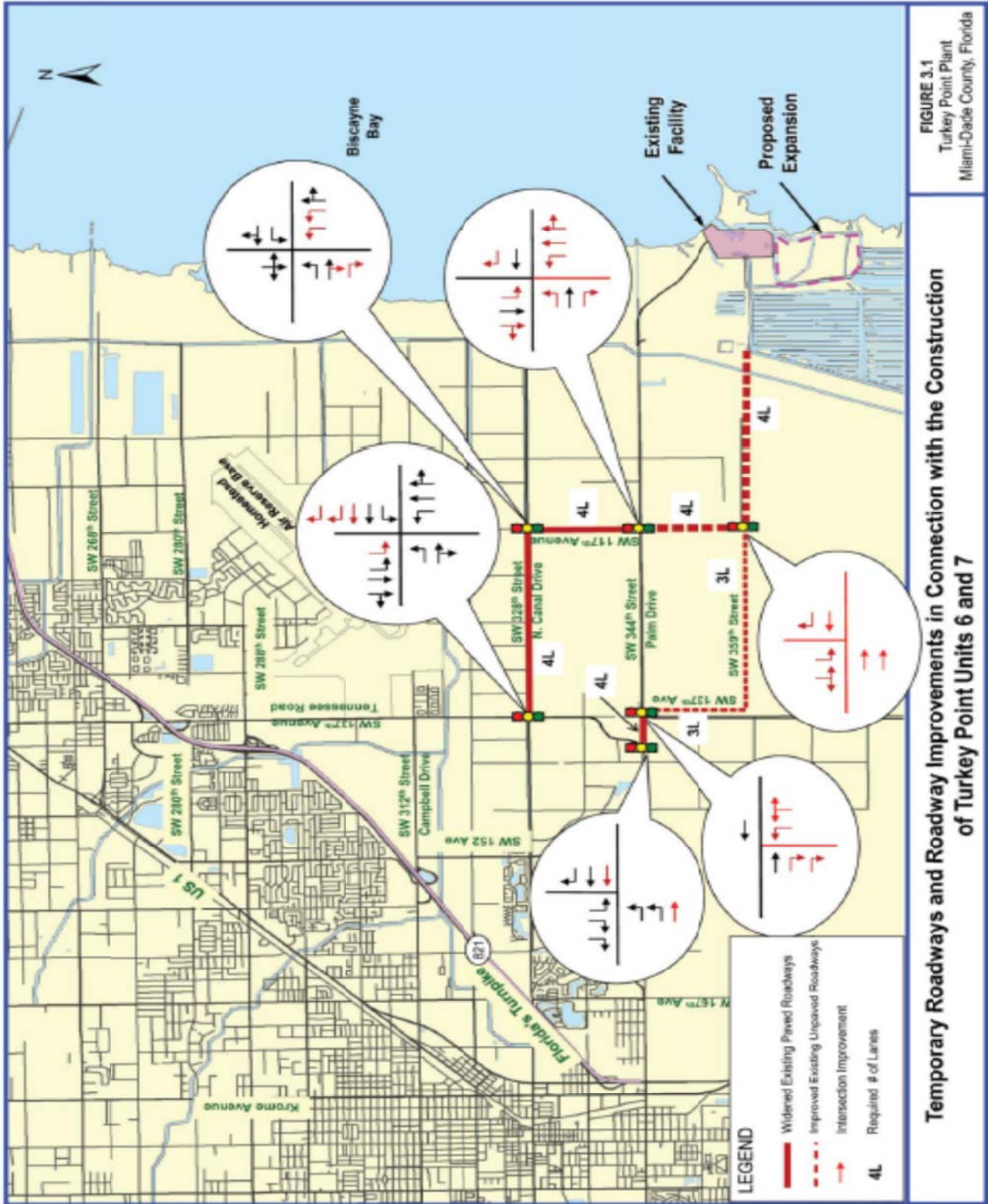


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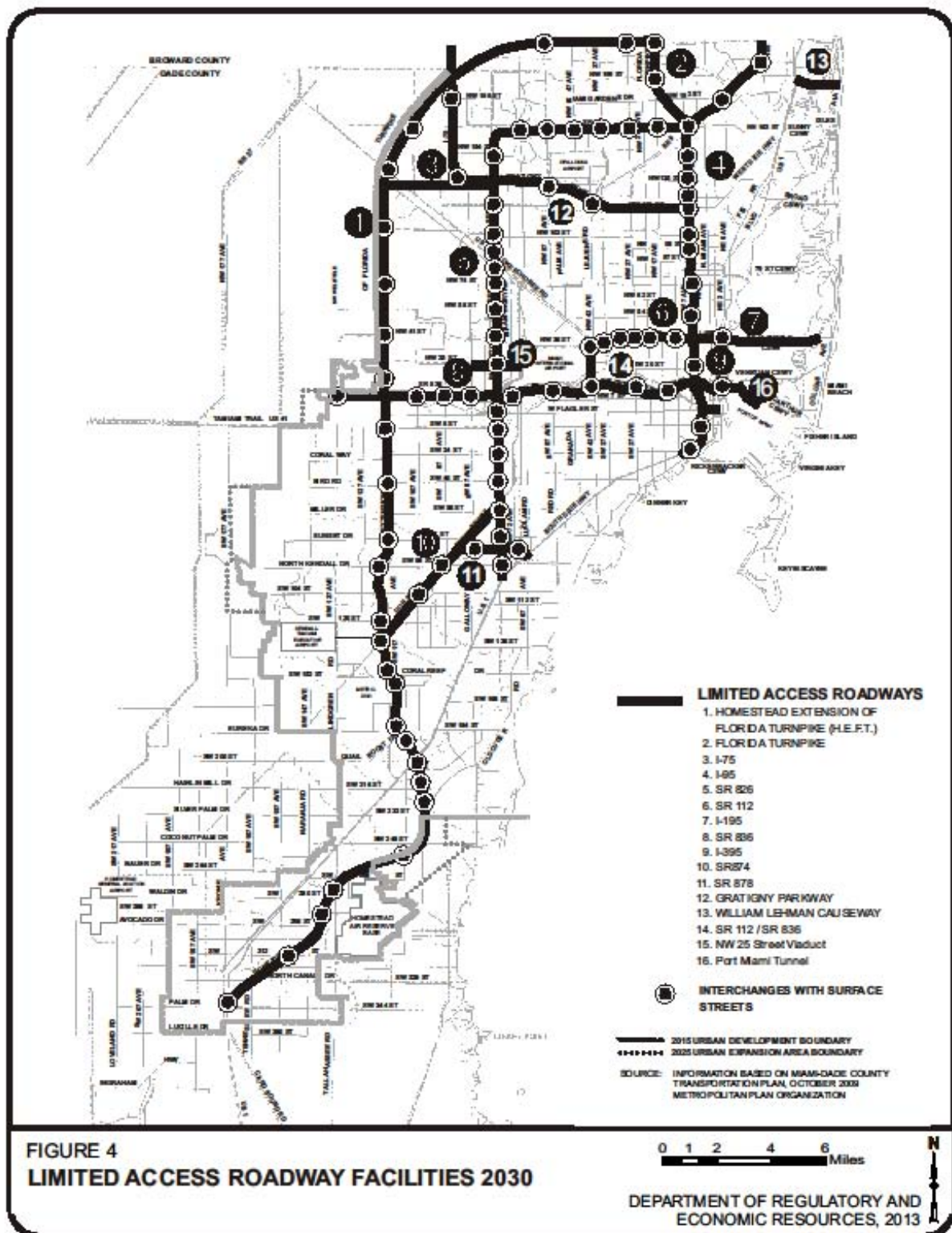
47. Replace existing Figure 3 with new Figure 3 – Roadway Functional Classification 2030



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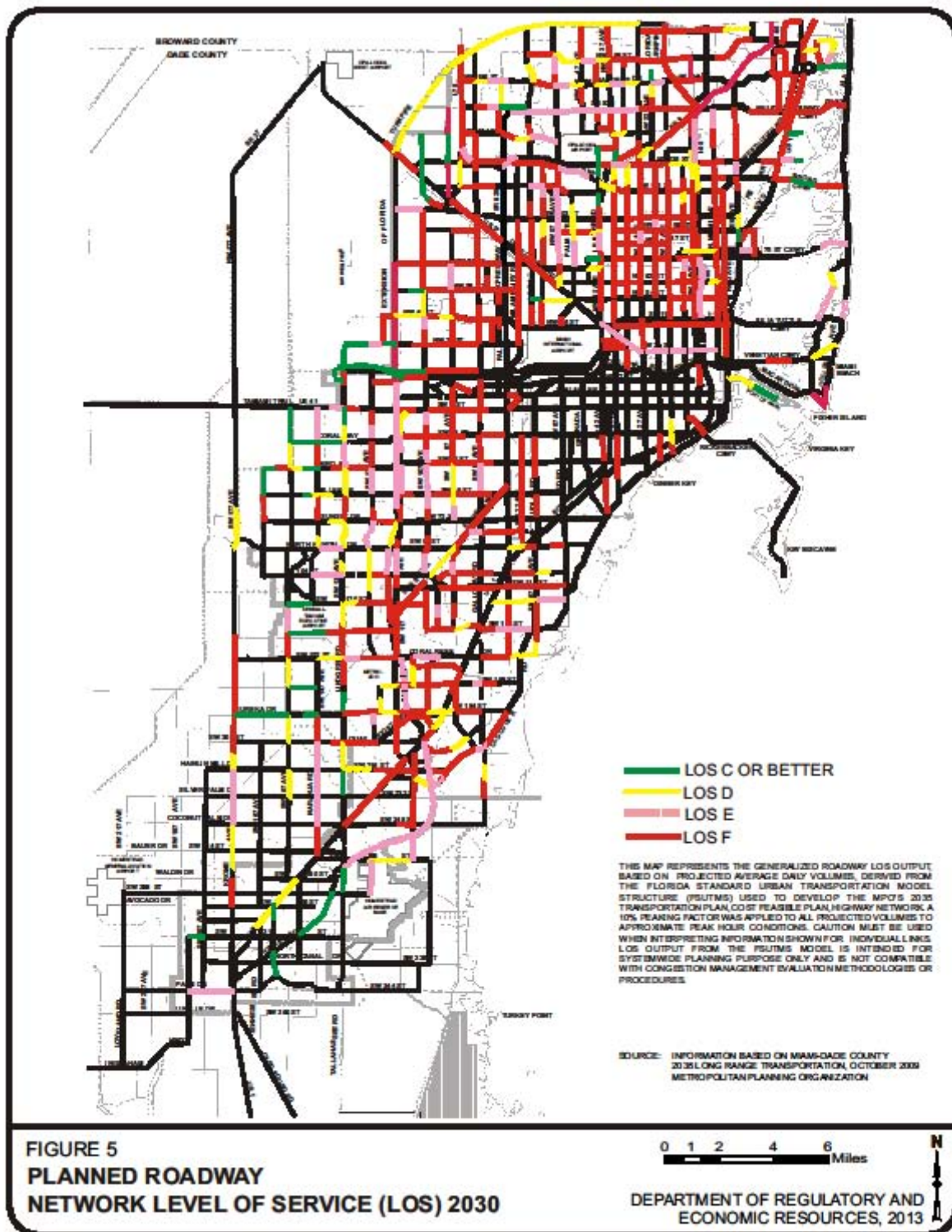


48. Replace existing Figure 4 with new Figure 4 – Limited Access Roadway Facilities 2030



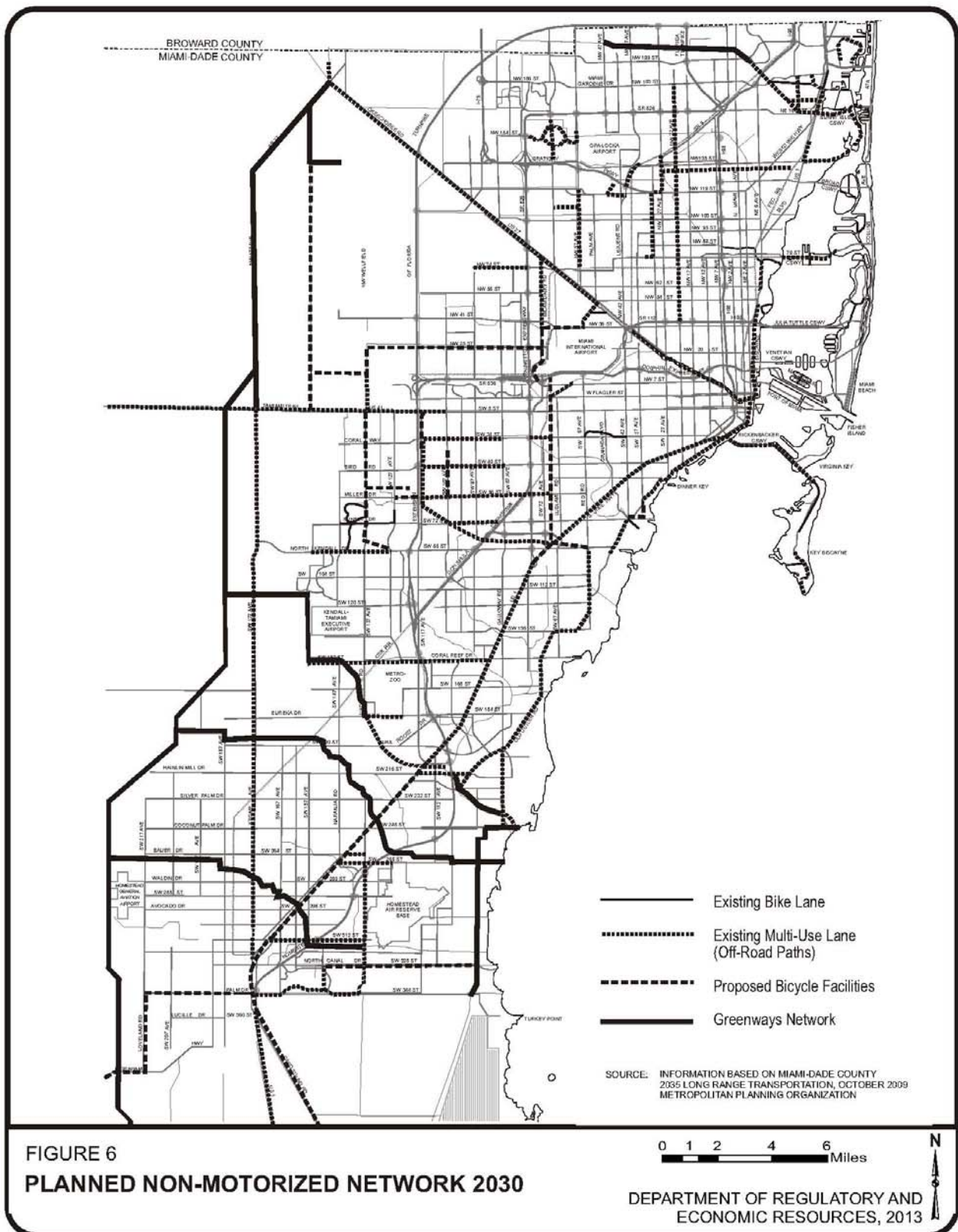
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49. Replace Existing Figure 5 Planned Roadway Network Level of Service (LOS) – 2025 with new Figure 5.

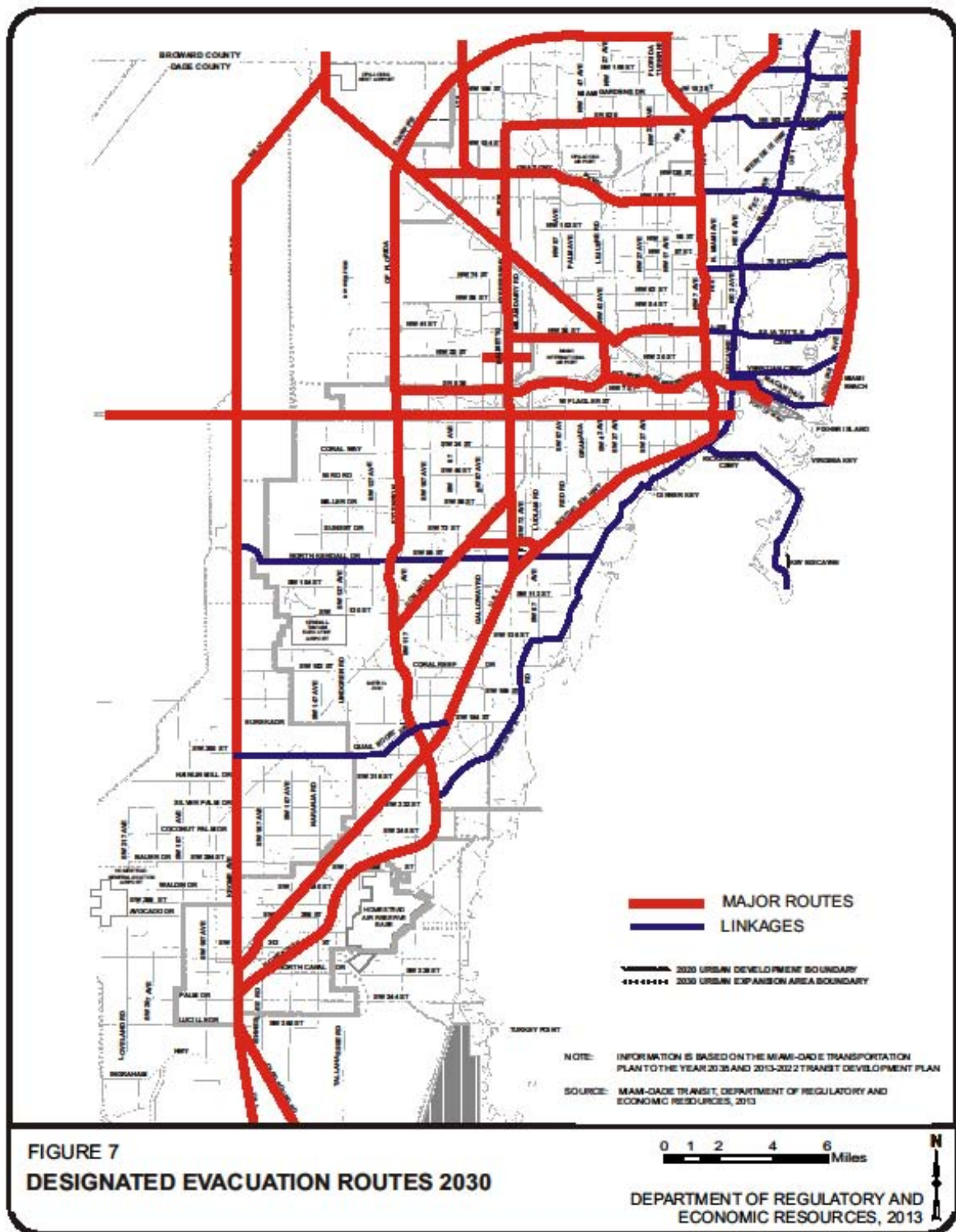


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50. Replace Existing Figure 6 Planned Non-Motorized Network 2025 with new Figure 6.

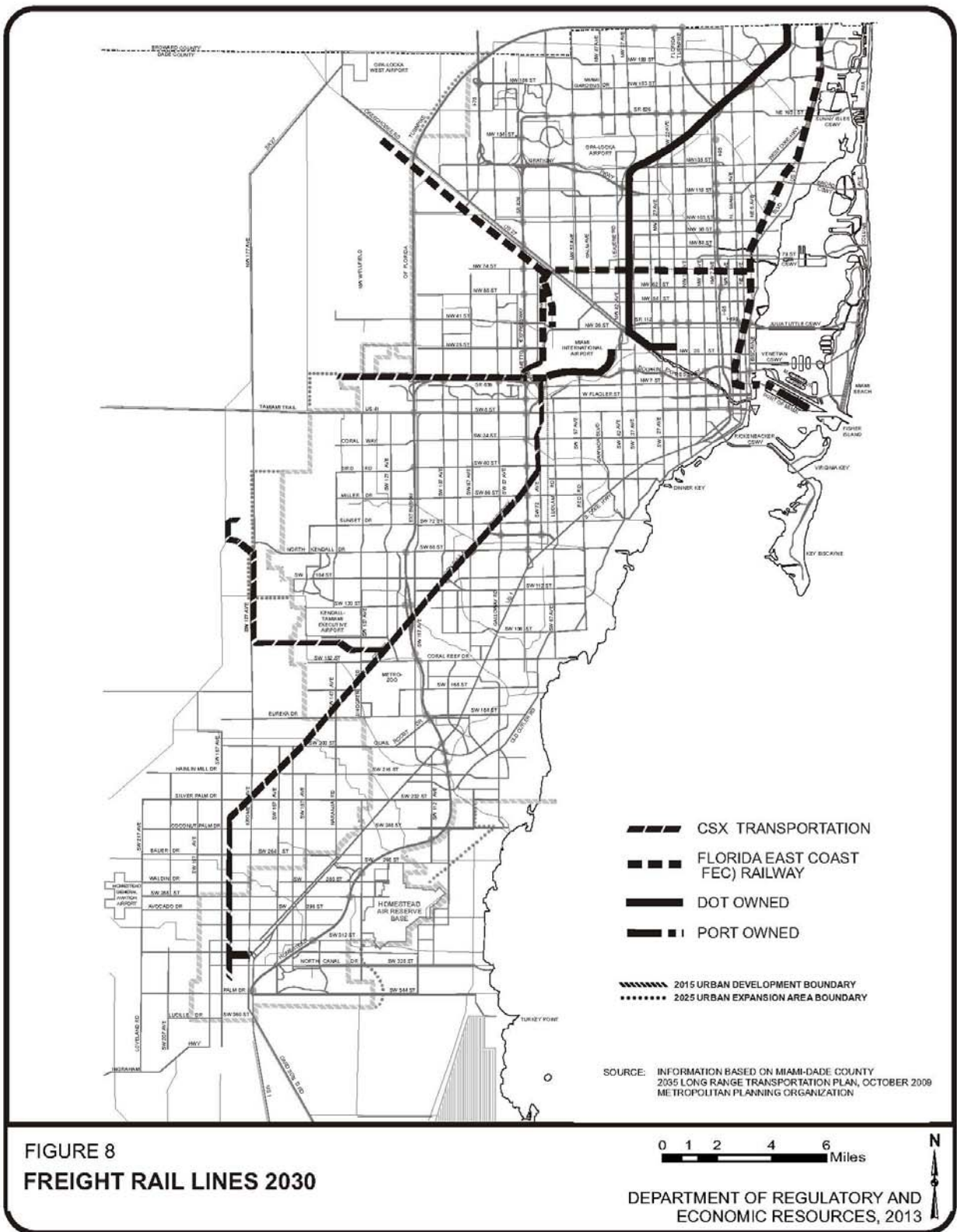


51. Replace existing Figure 7 with new Figure 7 – Designated Evacuation Route 2030



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52. Replace Existing Figure 8 Freight Rail Lines - 2025 with new Figure 8.



Monitoring Program

53. ~~In order to enable the preparation of the periodic Evaluation and Appraisal Report (EAR) as required by Section 163.3191, *Florida Statutes* (F.S.), the Minimum Criteria Rule (Rule 9J-5, *Florida Administrative Code* [F.A.C.]) requires that local comprehensive plans contain adopted procedures for monitoring and evaluating the Plan and its implementation (Sections 9J-5.005[1][c][5], and 9J-5.005[7], F.A.C). In addition, successful implementation of level of service standards and requirements that services be available at the time of development, also require the maintenance or enhancement of monitoring and reporting programs. This section outlines the substantive elements of Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced in this Subelement.~~
54. ~~The administrative requirements for monitoring and preparation of the EAR as outlined in Section 9J-5.005[7], F.A.C. are not repeated here. They are outlined only in the Land Use Element to avoid redundancy. The reader is referred to that Element for a summary of those procedural requirements.~~
55. **Monitoring Achievement of Traffic Circulation Objectives**
56. ~~The following measures will be used to monitor progress and assess achievement of the various objectives contained in the Traffic Circulation Subelement for the Evaluation and Appraisal Report (EAR):~~
- Objective TC-1.** Attainment of adopted traffic circulation level of service standards.
- Objective TC-2.** Enforcement of minimum right-of-way requirements established in Chapter 33 of the *Code of Miami-Dade County* and *Public Works Manual* either through acquisition or dedication.
- Objective TC-3.** Enforcement of adopted roadway design standards and procedures in the *Public Works Manual* during the review of site plans and plats of proposed developments. Identify high accident-frequency locations and recommend remedial actions to alleviate hazardous conditions based on information provided by the Miami-Dade Police Department Data Systems Bureau.
57. **Objective TC-4.** Quantify the number of Element amendments revised for consistency with the goals, objectives and policies of the Land Use Element, including the land uses, Urban Development Boundary and Urban Expansion Area designated on the Land Use Plan map, and with the goals, objectives and policies of all other Elements of the CDMP. Number of transportation projects that enhance transit, bicycle, and pedestrian modes of transportation.
58. **Objective TC-5.** Quantify the number of reviews processed for proposed roadway construction improvements, provided by oversight committees for the protection of community and neighborhood integrity. Number of subdivisions and plats reviewed for approval processes which incorporate interconnectivity between neighborhoods, local services, schools and employment centers.
59. **Objective TC-6.** Number of transportation demand management (TDM) and transportation system management (TSM) programs implemented, number of environmental reviews

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conducted for roadway construction and reconstruction projects, and number of arterial landscaping improvements completed. Number of transportation projects that address climate change impacts, such as increased flood conditions.

60. **Objective TC-7.** Quantify the number of reviews completed on various plans and programs of FDOT, MPO, and where appropriate, adjacent counties, and annually verify the consistency of programmed improvements for implementation in the TIP with the CDMP. Number of transportation plans extending planning horizons to address climate change impacts.

PART C

MASS TRANSIT SUBELEMENT

Introduction

1. The purpose of the Mass Transit Subelement is to provide a basis for the development of mass transit facilities as a major component of the County's overall multimodal transportation system in Miami-Dade County to enhance mobility. It is recognized that the ~~recommended highway planned future transportation~~ improvements in the Traffic Circulation Subelement must be complemented with transit improvements in order to achieve a balanced multimodal transportation system through the year 2025³⁰.
2. ~~The Adopted Components of t~~This Subelement contains the Mass Transit Goal, Objectives and Policies, a series of mass transit maps showing planned future mass transit facilities and service areas, and procedures for monitoring and evaluating conditions. The various objectives and policies emphasize the maintenance and development of transit services and facilities to support the staging and phasing of designated future land use patterns consistent with the Land Use Element.
3. ~~The Adopted 2003¹⁰ Evaluation and Appraisal Report (EAR) contains information of the transit services currently provided, e.g. Metrobus, Metrorail, Metromover, and paratransit services, with a brief overview of how they operate and relate to each other. It is the intention of Miami-Dade County through the implementation of this Subelement to emphasize the importance of providing mass transit services from residential areas to employment centers and tourist destinations in order to shift the travel mode from single-occupancy vehicles to mass transit.~~
4. **GOAL**

MAINTAIN, OPERATE AND DEVELOP A MASS TRANSIT SYSTEM IN MIAMI-DADE COUNTY THAT PROVIDES EFFICIENT, CONVENIENT, ACCESSIBLE, AND AFFORDABLE SERVICE TO ALL RESIDENTS AND TOURISTS VISITORS.
5. **Objective MT-1**

By the year 2007, tThe mass transit system shall operate at a level of service no lower than the standard contained herein.

Policies

6. MT-1A. The minimum peak-hour mass transit level-of-service shall be that all areas within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) which have a combined resident and work force population of more than 10,000 persons per square mile shall be provided with public transit service having 30-minute headways and an average route spacing of one mile provided that:

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- 1) The average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 per square mile, and the corridor is 0.5 miles on either side of any necessary new routes or route extensions to the area of expansion;
 - 2) It is estimated that there is sufficient demand to warrant the service;
 - 3) The service is economically feasible; and
 - 4) The expansion of transit service into new areas is not provided at the detriment of existing or planned services in higher density areas with greater need.
- MT-1B. Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the Level of Service standard contained in Policy MT-1A.
- MT-1C. Miami-Dade County shall monitor and review transit system compliance with adopted Level of Service standards annually.
7. MT-1D. Miami-Dade County shall adopt, and update annually, a 10 5-year Transit Development ~~Program~~ Plan to address transit needs consistent with adopted Level of Service policies and transit planning guidelines.

Objective MT-2

Coordinate the provision of efficient transit service and facilities with the location and intensity of designated future land use patterns as identified on the Land Use Plan Map, and the goal, objectives and policies of the Land Use Element.

Policies

- MT-2A. Transit system improvements shall be coordinated with, and support the staging and shaping of development as planned in the Land Use Element, through Miami-Dade County's transportation planning process.
- 8 MT-2B. The area surrounding future rapid transit stations not yet sited ~~and~~ or depicted on the Land Use Plan map shall be designed and developed, at a minimum, as community urban centers, containing land use and development designs that promote transit use as defined in the Land Use Element.
- MT-2C. Priority in transit system improvements will be balanced between the existing service area, and future traffic generators and attractors within the Urban Development Boundary of the Land Use Plan Map.
9. MT-2D. Planning of transit system modifications and improvements shall be coordinated with

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Miami Dade County's Department of Regulatory and Economic Resources, Miami-Dade Transit, Metropolitan Planning Organization, Miami-Dade Expressway Authority, Florida Department of Transportation and other pertinent agencies to further the implementation of a multimodal transportation system.

10. MT-2E. Miami-Dade Transit should consider climate change mitigation and adaptation strategies and prioritize those strategies and programs.

Objective MT-3

11. **Provide a sound funding base utilizing public and private sources that will assure maintenance of existing service operations and timely implementation of the needed transportation transit improvement projects and services.**

Policies

- MT-3A. Miami-Dade County shall strive to establish, through legislative or electoral approval or other means, a dedicated source of revenue that will support current and future transit operations. Sources to be considered may include: a sales tax; levies on motor fuels, motor vehicles, and parking facilities through special benefit assessments; transit impact fees; joint development; and advertising and concessions proposals.
- MT-3B. Any transit plans Miami-Dade County develops, now and in the future, shall be fiscally sound.
12. MT-3C. Miami-Dade County shall research the legal possibility of Miami-Dade Expressway Authority sharing or spending part of its revenues on transit related projects.
13. MT-3D. Miami-Dade County shall consider expanding the use of Roadway impact fees for transit related projects.

Objective MT-4

14. **Provide convenient, accessible, and affordable, and safe mass transit services and facilities.**

Policies

15. ~~MT-4A. Miami-Dade County, with private sector assistance, shall provide mass transit service appropriate for the mix and intensity of development of urban centers identified in the Land Use Element.~~
16. ~~MT-4B~~ A. Miami-Dade County, with appropriate private sector contributions shall provide a network of regular mass transit and/or special services to facilitate access to major centers of employment, commercial, medical, educational, governmental, and

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recreational activity, and planned urban centers identified in the Land Use Element.

17. MT-4G B. Miami-Dade County, with assistance from Florida Department of Transportation (FDOT), Miami-Dade Expressway Authority (MDX), and other pertinent agencies shall provide service that is competitive with automobile travel in terms of reliability, safety and overall travel time and cost.
18. MT-4C. Miami-Dade County, with assistance from the Federal Transit Administration, Florida Department of Transportation, Miami-Dade Expressway Authority, and other pertinent agencies, shall provide express bus routes along corridors with managed lanes, accessible park-and-ride facilities and direct ramps to/from the managed lanes to the park-and-ride facilities and Metrorail facilities when feasible.

Objective MT-5

19. **Provide equitable transportation services to all groups in the metropolitan population area, including the special transportation needs of the elderly, persons with disabilities, low income and other transit dependent persons.**

Policies

20. MT-5A. ~~At a minimum,~~ Miami-Dade County shall continue to provide equitable transportation services in accordance with Federal Transit Administration (FTA) Title VI Civil Rights requirements.
21. MT-5B. ~~At a minimum,~~ Miami-Dade County shall continue to provide special transportation services in compliance with the service criteria and funding specifications of Federally mandated American with Disabilities Act of 1990 (ADA) regulations for persons with disabilities.
22. MT-5C. ~~At a minimum,~~ Miami-Dade County shall continue to provide cost effective and coordinated mobility to transportation disadvantaged persons by utilizing both the conventional transit system and complementary paratransit service, when necessary and appropriate, in compliance with State mandated regulations of Chapter 427, Florida Statutes, for the transportation disadvantaged, and shall revise and update as required the Transportation Disadvantaged Service Plan.
- MT-5D. The County shall promote increased affordable housing development opportunities within proximity to areas served by mass transit.

Objective MT-6

23. **Continue to coordinate Miami-Dade County's Mass Transit Subelement, Miami-Dade Transit's Transit Development Plan, and the plans and programs of the State, region and local jurisdictions.**

Policies

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24. MT-6A. Miami-Dade County shall annually review subsequent FDOT 5-Year Work Programs to ensure that they remain consistent with, and further, the Mass Transit Subelement, and other elements of Miami-Dade County's Comprehensive Development Master Plan (CDMP), and Miami-Dade Transit's Transit Development Plan.
- MT-6B. Miami-Dade County shall coordinate with FDOT in its efforts to develop intrastate transit systems, including regional transit systems and a publicly or privately financed high speed intrastate rail system linking Tampa, Orlando and Miami, and shall support efforts to create a statewide rail network to improve inter-regional and intermodal linkages serving Miami-Dade County.
- MT-6C. Miami-Dade County shall continue to coordinate mass transit planning with the plans and programs of the Metropolitan Planning Organization (MPO).
- MT-6D. Where appropriate, Miami-Dade County shall coordinate its mass transit plans and programs with those of adjacent counties to ensure regional mobility in major travel corridors.
- MT-6E. Miami-Dade County shall support the efforts of the South Florida Regional Transportation Authority.
25. MT-6F. Miami-Dade County shall continue to coordinate mass transit planning with the plans and programs of the municipalities in an effort to avoid duplication of transit services and allow for efficient transit operations that complement one another.

Objective MT-7

26. **Initiate, by 200716, protection strategies for Mass Transit rights-of-way and exclusive transit corridors.**

Policies

- MT-7A. Upon the completion of periodic updates of the MPO Long Range Transportation Plan, Miami-Dade County shall prepare proposals to enhance and revise the Mass Transit Subelement as warranted by the findings and recommendations in such updates, consistent with the goals, objectives and policies of the CDMP.
27. MT-7B. Miami-Dade County shall investigate and adopt strategies by 2016 for preservation of planned mass transit rights-of-way and exclusive corridors, including consideration of railroad and utility rights-of-way which may be appropriate or cost effective in the construction of rapid transit lines, express bus lanes or high-occupancy vehicle (HOV) lanes.
28. MT-7C. Miami-Dade County ~~will include provision for~~ shall continue to provide high capacity transit modes in planned highway improvements in congested urban corridors.
29. MT-7D. Miami-Dade County shall continue to work with the Florida Department of

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Transportation, Miami-Dade Expressway Authority and other transportation agencies for the provision and preservation of highway shoulders for bus-on-shoulders in order to incorporate transit uses within highway facilities.

Objective MT-8

Encourage ease of transfer between mass transit and all other modes, where it improves the functioning of the transportation network.

Policies

30. MT-8A. ~~Mass transit facilities shall incorporate provisions to enhance~~ Miami-Dade County shall enhance transit facilities to ease transfer with other modes (e.g., park-ride garages and lots with short-term and long-term parking, kiss-and-ride areas, ride-sharing priority parking spaces for carpool and vanpool, motorcycle/scooter parking, bicycle lockers and racks, covered pedestrian walkways, taxi and jitney stands).
31. MT-8B. In the planning and design of rapid transit sites and stations and transit centers, high priority shall be given to providing a safe, attractive and comfortable environment for pedestrians, bicyclists and transit users; such amenities shall include weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, newsstands and ~~sundries~~ other retail sales.
- MT-8C. In the siting of transit stations in future rapid transit corridors, major consideration will be given to the opportunities for joint development and/or redevelopment of prospective stations sites, and adjacent neighborhoods, offered by property owners and prospective developers.
32. MT-8D. Miami-Dade County shall continue its efforts to provide parking facilities for ~~express bus routes~~ premium bus rapid transit routes involving including non-stop express and limited stop services to major activity centers and the rapid transit system, and for local bus services.
33. MT-8E. Highway improvements shall be designed to include provisions for the location of bus turnout bays, bus shelters, high occupancy vehicle (HOV) lanes, bus by-pass lanes, queue jumpers, and other associated facilities to accommodate mass transit services.
34. ~~MT-8F.~~ Miami-Dade County shall continue to provide for transit signal priority and/or queue jumpers; exclusive transit lanes; and request for major residential, retail, office, or mixed use development to provide appropriate transit-supportive facilities and service.
35. ~~MT-8G~~ Miami-Dade County along with FDOT, MDX and other transportation agencies shall continue to provide continuous sidewalks and bicycle facilities along existing and planned rapid transit stations, transit centers, and bus stops.

Future Mass Transit Map Series

36. The following series of future mass transit maps presents the general location of proposed transit service areas, terminal or stations, and exclusive transit corridors by transit mode for the year ~~2025~~30. When paired with recommended highway and pathways improvements in the Traffic Circulation Subelement, a balanced transportation system is provided to meet the future mobility needs of Miami-Dade County. An additional map is provided indicating major traffic generators and attractors based on the proposed ~~2045~~20-202530 Land Use Plan map. Rapid transit alignments shown on the following map series generally depict planned facility locations. Specific alignments will be selected and may be modified through detailed federally and State regulated transportation planning, design and engineering processes.
37. Transit Centers, such as Metrobus terminals, rapid transit stations, and transit transfer facilities, are also depicted on the future mass transit map series. These centers are locations where several routes or lines, or different modes, converge. They are designed to handle the movement of transit vehicles and the boarding, alighting and transferring of passengers between transit routes, lines or transit modes. In Miami-Dade Transit's Transit Development Plan, transit centers are identified as transit hubs.
38. Figure 1 illustrates the existing Metrobus fixed route service area and those areas that may have the potential for future Metrobus service in the years ~~2015~~ and ~~2025~~30 based on projected population and employment densities and future land use patterns. Potential service to these areas would be contingent upon conformance with the goal, objectives and policies of the Mass Transit Subelement.
39. Proposed rapid transit corridors are shown in Figure 2. These corridors include:
- ~~1.~~ 1. The east-west corridor from ~~the Port of Miami~~ PortMiami, through downtown Miami and the Miami Intermodal Center (MIC) at Miami International Airport (MIA), to Florida International University (FIU);
 - ~~2.~~ 2. ~~The Earlington Heights Station Connector to the MIC;~~
 - ~~3.~~ 2. The North line from Dr. Martin Luther King, Jr. Metrorail Station to the Broward County line;
 - ~~4.~~ 3. The Northeast line from downtown Miami to Aventura;
 - ~~5.~~ 4. Baylink from downtown Miami to Miami Beach; and,
 - ~~6.~~ 5. Corridors connecting the Kendall area:
 - (a) Northward to FIU (Modesto Maidique Campus);
 - (b) Southwest from Dadeland South Metrorail Station to Florida City;
 - (c) West from Dadeland North Metrorail Station to SW 162 Avenue along Kendall Drive;
 - (d) Douglas Road Corridor ~~South~~ from the MIC to Douglas Station.

Also, the Tri-County commuter rail line operated by the SFRTA, linking Miami-Dade, Broward and Palm Beach Counties is shown. The use of the term rapid transit is defined as any heavy rail, light rail, or express buses operating on exclusive rights-of-way.

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40. Premium bus rapid transit (BRT) corridor is defined as a fixed-route bus system that either (1) operates routes predominantly on fixed guideways (other than on highway HOV or shoulder lanes, such as for commuter bus service) or (2) operates routes of high-frequency service with the following elements: substantial transit stations, traffic signal priority or preemption, low-floor vehicles or level platform boarding, and separate branding of the service. High-frequency service is defined as 10-minute peak and 15-minute off-peak headways for at least 14 hours of service operations per day. This mode may include portions of service that are fixed-guideway and nonfixed-guideway. Some corridors listed as premium transit corridors for bus rapid transit are also listed as rapid transit corridors. MDT is pursuing incremental improvements along these premium transit corridors in order to build ridership for possible future implementation of rapid transit.

41. Proposed premium transit corridors which may have the potential for future bus rapid transit are shown in Figure 3. These corridors include:
 1. NW 7th Avenue Enhanced Bus service from Downtown Miami to Golden Glades Interchange;
 2. NW 27th Avenue Enhanced Bus service from NW 215th Street to the Miami-Intermodal Center (North Corridor);
 3. 295 Express Bus service via the Florida Turnpike Mainline SPUR and I-95 from NW 27 Avenue and NW 215th Street to Downtown Miami;
 4. Palmetto Express Bus service via I-75 and the Palmetto Expressway from I-75 and Miami Gardens Drive interchange park-and-ride lot to the Palmetto Metrorail Station;
 5. 836 Express Enhanced Bus service along Dolphin Expressway/SR 836 and SW 8th Street from SW 147th Avenue to the MIC (East-West Corridor);
 6. Flagler Enhanced Bus service along Flagler Street from Downtown Miami to West Miami Dade County at SW 8th Street and SW 147th Avenue (East-West Corridor);
 7. I95 BC Express Bus service from Broward Boulevard to Civic Center; and I95 SC Express Bus service from Sheridan Street in Broward County to Civic Center in Miami;
 8. Coral Way Limited Bus service along Coral Way from Downtown Miami to SW 147th Avenue;
 9. Douglas Road Enhanced Bus service along NW/SW 37th Avenue from the MIC to Douglas Road Metrorail Station (Douglas Corridor);
 10. Coral Reef Enhanced Bus service from the Kendall-Tamiami Executive Airport to the South Miami-Dade Busway at the SW 152nd Street Bus stop (Coral Reef Corridor);
 11. SW 137th Avenue Enhanced Bus service from SW 8th Street and SW 147th Avenue to SW 304th Street and US-1;
 12. Biscayne Enhanced Bus service along Biscayne Boulevard from Downtown Miami to Aventura Mall (Northeast Corridor); and
 13. Kendall Cruiser from Dadeland North Metrorail Station to SW 162nd Avenue and Kendall Drive (Kendall Drive Corridor).

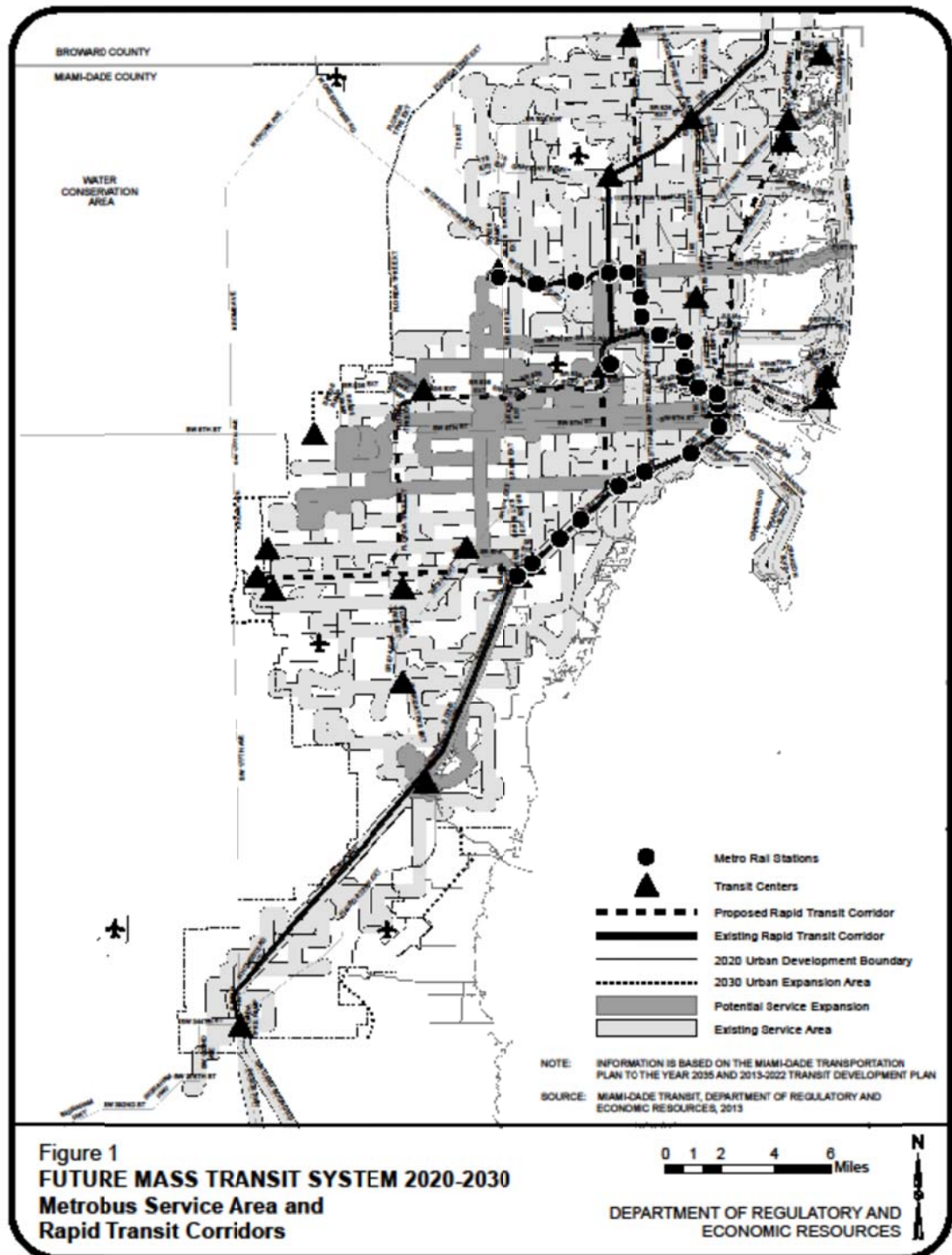
42. Figure 3 4 shows the existing Metromover system comprised of the downtown loop, Omni and Brickell legs, and the stations serving the system. Also shown are two planned future station locations.

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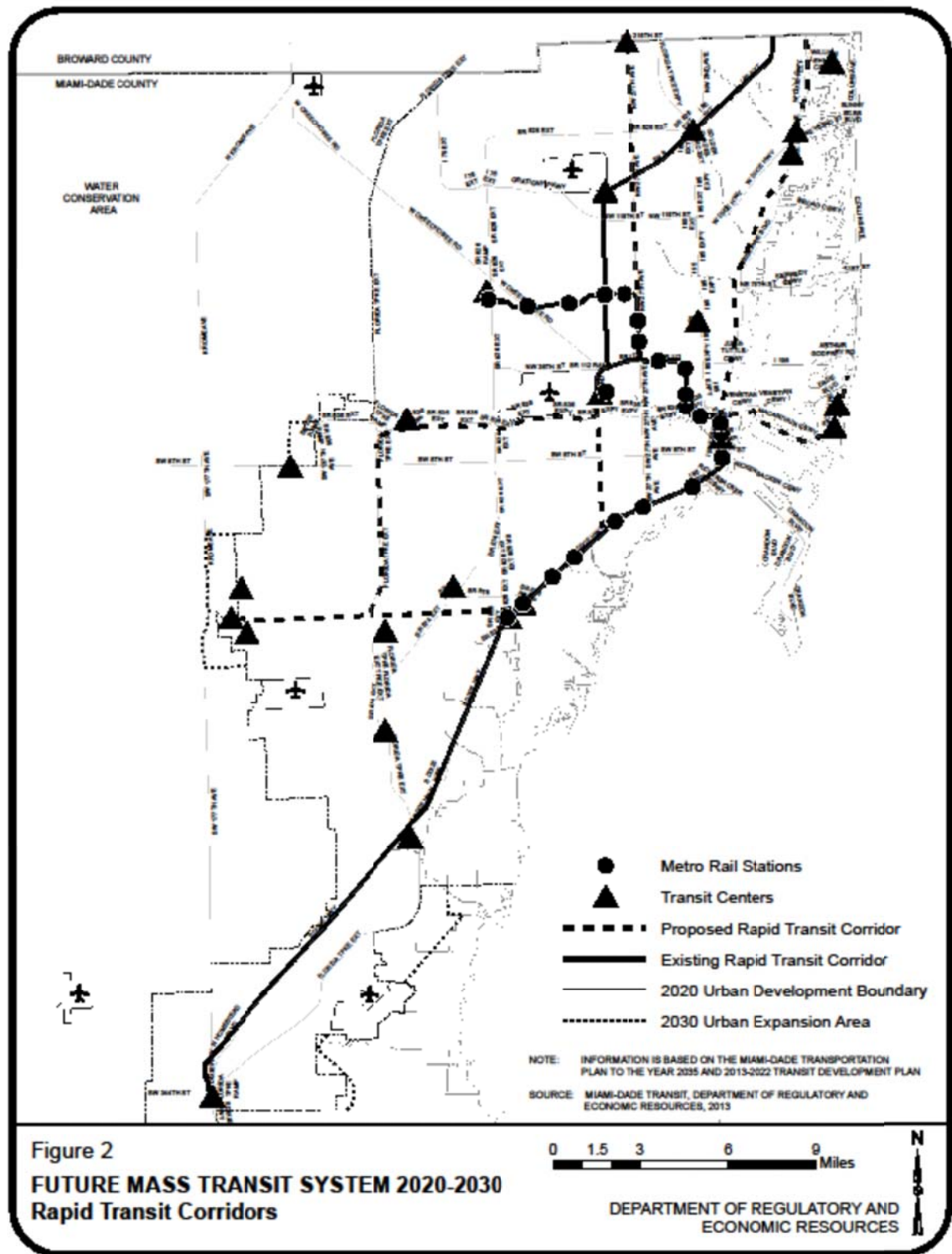
43. Figure 4-5 shows proposed major traffic generators and attractors consistent with development patterns shown on the 201520 and 202530 Land Use Plan Map.

The Metropolitan Planning Organization (MPO), which coordinates all transportation planning for Miami-Dade County periodically, updates the MPO's Long Range Transportation Plan. It is anticipated that the planned mass transit facilities included in this Comprehensive Plan Element will be refined and adjusted during future plan amendment cycles to reflect findings of that planning activity, in keeping with the goals, objectives and policies of the CDMP.

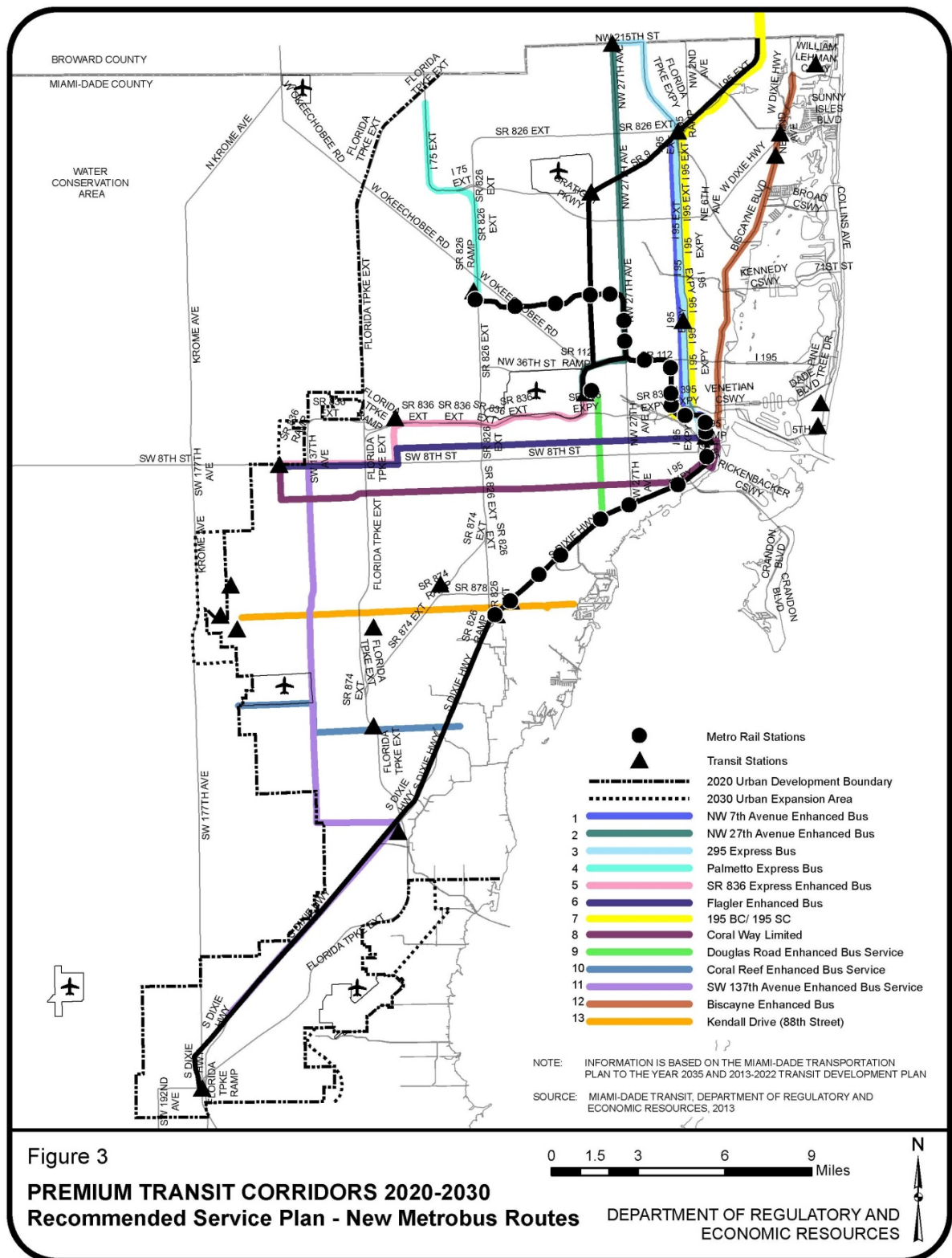
44. Replace existing Figure 1 Future Mass Transit System 2015-2025 – with new Figure 1 Future Mass Transit System 2020-2030



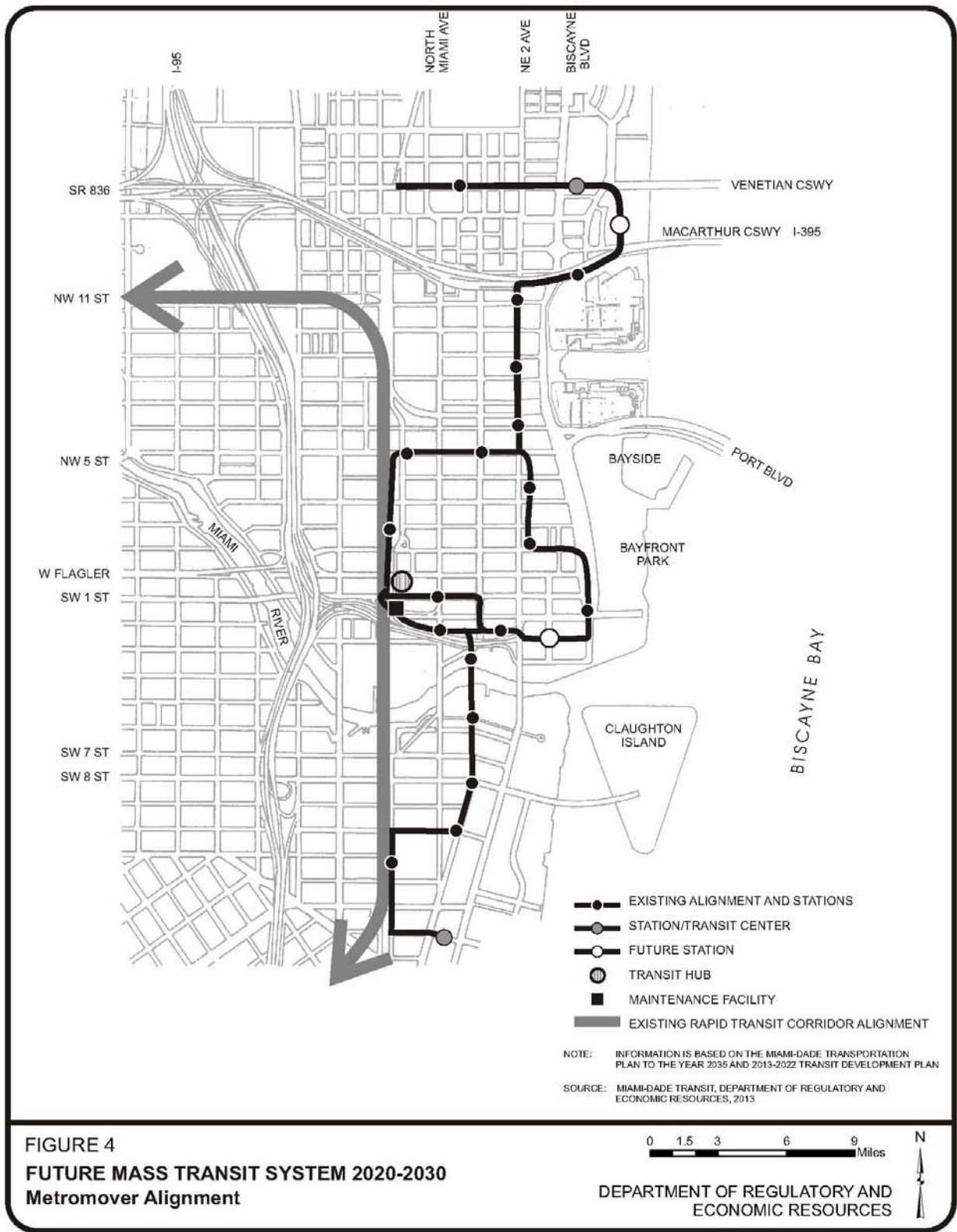
45. Replace existing Figure 2 Future Mass Transit System 2025 – with new Figure 2 Future Mass Transit System 2020-2030



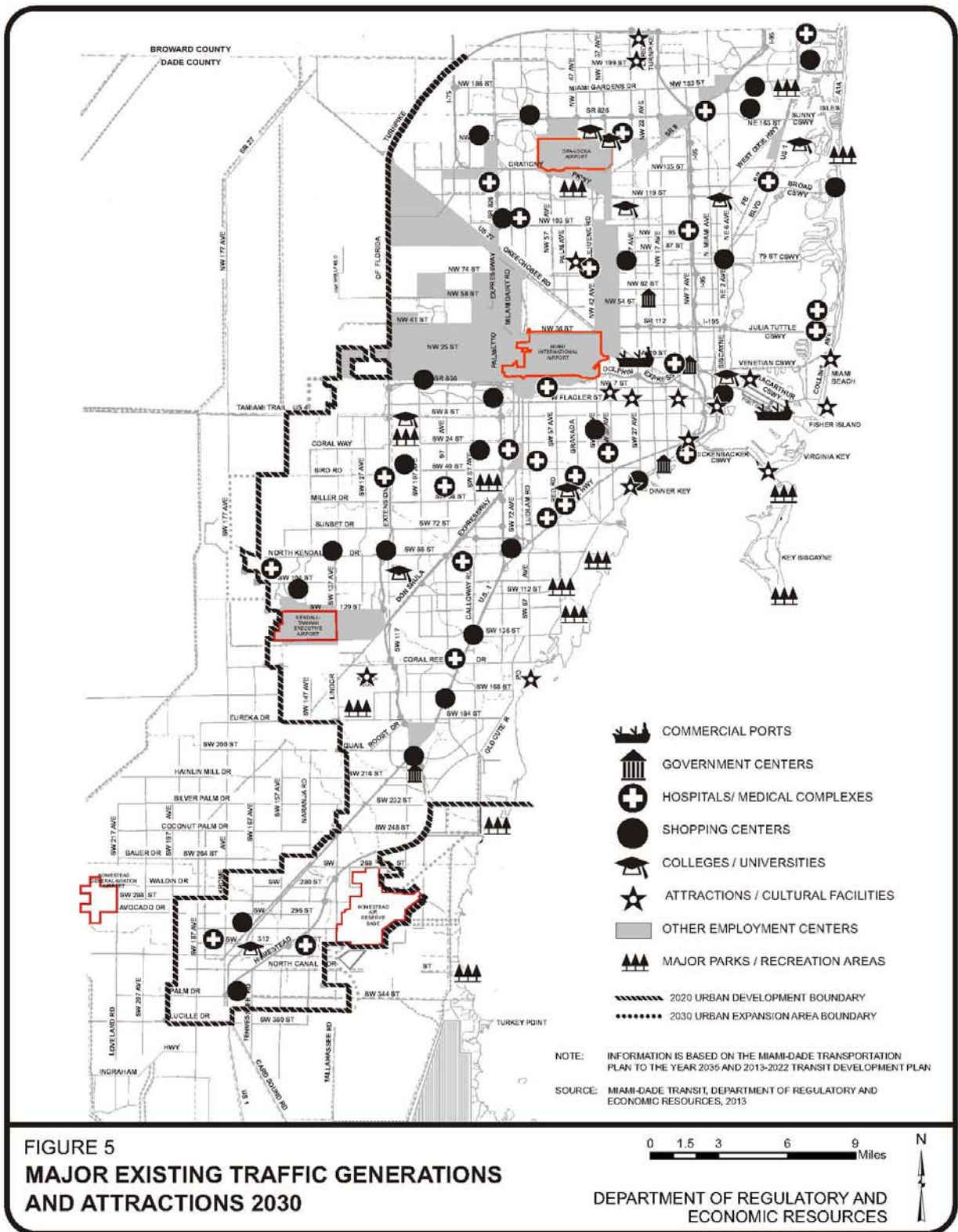
46. Insert new Figure 3 Premium Transit Corridors



47. Replace Existing Figure 3 Future Mass Transit System – 2025 with new renumbered Figure 4 Future Mass Transit System –2025-2030



48. Replace existing Figure 4 Major Existing Traffic Generators and Attractors – 2025 with new renumbered Figure 5 Major Existing Traffic Generators and Attractors –2030



Monitoring Program

49. ~~Criteria Rule (Rule 9J-5, Florida Administrative Code [F.A.C]) requires that local comprehensive plans contain adopted procedures for monitoring and evaluating the Plan and its implementation (Sections 9J-5.005[1][c][5], and 9J-5.005[7], F.A.C). In addition, successful implementation of level of service standards and requirements that services be available at the time of development, also require the maintenance or enhancement of monitoring and reporting programs. This section outlines the substantive elements of Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced in this Subelement.~~

51. ~~The administrative requirements for monitoring and preparation of the EAR as outlined in Section 9J-5.005[7], F.A.C. are not repeated here. They are outlined only in the Land Use Element to avoid redundancy. The reader is referred to the element for a summary of those procedural requirements.~~

52. **Monitoring Achievement of Mass Transit Objectives**

The following measures will be used to monitor progress and assess achievement of the various objectives contained in the Mass Transit Subelement for the Evaluation and Appraisal Report (EAR):

53. **Objective MT-1 and Objective MT-2.** All areas of Miami-Dade County will be monitored annually to determine transit system compliance with the adopted level-of-service standard through the use of service planning guidelines developed by MDT. The most recent estimates of population and work force prepared by the Regulatory and Economic Resources Department of Planning and Zoning will also shall be used. MDT will monitor all CDMP LUP map changes that will impact transit service based on changes to employment and population.

Objective MT-3. Monitor the implementation of policies/objectives for the future operations of transit in Miami-Dade County related to service levels, fare structures, ridership projections, financial needs and recommended funding sources.

Objective MT-4. MDT will annually update and identify the number and location of transit facilities and types of transit services which provide access to traffic generators such as major centers of employment, commercial, medical, educational, governmental and recreational activity.

Objective MT-5. MDT will monitor and compile the necessary data in compliance with the applicable reporting requirements of Title VI Civil Rights, Americans with Disabilities Act of 1990, and Chapter 427, Florida Statutes.

Objective MT-6. Review and comment, as necessary, on various transit-related plans and programs of the Florida Department of Transportation, the Metropolitan Planning Organization, and where appropriate, adjacent counties. Monitor annually, the status of improvements programmed for implementation in Transportation Improvement Program (TIP) and Capital Improvements Element (CIE) and improvements identified in the Mass Transit Subelement.

54. **Objective MT-7.** MDT will investigate and report on strategies for preserving planned mass

transit rights-of-way and exclusive corridors by ~~2007~~16.

Objective MT-8. MDT will provide an annual listing improvements made during the previous year to the park and ride lots and garages; bicycle lockers and racks; pedestrian walkways; taxi and jitney stands; that are incorporated as part of transit facilities. In the course of reviewing highway improvement projects, comments will be made related to the provision of bus turnout bays, bus shelters, HOV lanes, and other associated facilities to accommodate mass transit.

PART D

AVIATION SUBELEMENT

Introduction

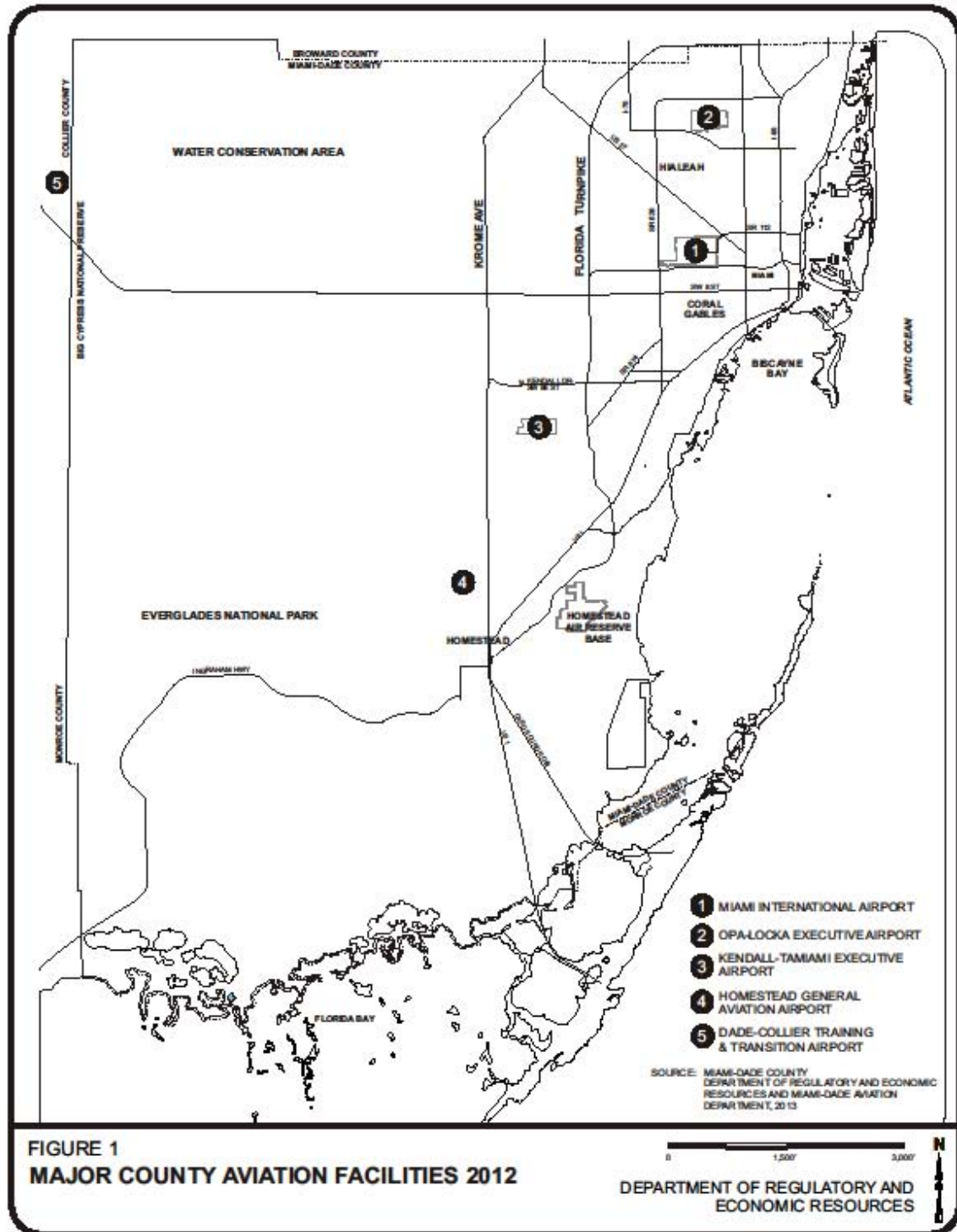
1. The Miami-Dade County aviation system consists of the following facilities owned ~~and operated~~ by Miami-Dade County ~~and operated by the Miami-Dade Aviation Department~~: Miami International, Opa-locka Executive, Kendall-Tamiami Executive, Homestead General Aviation, and the Miami-Dade/Collier Training and Transition Airports. These major aviation facilities are shown on Figure 1. Also shown on Figure 1 is the Homestead Air Reserve Base, a facility owned and operated by the federal government. The goal, objectives and policies of this Subelement address ~~only~~ the County owned and operated facilities listed above and the Homestead Air Reserve Base.

Minor facilities, usually as privately owned airstrips, gliderports, heliports, helistops, seaplane bases and STOL aircraft ports, are shown on Figure 2. They generally do not have a significant role in the County aviation system and therefore are not given further consideration in this Subelement.

2. **The Airport Master Plan**
3. ~~In general, the Miami-Dade County Aviation System Plan calls for (a) the continued expansion of Miami International Airport (MIA) as the region's major air carrier facility; and (b) the continued development of the remaining airports as reliever airports, general aviation, sport and recreation or training facilities in accordance with their designated role.~~
4. The Miami-Dade Aviation Department's Airport Master Plan is a long-range Plan focusing on the continued expansion, development and enhancement of the airport system based upon demand forecasts and in accordance with each airport's designated role. This is accomplished by identifying and assessing future air transportation needs related to infrastructure and facility preservation and modernization, capacity, customer service enhancements, financial affordability, cost control, and environmental stewardship. Specifically, the Plan seeks to increase airport system capacity, enhance efficiency and safety, reduce delays, maximize non-aeronautical revenues, maintain and modernize facilities, support the needs of a dynamic airline industry, increase air-cargo capacity, and accommodate changes in aircraft fleet-mix.
5. The following ~~aviation system~~ Aviation Subelement goal, objectives and policies have been designed to promote the implementation of the Aviation Airport Master Plan. These policies are followed by a program for monitoring and evaluating implementation of the Airport Master Plan.

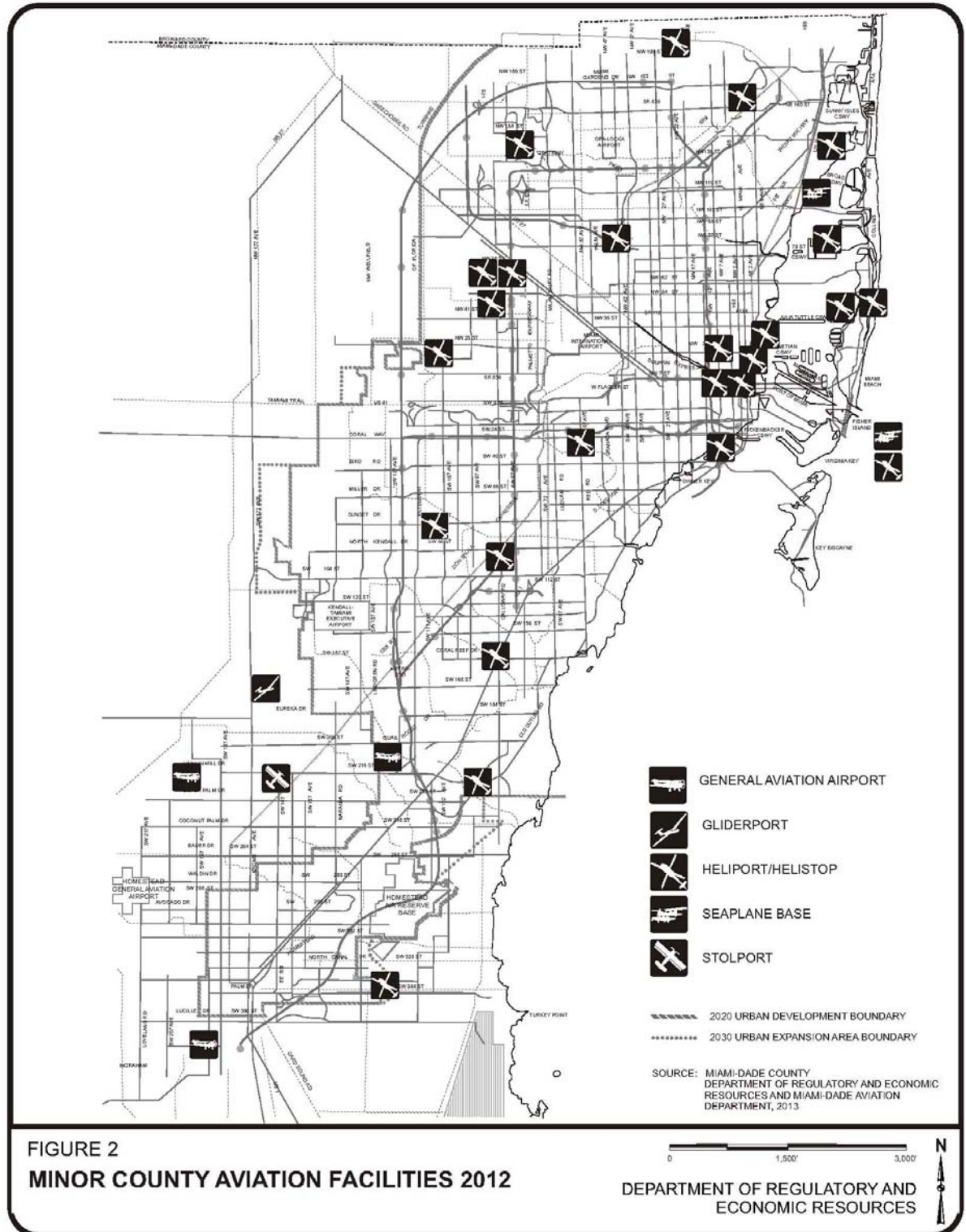
Paragraph
Reference
Number

6. Replace existing Figure 1 with new Figure 1 – Major County Aviation Facilities 2012



Paragraph
Reference
Number

7. Replace existing Figure 2 Minor Aviation Facilities – 2007 with new Figure 2 Minor Aviation Facilities – 2012



Paragraph
Reference
Number

GOAL

8. ~~ENSURE THE PROVISION OF AN ECONOMIC, INTEGRATED ENVIRONMENT AND COMMUNITY-SENSITIVE, AND BALANCED SYSTEM OF AIRS TRANSPORTATION FACILITIES AND SERVICES TO MOVE PASSENGERS AND CARGO EFFECTIVELY AND EFFICIENTLY; ACCOMMODATE AND ENCOURAGE ALL TYPES OF GENERAL AVIATION ACTIVITY, INCLUDING BUSINESS, COMMERCIAL, INSTRUCTIONAL, AND PERSONAL ACTIVITY; AND ENHANCE THE ECONOMY AND QUALITY OF LIFE IN THE COUNTY AND REGION.~~

PROVIDE FOR A SAFE, EFFECTIVE AND EFFICIENT SYSTEM OF AIR TRANSPORTATION FACILITIES AND SERVICES THAT IS SENSITIVE TO THE ENVIRONMENT AND COMMUNITY AND ENHANCES THE ECONOMY OF THE COUNTY AND REGION.

9. Objective AV-1

~~Provide facilities necessary to accommodate forecast aviation demand and optimize level of service.~~

The Miami-Dade Aviation Department shall provide, maintain and enhance facilities necessary to accommodate the projected volumes of passengers and cargo.

Policies

10. AV-1A. The Miami-Dade County Aviation Department with the assistance of the Florida Department of Transportation and the Federal Aviation Administration (FAA) shall, through facilities and operational improvements, provide system capacity to meet the following forecast levels of passenger and cargo activity and minimize delays.

<u>Total Passenger Level</u>	<u>Forecast Attainment Dates</u>		
	<u>High</u>	<u>Preferred</u>	<u>Low</u>
35 <u>38</u> million	2008 <u>2011</u>	2009 <u>2011</u>	2015 <u>2011</u>
39 <u>43</u> million	2010 <u>2015</u>	2012 <u>2016</u>	2020 <u>2019</u>
55 million	2015 <u>2026</u>	2023 <u>2029</u>	2025 <u>2035</u>

<u>Total Cargo Volume Level (US Tons)</u>	<u>Forecast Attainment Dates</u>		
	<u>High</u>	<u>Preferred</u>	<u>Low</u>
1.8 million	2011	2011	2011
2.2 million	2016	2016	2017
3.5 million	2027	2029	2031

Paragraph
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11. AV-1B. The Miami-Dade County Aviation Department with the assistance of the Florida Department of Transportation and the Federal Aviation Administration shall, through facilities and operational improvements, provide system capacity to meet the following forecast levels of general aviation activity total annual aircraft operations and minimize delays.

<u>Planned Activity Level Operations</u>	<u>Forecast Attainment Date</u>	
	<u>Most Optimistic</u>	<u>Most Likely</u>
750,000 <u>675,000</u>	2012 <u>2037</u>	2025 <u>2044</u>
875,000 <u>800,000</u>	2026 <u>2050</u>	2025 <u>Beyond 2050</u>

12. AV-1C. The Miami-Dade County Aviation Department will participate with the Florida Department of Transportation and the Federal Aviation Administration in the implementation of the ~~heliports system plan~~ Florida Aviation System Plan's in accordance with federal regulations goals and objectives.
13. AV-1D. The Miami-Dade County Aviation Department shall plan and implement through impact assessments, public facility approval and environmental permitting processes aviation facility capacity enhancements that are compatible with the Airport Master Plans and System Plans; the Florida Aviation System Plan, other state and county transportation plans, and the Florida Department of Transportation's Continuing Florida Aviation System Plan and 5-year Transportation Plan; Miami-Dade County Transportation Improvement Program; the Airport Zoning and Land Use Compatibility Ordinances; Land Use; Conservation, Aquifer Recharge and Drainage; Coastal Management; and Capital Improvements Elements of the Miami-Dade County Comprehensive Development Master Plan.

Objective AV-2

Maintain and enhance the role of each airport in the aviation system.

Policies

14. AV-2A. Utilize the following air carrier facilities for the indicated roles:

<u>Airport</u>	<u>Role</u>
Miami International	International gateway hub (Commercial Air Service <u>and Cargo Airport</u>)

15. AV-2B. Utilize the following general aviation facilities for the indicated roles:

<u>Airport</u>	<u>Role</u>
Opa-locka Executive (OPF)	MIA general aviation reliever and international corporate and business aviation jet center (Transport Airport)

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Kendall-Tamiami Executive (TMB)	MIA general aviation reliever and international corporate and business aviation jet center (Transport Airport)
Homestead General Aviation (X51)	General aviation, corporate and business aviation, flight training, sport and recreation <u>airport</u> (General Utility Airport)

16. AV-2C. Utilize the following training facilities for the indicated roles:

<u>Airport</u>	<u>Role</u>
Miami-Dade/Collier <u>Training and Transition</u>	Flight Training (Training and Transport)

- AV-2D. Develop no air carrier or air cargo facilities at general aviation airports.

17. **Objective AV-3**

~~Minimize air space interactions and obstructions to assure airspace safety for aviation users and operators and the residents of Miami-Dade County.~~

Minimize hazards and obstructions to airspace and ground operations so as to protect the safety and welfare of aircraft users/operators and residents of Miami-Dade County in order to assure the economic vitality, safety, efficiency and capacity of the airport system.

Policies

18. AV-3A. Construct, improve and operate aviation facilities ~~so as to minimize aircraft interactions, incursions, and delays or circuitous routings.~~
19. AV-3B. Continue to coordinate with the Federal Aviation Administration the ~~Provide provision of~~ air traffic control towers at general aviation airports when needed by aviation demand.
20. AV-3C. ~~Maintain height zoning controls over structure height to protect existing and proposed aviation flight paths consistent with federal, state and county agency guidelines~~ Continue to utilize airport height zoning restriction consistent with federal, state and County guidelines and regulations.
21. AV-3D. Continue to ~~Seek~~ federal agency cooperation in protecting future airspace from development obstructions or hazards.

22. **Objective AV-4**

~~Optimize airport utilization by maintaining and operating existing facilities at 80 percent of capacity before major capacity enhancements are implemented.~~

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Reference
Number

Policies

23. ~~AV-4A. Make aviation capacity improvements at existing airports so long as they are cost effective and consistent with other CDMP objectives and policies.~~
24. ~~AV-4B. Continue to use favorable cost-benefit considerations in airport improvements decisions.~~

25. **Objective AV-54**

~~Seek to make capacity of airport access roadways and transit consistent with airport capacity.~~

Continue to coordinate airport accessibility with pertinent federal, state, regional and local transportation agencies.

Policies

26. AV-54A. Give priority consideration to on-site and off-site roadway capacity enhancements that provide, or will improve, airport access.
27. ~~AV-5B4B~~ Miami-Dade County shall utilize the Miami-Dade County Metropolitan Planning Organization's transportation planning and project review processes to coordinate, evaluate and implement transit linkages between Miami International Airport, Metrorail, commuter rail and future high speed rail systems, and the Seaport. Continue to work in partnership with federal, state, regional and local transportation agencies and other affected entities to coordinate plans and programs affecting the County's multi-modal transportation system to provide for the safe and efficient movement of passengers and freight.
28. ~~AV-5C4C.~~ Miami-Dade County shall utilize the Miami-Dade County Metropolitan Planning Organization's transportation planning and project review processes to make roadway access to airports compatible with the applicable Airport Master Plans, and County and Florida Aviation Systems Plans, the Florida Department of Transportation Improvement Program, and consistent with the Transportation and Capital Improvement Elements of the Miami-Dade County Comprehensive Development Master Plan.
29. **Objective AV-65**
- Continue to ensure the **Maximize compatibility of aviation facilities and operations with the natural environment and surrounding communities.**
30. AV-65A. ~~The Miami-Dade County Aviation Department shall~~ eExpand existing aviation facilities, and locate and develop future aviation facilities so as to ~~produce no significant~~ avoid or minimize adverse impacts on the South Florida Water Management District Conservation Areas, Everglades National Park, Biscayne

Paragraph
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Number

National Park, other environmental protection areas and wildlife protection areas in accordance with the provisions of the ~~Airport Zoning and Land Use Compatibility Ordinances; the policies of the Land Use, Conservation, Aquifer Recharge and Drainage; and Coastal Management Elements of the Miami-Dade County Comprehensive Development Master Plan; and pertinent regulations governing facility siting and development~~ Miami-Dade County Code and applicable Comprehensive Development Master Plan policies.

31. ~~AV-5B.~~ Develop and operate aviation facilities in conformance with applicable federal, state, and County environmental guidelines and regulations.
32. ~~AV-5C.~~ Periodically review environmental and sustainable practices in order to address regulatory, environment, community and technology changes.

33. **Objective AV-7**

~~Maximize compatibility between airports and the surrounding communities.~~

~~Policies~~

34. ~~AV-7A5D.~~ Miami-Dade County shall implement the Homestead Air ~~Force~~ Reserve Base Air Installation Compatible Use Zone (AICUZ) Report guidelines and the Joint Land Use Study recommendations through the Land Use Element of the Miami-Dade County Comprehensive Development Master Plan, and the Miami-Dade County Zoning Ordinance ~~and the Florida Building Code~~ to provide for and preserve height and land use compatibility in the vicinity of the Homestead Air Reserve Base.
35. ~~AV-7B5E.~~ Miami-Dade County shall update its ~~airport compatible zoning ordinances~~ Zoning Code to promote compatible land use around Miami International, Opa-locka Executive, Kendall-Tamiami Executive, and Homestead General Aviation Airports. These ~~ordinances~~ Code updates shall be based on the applicable guidelines recommended in the following federal and state documents. Due to operational differences, all listed documents may not pertain to all airports. provided in the following documents:

Federal) Aviation Administration – Department of Transportation – Federal Aviation Regulation Part 77 (Objects affecting Navigable Airspace)
(~~Federal~~) – Department of Defense Air Installation Compatible Use Zone Report (AICUZ) for HARB (~~August 1988~~ October 2007)
(~~State~~) – Chapter 333, Florida Statutes, (Airport Zoning)
36. ~~AV-7C5F.~~ Miami-Dade County shall proactively maintain a “good neighbor” program at its airports and with the Homestead Air Reserve Base to ensure that community concerns are addressed on a timely basis, aircraft operations are aware of noise abatement procedures, and mitigation programs are implemented and monitored.
37. ~~AV-7D.~~ ~~Landbank suitable revenue generating real estate and other parcels for the development of airport capacity and buffering as soon as feasible to ensure their~~

Paragraph
Reference
Number

~~availability when needed.~~

38. AV-~~7E~~5G. To the extent feasible, utilize the CDMP Land Use Element to maximize compatibility of land use around airports and the Homestead Air Reserve Base, reflecting recommendation in the federal and State guidance documents cited in Policy AV-~~7B~~5E.
39. AV-~~7F~~5H. The Miami-Dade County ~~Aviation Department~~ shall ensure, through coordination with ~~the City of Opa-locka~~ adjacent municipalities and the Homestead Air Reserve Base, that any concerns regarding the development and redevelopment of the ~~Opa-locka Executive Airports~~ and the Air Reserve Base, and/or development and redevelopment of land in ~~its~~ their vicinity are addressed on a timely basis to ensure compatibility of land use and zoning with the functions of these airport facilities.

40. **Objective AV-~~8~~6**

Maximize support of local and regional economic growth.

Policies

41. AV-~~8~~6A. The Miami-Dade County Aviation Department, through the continued increase in the capacity of the County's airports to meet the forecast aviation demands, and the State and local governmental economic development entities through their commerce and industry promotion programs should expand the importance of the aviation industry to Miami-Dade County and the regional economy.
42. AV-~~8~~6B. When consistent with aviation facility locational objectives for airspace safety and environmental and community compatibility, the Aviation Department shall provide additional facility and operational capacity in the aviation systems in locations that offer greatest potential for expansion of aviation-related economic development and redevelopment in the vicinity and opportunities for aviation-related employment for Miami-Dade County residents
43. AV-6C. Miami-Dade County Aviation Department shall provide revenue-generating development opportunities within certain areas of the airports while protecting the availability of the same areas for future aviation needs.
44. AV-6D. Miami-Dade County Aviation Department shall maximize non-aviation and revenue-generating development opportunities within the airports that are compatible with airport operations and consistent with applicable development guidelines and regulations in order to foster economic development and integration with the surrounding community.
45. AV-6E. Miami-Dade County Aviation Department shall coordinate with and assist the Department of Regulatory and Economic Resources (RER) with implementing or amending land use development regulations to accommodate land uses that are compatible with airport operations and the surrounding communities.

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46. **Objective AV-97**

The Miami-Dade Aviation Department shall continue to Mmaximize flexibility in the operation and expansion of the aviation system.

Policies

47. AV-97A. ~~Select~~ Develop and implement system capacity improvements that ~~can also be expected to meet needs beyond the 2020 planning horizon~~ meet and further the airports needs as identified in the Airport Master Plan.
48. AV-97B. ~~Make~~ Develop system improvements that will accommodate emerging and future aircraft technology, such as the larger airplane wing spans of the Airbus 380 and other similar aircraft technologies, including Next-Gen technology and emerging/evolving aircraft fleet types in a manner consistent with the Airport Master Plan.
49. AV-9C. ~~Utilize advantageous financial phasing.~~
50. AV-9D. ~~Provide system capacity enhancements that also provide air traffic control systems such as dual arrival and departure streams.~~

Future Aviation Facilities

Future aviation facility improvements are proposed to be made on or adjacent to the sites of existing airports. These sites are:

- Miami International Airport
 - Opa-locka Executive Airport
 - Kendall-Tamiami Executive Airport
 - Homestead General Aviation Airport
51. • ~~Miami-Dade~~ Collier Training and Transition Airport
52. The location and layout of these future facilities, including runway protection zones and points of ingress and egress, are indicated on the ~~2015-2025~~ 2020 - 2030 map series ~~following this page provided at the end of this section.~~ The configuration of the proposed site expansion and individual improvements at these locations are either yet to be determined or beyond the scope of this Subelement.

The natural resources and future land uses surrounding these facilities are identified in the map series and Future Land Use Plan map contained in the Land Use Element of this Plan.

Aviation Facility Improvements

53. Meeting Miami-Dade County's current and future aviation needs will require numerous facility improvements to be made. These improvements are divided between those addressing existing deficiency needs, future growth needs, and other needs (i.e., renovation and remodeling, etc.) and between near term (~~2007-13~~ 2013-2018) and long term (~~2013-2025~~) (beyond the year 2018).

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These improvements are listed by facility on the following table and many near-term improvements are described in more detail in the Capital Improvements Element.

All proposed uses on lands owned by Miami-Dade County at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport that are designated as Terminal on the LUP map, may be developed for the uses described in this subsection. All proposed uses on such lands shall comply with the requirements of the Future Aviation Facilities Section of the Aviation Subelement, shall be compatible with, and not disruptive of, airport operations occurring on such lands, and shall comply with all applicable regulations of the Federal Aviation Administration and other applicable law.

54. The portion of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated in the Comprehensive Development Master Plan for aviation uses, shall be deemed to consist of all portions of the airports where general public access is restricted (but not including terminal concourses), shall generally be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, storage and aircraft maintenance and repair facilities and hangars, aircraft and aircraft parts manufacturing and storage, fixed based operators, air cargo operations, specialized aircraft service operations, and fuel farms. Up to fifty (50) percent of the areas designated for aviation uses may be developed with aviation-related uses. Aviation-related uses shall include, but not be limited to, manufacturing, storage, office, service, or similar uses ancillary to or supportive of aviation uses. The Director of the Miami-Dade Aviation Department, or the Aviation Department's designee, in consultation with the Director of Miami-Dade Department of Planning and Zoning Regulatory and Economic Resources, shall determine whether any particular use is an aviation use or an aviation-related use. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the portions of these airports designated for aviation use, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The portion of these airports designated in the Comprehensive Development Master Plan for aviation related and non-aviation uses, shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include aviation, aviation-related, and non-aviation uses that are compatible with airport operations and consistent with applicable law.

Aviation uses where general public access is allowed may include existing uses and the following or substantially similar uses:

- passenger terminal area, which may include non-aviation related uses designed to serve the traveling public and on-site employees, such as offices, personal services, retail activities, restaurants, auto rental businesses, and lodging establishments,
- parking garages and lots serving the airport,
- access roadways serving the airport,
- offices of aviation industry companies and the Miami-Dade County Aviation Department,
- facilities of fixed base operators,

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- hangar rentals and tie downs,
- ground transportation services,
- aircraft and automobile rental establishments,
- aviation-related educational uses such as flight schools, simulator training facilities, helicopter and aerobatics training and other educational facilities providing aviation courses,
- aviation-related governmental agency facilities,
- flying club facilities,
- aviation-related entertainment uses such as skydiving establishments, museums and sightseeing services, and
- aviation-related retail uses such as aircraft sales, electronic an instrument sales and pilot stores.

Subject to the restrictions contained herein, the following non-aviation-related uses may be approved in the portions of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated for non-aviation uses on the Airport Land Use Master Plan maps:

- lodgings such as hotels and motels (except for Homestead General),
- office buildings (except for Homestead General),
- lodgings and office buildings at Miami International Airport (except in terminal concourses),
- industrial uses such as distribution, storage, manufacturing research and development and machine shops (except for Homestead General),
- agricultural uses,
- retail, restaurants, and personal service establishments (except for Homestead General), and
- gaming establishments (limited to Miami International Airport only).

Such non-aviation uses at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport shall be limited as follows:

- (1) The land area within Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports that may be devoted to particular non-aviation uses shall be limited to the following percentages of the land area designated for aviation-related and non-aviation uses within each airport. Non-aviation-related at Opa-locka Executive Airport shall range from 20 to 85 percent for industrial uses, 5 to 35 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation-related at Miami International Airport shall range from 20 to 85 percent for industrial uses, 5 to 50 percent for commercial uses and/or office uses, 0 to 50 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation-related at Kendall-Tamiami Executive Airport shall range from 0 to 85 percent for industrial uses, 0 to 100 percent for commercial uses, 0 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.

The portions of the Opa-locka Executive Airport designated in the Comprehensive Development Master Plan for Aviation-Related (Other Uses/Flexible) may also be

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developed with non-aviation uses that are compatible with airport operations and consistent with applicable law, including FAA regulations and any airport layout plan governing permissible uses on the entire airport property. Such non-aviation uses shall not exceed the above referenced percentages of uses for the entire airport.

The distribution, range, intensity and types of such non-aviation related uses shall vary at these three airports by location as a function of the availability of public services, height restrictions, CDMR intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), at Opa-locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.

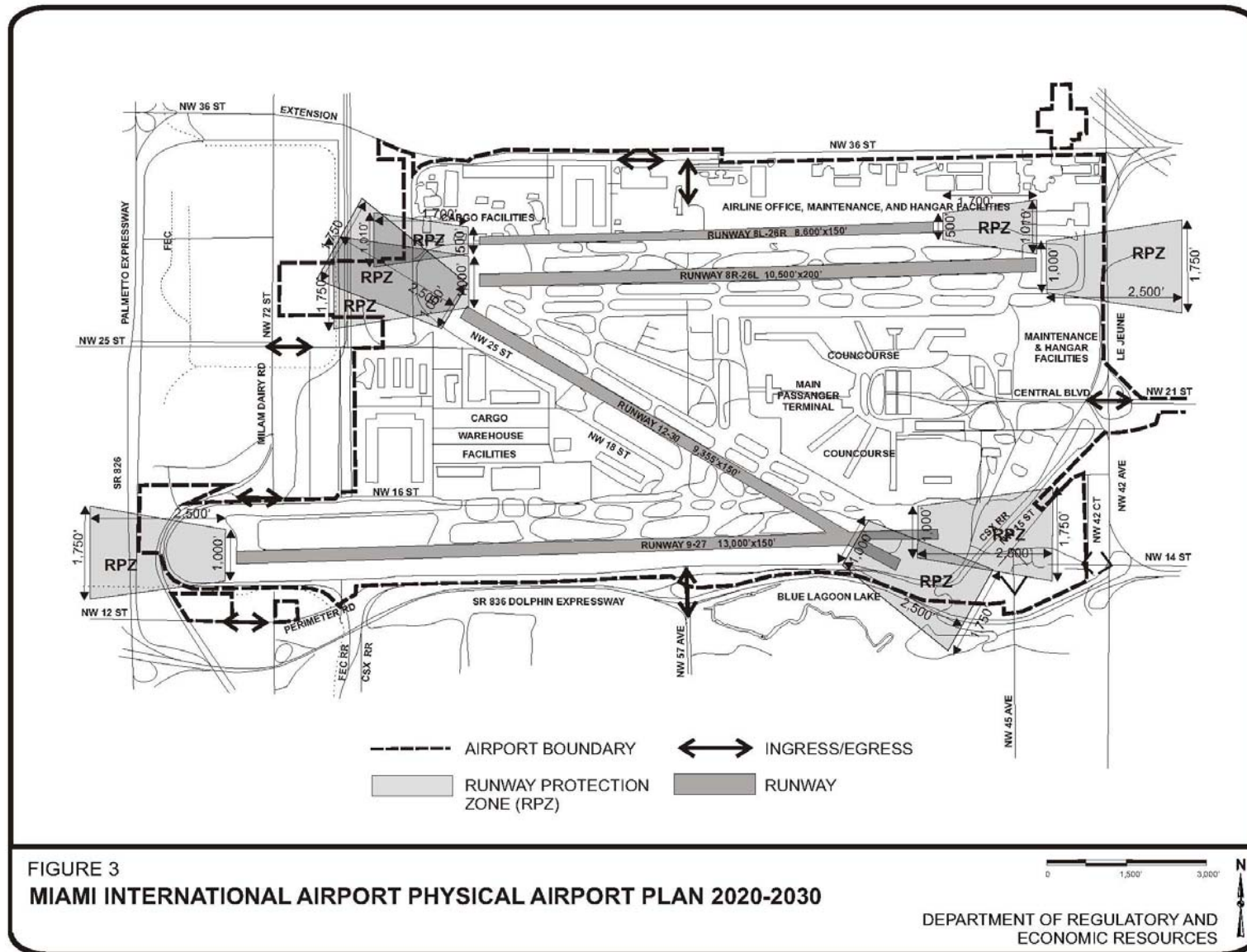
- (2) Those portions of Homestead General Aviation Airport that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed with agricultural uses.
- (3) Each non-aviation use shall comply with applicable law, including but not limited to FAA regulations and the current airport layout plan on file with the Miami-Dade County Aviation Department governing permissible uses on the entire airport property.
- (4) At Kendall-Tamiami Executive Airport, the development of the 8.2 acre (973.52 ft x 363 ft) parcel for non-aviation uses at the southwest corner of SW 137 Avenue and theoretical SW 124 Street shall be limited to access roads, open space, parking and drainage facilities.

Airport Land Use Master Plans ~~2015-2020~~ 2020-2030

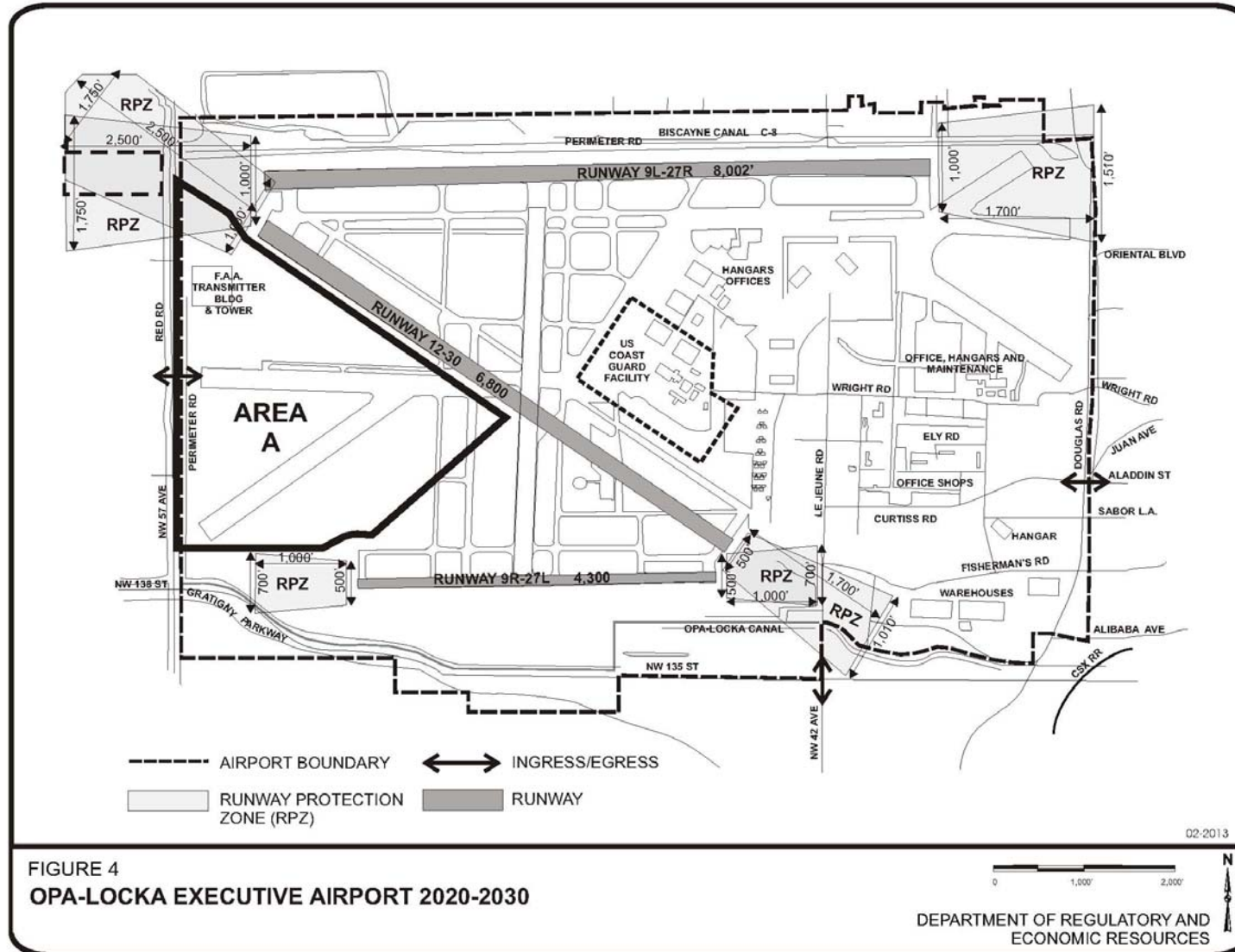
55.

The land uses allowed at Miami International, Opa-locka Executive, Kendall-Tamiami Executive, and Homestead General Aviation airports are depicted in the Airport Land Use Master Plan ~~2015-2020~~2020-2030 map series (Figures 8, 9, 10, and 11). Each of these maps depicts the allowable Aviation, Aviation-Related, and Non-Aviation land uses at these airports.

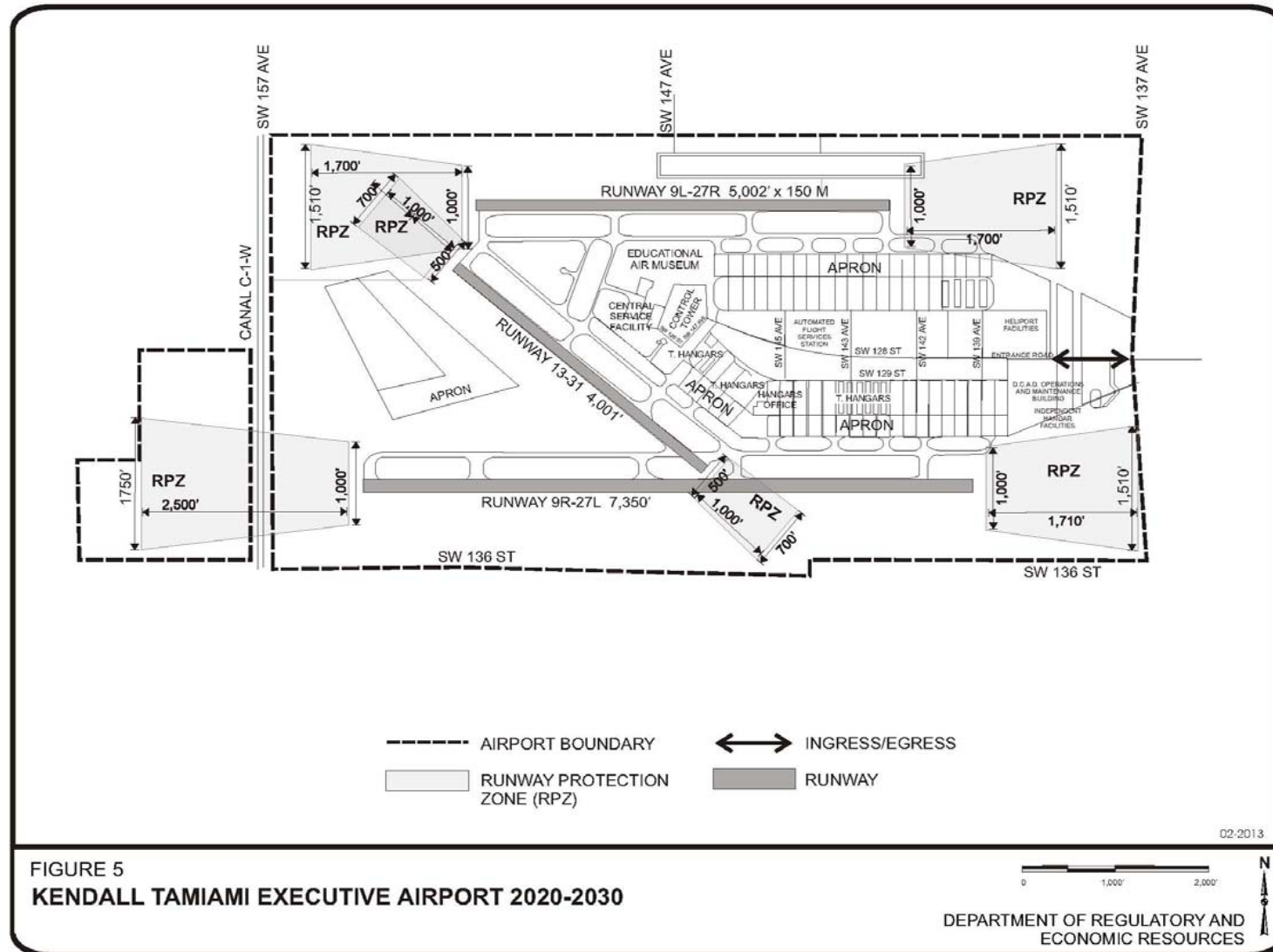
56. Replace existing Figure 3 – Miami International Airport Physical Report 2015-2025 with new Figure 3 Miami International Airport Physical Report 2020-2030



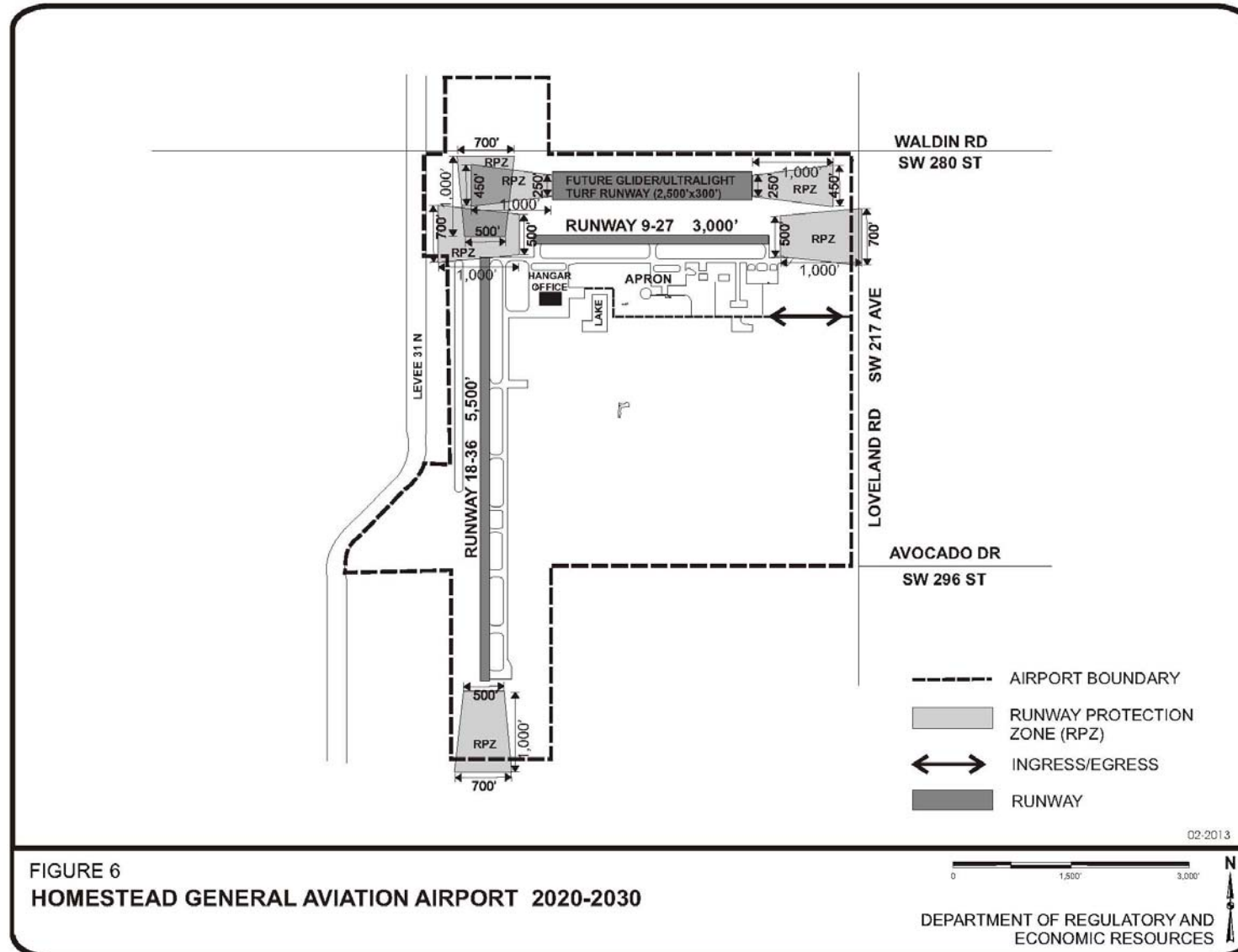
57. Replace existing Figure 4 – Opa-Locka Executive Airport 2015-2025 with new Figure 4 – Opa-Locka Executive Airport 2020-2030



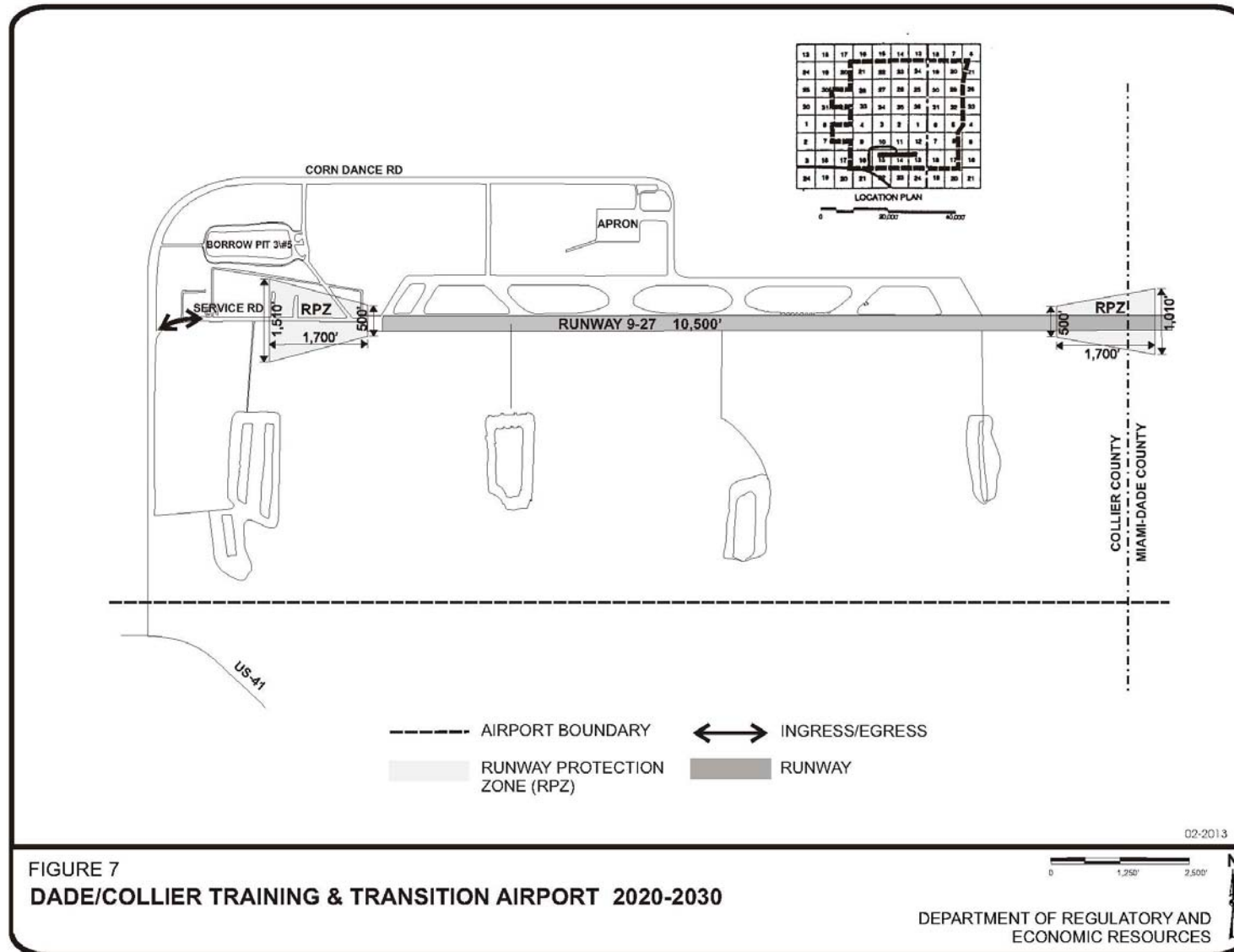
58. Replace existing Figure 5 – Kendall Tamiami Executive Airport 2015-2025 with new Figure 5 – Kendall Tamiami Executive Airport 2020-2030



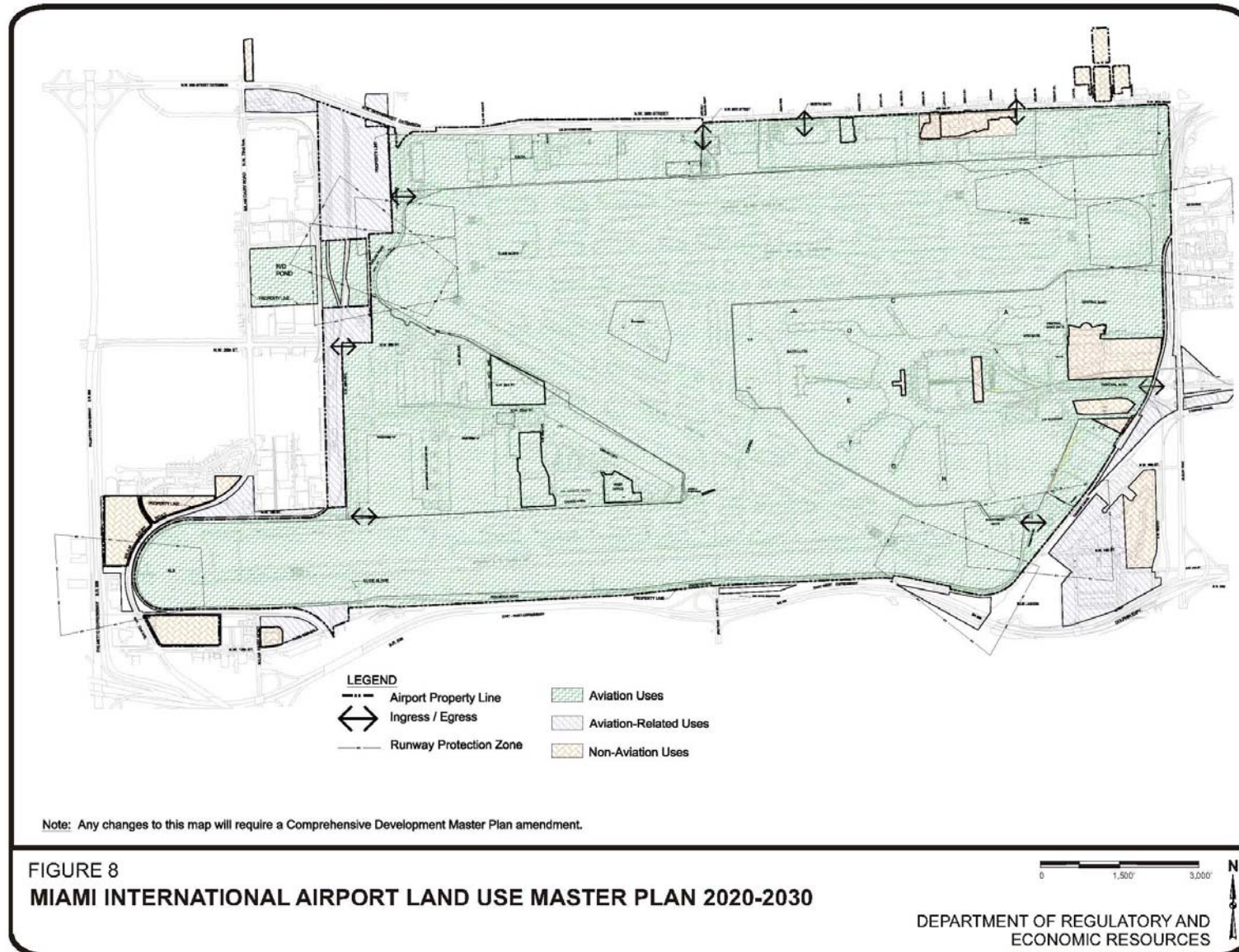
59. Replace existing Figure 6 – Homestead General Aviation Airport 2015-2025 with new Figure 6 – Homestead General Aviation Airport 2020-2030



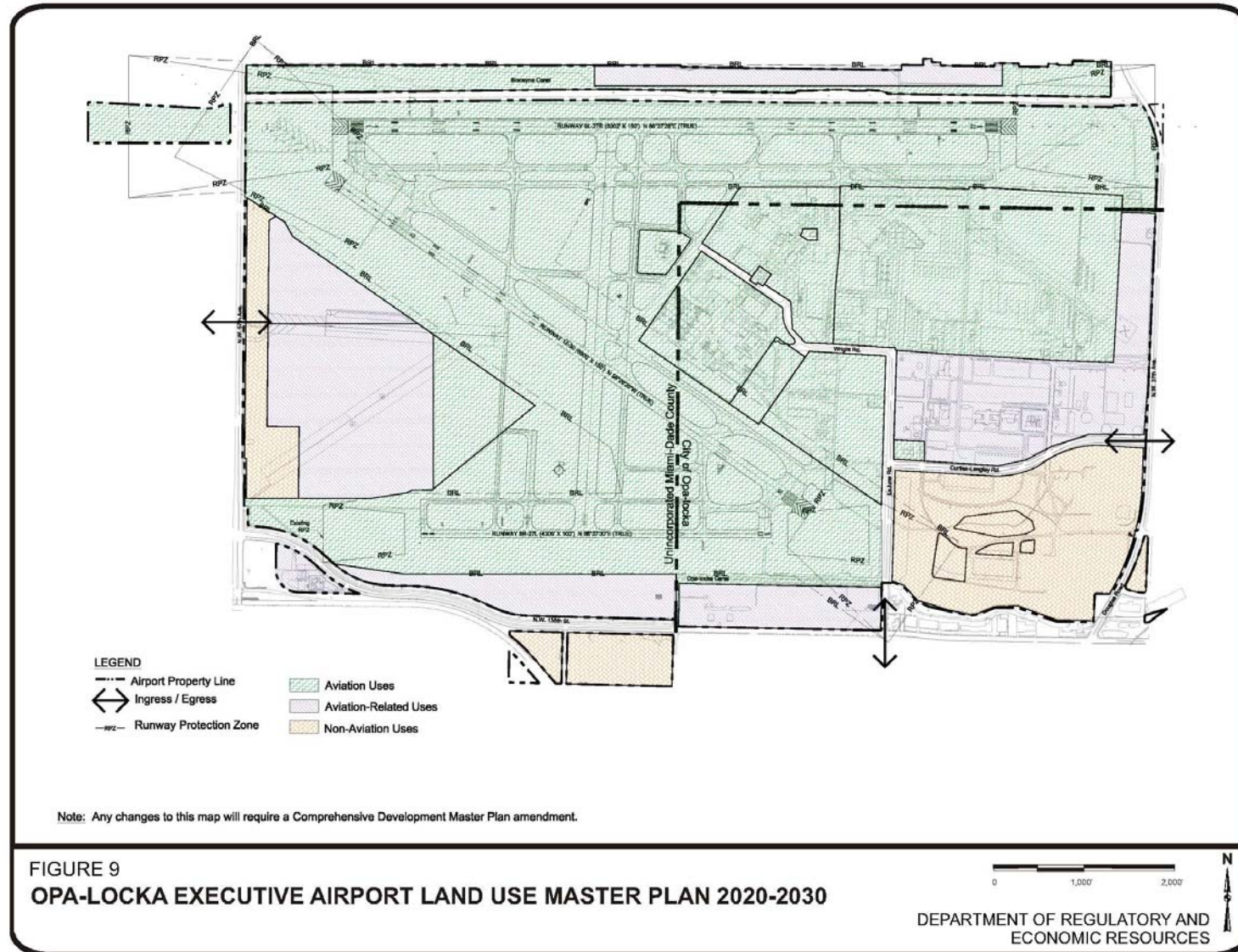
60. Replace existing Figure 7 – Miami-Dade/Collier Training & Transition Airport 2015-2025 with new Figure 7 Dade/Collier Training & Transition Airport 2020-2030



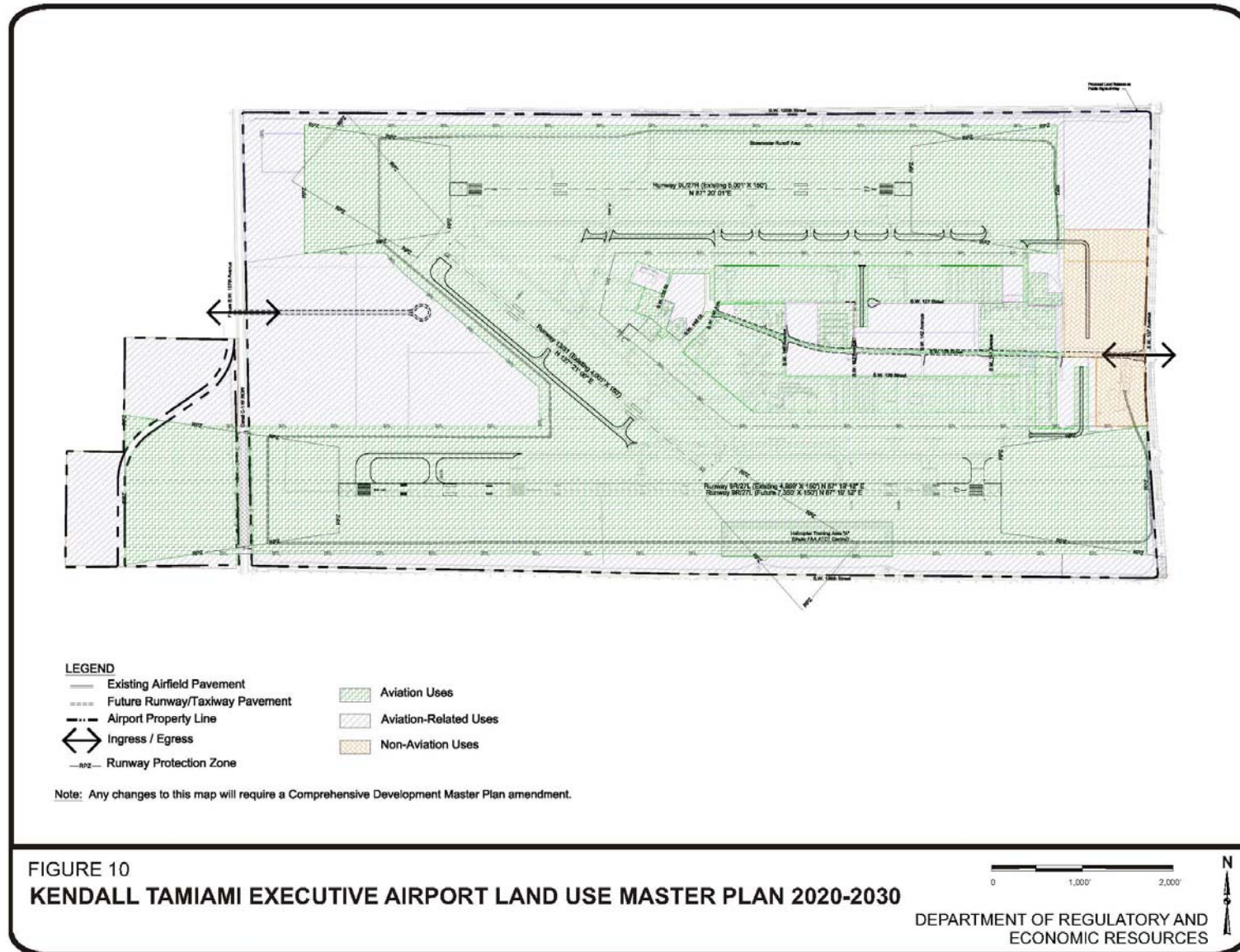
61. Replace existing Figure 8 Miami International Airport – Airport Land Use Master Plan 2015-2025 with new Figure 8 Miami International Airport – Airport Land Use Master Plan 2020-2030



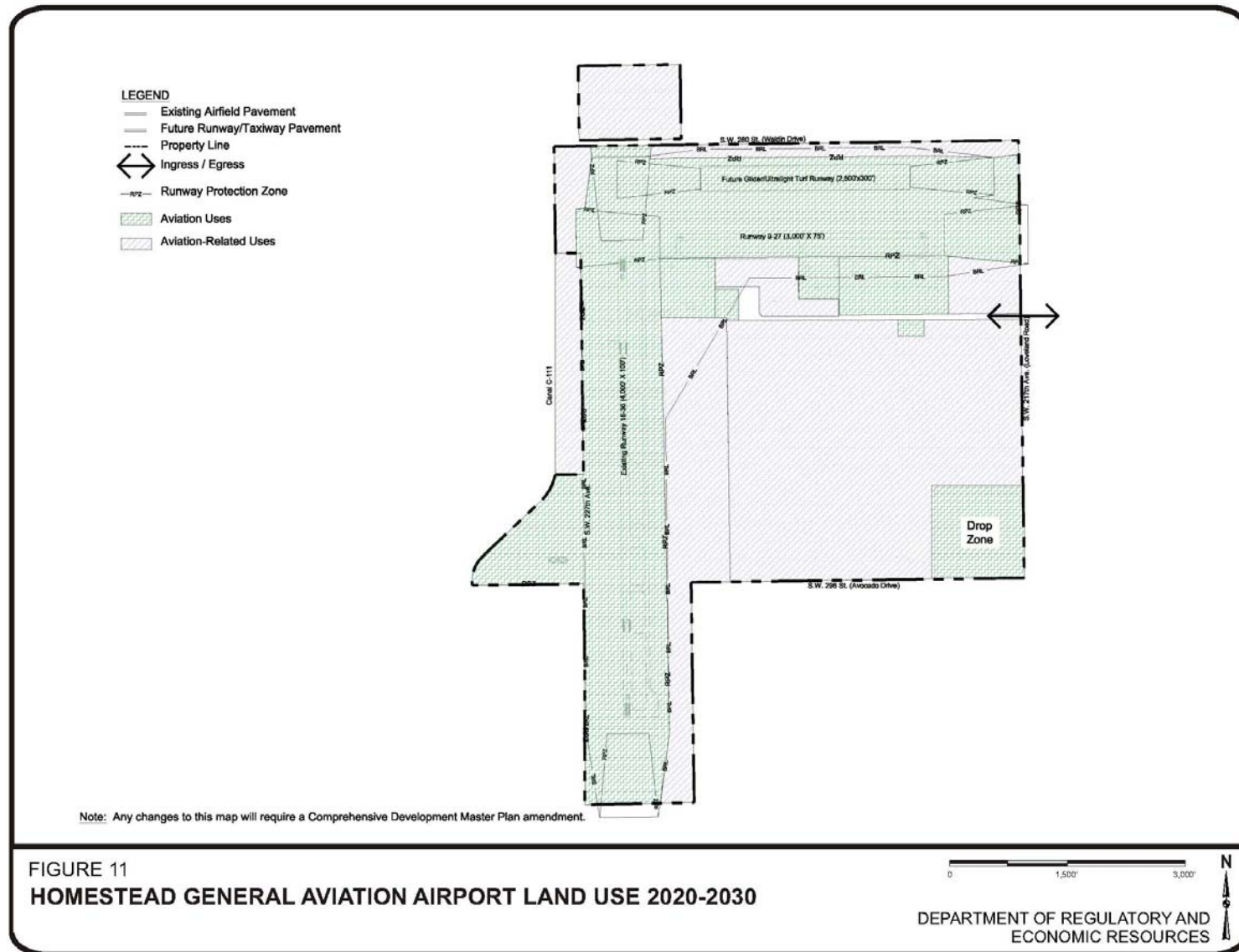
62. Replace existing Figure 9 – Opa-Locka Executive Airport – Proposed Opa-Locka Executive Airport Land Use Master Plan 2015-2025 with new Figure 9 – Opa-Locka Executive Airport – Proposed Opa-Locka Executive Airport Land Use Master Plan 2020-2030



63. Replace existing Figure 10 – Kendall Tamiami Executive Airport – Airport Land Use Master Plan 2015-2025 with new Figure 10 Kendall Tamiami Executive Airport – Airport Land Use Master Plan 2020-2030



64. Replace existing Figure 11 – Homestead General Aviation Airport – Airport Land Use Master Plan 2015-2025 with new Figure 11 Homestead General Aviation Airport – Airport Land Use Master Plan 2020-2030



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65.

Miami-International Airport

Project	Need	Interval
North Terminal		
North Terminal Core Program	Deficiency	Near Term
North Terminal Wide Improvements	Deficiency	Near Term
Balance of North Terminal Support Projects	Deficiency	Near Term
South Terminal		
South Terminal Core Program	Deficiency	Near Term
South Terminal Support Program	Deficiency	Near Term
MIA Runway 27 Threshold Relocation	Deficiency	Near Term
South Terminal Curbside Counters	Deficiency	Near Term
MIA South Terminal Dual Taxiway	Deficiency	Near Term
South Terminal Delta Airlines Club	Deficiency	Near Term
Concourse J Airlines Club America	Deficiency	Near Term
South Terminal Post-POJV Completion Projects	Deficiency	Near Term
MIA Mover Program	Deficiency	Near Term
Terminal Roofing Projects		
North Terminal Building Reroofing – Phase 2	Deficiency	Near Term
Central Terminal Building Reroofing – Phase 1	Deficiency	Near Term
Central Terminal Building Reroofing – Phase 1	Deficiency	Near Term
South Terminal Building Reroofing – Phase 2	Deficiency	Near Term
South Terminal Building Reroofing – Phase 2	Deficiency	Near Term
MDAD Operational Requirements		
MIA Water Distribution System Infrastructure Improvements	Deficiency	Near Term
MIA Lower Vehicular Drive Accessibility II	Deficiency	Near Term
MIA Short Term Parking Upgrade + Equipment	Deficiency	Near Term
MIA West Side Booster Pump Station	Deficiency	Near Term
MIA Passenger Loading Bridges (Replacements)	Deficiency	Near Term
Central Terminal Tenant Relocations	Deficiency	Near Term
MIA Concourse F Other Code Issues	Deficiency	Long Term
MIA Park Six Garage	Deficiency	Long Term
MIA Central Boulevard Widening, Realignment & Service Loop	Deficiency	Long Term
Wayfinding Signage	Deficiency	Long Term
MIA Upper Vehicle Drive Widening	Deficiency	Long Term
Lower Vehicular Drive Ventilation	Deficiency	Long Term
Regulatory Agency Mandated Projects		
MDAD Office Tower Fire Sprinkler & Alarm Upgrades	Deficiency	Near Term
Front Terminal D-H Fire Sprinkler & Alarm Upgrades	Deficiency	Near Term
Fire Protection Upgrade of Security & Comm Rooms	Deficiency	Near Term
Concourse E Fire Sprinkler and Fire Alarm Upgrades	Deficiency	Near Term

Project	Need	Interval
Fire Protection Upgrade of Security & Comm Rooms	Deficiency	Near Term
MIA & GA Environmental Regulatory Compliance	Deficiency	Near Term
MIA Concourse A-H Checkpoints Security Screen Enclosures	Deficiency	Near Term
MIA NTD Life Safety Upgrades to 3 rd and 4 th Floors	Deficiency	Near Term
CCTV Monitoring of TSA Bag Screening Locations	Deficiency	Near Term
MIA Fuel Facility Load Rack Capture Tank	Deficiency	Near Term
MIA Security Operation Control Center	Deficiency	Near Term
MIA & General Aviation Miscellaneous ADA Barrier Removal Program	Deficiency	Near Term
Airfield Projects		
Runway Resurfacing 8R/26L	Deficiency	Near Term
MIA Airfield Improvements for Airbus 380	Deficiency	Long Term
MIA Runways 9 and 27 High Speed Exit	Growth	Long Term
Runway Resurfacing — 12/30 (2011)	Deficiency	Near Term
Airbus 380 Terminal Projects		
MIA Concourse J Airbus 380 Modifications	Deficiency	Near Term
MIA Concourse H Airbus 380 Modifications	Deficiency	Long Term
Concourse E Airbus 380 Gate Modifications (Gate E-8)	Deficiency	Long Term
Other Projects		
MIA Bldg 21 Apron & Landside Roadway Grading and Drainage	Deficiency	Near Term
MIA Tract One Drainage, Grading & Pavement Improvements	Deficiency	Near Term
MIA Building 845 Finish-out, Chiller Plant and Parking Garage	Deficiency	Long Term
Fuel Storage Facility Intrusion Detection	Deficiency	Long Term
Visual Paging System	Deficiency	Long Term
MIA Terminal Wide Employee Restroom Remodeling & Renovation	Growth	Long Term
MIA Telecommunication Network Expansion	Growth	Near Term
E-Satellite Connectivity	Deficiency	Long Term
MIA Central Terminal Short-Term Improvements	Deficiency	Near Term
MIA Waste Compactor	Deficiency	Near Term
More Efficient Operations for all Terminal Gates	Growth	Long Term
MIA Terminal Second Floor Carpeting	Deficiency	Near Term
MIA Terminal Seating & Misc. Furniture	Deficiency	Near Term
Information Counters	Deficiency	Near Term
Central Boulevard Roadway Improvements	Deficiency	Long Term
Central Base Public-Private Partnership development	Growth	Long Term

Project	Need	Interval
Northeast Base Public-Private Partnership development	Growth	Near Term
Taxiway K extension	Growth	Near Term
Environmental Projects		
ADF Environmental Pollution Remediation	Deficiency	Near Term
Miscellaneous Landscape Program	Deficiency	Long Term
Projects Located at Multiple Airports		
MIA & GA Environmental Program	Deficiency	Near Term
MIA & GA Miscellaneous Asbestos Removal	Deficiency	Near Term
GA Airports Environmental Compliance	Deficiency	Near Term
General Aviation Airports		
Opa-Locka Executive Airport		
OPF Security Project	Deficiency	Near Term
New Air Traffic Control Tower	Deficiency	Near Term
Navigational Aid Installation	Growth	Long Term
Various Third Party Development on Airport	Growth	Near Term
Kendall-Tamiami Executive Airport		
TMB Runway 9R-27L Extension Project	Growth	Near Term
TMB Security Project	Deficiency	Near Term
New Air Traffic Control Tower	Deficiency	Long Term
Various Third Party Development on Airport	Growth	Near Term
Navigational Aid Installation	Growth	Long Term
Homestead General Aviation Airport		
Homestead General Aviation Airport Security Project	Deficiency	Near Term
Various Third Party Development on Airport	Growth	Near Term
Runway 18-36 Runway Extension	Growth	Long Term
New Air Traffic Control Tower	Growth	Long Term
Navigational Aid Installation	Growth	Long Term
Future Glider/Ultra Light Turf Runway	Growth	Long Term
Helicopter Training Operations Area	Growth	Long Term
Notes: Near Term is defined as a period from 2007-2012. Long Term is defined as a period beyond 2012.		

66.

Planned Aviation Facilities Improvements

Project	Need	Interval
<u>Miami International Airport</u>		
<u>Balance of North Terminal Support Projects</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Water Distribution System Infrastructure Improvements</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Passenger Loading Bridges (Replacements)</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Concourse F Other Code Issues</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Park Six Garage</u>	<u>Growth</u>	<u>Near Term</u>
<u>MIA Central Boulevard Widening, Realignment & Service Loop</u>	<u>Growth</u>	<u>Near Term</u>
<u>Wayfinding & Signage Master Plan Implementation</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MDAD Office Tower Fire Sprinkler & Alarm Upgrades</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Central Terminal Fire Protection Upgrade of Security & Comm Rooms</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>Concourse E Satellite Life Safety Improvements</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>Fire Protection Upgrade of Security & Comm Rooms</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Fuel Facility Load Rack Capture Tank</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Airport Operations Communication Center (AOCC)</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA & General Aviation Miscellaneous ADA Barrier Removal Program</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>Runway Resurfacing-12/30 (2013) & Associated Taxiways P, Q & R</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Concourse H Airbus 380 Modifications</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>Concourse E Airbus 380 Gate Modifications (Gate E-8)</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>MIA Terminal Wide Re-Roofing, Roof Drains and Scuppers</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Building 845 Finish-out and Parking Garage</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>Fuel Storage Facility Intrusion Detection</u>	<u>Deficiency</u>	<u>Longr Term</u>
<u>MIA Terminal Wide Employee Restroom Remodeling & Renovation</u>	<u>Deficiency</u>	<u>Longr Term</u>
<u>MIA Telecommunication Network Expansion</u>	<u>Growth</u>	<u>Near Term</u>
<u>E-Satellite Passenger Conveyance/Train Replacement</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Central Terminal Near-Term Improvements</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Central Terminal</u>	<u>Growth</u>	<u>Long Term</u>
<u>Central Base Public-Private Partnership Development</u>	<u>Growth</u>	<u>Near Term</u>
<u>Northeast Base Public-Private Investment Partnership Development</u>	<u>Growth</u>	<u>Near Term</u>
<u>Environmental Pollution Remediation</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>Miscellaneous Landscape Program</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>MIA Foreign Object Debris (FOD) Detection System</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Taxiway "P" from Cc "E" "J" Rehabilitation</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Taxiway "T" Rehabilitation</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>MIA Taxiway "S" Rehabilitation</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>MIA Taxiway "E" and "F" Apron Rehabilitation</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>MIA USDA Apron & Drainage</u>	<u>Deficiency</u>	<u>Long Term</u>

Planned Aviation Facilities Improvements (Cont.)

Project	Need	Interval
<u>Miami International Airport</u>		
<u>MIA Northeast Base Building 891 896 Apron and Drainage Improvements</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>MIA Central Base Pavement Rehabilitation</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>Cargo City (Bldg. 716) Apron Rehabilitation</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA Perimeter Road Widening & Realignment</u>	<u>Growth</u>	<u>Long Term</u>
<u>MIA Fuel Tanker Parking Facility</u>	<u>Growth</u>	<u>Near Term</u>
<u>MIA Employee Bus Maintenance Facility</u>	<u>Growth</u>	<u>Long Term</u>
<u>MIA MPD K-9 Facility</u>	<u>Growth</u>	<u>Long Term</u>
<u>MIA Additional Air Cargo Apron in Westside Cargo Area</u>	<u>Growth</u>	<u>Near Term</u>
<u>MIA Central Terminal Premises Distribution System</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>MIA Central Terminal Public Address System Infrastructure</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>MIA Central Terminal CUTE Equipment</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>Cc G Renovation</u>	<u>Growth</u>	<u>Near Term</u>
<u>Terminal G Renovation</u>	<u>Growth</u>	<u>Near Term</u>
<u>MIA Terminal Wide Lightning Protection System</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>MIA Terminal Wide Baggage Make Up Ventilation Upgrade (Airsides)</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>Projects Located at Multiple Airports</u>		
<u>MIA & GA Environmental Compliance Program</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>MIA & GA Miscellaneous Asbestos Removal</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>GA Airports Environmental Compliance</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>General Aviation Airports</u>		
<u>Opa-locka Executive Airport</u>		
<u>Navigational Aid Installation</u>	<u>Growth</u>	<u>Long Term</u>
<u>Various Third Party Development On Airport</u>	<u>Growth</u>	<u>Near Term</u>
<u>Apron/Runway/Taxiway Rehabilitation</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>Kendall-Tamiami Executive Airport</u>		
<u>TMB Security Project</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>New Air Traffic Control Tower</u>	<u>Deficiency</u>	<u>Long Term</u>
<u>Various Third Party Development On Airport</u>	<u>Growth</u>	<u>Near Term</u>
<u>Navigational Aid Installation</u>	<u>Growth</u>	<u>Long Term</u>
<u>Homestead General Aviation Airport</u>		
<u>Homestead General Aviation Airport Security Project</u>	<u>Deficiency</u>	<u>Near Term</u>
<u>Various Third Party Development On Airport</u>	<u>Growth</u>	<u>Long Term</u>
<u>Runway 18-36 Runway Extension</u>	<u>Growth</u>	<u>Long Term</u>
<u>New Air Traffic Control Tower</u>	<u>Growth</u>	<u>Long Term</u>
<u>Navigational Aid Installation</u>	<u>Growth</u>	<u>Long Term</u>
<u>Helicopter Training Operations Area</u>	<u>Growth</u>	<u>Long Term</u>

Note: Near Term is defined as a period from 2013-2018. Long Term is defined as a period beyond 2018.

Aviation Monitoring Program

67. ~~In order to enable the preparation of the periodic Evaluation and Appraisal Report (EAR) required by Section 163.3191, Florida Statute (F.S.), the Minimum Criteria Rule (Rule 9J-5, Florida Administrative Code [F.A.C.] requires that local comprehensive plans contain adopted procedures for monitoring and evaluating the Plan and its implementation.~~

This section outlines the substantive elements of Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced in the Aviation Subelement.

An important part of the implementation of the objectives of the Aviation Subelement is the establishment of a program for monitoring their progress. The Aviation monitoring program consists of the following measures:

68. **Objective AV-1**

- Annual and peak hour enplanement, cargo tonnage and operational levels at air carrier facilities.
- Annual gate and facility utilization rates and patterns at air carrier facilities.
- Annual operational levels at general aviation airports.
- Facility improvements at air carrier facility(ies).
- Facility improvements at general aviation and training and transition facilities.

Objective AV-2

- Consistency of implementation role with the roles defined in this Subelement.

69. **Objective AV-3**

- Number of structures penetrating the County airports' navigable airspace permitted development applications in violation of height and land use compatibility regulations since the latest EAR.

70. **Objective AV-4**

- ~~Capacity enhancements at airports operating at demand to average service volume (ASV) ratios greater than 0.8.~~

71. **Objective AV-54**

- Constructed and programmed roadway improvements serving the County's aviation facilities since latest EAR.
- Levels of service of airport access roads at date of EAR ~~contrasted with those since 2003.~~

72. **Objective AV-65**

- Airport capacity enhancements at locations consistent with the Conservation and Coastal Management Elements of the Comprehensive Development Master Plan.
- Approved Environmental Impact Assessment reports/DRIs required for major facilities and improvements.

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73.

Objective AV-76

- Establishment or update of comprehensive airport zoning ordinances for all Miami-Dade County Aviation Departmental facilities by year 2008. Department System of Airports.
- ~~Capacity enhancements or operational changes at airports that do not substantially increase the area of residential and institutional use designation on the Land Use Element of the Comprehensive Development Master Plan that are within the calculated day-night average sound level (DNL) 75 noise area.~~

74.

Objective AV-8

- Annual airport employment figures.
- Annual aviation-related business employment figures
- Employment figures in the vicinity of airports at date of EAR ~~contrasted with 2003~~ by TAZ.

75.

Objective AV-97

- Report number of projects at the County's aviation facilities, which expand flexibility of landside and airside facilities and operations.

PART E

PORT OF MIAMI RIVER SUBELEMENT

Introduction

1. ~~The material presented in this Subelement is limited in scope to the shipping facilities found along the Miami River that serve shallow draft vessels. These shipping terminals were together formally designated as the Port of Miami River to meet regulations of the U.S. Coast Guard.~~

The Plan

2. In general, the purpose of the Port of Miami River Subelement is to protect and promotes the continued maritime business and traditional marine-related shoreline uses up the Miami River as well as the protection of the environmental resources ~~on the Miami River~~. The shipping facilities found along the Miami River serve shallow draft vessels. These shipping terminals were formally designated as the Port of Miami River to meet regulations of the U.S. Coast Guard. Improving the water quality of the Miami River continues to be priority of Miami River advocates including the County, the Miami River Commission and others. The objective of the Plan for the Port of Miami River Subelement is expressed in the following goal, objectives and policies, and monitoring program.

GOAL

MAINTAIN AND ENHANCE THE WATER QUALITY, ATTRACTIVENESS AND ECONOMIC VIABILITY OF THE PORT OF MIAMI RIVER.

Objective PMR-1

Maintain and promote marine activity on the Miami River and protect these activities from encroachment or displacement by incompatible land uses.

Policies

3. PMR-1A. Miami-Dade County shall promote actions to enhance ~~establish~~ a marine industrial/~~commercial~~ activities district along the banks of the Miami River west of NW 27 Avenue and in other areas along the Miami River, where feasible.
- PMR-1B. In making recommendations relating to requested zoning changes and permits for development and redevelopment along the Miami River, Miami-Dade County agencies shall promote the protection or inclusion of uses which are water dependent and/or water related, such as cargo shipping terminals and boat repair yards.
- PMR-1C. Miami-Dade County shall work to improve the economic vitality of the Port of

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Miami River in cooperation with other concerned agencies and organizations.

Objective PMR-2

Actions shall be taken to improve linkages between the shipping terminals on the Miami River and surface transportation routes and modes.

Policies

4. PMR-2A. ~~Initiate a~~ Miami-Dade County and the Miami River Commission shall monitor the implementation of the Miami River Corridor Multimodal Transportation Plan Study with cooperation and assistance of all concerned agencies (i.e. County, City, MPO, FDOT, MDX, US Coast Guard, etc.)
- PMR-2B. In cooperation with other concerned agencies and organizations, Miami-Dade County shall investigate and implement ways of improving roadway access between the Port of Miami River shipping terminals and the adjacent surface transportation system.
- PMR-2C. Miami-Dade County shall work with the Miami River Commission, the Miami River Marine Group, and other concerned agencies and organizations to improve the vitality of the Port of Miami River and to minimize traffic conflicts on adjacent roadways.

Objective PMR-3

The Port of Miami River shall be operated in a manner which minimizes impacts to estuarine water quality and marine resources and adjacent land uses.

Policies

5. PMR-3A. Miami-Dade County shall continue to place high priority on having the polluted sediments removed from the Miami River including all of its tributaries which impact water quality.
- PMR-3B. Miami-Dade County shall stabilize all eroding County-owned shoreline areas and rights-of-way along the Miami River consistent with available funding, and the County shall develop an ordinance requiring shoreline stabilization where necessary on public and private sites along the river.
6. PMR-3C. The Miami-Dade County Department of Regulatory and Economic Resources, Division of Environmental Resources Management shall ensure that stormwater runoff from future industrial uses shall be contained on site and not discharged to the River. An on-site retention system combined with an overflow outfall may be considered as an alternative to full on-site retention in those cases where a higher degree of flood protection is desired and maintenance of water quality is assured.

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7. PMR-3D. Miami-Dade County through its program of stormwater outfall removal and retrofitting shall continue to eliminate detrimental stormwater outfalls along the Miami River ~~by 2005~~.
- PMR-3E. Additional policies included in the Coastal Management Element regarding dockside pumpout facilities, bulkhead repair and construction and enforcement activities along the Miami River are hereby incorporated in the Subelement by reference.

Objective PMR-4

The Port of Miami River, through the owners and operators of its international shipping terminal facilities regulated by the Maritime Transportation Security Act, with assistance from the Miami River Commission (MRC) and Miami River Marine Group (MRMG), shall recognize local, State and Federal security needs in all port operations, expansion and new construction.

Policies

- PMR-4A. The Port of Miami River, through the owners and operators of its international shipping terminal facilities regulated by the Maritime Transportation Security Act, shall annually audit operations of the Port of Miami River in light of the Miami River Port Security Plan and any new local, State and Federal security requirements.
- PMR-4B. The County, MRC and MRMG shall seek funding from local, State and Federal sources to address domestic homeland security issues.
- PMR-4C. The Port of Miami River, through the owners and operators of its international shipping terminal facilities regulated by the Maritime Transportation Security Act, with assistance from the MRC and MRMG shall ensure that new projects are designed and constructed in accordance with the Miami River Port Security Plan, as approved by the Miami River Security Committee on June 8, 2004, and applicable local, State and Federal security laws.
- PMR-4D. In the event of an apparent conflict between the Miami River Port Security Plan, approved by the Miami River Security Committee on June 8, 2004, local, State and Federal law and/or agency directives, and other objectives in any Subelement, the Homeland Security-based requirements shall prevail.

Future Port of Miami River

The Port of Miami River is expected to retain its share of the growing international trade activity occurring in Miami-Dade County. The banks of the Miami River west of NW 27 Avenue and east of the salinity dam will remain the predominant area for shipping facilities serving the small ports of the Caribbean. This western section of the Port of Miami River is recommended to be used only for marine industrial and commercial activities. The role of Miami-Dade County in

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maintaining maritime facilities in this port area is limited to that of facilitator, as Miami-Dade operates its own seaport facilities on Dodge and Lummus Islands. Miami-Dade will continue to facilitate marine activity on the Miami River through its legislative function of establishing and implementing land use policy, and in its administrative functions in providing and maintaining roadway infrastructure which provides landside access to the area.

Future land use in the Miami River area is depicted on the Land Use Plan map in the Land Use Element. Figure 1, which follows, also highlights those sites along the banks of the unincorporated portion of Port of Miami River area which should be reserved for continued commercial marine activity. Figure 1 also identifies points of highway access to the area and rail lines. Future natural resources of the area are mapped in the future natural resources map series in the Land Use Element.

8. Facility improvements planned by Miami-Dade County that will impact this area are primarily roadway projects. These are listed in the County's Transportation Improvement Program and the Miami-Dade 2035 Long Range Transportation Plan ~~to the Year 2030~~. Overall, those projects will relieve congestion at points of access to the unincorporated Port of Miami River area and will enhance circulation through the area by replacing inadequate bridges and adding a new river crossing in the NW 32 Avenue corridor. Miami-Dade County will ensure that the new crossing provides for continued navigation upstream.

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9. REPLACE EXISTING FIGURE 1 WITH NEW FIGURE 1 FUTURE LAND USES



Port of Miami River Monitoring Program

The monitoring measures for the objectives of this Subelement are the following:

10. Objective PMR-1

- Indices showing the growth or shrinkage of the amount of river frontage devoted to marine related/dependent business activity shall be prepared biennially.
- Records of land use changes in the vicinity of the Miami River in unincorporated Miami-Dade County since ~~2003~~ 2010.
- Records of zoning changes in the vicinity of the Miami River in unincorporated Miami-Dade County since ~~2003~~ 2010.

11. Objective PMR-2

- The number of ships, tonnage, types of cargo, and the value of cargo handled shall be reported. Numbers of full-time and part time employment at the shipping terminals, and an estimate of the annual payroll for each category, shall also be reported. These data shall be sought from the Miami River Commission and the Miami River Marine Group.
- The Department of ~~Planning and Zoning~~ Regulatory and Economic Resources (DRER) in conjunction with the Florida Department of Transportation, the Metropolitan Planning Organization, Public Works and Waste Management Department, The Miami River Commission and the Miami River Marine Group will prepare transportation improvements updates listing completed, underway, programmed and planned transportation improvements of significant repercussion to the Port of Miami River.

12. Objective PMR-3

- The County's ~~Department~~ DRER, Division of Environmental Resources Management (DERM) shall list progress on shoreline stabilization, stormwater runoff, outfall removal/refitting and overall water quality along the navigable portion of the Miami River and its tributaries.
- Additional monitoring measures included in the Coastal Management Element regarding water quality and protection of natural resources, as related to the Miami River west of NW 27 Avenue, are adopted by reference.

Objective PMR-4

- Compliance with applicable security requirements, Maritime Transportation Security Act and the Miami River Port Security Plan.

PART F

THE PORT OF MIAMI MASTER PLAN PORTMIAMI SUBELEMENT

1.

Introduction

2. The Dante B. Fascell Port of Miami-Dade (PortMiami) has historically been a bayfront cruise and cargo port with strong connections to downtown Miami and the south Florida economy. Over the last three decades, port expansion has focused on the creation of an island facility surrounded by deep-water channels. Since its relocation from the mainland, PortMiami has focused the last five decades on the creation and expansion of an island facility surrounded by deep-water channels. As the PortMiami of Miami continues to grow, it will continue to strengthen its mainland roots, seeking stronger intermodal connections with downtown Miami, mixed use ties with adjacent communities, and lasting contributions to surrounding natural resources. The cruise industry grew primarily through PortMiami and during the last 45 years, PortMiami has been the largest multi-day cruise operator in the world. Also, as the leading cargo port in the State of Florida, PortMiami will continue to grow its cargo operations through the deepening of the south channel and the construction of the Port of Miami Tunnel.

3. The Port of Miami (port) PortMiami is owned by Miami-Dade County, and operated primarily a landlord port, and administered by the Miami-Dade County Seaport Department. PortMiami of Miami services consist of cruise and cargo operations. Cruise facilities consist of passenger terminal and ancillary facilities located on Dodge Island, while cargo facilities consist primarily of container terminals and gantry cranes located on Lummus Island, with break bulk and refrigerated cargo also handled to a lesser extent. For the purposes of this plan, PortMiami is located on Dodge, and Lummus and Sam Islands, which have been joined through phased implementation of previous master plans, are now considered as one island. In this plan Subelement, "on-island" refers to facilities located on these two now joined islands, while "off-island" refers to locations or facilities elsewhere on the mainland.

4. The port is intermodally linked through truck routes, which connect the port to the interstate highway system through downtown Miami. Railroad service extends into the port, but has not been heavily utilized for transshipment of cargo. The intermodal rail transfer facilities used by the port are off-island, some miles away. The need for rail service is increasing, and port rail facilities will need to be assessed accordingly.

The Plan

5. The port's cargo and cruise facilities are beginning to reach capacity. Therefore, the Port of Miami Master Plan calls for enhancement of existing facilities to satisfy the needs of an increasingly technological and competitive customer base and planned expansion of both on- and off-island cruise passenger and cargo-handling facilities. Off-island expansion policies provide for a maritime park for a mixed-use cruise facility and an intermodal logistics transfer facility for cargo storage and facilitation of cargo movement. In December 2011, the Board of County Commissioners approved the PortMiami 2035 Master Plan endorsing the plan's principles, goals and vision, which lays out the cruise, cargo, and limited commercial projects that will improve efficiency, increase capacity and help PortMiami strengthen its position in the world market. This growth will be necessary to accommodate projected passenger and cargo

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Reference
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volumes shown below in Table 1.

6.

Table 1
Port of Miami PortMiami Projected Cruise Passenger and Cargo Volumes and
General Cargo Tonnage

Year	Cruise Passengers (Millions)	Cargo Tons TEUs* (Millions)
<u>2015-2030</u>	Low: 4.978 <u>5.22</u> Medium: 6.441 <u>5.58</u> High: 7.748 <u>6.38</u>	Low: 13.974 <u>1.53</u> Medium: 21.887 <u>2.2</u> High: 36.320 <u>2.47</u>

Source: PortMiami 2035 Master Plan, Miami-Dade County Seaport Department 2004 2011.

7.

The PortMiami 2035 Master Plan calls for enhancement of the Port's existing facilities as well as expansion of both on-island and off-island facilities in order to meet the needs of an increasing customer base. Included in the 2035 Master Plan are projects such as the deepening of the channel, improved direct interstate access, rehabilitation/expansion of the railroad system, new intermodal facilities as well as a series of projects aimed at integrating PortMiami's activities with that of the surrounding community in a manner that is sensitive to the community, the environment and the natural resources.

8.

The following goals, objectives and policies of this Subelement provide for the implementation of the PortMiami of Miami 2035 Master Plan. These goal, objectives and policies are followed by a program for monitoring and evaluating measurements for the implementation of the plan Subelement.

GOAL I.

9.

~~THE PORT OF MIAMI SHALL ENDEAVOR TO RETAIN ITS POSITION AS THE TOP-RANKING CRUISE PORT OF THE WORLD WHILE EXPANDING ITS SHARE OF THE CRUISE MARKET, AND CONTINUE TO EXPAND ITS ROLE AS ONE OF THE LEADING CONTAINER PORTS IN THE NATION.~~

Objective PM-1

~~The port shall maintain and renovate existing passenger facilities and complete the construction of new passenger facilities required by the year 2015 to accommodate the projected numbers of cruise and ferry passengers and ships.~~

Policies

~~PM-1A. PM-1A. The port shall construct new berths and terminals on-island and off-island to the extent possible to accommodate the projected volumes of passengers and ships; however, any expansion of port facilities into existing and planned public parkland shall be designed to promote public access to the waterfront and park and recreation opportunities.~~

Paragraph
Reference
Number

~~PM-1B. The port shall construct the parking, roads and other ancillary improvements required on- and off-island to service existing and new cruise facilities.~~

~~PM-1C. The port shall rehabilitate existing terminal facilities wherever required and possible.~~

~~PM-1D. The port shall continue its policy for flexibility in the construction of its facilities so as to accommodate both the mega-cruise ships and the smaller cruise ships.~~

~~PM-1E. The port shall respond to new and expanding passenger and car ferry markets through appropriate study and implementation of on- and off-island facilities.~~

Objective PM-2

~~The port shall expand its cargo-handling and related intermodal facilities to the optimum extent possible by the year 2015 to accommodate the projected cargo tonnages.~~

Policies

~~PM-2A. The port shall construct new berths, aprons, operations areas, and storage areas to the extent required for the projected cargo tonnages.~~

~~PM-2B. The port shall provide cargo-handling equipment to the extent necessary to load and off-load the projected cargo in an efficient and competitive manner.~~

~~PM-2C. The port shall construct additional railroad tracks, marshaling yards, intermodal logistic transfer facilities and other access improvements necessary for the efficient, competitive and rapid movement of cargo.~~

~~PM-2D. The port shall monitor cargo operations and will initiate an update of cargo master planning documents as needed.~~

Objective PM-3

~~The port shall maintain and improve existing facilities and support infrastructure to extend their service life and maximize efficiency so as to minimize the requirements for new facilities, and keep pace with evolving industry trends and technology.~~

Policies

~~PM-3A. The port shall update and implement a comprehensive preventative maintenance program for its facilities.~~

~~PM-3B. The port shall provide adequate facilities and personnel to implement its preventative maintenance program.~~

~~PM-3C. The port shall evaluate and improve equipment, technologies and related facilities~~

Paragraph
Reference
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~~deemed necessary to support existing and expanded operations.~~

~~PM-3D. The port shall encourage its users to be more efficient in their use of land and operations.~~

GOAL II.

~~IN CARRYING OUT ITS DAY-TO-DAY OPERATIONS AND ITS LONG-TERM EXPANSION PROGRAM, THE PORT OF MIAMI SHALL MINIMIZE ANY DETRIMENTAL EFFECTS ON THE ENVIRONMENT, THE COMMUNITY, AND SUPPORTING INFRASTRUCTURE AND SHALL CONTINUE TO COORDINATE ITS OPERATION AND EXPANSION ACTIVITIES WITH FEDERAL, STATE, AND REGIONAL AGENCIES OTHER MIAMI-DADE COUNTY DEPARTMENTS, NEIGHBORING MUNICIPALITIES, AND SURROUNDING COMMUNITIES AS APPROPRIATE.~~

Objective PM-4

~~The port shall promote sound environmental practices in its day-to-day operations and long-term maintenance and expansion plans, consistent with the unique role and responsibilities of deep-water port facilities.~~

Policies

~~PM-4A. The port shall periodically review its environmental practices in response to new information and community issues.~~

~~PM-4B. The port shall maintain or obtain, as appropriate, environmental agency approvals for existing and proposed port expansion activities, including extension of existing permits as necessary and preparation of new master expansion permits to address longer range expansion plans. The port shall ensure that required mitigation, including, but not limited to, creation of artificial reefs and habitat restoration and enhancement activities in Biscayne Bay, is implemented. The capital projects proposed in this plan element constitute the development program to be undertaken by the port, with full acknowledgement that each project may proceed only after required environmental and community evaluations are conducted, regulatory and CDMP conformity are determined, and regulatory approvals are obtained.~~

~~PM-4C. By 2006, the port shall explore the feasibility of mitigation banking as a long-range option for natural resource planning. The feasibility study should address the beneficial use of suitable dredged materials, the value of integrated ecosystems including submerged habitats, shoreline habitats, and upland areas for mitigation, and ways to integrate public access, as well as recreational and educational opportunities into mitigation areas.~~

~~PM-4D. By 2006, the port shall develop a Dredged Materials Management Plan which addresses long-term needs for spoil disposal and beneficial use of dredged material.~~

Objective PM-5

~~The port shall maintain its policy of cooperation with all levels of government and the community in the resolution of environmental issues.~~

Policies

~~PM-5A. The port shall encourage its users to comply with applicable existing policies designed to minimize particulate emissions from ships in port.~~

~~PM-5B. The port shall continue to ensure that the disposal of any spoil not used as fill in its land area is conducted in accordance with permits.~~

~~PM-5C. The port shall stabilize all its remaining unconsolidated shorelines and minimize the turbidity associated with maintenance dredging.~~

Objective PM-6

~~The port shall coordinate off-island expansion activities with affected communities.~~

Policies

~~PM-6A. The port shall conduct the following analysis relative to off-island expansion activities as part of an integrated planning and public participation process: impact analysis on surface transportation linkages, environmental resources, adjacent land uses, and water, wastewater and solid waste facilities.~~

~~PM-6B. The port shall integrate expansion activities into the physical, social and economic fabric of the surrounding communities.~~

~~PM-6C. The port shall provide public access to the waterfront when appropriate and not in conflict with safety and operation practices. Expansion into parkland shall be consistent with Policy PM-1A.~~

Objective PM-7

~~The port shall continue to identify and obtain in a timely manner all required permits, leases, development approvals or land acquisition needed to implement its Master Development Plan; to construct and operate its facilities in cooperation with the appropriate federal, state, and local agencies, and in conformance with the Miami-Dade County Comprehensive Development Master Plan.~~

Policies

~~PM-7A. The port shall develop and operate its facilities in conformance with applicable federal, state, and local regulations.~~

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~~PM-7B. The port shall take cognizance of all relevant portions of the Miami-Dade County Comprehensive Development Master Plan and development regulations in the construction and operation of its facilities, while at the same time recognizing the unique needs and public role (including navigational safety) of deep-water port facilities in Miami-Dade County. Of particular relevance are the provisions of the land use, conservation, coastal management, and transportation elements, which must reflect port requirements.~~

~~PM-7C. The port shall work with the Miami-Dade County Department of Planning and Zoning to consider the appropriateness of a seaport overlay zoning district to accommodate port-compatible mixed uses, appropriate landscape clustering and review of setbacks and signage.~~

~~PM-7D. The port shall represent the county's maritime community in enhancement of navigation, safety and commerce.~~

Objective PM-8

~~The port shall coordinate port expansion activities to achieve appropriate land uses, joint-uses and joint-venture partnerships.~~

Policies

~~PM-8A. The port shall work with other agencies and the private sector to maximize the economic benefits to be derived from expanded port operations.~~

~~PM-8B. The port shall consider other uses including, but not limited to, commercial, recreational, cultural, hospitality and residential uses accessible to port users, county visitors and residents, in its on- and off-island port developments, so long as these uses are compatible with the primary port use.~~

~~PM-8C. The port shall consider multi-use options for all new facilities, including dual purpose parking garages and mixed-use development.~~

Objective PM-9

~~The port shall coordinate landside and waterside transportation issues with pertinent federal, State, County (including adjacent counties) and City agencies to ensure that the Port's requirements are consistent with the abilities of the agencies to provide the services needed to support these activities.~~

Policies

~~PM-9A. Miami-Dade County shall continue to work in partnership with the City of Miami, the Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), and other affected entities to implement the Miami Downtown Transportation Master Plan through interagency agreements, amendments to the MPO's Long Range Transportation Plan and Transportation~~

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~~Improvement Program and similar plans and programs of other responsible entities to incorporate recommended provisions, as appropriate.~~

- ~~PM-9B. In addition to the Miami Downtown Transportation Plan to be conducted pursuant to policy PM-9A, the port shall work with other agencies to develop a comprehensive analysis of its transportation requirements for the next 20 years to meet additional projected cruise passenger and cargo transport needs. For cruise transportation needs, the focus will be on more efficient links between port facilities and the airport, and between port facilities and local excursion destinations. For cargo operations, the focus will be on better links between intermodal centers and port facilities, more efficient access between port facilities and the interstate system, and better connections between port facilities and industrial centers.~~
- ~~PM-9C. The port shall work with all applicable agencies to implement the direct port/interstate transportation link and intermodal facilities required to meet the needs of the port and the community.~~
- ~~PM-9D. The port shall work with all appropriate local, state and regional agencies and governments to assure that any actions that could either facilitate or impede planned port growth and development are fully evaluated.~~
- ~~PM-9E. Recognizing that the federal government has merged the tri-county South Florida region into one Metropolitan Statistical Area (MSA) and the state has authorized the creation of the South Florida Regional Transportation Authority (SFRTA), the port will collaborate with partners who seek synergistic solutions to the region's multimodal transportation constraints. Collaborative activities reflecting the growing importance of regional transportation planning are expected to include implementation of inclusive plans and studies such as the Statewide Intermodal System Plan, Phase III of the Florida Multimodal Trade Corridor Assessment series, and the Intermodal Connectivity in the Atlantic Commerce Corridor Assessment. The port will also support designation of the Atlantic Commerce Corridor as a federal Corridor of National Significance or any similar designation that will help attract critical capital improvement funding to the region.~~
- ~~PM-9F. The port shall assist in implementing the recommendations issued pursuant to policies PM-9A and PM-9B that will provide improvements to the County's roadway and transit networks that are important to the movement of port-related freight, and cruise passengers.~~
- ~~PM-9H. The port shall work with the City of Miami, other County agencies and the Florida Department of Transportation to identify and improve the key problem intersections and improve access to and from the port.~~
- ~~PM-9I. The port shall support the review and construction of future channel and navigational improvements through the United States Army Corps of Engineers Miami Federal Harbor Project General Reevaluation Report and other appropriate means.~~

Objective PM-10

~~The port shall work with County departments and utility providers to ensure that necessary capacity is available to support existing and proposed uses in advance of need.~~

Policies

~~PM-10A. The port shall implement best management practices, monitoring programs and other measures to improve stormwater quality per its National Pollutant Discharge Elimination System Stormwater Pollution Prevention Plan, dated November 2000.~~

~~PM-10B. The port shall complete a Stormwater Management Master Plan by 2006 which shall: identify existing stormwater infrastructure conditions and any potential need for infrastructure improvements that may be required to meet NPDES and State of Florida water quality standards; and, include a schedule for stormwater improvements that may be required. The port shall propose amendments to the Capital Improvements Element to implement improvements, either through planned development and redevelopment activities or through retrofitting of existing areas.~~

~~PM-10C. By 2006, the port shall complete construction projects arising from the Consent Agreement with Miami-Dade County Department of Environmental Resources Management pertaining to extension of sanitary sewer lines into the western half of the port island facility and elimination of septic tank systems in the same area.~~

~~PM-10D. The port shall continue to assess the capacity of water lines to determine if additional capacity or water pressure is needed to accommodate future development. The Seaport Department shall schedule necessary improvements to the water system in the Capital Improvements Element.~~

Objective PM-11

~~The Port shall recognize local, state and federal security needs in all port operations, expansion and new construction.~~

Policies

~~PM-11A. The port shall annually assess operations in light of existing and new local, state and federal security requirements. The port shall update its Florida Department of Law Enforcement (FDLE) approved Security Plan to address requirements as needed.~~

~~PM-11B. The port shall seek funding from local, state and federal sources to address security issues related to the approved Security Plan. The port shall schedule capital items relating to security in the Capital Improvements Element (CIE); however, due to the rapidly evolving nature of security issues and the long~~

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~~timeframes necessary to modify the CIE, presence of security-related items in the CIE shall not be a requirement for a finding of consistency with this plan, so long as the port amends the CIE at the appropriate time to address the improvements, as needed. The port shall construct improvements and make operational modifications, as funding becomes available.~~

~~PM-11C. The port shall ensure that new projects are designed and constructed in accordance with the approved Security Plan and applicable local, state and federal security laws.~~

~~PM-11D. The port shall consider operational and infrastructure modification to accommodate military vessels and uses as warranted to fulfill security needs.~~

~~PM-11E. In the event of an apparent conflict between port's security requirements (as defined by the port's approved Security Plan, local, state and federal law and/or agency directives) and other objectives in this Subelement, the security-based requirements shall prevail.~~

10. **GOAL**

PORTMIAMI SHALL PROVIDE FOR AN EFFECTIVE AND EFFICIENT MARITIME TRANSPORTATION FACILITY AND SERVICES, ENDEAVOR TO RETAIN ITS POSITION AS THE TOP RANKING CRUISE PORT OF THE WORLD AND AS ONE OF THE LEADING CARGO PORTS IN THE NATION WHILE MINIMIZING ANY DETRIMENTAL EFFECTS ON THE ENVIRONMENT, THE COMMUNITY AND NATURAL RESOURCES, AND ENHANCES THE ECONOMY OF THE COUNTY, REGION AND STATE.

Objective PM-1

The Port shall provide, maintain, improve and enhance its cruise facilities necessary to accommodate the projected number of cruise passengers and ships.

Policies

PM-1A. PortMiami shall maintain and rehabilitate their existing facilities and construct new facilities, such as berths, terminals and ancillary maritime facilities, to accommodate the projected volumes of passengers and ships.

PM-1B. PortMiami shall construct the parking, roads other ancillary improvements required on- and off-island to service existing and future cruise facilities.

PM-1C. PortMiami shall pursue the implementation of projects that result in additional capacity, improved technology, safety and flexibility in the construction of its facilities.

PM-1D. PortMiami shall respond to new and emerging passenger and car ferry transportation alternatives, when appropriate.

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PM-1E. PortMiami shall coordinate and support projects that promote an effective and efficient multimodal transportation system necessary for the competitive and rapid movement of passengers such as direct access to the interstate highway, railroad and mass transit systems.

Objective PM-2

The Port shall provide, maintain, improve and enhance its cargo-handling facilities necessary to accommodate the projected cargo volume demands.

Policies

PM-2A. PortMiami shall construct all cargo-handling and related facilities necessary to accommodate projected cargo volumes, such as berths, cranes, fuel farm, operation and storage areas, inland distribution/logistic centers, and other ancillary facilities.

PM-2B. PortMiami shall construct parking, roads, railroad tracks, intermodal logistic transfer facilities, and other ancillary facilities necessary for the efficient, competitive and rapid movement of cargo.

PM-2C. PortMiami shall pursue the implementation of projects that result in improved capacity, technology, equipment, safety, and flexibility, including the deepening and expansion of its channels, turning basins, and other related areas.

PM-2D. PortMiami shall coordinate and support projects that promote an effective and efficient multimodal transportation network necessary for the competitive and rapid movement of cargo, such as direct interstate highway access, railroad service, and intermodal logistic transfer facilities.

Objective PM-3

The Port shall support and maximize local and regional economic growth and enhance the Port's role in the State maritime system.

Policies

PM-3A. PortMiami shall work with public agencies and the private sector to maximize the economic benefits to be derived from expanded port operations.

PM-3B. PortMiami shall coordinate Port expansion activities including appropriate land uses, mixed uses and joint-venture partnerships. Uses may include, but are not limited to, multi-purpose cruise terminals, multi-modal transportation centers, mixed-use commercial development and commercial signage.

PM-3C. PortMiami shall consider other uses including, but not limited to, commercial, recreational, cultural, hospitality, and residential uses within certain areas of the

port while protecting the availability of the land for future maritime uses if needed.

PM-3D. Maximize revenue-generating opportunities within PortMiami by allowing development that is compatible with the port operations and consistent with applicable regulations in order to foster economic development and integration with the surrounding community.

PM-3E. Port expansions, including inland logistic centers, shall be integrated into the physical, social and economic fabric of the surrounding communities.

PM-3F. PortMiami shall provide public access to the shoreline in non-secure areas, when appropriate and not in conflict with safety and operational practices.

PM-3G. PortMiami shall seek funding from Federal, State and local sources to invest in its capital improvement program.

Objective PM-4

The Port shall continue to ensure compatibility of its facilities and operations with surrounding communities and the natural environment.

Policies

PM-4A. PortMiami shall conduct analyses for its expansion activities relative to surface transportation linkages, environmental resources, land uses, water, wastewater and solid waste facilities, as part of an integrated planning and public participation process.

PM-4B. PortMiami shall consider the environment when determining the suitability of new development and periodically review its environmental practices in response to new information and community needs.

PM-4C. PortMiami shall obtain and maintain environmental agency approvals for existing and proposed port expansion activities, including required mitigation activities.

PM-4D. PortMiami shall implement and, when necessary, update the Dredged Materials Management Plan which addresses long-term needs for spoil disposal and beneficial use of dredged material.

PM-4E. PortMiami shall encourage its users to comply with applicable existing policies designed to minimize particulate emissions from ships in port.

PM-4F. PortMiami shall stabilize all its remaining unconsolidated shorelines and use best management practices when maintaining or expanding its footprint through infilling of land.

PM-4G. PortMiami shall continue to implement its National Pollutant Discharge Elimination System Stormwater Pollution Prevention Plan and its Stormwater Management

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Master Plan, which includes monitoring programs and other stormwater quality improvement projects.

PM-4H. PortMiami shall incorporate sound conservation principles in the development of its projects and consider climate change mitigation and adaption strategies in their long-range plans.

PM-4I. PortMiami shall encourage its users to be more efficient in their use of land and operations and promote the development of sustainable principles and practices.

PM-4J. PortMiami shall ensure that the disposal of any spoil not used as fill in its land area is conducted in accordance with permits.

Objective PM- 5

The Port shall maintain its policy of cooperation with all levels of government and the community.

Policies

PM-5A. PortMiami shall coordinate with all appropriate local, regional, and State agencies and governments to assure that any actions that could either facilitate or impede planned port growth and development are fully evaluated, and to implement all appropriate safety and security requirements for the protection of human life against effects of natural disasters and acts of terrorism.

PM-5B. The port shall work cooperatively with all public and private partners in the development of capital projects to ensure timely and cost efficient construction while maintaining services.

PM-5C. PortMiami shall work cooperatively with County Departments and utility providers to ensure that the necessary capacity is available to support existing and projected needs.

PM-5D. The Port shall design and construct new projects in accordance with approved security plans and applicable local, state and federal security laws.

PM-5E The Port shall assess its operations in light of existing and new local, state and federal security requirements and seek funding from local, state and federal sources to address security issues related to the Approved Security Plan as needed.

10. **Future Port of Miami PortMiami Facilities**

11. ~~The Port of Miami~~ PortMiami is positioning itself to maintain, and build on, its leadership position among U.S. ports. Figure 1 illustrates the general locations of major PortMiami projects during the fifteen-year planning period. The following list of projects generally

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outlines the expected program of development and intervals needed to implement the goals, objectives and policies of this Subelement. Specific projects will be identified, prioritized and funded through the Seaport Department's Capital Improvement Plan, as implemented through the CDMP Capital Improvement Element.

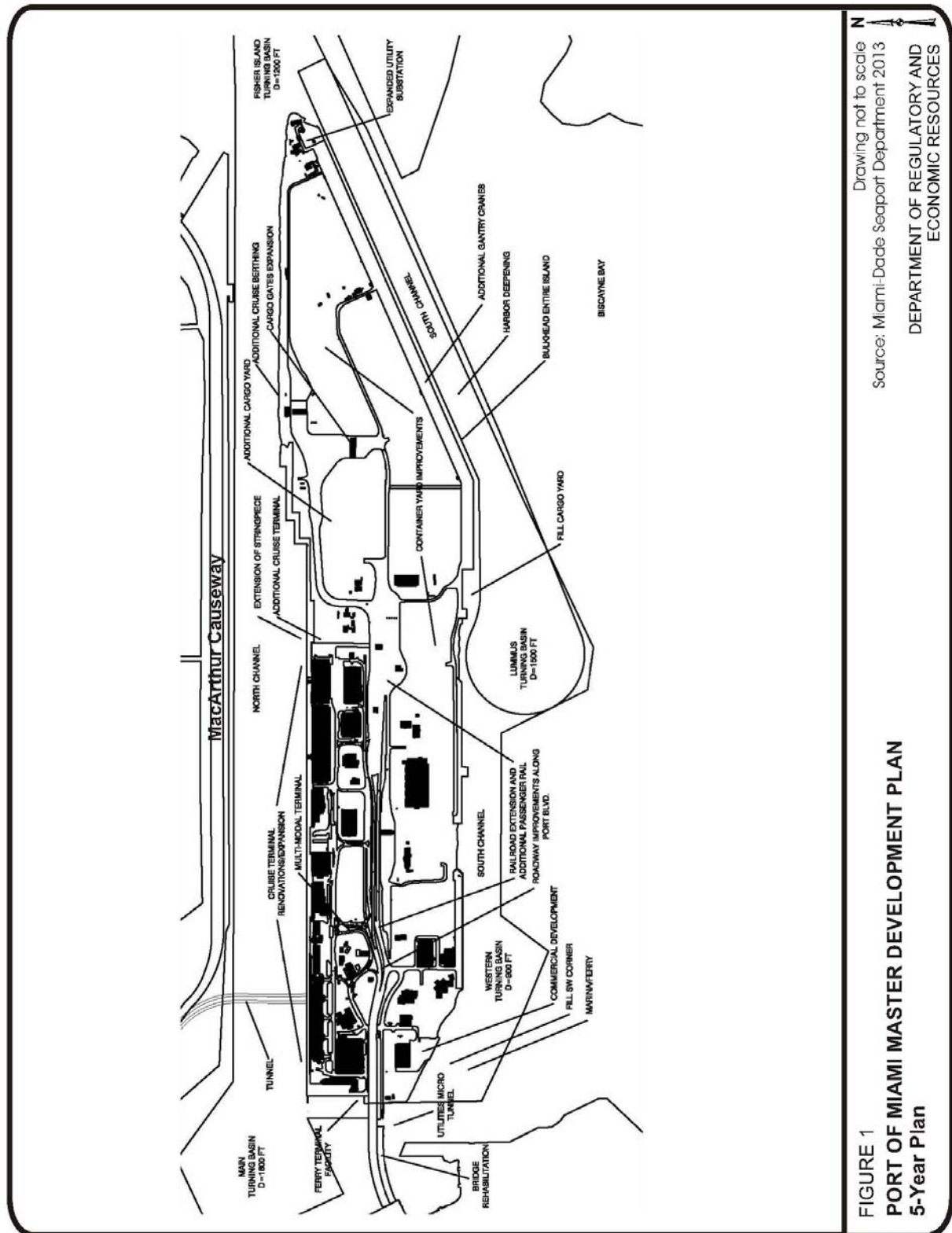
12.

Project	Interval
Acquisition of off-island Intermodal complex	Near Term
Access Improvements	Near Term/Long Term
Additional Gantry Cranes	Near Term/Long Term
Berthing Improvements	Near Term/Long Term
Increased Cargo Storage	Near Term/Long Term
Maximization of On-Island Cruise Facilities	Near Term/Long Term
Off-island Cruise Facilities (Maritime Park)	Near Term/Long Term
Channel Deepening	Near Term/Long Term
Intermodal Logistic Transfer Facility	Long Term
Support Infrastructure	Near Term/Long Term

13.

Project	Interval
Deep Dredge: Miami Harbor Phase III Dredge Program	Near-Term
Interstate Access Improvements: PortMiami Tunnel	Near-Term
Intermodal Yard Development	Near-Term
Railroad Rehabilitation and Expansion	Near-Term
Off-island Intermodal Complex	Near-Term/Long-Term
Procurement of Gantry Cranes	Near-Term/Long-Term
Berthing Improvements and Additional Berthing Area	Near Term/Long-Term
Increased Cargo Storage	Near-Term/Long-Term
Maximization Cruise Facilities	Near-Term/Long-Term
Maximization Cargo Terminals and Facilities	Near-Term/Long-Term
Intermodal Logistic Transfer Facility	Near-Term/Long-Term
Support Infrastructure	Near-Term/Long-Term
Roadway Improvements	Near-Term/Long-Term
Development of Passenger Rail On-island	Near-Term/Long-Term
Sustainable Projects	Near-Term/Long-Term
Island Infill and Shoreline Repair	Near-Term/Long-Term
Transshipment Facility	Near-term/Long-Term
Cruise Ferry Facility	Near-Term/Long-Term
Marina	Near-Term/Long-Term
Commercial Real Estate Development	Near-Term/Long-Term
Utility Upgrades and Expansion	Near-Term/Long-Term
Security Related Technology Improvements	Near-Term/Long-Term
Commercial Signage and Wayfinding	Near-Term/Long-Term
Procurement of Cargo Handling Equipment	Near-Term/Long-Term
Construction of Additional Wharf Area	Near-Term/Long-Term
Development of a Multi-modal Transportation Facility	Near-Term/Long-Term

14. Replace existing Figure 1 – 5-Year Plan – Port of Miami 2004 Master Development Plan with new Figure 1



15. **~~PortMiami of Miami Master Plan~~ Monitoring Program**

The following information will be compiled and used in the preparation of the Evaluation and Appraisal Report (EAR) are the monitoring measures for the objectives of this Subelement:

16. **Objective PM-1**

- Number of passengers on an annual basis
- Cruise related improvements made at the PortMiami of Miami since 2003 during the evaluation and appraisal of the CDMP reporting period.
- ~~Cruise related infrastructure improvements made since 2003.~~

17. **Objective PM-2**

- Cargo ~~tonnage~~ volume on an annual basis.
- Cargo related improvements made at the PortMiami of Miami since 2003 during the evaluation and appraisal of the CDMP reporting period.
- ~~Cargo related infrastructure improvements made since 2003.~~
-

18. **Objective PM-3**

- ~~Number and type of facility maintenance and efficiency improvements made since 2003.~~
- Number and condition of PortMiami-related off-island expansion projects and related coordination activities during the evaluation and appraisal of the CDMP reporting period.
- Assessment of PortMiami's expansion activities and joint-venture partnerships during the evaluation and appraisal of the CDMP reporting period.

19. **Objective PM-4**

- Assessment of the PortMiami's of Miami's environmental accomplishments and practices during the evaluation and appraisal of the CDMP EAR reporting period.
- Types of permits and approvals issued to the Port during the evaluation and appraisal of the CDMP reporting period.

20. **Objective PM-5**

- ~~Assessment of the Port of Miami's environmental accomplishments and practices during the EAR reporting period.~~
- Number of agreements on various plans and programs of PortMiami with local, regional and state agencies and/or jurisdictions.
- Compliance with applicable security requirements and plans.

21. **~~Objective PM-6~~**

~~Number and condition of Port of Miami off-island expansion and related coordination activities.~~

~~Objective PM-7~~

~~Types of environmental permits and approvals issued during the EAR reporting period.~~

~~Objective PM-8~~

~~Assessment of the Port of Miami's expansion activities and joint venture partnerships.~~

~~Objective PM-9~~

~~Number and condition of transportation projects affecting the Port of Miami during the EAR reporting period.~~

~~Objective PM-10~~

~~Infrastructure improvements made since 2003.~~

~~Objective PM-11~~

~~Compliance with applicable security requirements and plans.~~

**APPLICATION NO. 3
HOUSING ELEMENT**

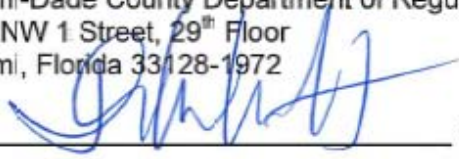
**APPLICATION REQUESTING AMENDMENT TO HOUSING ELEMENT OF
THE MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, Suite 1210
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Department Director
Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, 29th Floor
Miami, Florida 33128-1972

By:  October 31, 2012

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Housing Element, on pages III-1 through III-10 in the "Adopted Components of the Comprehensive Development Master Plan" dated October 19, 2011, as amended, as follows on the next page.¹ This Application proposes amendments to the entire Housing Element, which consists of an Introduction, a set of Goals, Objectives, and Policies, and Monitoring Program. A summary of all proposed changes by reference paragraph is charted in a table included in Section 4 (Reasons for Changes).

The above presents the cover of the application as filed and included in the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated March 27, 2013, where the above referenced Section 4 can be found. Thereafter beginning on page III-1 is a presentation of the application as ultimately adopted by the Board of County Commissioners at the October 2, 2013 public hearing as discussed in the Introduction and Summary of Actions sections to this report on pages i and iii, respectively. As presented herein, underlined words are additions to and words with ~~strike through~~ are deletions from the Element text. All other words exist in the Element and remain unchanged.

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HOUSING ELEMENT

Introduction

The purpose of the Housing Element is to provide a framework for developing plans and programs by local governments to assist in the provision of suitable housing for current and future residents of Miami-Dade County. The Element establishes goals, objectives, and policies aimed at guiding both the public and private efforts to deliver housing. It provides for adequate sites for future housing, particularly housing for extremely low, very low, low and moderate-income families, including workforce housing. It analyzes current housing trends and problems in Miami-Dade County and it presents policies and programs aimed at attaining the housing goals and objectives.

1. The Housing Element has been developed to meet the requirements of Chapter 163, *Florida Statutes* (F.S.) and ~~Rule 9J-5, *Florida Administrative Code* (F.A.C.).~~ It builds on a long history of innovative housing planning and programming by Miami-Dade County which, since 1957, has been a home rule charter county. The ~~Planning and Zoning~~ Department of Regulatory and Economic Resources therefore serves as a regional agency, and housing needs and goals in this Element are presented for the entire County, including the ~~35~~ 34 municipalities.

The Housing Element addresses needs that must be met for the most part by the private sector. Other Elements of this Plan deal with development programs that are primarily public sector responsibilities -- the street and highway system, mass transit, parks, playgrounds, water, waste disposal, and other utilities and capital improvements which are the responsibility of Miami-Dade County and other local governments. Housing is different, as local governments today build little or no new housing. Instead, they provide plans, programs, and development regulations (zoning, building codes, etc.) to guide the private sector in the development of new housing, and maintain fair housing ordinances and housing structural and health codes which set minimum standards. Funding is also provided as incentives for the development of affordable housing, including affordable workforce housing.

References to affordable housing and income limit categories that are made throughout the Housing Element are based on standard definitions developed by the U.S. Department of Housing and Urban Development (HUD), which are used to determine eligibility for many of the County's housing programs. In this context, affordability is defined as housing costs that are 30% or below a household's annual income. Households whose housing expenses exceed 30% of their annual income are considered cost burdened.

2. The extremely low, very low, low and moderate income limit categories presented in the Housing Element represent the maximum income one or more ~~natural~~ persons or a family may earn, as a percent of the area median income (AMI) in order to qualify for certain housing assistance programs. Below are the income limits as defined by HUD standards,

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state regulations and Miami-Dade County policies:

- Extremely Low: At or below 30% of the AMI
- Very Low: 30.01 to 50% of the AMI
- Low: 50.01% to 80% of the AMI
- Moderate: 80.01% to 120% of the AMI (The moderate income limit for Miami-Dade County's Documentary Surtax Program includes up to 140% of the AMI.)

3. In addition to the above categories, the Housing Element also provides a workforce housing category, which is defined as housing that is affordable to ~~natural~~ persons or families whose total household income is at or below 140% of the AMI. Although workforce housing incorporates all the income categories described above, it differs from other forms of affordable housing in that it seeks to address the housing needs of the workforce. Such housing is generally located near employment centers and within close proximity of transit services. This form of housing allows for employment based housing, which is housing provided by employers for their workers. It also encourages public-private partnerships in the development of such projects.

The Adopted Components of this Element include the goals, objectives, and policies contained herein and the Housing Element monitoring program.

4. ~~The 2003 Evaluation and Appraisal Report (EAR) shows that between the year 2000 and 2025, Miami-Dade County will require 294,200 new housing units. It is estimated that about 42 percent of these units will be needed by very low and low-income households. These are units that only new residents will require and do not take account of existing housing deficiencies. The 2000 Census revealed that 77,000 households were living in overcrowded conditions and more than 204,000 households were cost-burdened (there is an unknown overlap between these two categories). These are truly daunting numbers and the trend seems to be worsening. Overcrowding increased from 18.2 percent to 20 percent of all households between 1990 and 2000. Likewise, cost burden is becoming more wide spread.~~
5. An overall affordability analysis was done in the 2003 2010 EAR Report, which matched income distribution to housing cost distribution. In 1990 2000, just over ~~86~~ 49.1 percent of renter-occupied units were affordable and, by ~~2000~~ 2011, this had dropped to ~~79.5~~ 32.8 percent. The same pattern held for owner-occupied units; ~~37.3~~ 63.7 percent ~~were~~ affordable in 1990 2010, and ~~34.0~~ 52.9 percent by in ~~2000~~ 2011. ~~Again, the~~ the 2010 EAR Report points out that these trends are likely to continue in Miami-Dade County. ~~If the~~ the projected demographic makeup, income distribution, wage rates, poverty levels and sources of economic and population growth, ~~if they persist, it~~ virtually assures that insufficient affordable housing will remain a serious problem in Miami-Dade County well into the future.

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6. **GOAL I**

ENSURE THE PROVISION OF ~~AFFORDABLE HOUSING THAT WILL~~ BE AFFORDABLE ~~MEET THE SPATIAL AND ECONOMIC NECESSITIES OF~~ TO ALL CURRENT AND FUTURE MIAMI-DADE COUNTY RESIDENTS, REGARDLESS OF HOUSEHOLD TYPE OR INCOME.

7. **Objective HO-1**

Promote housing choice for all Miami-Dade County citizens regardless of race, ethnicity, age, sex, family composition, disability or sexual orientation ~~such that residential segregation indices are reduced to a value of 50 or less.~~

Policies

8. HO-1A. Continue to enforce existing housing federal, state and local regulations ~~laws~~ that prohibit housing discrimination on the basis of race, ethnicity, age, sex, family composition, disability or sexual orientation.
- HO-1B. Miami-Dade County housing assistance provider agencies should carry out equal opportunity fair housing activities where applicable and to the degree possible.
9. ~~HO-1C. Affordable housing resource information should be distributed to the general public, especially to very low, low and moderate income households, by County housing agencies through several techniques and media.~~

10. **Objective HO-2**

~~Designate by the year 2025 sufficient land (+/-25,000 acres)~~ Ensure that by the year 2030 there is sufficient land capacity to accommodate sites ~~at varying densities for a variety of housing types~~ including manufactured homes, with special attention directed to affordable units for extremely low, very low, low, and moderate-income households, including workforce housing.

Policies

11. HO-2A Periodically conduct an analysis of the sufficiency of the supply of developable land using most recent housing data and population projections in order to assess more accurately the County's residential land needs. Develop by the end of 2008 a housing plan that would aim to fairly and equitably distribute extremely low, very low, low and moderate income publicly assisted affordable housing, including affordable workforce housing, throughout the County, in a manner that lessens potential impacts of such housing in any one area while providing a wider choice of extremely low, very low, low, and moderate income affordable housing options.
- HO-2B. Allow manufactured homes within residential areas throughout the County, provided they meet design and building standards and are generally compatible with the surrounding residential development.

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- HO-2C. Foster a diversity of affordable housing types defined by the County's Comprehensive Development Master Plan to include single-family detached housing, single-family attached and duplex housing, multi-family housing and manufactured homes.
- HO-2D. Continue to promote zoning code changes that allow housing product opportunities such as accessory apartments, single room occupancy units (SRO's), elderly residential hotels, and the mixing of unit types.
- 12. HO-2E. The Department of ~~Planning and Zoning~~ Regulatory and Economic Resources will prepare and apply a series of innovative methods for increasing public awareness of the accessory apartment provision in the zoning code and promoting its use.

13. **Objective HO-3**

Assist the private sector in providing affordable housing products in sufficient numbers for existing and future residents throughout the County by the year ~~2025~~ 2030 (~~approximately 294,000 units~~), with an appropriate percentage (~~about 42 percent~~) of new housing available to extremely low, very low, low and moderate-income households, including workforce housing.

Policies

- 14. HO-3A. Provide additional administrative and, where applicable, fiscal incentives for new developments to ensure the inclusion of a wide spectrum of housing options, particularly for extremely low, very low, low, and moderate-income households, including workforce housing.
- HO-3B. Continue to investigate methods for providing affordable residential dwelling units and to review, evaluate and streamline those aspects of planning, zoning, permitting and building codes that may unduly restrict or increase the cost of housing.
- 15. HO-3C. Provide administrative and technical support to non-profit housing development corporations to construct new housing either for sale or rent to extremely low, very low, low, and moderate-income persons, including workforce housing.
- 16. HO-3D. Continue to develop programs ~~such as the Documentary Stamp Surtax Program, the Housing Finance Authority Savings Bank, Location Efficient Mortgages and other innovative ways to reduce financing costs.~~
- HO-3E. Encourage interlocal agreements among adjacent jurisdictions, for the provision of affordable housing opportunities within their region if not within their jurisdiction, especially for extremely low, very low, low, and moderate-income residents, including workforce housing.

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17. HO-3F. Develop a strategy and implement measures to promote and strengthen the ~~By the end of 2006 an~~ inclusionary zoning program which involves private sector developments in the provision of workforce housing ~~will be implemented~~. Builders and developers who participate in this program will be entitled to exceed CDMP density ranges and certain other land use provisions according to provisions set forth in the Land Use Element.
18. HO-3G. The Department of ~~Planning and Zoning~~ Regulatory and Economic Resources will work with other appropriate departments to consider development of a housing linkage program which applies to commercial and industrial projects above a certain size.
19. HO-3H. Continue to explore ways to reduce barriers such as liens and encumbrances on County properties, lack of public infrastructure, and other obstacles that inhibit the development of affordable housing.
20. HO-3I. Encourage the development of residential housing units through infill and expansion of redevelopment opportunities in urbanized areas with existing infrastructure.

Objective HO-4

Develop ways to broadly communicate accurate information about public and private affordable housing development, especially extremely low, very low, low, and moderate-income, and workforce housing, throughout the County.

Policies

21. HO-4A. Adopt a communication strategy, ~~Prepare a visual file,~~ including media, visual presentations, photos and site plans, to disseminate information of successful workforce housing projects blended with market rate housing in order to illustrate the feasibility of this concept.
22. HO-4B. Solicit participation from the community at large in developing design guidelines and site plans for affordable housing, ~~perhaps~~ through workshops, outreach meetings and design charrettes with local architects and potentially affected neighbors and/or community associations.

GOAL II

THROUGHOUT MIAMI-DADE COUNTY IDENTIFY AND PROVIDE AFFORDABLE HOUSING OPPORTUNITIES FROM WITHIN THE EXISTING HOUSING STOCK AND ENSURE ITS EFFICIENT USE THROUGH REHABILITATION AND RENOVATION, AND FACILITATE ADAPTIVE CONVERSION OF NON-RESIDENTIAL STRUCTURES TO HOUSING USE FOR EXTREMELY LOW, VERY LOW, LOW, AND MODERATE-INCOME HOUSEHOLDS, INCLUDING WORKFORCE HOUSING.

Objective HO-5

Reduce the number of substandard housing units in the County by encouraging the rehabilitation or conservation of the existing housing stock, including historic structures, and provide that an increased number of extremely low, very low, low and moderate-income, and workforce units come from housing rehabilitation and adaptive re-use of non-residential structures.

Policies

- HO-5A. Consistently enforce minimum building and housing code standards throughout the County so that all new and rehabilitated housing, public or private, is in compliance.
- 23. HO-5B. Continue fFederally funded housing development assistance, maintenance and neighborhood improvement programs, especially in eligible low income areas.
- HO-5C. Continue to use existing housing assistance funding for maintenance and rehabilitation programs for eligible publicly and privately owned single and multi-family units, including those for the elderly and disabled.
- HO-5D. Identify, conserve and protect historically significant housing and stabilized neighborhoods from the intrusion of incompatible land uses that would adversely affect neighborhood character or existing structures, pursuant to the provisions of the Miami-Dade County Historic Preservation Ordinance.
- HO-5E. Review current demolition processes and suggest modifications if they inhibit the rehabilitation of housing for low income and work force households or the adaptive reuse of non-residential structures for such housing.

Objective HO-6

Increase affordable housing opportunities for extremely low, very low, low, moderate-income households, including workforce housing options, within reasonable proximity to places of employment, mass transit and necessary public services in existing urbanized areas.

Policies

- HO-6A. Promote the location of housing for extremely low, very low, low, and moderate-

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income households, including workforce housing options, near employment centers or premium transportation services through the application of CDMP planning provisions and cooperation with County agencies which provide affordable housing.

24. HO-6B. Continue to use financial incentives provided under federal, state and local government programs, such as the Federal Empowerment Zone and State Enterprise Zone designations, Brownfields, the Urban Jobs Tax Credit Program, and Community Redevelopment areas, to attract industries to locate in or near infrastructure-ready infill sites in very low, low and moderate-income residential areas and to employ residents of these areas.
- HO-6C. Priority should be given to assisting affordable workforce housing projects which are proximate to employment concentrations, mass transit, or have easy access to a range of public services.
- HO-6D. Miami-Dade County shall continue to identify sites adequate for workforce housing and promote the development of such sites according to the "Miami-Dade County Affordable Workforce Housing Plan, 2008 to 2015" adopted by Resolution No. R-746-08 on July 1, 2008 and adopted by reference in the CDMP.
25. HO-6E. Improve the administrative procedures and practices to preserve existing government-assisted affordable housing projects and work proactively with property owners to facilitate the renewal of soon-to-expire agreements.
26. **Objective HO-7**

Miami-Dade County shall support the preservation and enhancement of existing mobile home communities as an additional source of affordable housing options for extremely low through moderate income households and encourage residents and builders to incorporate energy and natural resource conservation strategies into housing design, site plan design, and improvements for existing mobile homes.

Policies

- HO-7A. Miami-Dade County will support programs that assist residents of existing mobile home communities in purchasing their parks and forming resident owned communities.
- HO-7B. Miami-Dade County shall develop a program and applicable regulations allowing the replacement of existing mobile home units with mobile homes, manufactured homes, or modular homes, provided the replacement residential units meet applicable design and building standards.
- HO-7C. Miami-Dade County shall encourage the renovation, rehabilitation, or replacement, of existing mobile home units to ensure that housing units in mobile home communities comply with all applicable health, safety, and building standards.
- HO-7D. All legal nonconforming uses and structures in existing mobile home parks shall be

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allowed to be renovated or rehabilitated, if they comply with plans of record and applicable building codes.

HO-7E. Any official action that requires a public hearing to develop or redevelop mobile home park sites to residential or non-residential uses shall, at a minimum, require the following:

- a. Demonstration that the proposed development action would not cause the displacement of mobile home owners or that there is suitable affordable housing available for all affected mobile home owners. Housing affordability shall be determined using the definition of affordability and income limit categories described in the Housing Element of the CDMP and updated annually by HUD.
- b. Description of actions that will be taken to assist mobile home owners in finding suitable housing for relocation, including referrals to public and private affordable housing resources.
- c. Actions that will be taken to minimize the hardship related to relocation.

27. HO-7F. ~~By 2012,~~ Miami-Dade County shall develop a program providing for the designation of at least 20% of the future development or redevelopment of a mobile home park for affordable housing, where financially feasible. Affordable housing shall be determined using the definitions described in the Housing Element of the CDMP.

HO-7G. Miami-Dade County shall develop procedures for coordinating County services related to mobile home parks, including activities related to the closing of mobile home parks and the relocation of its residents.

28. **GOAL III**

ALL VARIATIONS OF AFFORDABLE HOUSING PRODUCTS IN MIAMI-DADE COUNTY SHOULD BE PROVIDED THROUGH THE MOST ECONOMICALLY FEASIBLE ALTERNATIVES, WHILE ENSURING THAT SITE LOCATIONS, SITE AND HOUSING DESIGNS, AND BUILDING PRACTICES FOSTER ENERGY AND LAND CONSERVATION.

Objective HO-8

Bring about housing design and development alternatives that are aesthetically pleasing, encourage energy efficiency and enhance the overall health, safety and general welfare of County residents.

Policies

HO-8A. Ensure that growth management, housing design, and development alternatives form an integral part of a community of functional neighborhoods and town centers that promote community identity, and enhance the overall quality of life.

29. HO-8B. Continue supporting development of ~~new~~ and innovative and cost-efficient

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~~economically—feasible~~ housing construction techniques, materials and manufacturing methods ~~that maintain or improve housing structural quality.~~

- HO-8C. Promote programs designed to enhance neighborhood safety in order to help prevent possible housing deterioration by crime.
- HO-8D. The County shall continue to encourage new legislation that promotes energy efficiency, use of alternative energy and conservation alternatives, in the construction, and rehabilitation of new and existing buildings.
- 30. HO-8E. The County shall promote affordable utility costs for new public housing projects by utilizing Florida Green Building Coalition ~~green~~ construction standards or other acceptable standards, and through the incorporation of alternative energy technologies into low-income weatherization programs.
- HO-8F. The County should discourage the practice of illegal housing conversions, additions, or unpermitted new residential construction through a program which includes: strong public communications; aggressive inspections; penalties; and, information on affordable housing programs.
- 31. HO-8G. Promote housing design that supports the conservation and preservation of areas with specific historic, architectural or cultural value while enhancing the neighborhood character.

Objective HO-9

Maintain the stock of suitable rural housing available to farm workers, as well as special housing for migrant farm workers.

Policy

- HO-9A. Work with County employers and appropriate agencies to identify and provide adequate assistance in meeting seasonal migrant and rural farm worker affordable housing needs.
- 32. **Objective 10**

Provide for the special housing needs of the County's elderly, disabled, homeless, ~~orphaned~~ children in foster care, families in need, ~~persons with AIDS~~ and others in need of specialized housing assistance.

Policies

- 33. HO-10A. Continue to provide, in accordance with Chapter 533, F.S. and applicable County codes, housing opportunities for the County's homeless, elderly, and disabled. Halfway houses and special needs congregate living facilities for ~~institutionalized~~ such groups ~~such as persons with AIDS~~ should be made available.

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- HO-10B. Monitor the status and location of group homes, foster-care facilities, adult congregate living facilities, halfway houses, and similar housing facilities consistent with Chapter 419 of the Florida Statutes to ensure wide accessibility and to avoid undue concentration in any area and expand community residential alternatives to institutionalization.
- HO-10C. Continue to allow within residential areas, as a right provided in the Land Use Element, group homes and foster care facilities that are owner-occupied and contain six-or-fewer beds.

Objective HO-11

Continue governmental assistance to persons and families displaced and relocated by public projects and encourage private-sector assistance in relocating people displaced by private projects.

Policies

- HO-11A. Provide safe, well built, and transit accessible affordable housing units prior to relocation to households displaced by public action.
- HO-11B. Encourage the private sector to provide housing assistance to families and individuals displaced through private sector actions.
- HO-11C. Assure the availability of suitable emergency shelters, transitional housing, and relocation programs for very low, low- and moderate-income populations who have lost their housing, especially when displacement occurs due to redevelopment or natural disaster.

MONITORING PROGRAM

34. ~~In order to enable the preparation of the periodic Evaluation and Appraisal Report (EAR) as required by Section 163.3191, F.S., the Minimum Criteria Rule (Rule 9J-5, F.A.C.) requires that local comprehensive plan contains adopted procedures for monitoring and evaluating the Plan and its implementation Sections 9J-5.005[1][c][3], and 9J-5.005[7], F.A.C). In addition, successful implementation of level of service standards, and requirements that services be available at the time of development, also require the establishment or enhancement of monitoring and reporting programs.~~
35. This section of the Element outlines the substantive elements of Miami-Dade County's monitoring program pertinent to the objectives, policies, and parameters referenced in this Element. ~~It should be understood that the proposed programs or program improvements will be refined over time, as more experience is gained. Undoubtedly, by the time that the next EAR is prepared, the measures and procedures outlined herein will have been modified to reflect practical considerations.~~
36. ~~The administrative requirements for monitoring and preparation of the EAR as outlined in Section 9J-5.005(7), F.A.C. are not repeated here. They are outlined only in the Land Use~~

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~~Element to avoid redundancy. The reader is referred to that Element for a summary of those procedural requirements.~~

Evaluation Assessment Review

37. For the purpose of evaluating and assessing the implementation of the Housing Element in ~~Year 2010~~, each objective will be reviewed as follows to monitor the degree to which it has been reached.
38. **Goal I, Objective HO-1.**
~~Residential segregation indices using census and other data as necessary and available will be used to report on results achieved related to this objective.~~ Review anti-discrimination compliance and monitoring by the local agencies administering affordable housing programs.
39. **Goal I, Objective HO-2.**
~~The 2000 and 2010~~ most recent census data will be utilized to compare the distribution of the number of units by value and type, by census tract or other appropriate area to the figures in previous years.
40. **Goal I, Objective HO-3.**
~~The 2000 and 2010~~ most recent census data will be utilized to calculate "cost burden" by area for the two years and compared to data for prior periods so that changes can be noted. Cost burden is defined as a household which is devoting more than 30 percent of its income to housing costs. In addition, indicate the number of units that, directly or indirectly, resulted from County funding geared to increasing the number of affordable housing units.
- Goal I, Objective HO-4.**
The measure of achievement for this objective will consist of listing and describing the various means employed to inform the public about the characteristics of affordable housing and the development of it.
41. **Goal II, Objective HO-5.**
The number of units rehabilitated through the various Miami-Dade County sponsored or approved programs will be reported for the review period ~~years 2003 to 2010.~~
42. **Goal II, Objective HO-6.**
Information and data compiled by the specific agencies providing affordable housing, either rehab or new, will be acquired and the distributional pattern analyzed with respect to employment centers, mass transit, and important facilities and services. ~~The 2000 and 2010~~ most recent and prior periods' census data and corresponding matching land use figures data will be utilized.
43. **Goal II, Objective HO-7.**
Inventory of existing mobile home communities to include: number of mobile home units; permits to renovate, rehabilitate or replace existing mobile home units; code violations per mobile home community; and number of mobile home communities that have closed or are vacant. Description of County programs targeted toward low-income residents and affordable housing developers to incorporate sustainable site design, building practices, and residential

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upgrades.

Goal III, Objective HO-8.

Efforts to promote better housing design, construction methods, materials, energy conservation improvements or related matters will be reported on.

44. **Goal III, Objective HO-9.**

The status of rural and farm worker housing will be compared to that ~~five~~seven years before the EAR date, using the best available data.

Goal III, Objective HO-10.

Information and data compiled by the specific agencies dealing with these special client groups will be obtained and analyzed in order to evaluate success in meeting this objective.

Goal III, Objective HO-11.

The records of the agencies, which are responsible for relocation of displaced households, will be the basis for assessing this objective achievement.

**APPLICATION NO. 4
CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT**

**APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, Suite 1210
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Department Director
Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, 29th Floor
Miami, Florida 33128-1972

By:  October 31, 2012
Jack Osterholt, Deputy Mayor/Department Director

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Conservation, Aquifer Recharge and Drainage Element on pages IV-1 through IV-24 in the "Adopted Components of the Comprehensive Development Master Plan" dated October 19, 2011, as amended, as follows on the next pages.* This Application proposes amendments to the entire Conservation, Aquifer Recharge and Drainage Element, which consists of an Introduction, a set of Goals, Objectives, and Policies, Monitoring and Data Programs and Appendixes. Additionally, a summary of all proposed changes by reference paragraph is included in Section 4 (Reasons for Changes).

The above presents the cover of the application as filed and included in the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated March 27, 2013, where the above referenced Section 4 can be found. Thereafter beginning on page IV-1 is a presentation of the application as ultimately adopted by the Board of County Commissioners at the October 2, 2013 public hearing as discussed in the Introduction and Summary of Actions sections to this report on pages i and iii, respectively. As presented herein, underlined words are additions to and words with ~~striethrough~~ are deletions from the Element text. All other words exist in the Element and remain unchanged.

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CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT

INTRODUCTION

1. ~~It is the intent of this Element to identify, conserve, appropriately use, protect and restore the biological, geological and hydrological resources of Miami-Dade County. Since the adoption of the Comprehensive Development Master Plan (CDMP) in 1975, Miami-Dade County has been committed to protection of environmentally sensitive wetlands and aquifer recharge and water storage areas. Within the past decade, protecting and restoring environmentally sensitive uplands has been recognized as important to the County's present and future. Since 1975, Miami-Dade County has sought to channel growth toward those areas that are most intrinsically suited for development. This Element and the proposed natural resources objectives, policies and maps in the Land Use Element and Coastal Management Element continue that established trend.~~

It is the intent of this Element to identify, conserve, appropriately use, protect and restore as necessary the biological, geological and hydrological resources of Miami-Dade County. Since the adoption of the Comprehensive Development Master Plan (CDMP) in 1975, Miami-Dade County has been committed to protection of environmentally sensitive wetlands and aquifer recharge and water storage areas. Protecting and restoring environmentally sensitive uplands has been recognized as important to the County's present and future, thus, Miami-Dade County has sought to channel growth toward those areas that are most intrinsically suited for development. This Element and the proposed natural resources objectives, policies and maps in the Land Use Element and Coastal Management Element continue that established trend. In addition, many experts suggest that South Florida will be significantly affected by rising sea levels, intensifying droughts, floods, and hurricanes as a result of climate change. As a partner in the four county Southeast Florida Regional Climate Change Compact, Miami-Dade has committed to study the potential negative impacts to the County given climate change projections, and is working to analyze strategies to adapt to these impacts and protect the built environment and natural resources.

2. ~~The environmental sensitivity of Miami-Dade County is underscored by the fact that the urban portion lies between two national parks, Everglades and Biscayne National Parks, and the Florida Keys National Marine Sanctuary. The close proximity of an expanding urbanized area to national and State resource-based parks, and over 6,000 acres of natural areas within County parks, presents a unique challenge to Miami-Dade County to provide sound management. The County has addressed this challenge in several ways including working closely with other public and private sector agencies and groups to obtain a goal of sustainability. The close relationship of tourism to the preservation of Miami-Dade County's unique native plants and wildlife has been recognized as an economic as well as environmental issue. The Conservation Element builds upon past and present initiatives such as the East Everglades Resource Management Plan, and planning for the Bird Drive-Everglades, Arch Creek, and C-111 Basins, the Governor's Commission on a Sustainable South Florida, the South Florida Ecosystem Restoration Task Force, the Comprehensive Everglades Restoration Plan and over three decades of local planning, monitoring, and evaluating proposed activities in wetlands and uplands.~~

The environmental sensitivity of Miami-Dade County is underscored by the fact that the urban

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portion lies between two national parks, Everglades and Biscayne National Parks, and the Florida Keys National Marine Sanctuary. The close proximity of an expanding urbanized area to national and State resource-based parks, and over 6,000 acres of natural areas within County parks, presents a unique challenge to Miami-Dade County to provide sound management. The County has addressed this challenge in several ways including working closely with other public and private sector agencies and groups to obtain a goal of sustainability. The close relationship of tourism to the preservation of Miami-Dade County's unique native plants, wildlife, beaches, and near shore water quality is recognized as both an economic and an environmental issue. The Conservation Element builds upon past and present initiatives such as the East Everglades Resource Management Plan, and planning for the Bird Drive-Everglades, Arch Creek, and C-111 Basins, the Governor's Commission on a Sustainable Everglades Restoration Plan, the GreenPrint, the County's plan for sustainability, and over four decades of local planning, monitoring, and evaluating proposed activities in wetlands and uplands.

3. ~~Since the establishment of the Miami-Dade County Department of Environmental Resources Management (DERM) in 1974, Miami-Dade County has developed several comprehensive and innovative programs such as the Northwest Wellfield Protection Plan to protect the Biscayne Aquifer, the County's sole source of drinking water. Moreover, since the adoption of the CDMP in 1975, Miami-Dade County has been sensitive to the multiple challenges of water resource management. The present County programs also implement stormwater management plans to eliminate pollution to water bodies: freshwater, estuarine, and coastal, and natural areas management, to eliminate the invasion of exotic pest plants that threaten native ecosystems.~~

Since the establishment of the former Miami-Dade County Department of Environmental Resource Management (DERM) in 1974 (now the Division of Environmental Resources Management in the Department of Regulatory and Economic Resources), Miami-Dade County has developed several comprehensive and innovative programs such as the Northwest Wellfield Protection Plan to protect the Biscayne Aquifer, the County's primary source of drinking water. Moreover, since the adoption of the CDMP in 1975, Miami-Dade County has been sensitive to the multiple challenges of water resource management. The present County programs also implement stormwater management plans to eliminate pollution to water bodies: freshwater, estuarine, and coastal, and natural areas management, to eliminate the invasion of exotic pest plants that threaten native ecosystems. Through local and regional partnerships, the County will continue to work towards sustainable development patterns, while protecting unique natural resources critical to the County's and the South Florida economy.

4. ~~Chapter 163.3177(6)(d), Florida Statutes mandates that this element contain one or more goal statements which address the conservation, use and protection of the following natural resources: air, water, recharge areas, wetlands, waterwells, soils, minerals, floodplains, forests, fisheries, wildlife, beaches, shores, estuarine marshes, rivers, lakes, bays, harbors, marine habitats, and other natural resources.~~

Chapter 163.3177(6)(d), Florida Statutes mandates that this Element contain principles, guidelines, and standards for conservation that provide long-term one or more goal statements which address the conservation, use and protection of the following natural resources: air quality, water sources, recharge areas, wetlands, waterwells, soils, minerals, floodplains, forests, fisheries, wildlife, beaches, shores, estuarine marshes, rivers, lakes, bays, harbors,

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marine habitats, and other natural resources.

5. ~~Coastal wetlands, beaches and shores, estuarine marshes, rivers, lakes, bays, harbors, marine fisheries, marine habitats, marine wildlife, estuarine water quality and other marine and oceanic resources are discussed in the Coastal Management Element.~~

The Coastal Management Element also includes policies intended to protect important coastal resources including wetlands, estuaries, marine fisheries and habitats, and water quality. Coastal wetlands, beaches and shores, estuarine marshes, rivers, lakes, bays, harbors, marine fisheries, marine habitats, marine wildlife, estuarine water quality and other marine and oceanic resources are discussed in the Coastal Management Element.

6. ~~The 2003 Evaluation and Appraisal Report contains information on air and water quality, wellfield protection, flood protection, aquifer recharge and drainage, wetlands, upland forests and fish and wildlife, and serves as the basis for updates to the *Adopted Components* of this Element. Two appendices that were included in the 1995 Evaluation and Appraisal Report have been updated herein to be consistent with current State and federal endangered, threatened and species of special concern listings.~~

The 2010 Evaluation and Appraisal Report contains information on air and water quality, wellfield protection, flood protection, aquifer recharge and drainage, wetlands, upland forests and fish and wildlife, and serves as the basis for updates to the *Adopted Components* of this Element. Appendices A and B have been updated herein to be consistent with the current State and federal endangered, threatened and species of special listings.

GOAL

PROVIDE FOR THE CONSERVATION, ENVIRONMENTALLY SOUND USE, AND PROTECTION OF ALL AQUATIC AND UPLAND ECOSYSTEMS AND NATURAL RESOURCES, AND PROTECT THE FUNCTIONS OF AQUIFER RECHARGE AREAS AND NATURAL DRAINAGE FEATURES IN MIAMI-DADE COUNTY.

7. **Objective CON-1**

Improve air quality in the County to meet all National Ambient Air Quality Standards set by the Environmental Protection Agency (EPA) and their respective deadlines; and reduce human exposure to air pollution; and take into consideration climate change mitigation and adaptation strategies.

Policies

8. CON-1A. Miami-Dade County shall maintain the objectives of the County's air permitting and compliance programs in an effort to prevent and control industry emissions of EPA-defined criteria and ~~toxic~~ hazardous air pollutants. The County shall also administer state and federal agreements and work plans, integrating any new rules and regulations into existing County programs.

CON-1B. Significant enhancement of public transit services and implementation of

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transportation system management (TSM) programs including such measures as ride-share incentives, employer-based transportation management and the use of flex-time shall continue to be implemented in Miami-Dade County to provide feasible and attractive alternatives to use of the private automobile.

- CON-1C. Residential and other high occupancy land uses shall not be located in areas that may be adversely impacted by stationary sources of air pollutant emissions. Additionally, industrial and commercial uses with permitted stationary sources of air pollutant emissions shall not be located in residential and other high occupancy areas.
- 9. CON-1D. The Miami-Dade County Cooperative Extension Service shall monitor inspection and enforcement activities required by the Florida Department of Agriculture and Consumer Services to determine whether pesticide application in Miami-Dade County is being conducted according to the label will continue to offer training and certification exams to allow pesticide applicators to be licensed in accordance with Florida Statutes. In an attempt to reduce pesticide use, Miami-Dade County Cooperative Extension Service shall continue to encourage integrated best management practices the use of Integrated Pest Management practices whenever practical available and economically feasible.
- 10. CON-1E. As required by the label, applications of methyl bromide and other volatile fumigants for agricultural pest controls shall only be performed by users who are knowledgeable about the hazards, and trained in the use of the required respirator equipment and detector devices, emergency procedures, and proper use of the fumigant. Once every two years, by the Environmental Protection Agency's Fumigant Management Plan (FMP), the Miami-Dade County Cooperative Extension Service should coordinate workshops for the manufacturers to present their training programs to users of volatile fumigants in Miami-Dade County. will continue to host training by manufacturers according to FMP guidelines for that portion of the agricultural industry that uses soil fumigants.
- CON-1F. Renovation and demolition projects will be regulated pursuant to the National Emissions Standard for Asbestos to prevent exposure to asbestos, a known human carcinogen.
- 11. CON-1G. Continue cooperative federal and regional efforts to measure and analyze community impacts of ~~toxic~~ hazardous air pollutants in Miami-Dade County.
- CON-1H. The Class 1 Air Quality Area of Everglades National Park and the Class 2 Air Quality Area of Biscayne National Park and the Big Cypress National Preserve shall be protected.
- CON-1I. The use of ozone depleting compounds such as chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) as refrigerants shall be strictly regulated and controlled in Miami-Dade County. The sale and purchase of ozone depleting compounds shall be limited to permitted businesses and certified technicians only. All products that utilize or were manufactured using ozone depleting compounds as

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a propellant or blowing agent are prohibited for sale within Miami-Dade County.

12. CON-1J. Miami-Dade County shall continue to implement its CO₂ Plan recommendations to reduce CO₂ levels and take into consideration the recommendations of the Southeast Florida Regional Climate Change Compact to reduce greenhouse gas emissions in accordance with all applicable regulations.
- CON-1K. Miami-Dade County shall maintain and expand its air monitoring network in order to better evaluate air quality throughout the County.
- CON-1L. Miami-Dade County shall continue to identify and obtain funding sources for air monitoring programs and voluntary efforts to improve air quality.

Objective CON-2

Protect ground and surface water resources from degradation, provide for effective surveillance for pollution and clean up polluted areas to meet all applicable federal, state and County ground and surface water quality standards.

Policies

13. CON-2A. The basin stormwater master plans produced by Miami-Dade County pursuant to Objective CON-5 will ~~establish~~ continue to prioritize the listings of stormwater/drainage improvements to correct existing system deficiencies and problems and to provide for future development. At a minimum, these lists shall include:
- Drainage/stormwater sewer systems within wellfield protection areas;
 - Drainage/stormwater sewer systems in industrial and heavy business areas and areas with large concentrations of small hazardous waste generators;
 - Basins and sub-basins that fail to meet the target criteria for the twelve NPDES priority pollutants listed in Policy CON-5A and additional parameters, referenced in CON-5A.
- CON-2B. Miami-Dade County's Stormwater Utility Program shall fund the identification and retrofitting of deteriorated storm sewer systems and positive outfalls and the proper maintenance of stormwater systems.
14. CON-2C. Interim wastewater treatment plants within the Urban Development Boundary shall continue to be phased out as sewer service becomes available, with highest priority given to phasing out of existing industrial wastewater plants in accord with regulations and procedures established by the Board of County Commissioners. The ~~Department~~ Division of Environmental Resources Management shall use its administrative, enforcement, and permitting authority to implement these regulations.
- CON-2D. Sewer Improvement Special Taxing Districts shall be established for all industrial

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and potentially hazardous commercial areas within the Urban Development Boundary.

- CON-2E. Industries and businesses that generate and/or handle more than 50 gallons of hazardous and industrial wastes per year shall be identified and monitored. Coordination among agencies that require reporting of hazardous wastes shall be improved.
- CON-2F. Miami-Dade County shall continue to utilize Best Management Practices established for potential sources of water pollution, that discharge wastewater to the ground, to reduce environmental risk and, where possible, to begin effective water reuse and recycling. Established management practices may be reviewed and modified as new science becomes available. New management practices shall be developed for new potential sources of water pollution as they are identified.
- CON-2G. Best Management Practices for potential sources of water pollution shall include reduction in the use of hazardous materials and, wherever possible, the reuse and recycling of materials on site. Best Management Practices shall also be established to address those wastes that must be removed from site, including reusing and recycling of the waste in other operations. All practical recycling and reuse alternatives shall be investigated before seeking permanent disposal of hazardous wastes.
- 15. CON-2H. The Miami-Dade County Cooperative Extension Service shall continue to evaluate the amount and methods of application for fertilizers and pesticides as necessary to promote efficient plant growth and minimize leaching to the ground water provide educational training for the agricultural producers to promote the use of Best Management Practices whenever available and economically feasible.
- 16. CON-2I. Continue to collect the data and information from hazardous facilities inspection programs and clean-ups of current and historical hazardous waste spills on a Geographical Information System (GIS). In addition, continue to maintain the results of the wellfield and ambient groundwater monitoring well program in a database. Data and information from hazardous facilities inspection programs and clean-ups of current and historical hazardous waste spills shall be integrated with wellfield monitoring data on a Geographical Information System (GIS) to determine overall water quality in wellfield recharge areas and risk to public drinking water supplies.
- 17. CON-2J. Miami-Dade County shall ~~implement~~ continue to enforce a 500-foot protection zone for non-community, non-transient water supplies that serve uses such as public or private schools and trailer parks.
- 18. CON-2K. Miami-Dade County shall use the data generated in its ambient ground and surface water monitoring programs to determine ~~normal background~~ levels of concentrations for the twelve National Pollution Discharge Elimination Systems (NPDES) priority pollutants, as well as for the additional recommended NPDES parameters referenced in Policy CON-5A and any other pollutants of interest.

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- CON-2L. By 2020, Miami-Dade County shall prepare a management plan for the protection and proper utilization of the Floridan Aquifer. This management plan should identify potential areas of water withdrawals, potential sources of contamination, the impact of potential withdrawals to other legal users, and the development of practices that will maintain this aquifer as a viable water supply source.
19. CON-2M. Through partnerships with municipalities and other agencies, the County will assist in coordinating and distributing information regarding beach water quality.
20. **Objective CON-3**

Regulations ~~within~~ governing approved wellfield protection areas shall be strictly enforced. The recommendations of the NW Wellfield Protection Plan, and the Lakebelt Planning Process and from other ongoing planning activities aimed at refining and improving protection of local drinking water supplies shall continue to be fully implemented, ~~as are recommendations that evolve from the West Wellfield and South Dade Wellfield planning processes.~~

Policies

- CON-3A. No new facilities that use, handle, generate, transport or dispose of hazardous wastes shall be permitted within wellfield protection areas, and all existing facilities that use, handle, generate, transport or dispose of more than the maximum allowable quantity of hazardous wastes (as specified in Chapter 24-43 of the Code of Miami-Dade County, as may be amended from time to time) within wellfield protection areas shall be required to take substantial measures such as secondary containment and improved operating procedures to ensure environmentally safe operations.
- CON-3B. The water management systems that recharge regional wellfields shall be protected and enhanced.
- CON-3C. County-owned and operated facilities that use hazardous materials or generate hazardous wastes shall be moved to locations that are outside and downgradient of wellfield protection areas whenever such facilities need to be expanded by more than fifty (50) percent.
- CON-3D. Miami-Dade County shall continue to utilize Best Management Practices established for agriculture within wellfield protection areas.
- CON-3E. The area west of the Turnpike, east of the Dade-Broward Levee, north of NW 12th Street and south of Okeechobee Road shall be reserved for limestone mining and approved ancillary uses as provided for in Chapters 24 and 33 of the Miami-Dade County Code and the entire area west of the Turnpike, north of NW 25th Street and south of Okeechobee Road shall remain unurbanized.
- CON-3F. The ambient groundwater monitoring program, which includes all wellfield

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protection areas, shall be continued to serve as an "early warning system" for monitoring high- risk land uses and point sources.

CON-3G. Miami-Dade County shall re-evaluate the extent, and mandate periodic updating, of the protection areas for all public water supply wellfields to adjust the protection areas and programs for those wellfields, as warranted. The County shall ensure that new surface water bodies are adequately set back from wellfields to provide an adequate rock buffer to ensure protection of water quality and maintenance of the groundwater classification of the wellfields.

CON-3H. Miami-Dade County shall identify facilities that handle, use or generate hazardous wastes in wellfield protection areas and address the feasibility of removing the grandfathering provision for facilities that have been determined to be significant sources of pollution within wellfield protection areas.

Objective CON-4

The aquifer recharge and water storage capacity of the presently undeveloped areas in western and southern Miami-Dade County shall be maintained or increased.

Policies

21. CON-4A. The aquifer-recharge values of undeveloped land and the water storage values of wetland areas shall be maintained and, where feasible, enhanced or restored. There shall be no further positive drainage of wetlands to accommodate urban development or agricultural uses.

CON-4B. All future development and redevelopment shall use retention, infiltration and detention systems to retain to the maximum extent feasible, the full runoff from a one in five year storm and minimize the use of impermeable surfaces. In the event that an emergency overflow is provided, a minimum of the first inch of runoff shall be retained on-site.

22. CON-4C. The approved fill encroachment criteria for the Western C-9 Basin as established by the South Florida Water Management District and for all other basins as established by the Miami-Dade County ~~Department~~ Division of Environmental Resource Management (Basin B, North Trail and Bird Drive) shall continue to govern the extent to which land can be filled, and additional fill encroachment criteria shall be developed for all the undeveloped, poorly drained areas in western and southern Miami-Dade County which are determined to have urban development potential. These criteria shall retain the predevelopment net recharge and runoff values for basin areas.

23. CON-4D. Water conserving irrigation and other landscape practices such as ~~Xeriscape~~ Florida Friendly landscaping shall be used wherever feasible. Through its site and landscape reviews, Miami-Dade County shall ensure that appropriate native and ~~xeriscape~~ Florida Friendly landscaping plant materials are used, particularly in the salt-intruded areas of the County where public water is used to water lawns, golf

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courses and landscaped green spaces.

24. CON-4E. Miami-Dade County shall continue to investigate the feasibility of large-scale water reuse through water reuse demonstration projects and other appropriate means. Investigate the suitability of reused water in wetland hydration.
25. CON-4F. The Miami-Dade County ~~Department~~ Division of Environmental Resources Management (DERM) shall work with the County's Cooperative Extension Department to develop guidelines for improving the efficiency and/or uniformity of irrigation systems for appropriate crops grown in Miami-Dade County.
- CON-4G. In accordance with the goals of the South Florida Water Management District's *Lower East Coast Regional Water Supply Plan* and Objective WS-7, and its related policies, Miami-Dade County shall develop alternative water supply sources to supplement withdrawals from the Biscayne Aquifer. Such sources may include withdrawals from the Floridan Aquifer, implementation of water conservation methods and projects, and development of reclaimed and wastewater reuse strategies and projects.
26. **Objective CON-5**

Miami-Dade County shall continue to develop and implement the Stormwater Master Plans comprised of basin plans for each of the ~~twelve~~ sixteen primary hydrologic basins being addressed by the County, and cut and fill criteria as necessary to: provide adequate flood protection; correct system deficiencies in County maintained drainage facilities; coordinate the extension of facilities to meet future demands throughout the unincorporated area; and maintain and improve water quality. Each of the basin's Master Plans is to be updated every five years, with the next update to be completed by 2017. ~~The Stormwater Master Plan is projected to be completed in 2005, and~~ The implementing actions recommended in each basin plan shall continue to commence immediately after the applicable plan is approved. Outside of the Urban Development Boundary the County shall not provide, or approve, additional drainage facilities that would impair flood protection to easterly developed areas of the County, exacerbate urban sprawl or reduce water storage.

Policies

27. CON-5A. The Stormwater Management (Drainage) Level of Service (LOS) Standards for Miami-Dade County contain both a Flood Protection (FPLOS) and Water Quality (WQLOS) component. The minimum acceptable Flood Protection Level of Service (FPLOS) standards for Miami-Dade County shall be protection from the degree of flooding that would result for a duration of one day from a ten-year storm, with exceptions in previously developed canal basins as provided below, where additional development to this base standard would pose a risk to existing development. All structures shall be constructed at, or above, the minimum floor elevation specified in the federal Flood Insurance Rate Maps for Miami-Dade County, or as specified in Chapter 11-C of the Miami-Dade County Code, whichever is higher.

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1. Basin-specific FPLOS standards shall be established through the adoption of a Stormwater Master Plan to be approved by the Miami-Dade County Board of County Commissioners and the South Florida Water Management District. Until the approval of basin-specific FPLOS standards through this coordinated process, the following additional exceptions shall apply:
 - a) Wherever Miami-Dade County has adopted cut and fill criteria pursuant to Chapter 24-48.3(6) of the County Code (November 30, 2004) including fill encroachment limitations necessary to prevent unsafe flood stages in special drainage basins, the minimum applicable FPLOS standard shall be the degree of protection provided by the applicable cut and fill criteria;
 - b) Where cut and fill criteria have not been established north of S.W. 152 Street inside the Urban Development Boundary (UDB), the minimum acceptable FPLOS standard shall be protection from the degree of flooding that would result for a duration of one day from a ten-year storm;
 - c) West of Levee-31 N, there shall be no off-site drainage, all septic tank drainfields shall be elevated above the hundred-year flood elevation, and the extent of land filling shall be minimized as provided in applicable provisions of the Miami-Dade County East Everglades Zoning Overlay Ordinance. The County shall review these criteria when the water management facilities programmed in the N.E. Shark River Slough General Design Memorandum and the C-111 General Reconnaissance Review are fully operational.
2. The Stormwater Management Water Quality Level of Service (WQLOS) component of the standard shall be met when the annual ~~average~~ geometric mean for each of the following twelve priority NPDES pollutants does not exceed the following target criteria for each of those pollutants within a canal basin, or sub-basin, as determined in accordance with procedures established by Miami-Dade County DERM:

<u>Pollutant</u>	<u>Target Criterion</u>
Biological Oxygen Demand (BOD)	9 mg/l
Chemical Oxygen Demand (COD)	65 mg/l
Total Suspended Solids (TSS)	40 mg/l
Total Dissolved Solids (TDS)	1,000 mg/l
Total <u>Kjeldahl Nitrogen</u> (Ammonia-Nitrogen and Organic Nitrogen)	1.5 mg/l
Total Nitrate (NO _{x-N})	0.68 mg/l
Total Phosphate (TPO ₄)	0.33 mg/l
Dissolved Phosphate (DPO₄ <u>OPO₄</u>)	Not Available
Cadmium (Cd)	0.0023 mg/l
Copper (Cu)	0.0258 mg/l
Lead (Pb)	0.0102 mg/l
Zinc (Zn)	0.231 mg/l

Additionally, recommended NPDES parameters may not exceed established Federal, State or Local Criteria for the water body, as listed in Table 2, "Guidance for Preparing Monitoring Plan as recommended for Phase I Municipal Separate Storm Sewer System (MS4) Permits," FDEP August 1, 2009.

3. Applicants seeking development orders in canal basins, or sub-basins that do not meet either the FPLOS or the WQLOS shall be required to conform to Best Management Practices (BMPs) as provided by Miami-Dade County Code. Owners of commercial or industrial properties where BMPs are required, shall, at a minimum, demonstrate that their on-site stormwater system is inspected two times per year and maintained and cleaned as required. Private residential developments in areas where BMPs are required shall demonstrate that their on-site stormwater systems are inspected two times per year and maintained and cleaned as required.
- CON-5B. Applicants seeking development orders approving any new use or site alteration outside the Urban Development Boundary where the elevation of any portion of the site will remain below County Flood Criteria shall be advised by the permitting agency that those portions of the land that are not filled to Miami-Dade County Flood Criteria may be subject to periodic flooding.
- CON-5C. Miami-Dade County shall work with the South Florida Water Management District to better identify the developed urban areas within the County that do not have protection from a one in ten year storm. The County shall develop stormwater management criteria and plans for all unincorporated areas identified. Where such areas fall within municipal boundaries, the County will coordinate the stormwater management planning with the appropriate municipality(ies).
- CON-5D. Miami-Dade County shall seek funding for a comprehensive basin-by-basin drainage engineering study which will include: identification of public drainage facilities and private drainage facilities that impact the public facilities, and the entities having operational responsibility for them; establishment of geographic service areas for the drainage facilities; and, a facility capacity analysis by geographic service area for the planning periods 2015 and 2025.
- CON-5E. Miami-Dade County shall establish a priority listing of stormwater drainage and aquifer recharge improvements needed to correct existing system deficiencies and problems, and to provide for future drinking water needs. This shall include:
- Drainage/stormwater sewer system improvements in developed urban areas with persistent drainage problems;
 - Canal and/or stormwater drainage improvements in developed urban areas that have less than one in ten year storm protection and where no roadway drainage improvements are planned or proposed, which would remedy the problems;
 - Hydrologic modifications that are needed to deliver water to public waterwells or to protect those waterwells from prospective contamination.

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This shall be based on such factors as:

- Miles of canals with out-of-bank flow;
- Miles of collector and local streets impassable during a 5 year storm;
- Miles of minor arterial streets impassable during a 10 year storm;
- Miles of principal arterials, including major evacuation routes, that are impassable during a 100 year storm; and
- Number of structures flooded by a 100-year storm.

CON-5F. Miami-Dade County shall implement cut and fill criteria for land in the North Trail, Bird Drive, Basin B, and Western C-9 basins, as defined in Chapter 24 of the County Code, and other areas west of the easterly boundary of Area B identified in the Corps of Engineers Design Memorandum V Supplement 12 dated March 23, 1954, as necessary to protect natural hydrological characteristics of the basins, protect against flooding of developed land in the basins and downstream, and ensure continued proper recharge of groundwater supplies.

28. CON-5G. Miami-Dade County shall ~~actively encourage, based on analysis of water impoundment areas, the creation of need for~~ buffers between water impoundment areas and development in order to increase the level of flood protection ~~that is~~ provided to developed areas.

CON-5H. Miami-Dade County shall periodically evaluate stormwater drainage criteria as outlined in the County Code to ensure proper flood protection is being provided to County residents.

29. CON-5I When building, expanding or planning for new facilities such as water treatment plants, Miami-Dade County shall consider areas that will be impacted by sea level rise.

Objective CON-6

Soils and mineral resources in Miami-Dade County shall be conserved and appropriately utilized in keeping with their intrinsic values.

Policies

30. CON-6A. Areas of highest suitability for mineral extraction in Miami-Dade County shall be reserved for that use and shall be protected from ~~premature~~ encroachment by incompatible uses.
31. CON-6B Rockmining or quarrying uses may be approved in the Rockmining Overlay Zoning Area, the Lake Belt Area as defined by state law, and in those Open Land Subareas specified by the CDMP. However, the County shall continue to protect natural resources including surface water and groundwater, agricultural land, and publicly owned wetlands including the Everglades National Park.

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32. CON-6BC. Miami-Dade County shall develop guidelines for rock quarries that will provide high potential for the support of native flora and fauna and compatible recreational use in these areas once the quarrying operations have been completed.
33. CON-6GD. Areas in Miami-Dade County having soils with good potential for agricultural use without additional drainage of wetlands shall be protected from premature urban encroachment.*
34. ~~CON-6D. All sites having soils which cannot properly support proposed structures shall have their soils excavated and replaced with suitable fill material or they shall be otherwise stabilized as necessary to ensure the structural integrity of the proposed development for the expected life of the development and structures under normal use.~~
- 35.
36. CON-6E. Miami-Dade County shall continue to pursue programs and mechanisms to support the local agriculture industry, and the preservation of land suitable for agriculture.
37. CON-6F. Miami-Dade County shall coordinate with cities to develop a long-term vision for agricultural and other undeveloped lands outside of the UDB to ensure these lands continue to support urban communities and protect native plant and animal species from climate related impacts. Long-term land planning outside the UDB should also consider water storage opportunities.

Objective CON-7

Miami-Dade County shall protect and preserve the biological and hydrological functions of the Future Wetlands identified in the Land Use Element. Future impacts to the biological functions of publicly and privately owned wetlands shall be mitigated. All privately owned wetlands identified by the South Florida Regional Planning Council as Natural Resources of Regional Significance and wetlands on Federal, State, or County land acquisition lists shall be supported as a high priority for public acquisition. Publicly acquired wetlands shall be restored and managed for their natural resource, habitat and hydrologic values.

Policies

38. CON-7A. The degradation or destruction of wetlands shall be limited to activities that 1) are necessary to prevent or eliminate a threat to public health, safety or welfare; or 2) are water dependent, clearly in the public interest and no other reasonable alternative exists; or 3) are carried out in accordance with an approved basin management plan; or 4) are in areas that have been highly disturbed or degraded and where restoration of a wetland with an equal or greater value in accordance with federal, State and local regulations is feasible. Habitats critical to endangered or threatened species shall not be degraded or destroyed.

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- CON-7B. Off-road vehicles shall not be allowed in the future publicly owned and managed wetlands identified in the adopted Land Use Element unless there are permitted facilities or areas specified for their use.
- CON-7C. Miami-Dade County shall continue to promote the restoration and maintenance of the natural, surface water flow regimes into, and through wetland systems such as the Shark River Slough, Everglades National Park and the saline wetlands of southeastern Miami-Dade County.
- 39. CON-7D. Management plans shall be developed to govern all development activity within all natural communities on County-owned lands to protect natural and historic resources. The ~~Department~~ Division of Environmental Resources Management (DERM) and the Office of Historic and Archeological Resources ~~Preservation~~ shall assist the appropriate County agencies in the development of these plans, which shall be subject to public review and comment as they are prepared and implemented.
- 40. CON-7E. All wetlands on the State Save Our Rivers, Florida Forever or Miami-Dade County Environmentally Endangered Lands acquisition lists shall be given very high priority for public acquisition as are all lands within the Environmental Protection category on the Land Use Plan (LUP) map.
- 41. CON-7F. Wetland mitigation areas shall be preferentially located ~~adjacent to canals or in biologically degraded wetlands that are adjacent to, or that could~~ and serve as corridors between, Resources of Regional Significance.
- 42. CON-7G. Miami-Dade County shall continue to work with the appropriate federal, State, regional and local agencies to develop wetland basin management plans for all the planned future wetlands areas in Miami-Dade County. ~~These plans shall identify biological and wildlife habitat values, recharge and runoff detention values, and key management issues, including fill encroachment criteria. They shall also describe a coordinated approach to be followed by~~ Miami-Dade County shall continue to coordinate with all levels of government in their respective permitting functions in order to retain the long term, net wetland values of these areas. Priority for plan development shall be given to the wetlands in South Miami-Dade County that are slated for purchase under the Save Our Rivers, Florida Forever and Miami-Dade County Environmentally Endangered Lands programs.
- 43. CON-7H. Miami-Dade County shall provide new dedicated funding sources that are in addition to current sources and expiring revenue streams for the long-term management and maintenance of Environmentally Endangered Lands and publicly owned Natural Forest Communities by 2020 2045. This shall be funded from ad valorem tax revenues unless other revenue streams sufficient for this purpose are identified and implemented prior to 2020.

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- CON-7I. Miami-Dade County shall coordinate with the South Florida Water Management District in order to implement strategies to streamline the wetland permitting process, which may include but not be limited to the delegation of additional permitting functions to the County.
44. CON-7J. In evaluating applications that will result in alterations or adverse impacts to wetlands Miami-Dade County shall consider the applications' consistency with Comprehensive Everglades Restoration Program (CERP) objectives. Applications that are found to be inconsistent with CERP objectives, projects or features shall ~~may~~ be denied.

Objective CON-8

Upland forests included on Miami-Dade County's Natural Forest Inventory shall be maintained and protected.

Policies

- CON-8A. Specimen trees and Natural Forest Communities in Miami-Dade County shall be protected through the maintenance and enforcement of the County's Tree and Forest Protection and Landscape Code, as may be amended from time to time. The County's Natural Forest Inventory shall be revised periodically to reflect current Natural Forest Community conditions. A Natural Forest Community shall not be removed from the inventory unless its quality and resource values have been degraded to the point where it cannot be restored.
45. CON-8B. The environmentally sensitive hardwood hammocks and the pinelands on the ~~State Conservation and Recreation Lands (CARL)~~ Florida Forever and Miami-Dade County Environmentally Endangered Lands Acquisition lists shall be given very high priority for public acquisition as are lands within the Environmental Protection category on the Land Use Plan (LUP) map.
- CON-8C. Development in the forested portions of publicly owned Natural Forest Communities designated by the Board of County Commissioners pursuant to Resolution No. R-1764-84, as may be amended from time to time, shall be permitted only if it is clearly in the public interest, there is no feasible alternative, and such development does not adversely impact other remaining natural forest resources on-site.
46. CON-8D. Where hammocks or pinelands are contained within prospective development sites, they shall be given priority for designation as landscape and open space areas and left intact. The extent of hammock and pineland area destroyed shall be minimized by the use of native plant buffers, clustering, large lot zoning, and/or reduced roadway widths. Care shall be exercised when developing adjacent land to minimize root damage and filling. Disturbance to the forest canopy and understory shall be minimized and confined to the least viable areas. Preservation areas shall be located and configured to protect rare, threatened and endangered species and to allow for prescribed burning, where applicable. In the protected forest areas,

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understory vegetation and associated geologic features shall be protected and maintained in perpetuity.

- CON-8E. The destruction of environmentally sensitive Natural Forest Communities shall be kept to a minimum; a long-term mitigation and management plan shall be developed to assure the continued maintenance of the remaining forest lands and the restoration or creation of at least an equal amount of forest lands to those destroyed.
- CON-8F. Miami-Dade County shall continue to seek natural areas land management funds to conduct prescribed burns, and other appropriate techniques to establish the appropriate fire regime for natural areas, while minimizing deleterious off-target effects to native plant and animal species and negative impacts to the public health, safety and welfare. The County shall also seek funds to control and remove exotic plant species from public rights-of-way and other County-owned land outside of parks and natural areas.
- CON-8G. The Natural Forest Communities that are owned by the Miami-Dade County School District shall be preserved and maintained and used as natural outdoor laboratories. Tracts of land that are to be developed as future school sites should be landscaped with appropriate xeriscape and/or native plant material. Wherever feasible, upland or wetland revegetation projects should be incorporated into the school's landscape design, and teaching curriculum.
47. CON-8H. Miami-Dade County's tree preservation and landscape requirements shall be coordinated. Tree preservation programs should focus primarily on Natural Forest Communities and specimen tree protection, maintenance, and restoration. The County shall adopt and enforce a comprehensive landscape code and promote xeriscape principles and the planting and protection of trees with an emphasis upon the provision and preservation of canopy and understory for aesthetics, physical comfort, energy savings, economic benefits, and wildlife habitat.
48. CON-8I. The following exotic pest plants and nuisance species listed in Chapter 24-49.4 of the County Code, shall not be sold, propagated, or planted within Miami-Dade County. If existing on a development site, they shall be removed prior to development or redevelopment and developed parcels shall be maintained to prevent the growth or accumulation of prohibited species. The County shall update the list from time to time as new scientific information becomes available and the updates shall include category 1 and category 2 species listed by the Florida Exotic Pest Plant Council if the species have been documented to invade natural areas in south Florida. In addition, any category 1 or category 2 species that are added to the prohibited list shall also be made exempt from requirements to obtain a tree removal permit provided that the removal of such trees in upland areas within the UDB shall require the same amount of canopy mitigation as is currently required. Therefore the exemption shall be conditioned on meeting this requirement including through a donation to the tree trust fund if applicable.

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Species – Latin Name	Species Common Name
<i>Abrus precatorius</i>	Rosary pea
<i>Acacia auriculiformis</i>	Earleaf acacia
<i>Adenanthora pavonina</i>	Red beadtrees, red sandalwood, coralwood, redwood, circassian bean tree, peacock flower fence, coral pea, Barbados pride
<i>Albizia lebbek</i>	Woman's tongue, lebbek tree, siris tree
<i>Antigonon leptopus</i>	Coral vine, queen's jewels
<i>Ardisia crenata</i>	Scratchthroat, coral ardisia
<i>Bischofia javanica</i>	Javanese bishopwood, bishopwood, bischofia, toog
<i>Casuarina</i> spp.	Australian pine, sheoak, beefwood
<i>Costrum diurnum</i>	Dayflowering jessamine, day blooming jasmine, day blooming jasmine, day jessamine
<i>Cinnamomum camphora</i>	Camphortree, camphor tree
<i>Colubrina asiatica</i>	Asian nakedwood, leatherleaf, latherleaf
<i>Cupaniopsis anacardioides</i>	Garrotwood
<i>Dalbergia sissoo</i>	Indian Rosewood, sissoo
<i>Dioscorea alata</i>	White yam, winged yam
<i>Dioscorea bulbifera</i>	Air potato, bitter yam, potato vine
<i>Eichhornia crassipes</i>	Common water hyacinth, water hyacinth
<i>Ficus altissima</i>	Council tree, lofty fig, banyan tree, false banyan
<i>Ficus benghalensis</i>	Banyan tree, banyan fig, Indian banyan, East Indian fig tree, bengal fig
<i>Ficus microcarpa</i> [†]	Indian laurel, laurel fig, Malay banyan, Chinese banyan, glossy leaf banyan
<i>Flacourtia indica</i>	Governor's plum, Madagascar plum, batoko plum, ramonchi
<i>Hydrilla verticillata</i>	Waterthyme, hydrilla
<i>Hygrophila polysperma</i>	Indian swampwee, green hygro
<i>Hymenachne amplexicaulis</i>	Tropetilla, West Indian marsh grass
<i>Imperata cylindrica</i>	Cogongrass
<i>Ipomea aquatica</i>	Water spinach
<i>Jasminum dichotomum</i>	Gold Coast jasmine
<i>Jasminum fluminense</i>	Brazilian jasmine, jazmin de trape
<i>Leucaena leucoccephala</i>	White leadtree, lead tree, jumbie bean, tantan
<i>Ludwigia peruviana</i>	Peruvian primrosewillow
<i>Lygodium</i> spp. Except L.	Climbing fern, e.g. Old World climbing fern
<i>Palmatum</i>	Japanese climbing fern
<i>Macfadyena unguis cati</i>	Catchlawvine

[†] *Ficus microcarpa* may be propagated for export outside of the State of Florida.

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<i>Melaleuca quinquenervia</i>	<i>Punk tree, melaleuca, cajeput, paperbark tree, tea tree, swamp tea tree</i>
<i>Melia azedarach</i>	<i>Chinaberrytree, Chinaberry</i>
<i>Merremia tuberosa</i>	<i>Spanish arborvine, yellow morning glory, woodrose, Hawaiian woodrose, ceylon morning glory, Spanish wood vine</i>
<i>Mimosa pigra</i>	<i>Black mimosa, Catclaw mimosa</i>
<i>Neyraudia reynaudiana</i>	<i>Burmareed, silkreed</i>
<i>Paederia spp.</i>	<i>Sewervine, skunkvine, onion vine</i>
<i>Panicum repens</i>	<i>Torpedograss</i>
<i>Pennisetum purpureum</i>	<i>Elephantgrass, Napiergrass</i>
<i>Pistia stratiotes</i>	<i>Water lettuce</i>
<i>Pueraria montana var.</i>	<i>Kudzu lobata</i>
<i>Rhodomyrtus tomentosa</i>	<i>Rose myrtle, Downy rose myrtle</i>
<i>Rhynchelytrum repens</i>	<i>Rose natalgrass, Natal grass</i>
<i>Ricinus communis</i>	<i>Castorbean, castor oil plant, palma christi, wonder tree</i>
<i>Sapium sebiferum</i>	<i>Popcorn tree, Chinese tallowtree</i>
<i>Scaevola taccada</i>	<i>Beach naupaka, scaevola, half flower</i>
<i>Schefflera actinophylla</i>	<i>Australian umbrella tree, umbrella tree, rubber tree, starleaf</i>
<i>Schinus terebinthifolius</i>	<i>Brazilian pepper, Christmas berry tree, Florida holly</i>
<i>Senna pendula var.</i>	<i>Valamuerto, Climbing cassia, Christmas</i>
<i>Glabrata</i>	<i>Cassia, Christmas senna</i>
<i>Solanum tampicense</i>	<i>Aquatic soda apple, wetland nightshade</i>
<i>Solanum viarum</i>	<i>Tropical soda apple</i>
<i>Talipariti tiliaceum</i>	<i>Mahoe, sea hibiscus, yellow mahoe</i>
<i>Tectaria incisa</i>	<i>Incised halberd fern</i>
<i>Thespesia populnea</i>	<i>Portia tree, seaside mahoe, cork tree, false rosewood</i>
<i>Tribulus cistoides</i>	<i>Puncture wine, burrnut, Jamaican feverplant, billy goat weed, large yellow caltrop</i>
<i>Urochloa mutica</i>	<i>Paragrass</i>

The following exotic plant species listed in the County's adopted Landscape Manual as amended may not be planted within 500 feet of native plant communities. These plant species have been documented by the Florida Exotic Pest Plant Council, the Miami-Dade County Parks, and Recreation and Open Spaces Department's Natural Area's Management Program, and the Miami-Dade County Department Division of Environmental Resources Management to be invasive pests in natural areas of Miami-Dade County.

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Species Latin Name	Species Common Name
<i>Bauhinia variegata</i>	Orchid tree
<i>Bauhinia purpurata</i>	Orchid tree
<i>Calophyllum calaba</i>	Mastwood
<i>Catharanthus roseus</i>	Madagascar periwinkle
<i>Derris Indica</i>	Pongam
<i>Eugenia uniflora</i>	Surinam cherry
<i>Epipremnum pinnatum</i> vc. <i>Aureum</i>	Pothos
<i>Kalanchoe pinnata</i>	Life plant
<i>Lantana camara</i>	Lantana
<i>Murraya paniculata</i> (orange jessamine)	Orange jessamine
<i>Pittosporum tobira</i> (pittosporum)	Japanese pittosporum
<i>Pouteria campechiana</i>	Canistel
<i>Psidium guyava</i>	Guava
<i>Psidium littorale</i>	Cattley guava
<i>Rhoeo spathacea</i>	Oyster plant
<i>Sansevieria hyacinthoides</i> (= <i>S. trifasciata</i>)	Bowstring hemp
<i>Syngonium podophyllum</i>	Arrowhead
<i>Syzygium cumini</i>	Jambolan; Java plum
<i>Syzygium jambos</i>	Rose apple
<i>Terminalia catappa</i>	Tropical almond
<i>Washingtonia</i> spp.	Washington Palm
<i>Wedelia trilobata</i>	Wedelia
<i>Zebrina pendula</i>	Wandering zebra

49. CON-8J. Efforts should be made to propagate and reestablish where practical, endangered, threatened, and potentially endangered native plants and animals in Miami-Dade County. (See Appendix A). The current list of state and federally listed plants in Miami-Dade County should be reevaluated and additional species should be proposed for listing and listed animal species should be included, if appropriate. Through its land acquisition and regulatory processes, Miami-Dade County shall continue to protect federally and State-listed plant and animal species to the maximum extent possible.
- CON-8K. All new plantings on lands owned and managed by Miami-Dade County shall include federally or State listed plants, if appropriate, and other native plant and/or xeriscape plant material, wherever feasible.
- CON-8L. The 24,560 acres of native habitat at the Training and Transition Airport outside of the security fence shall be managed by the same standards applied to the Big Cypress National Preserve.
50. CON-8M. Miami-Dade County shall seek to increase the percentage of tree canopy from the present level of 10% to the national average of 30% by 2020 through the implementation and/or enforcement of: Adopt-A-Tree and other programs; landscape and tree protection ordinances changes to further increase canopy; and, other mechanisms as feasible and appropriate.

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51. CON-8N. Miami-Dade County shall evaluate the feasibility of creating new or enhanced ~~and implementing~~ programs to provide technical assistance to private Environmentally Endangered Lands and Natural Forest Communities covenant holders.

52. **Objective CON-9**

Freshwater fish, ~~and wildlife~~ and plants shall be conserved and used in an environmentally sound manner and ~~the not amount of undeveloped~~ habitat critical to federal, state or County designated endangered, threatened, or rare species or species of special concern shall be preserved.

Policies

- CON-9A. All activities that adversely affect habitat that is critical to federal or State designated, endangered or threatened species shall be prohibited unless such activity(ies) are a public necessity and there are no possible alternative sites where the activity(ies) can occur. (See Appendix B)
53. CON-9B. All nesting, roosting and feeding habitats used by federal or State designated endangered or threatened species, shall be protected and buffered from surrounding development or activities and further degradation or destruction of such habitat shall not be authorized, where necessary.
- CON-9C. Rookeries and nesting sites used by federal or State designated endangered or threatened species shall not be moved or destroyed.
54. CON-9D. The County should work with the US Fish and Wildlife Service, the Florida Fish and Wildlife Conservation Commission and other appropriate entities to describe and map wildlife populations, and by 200520, to determine the wildlife habitat values for all remaining freshwater wetlands and environmentally sensitive natural forest communities.
- CON-9E. Conservation of upland wildlife habitats shall be taken into consideration during development evaluation and permitting processes.
- CON-9F. The County's planning for the future development of open space and wetland mitigation areas shall include the protection, conservation and/or restoration of wildlife habitats.

Monitoring and Data Programs

The following list updates and replaces in its entirety the list found in Appendix A of the Conservation, Aquifer Recharge and Drainage Element Support Component. The appendix is included herein as part of the Conservation Element Adopted Component.

Objective CON-1. Air Quality

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This objective will be measured by the number of exceedances of the National Ambient Air Quality Standards (NAAQS) or exceedances of any future additional standards promulgated by the US Environmental Protection Agency during the period covered by the EAR. A second monitoring measure will include the number of permit violations.

55. Objective CON-2. Ground and Surface Water Quality

This objective will be met in any of the primary drainage basins, or individual sub-basins within a primary basin, when the ambient five year average geometric mean value for each of the twelve NPDES priority pollutants in that basin or sub-basin does not exceed the target criteria. A second monitoring measure will be the number of groundwater exceedances based on the groundwater and wellfield monitoring programs.

Objective CON-3. Wellfield Protection

This objective will be measured by the number of exceedances of any applicable water quality standard within wellfield protection areas, and the number of times that pumpage has to be curtailed due to pollution incidents that threaten water resources within any defined wellfield protection area.

Objective CON-4. Aquifer Recharge and Water Storage

This objective will be measured by the number of cut and fill permits issued in the various basin areas, the amount of French drain installed and the number of permitted developments with insufficient land storage retention areas.

56. Objective CON-5. Basin Management

This objective will be measured by number of stormwater master plans that have been completed and implemented, and the number of stormwater system improvements that have been made, and the number of permits issued for drainage facilities outside the UDB.

Objective CON-6. Soil and Mineral Resources

This objective will be measured by the number of acres that have been retained in agriculture and the acreage of open land areas where rockmining is an allowable use that are being actively rockmined.

57. Objective CON-7. Wetland Protection and Restoration

This objective will be measured by the acreage of wetlands that have been acquired and managed through the South Florida Water Management District Save Our Rivers Program, Florida Forever, the Miami-Dade County Environmentally Endangered Lands Program or other public land acquisition and management program to preserve their wetland values.

Objective CON-8. Upland Protection and Restoration

This objective will be measured by the acreage of hammocks and pinelands retained in public

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ownership or acquired by public land acquisition programs. Additional measures will include the number of sites where management plans have been, or are being implemented, the number of Endangered Lands Covenants and the number of sites and acreage retained in Natural Forest Communities.

Objective CON-9. Freshwater Fishes and Wildlife Protection

This objective will be measured by the net changes in the number of listed plant and animal species and the net changes in numbers of species in individual categories.

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58.

Appendix A

List of Federal, and State and County Designated Endangered, Threatened, Rare, and Special Concern Potentially Endangered Flora in Miami-Dade County

Scientific Name	Common Name	Designated State	Status Federal	County
<u>Acacia choriophylla</u>	Tamarindillo; cinnecord	E	NL	Y
<u>Acanthocereus tetragenus</u>	Triangle cactus	T	NL	Y
<u>Acoelorrhaphe wrightii</u>	Everglades palm	T	NL	Y
<u>Acrostichum aureum</u>	Golden leather fern	T	NL	Y
<u>Adiantum capillus-veneris</u>	Venus hair fern; southern maidenhair fern	NL	NL	Y
<u>Adiantum melanoaleucum</u>	Fragrant maidenhair fern	E	NL	Y
<u>Adiantum tenerum</u>	Brittle maidenhair fern	E	NL	Y
<u>Aeschynomene pratensis</u>	Meadow joint-vetch	E	NL	Y
<u>Agalinis filifolia</u>	Seminole false fox glove	NL	NL	Y
<u>Aletris bracteata</u>	White colic root	E	NL	Y
<u>Alvaradoa amorphoides</u>	Mexican alvaradoa	E	NL	Y
<u>Amorpha herbacea</u> var. <u>crenulata</u>	Crenulate (=Miami) lead plant	E	E	Y
<u>Amphitecna latifolia</u>	Black calabash	NL	NL	Y
<u>Anemia wrightii</u>	Parsley fern Wright's pineland fern	E	NL	Y
<u>Angadenia berteroi</u>	Pineland golden trumpet	T	NL	Y
<u>Argusia gnaphalodes</u>	Sea rosemary	E	NL	Y
<u>Argythamnia blodgettii</u>	Blodgett's silverbush	E	C	Y
<u>Aristolochia pentandra</u>	Marsh's dutchmans pipe	E	NL	Y
<u>Asimina tetramera</u>	Four-petal paw-paw	E	NL	Y
<u>Asplenium abscissum</u>	Cutleaf spleenwort	NL	NL	Y
<u>Asplenium dentatum</u>	Toothed spleenwort	E	NL	Y
<u>Asplenium serratum</u>	Wild bird nest fern	E	NL	Y
<u>Asplenium verecundum</u>	Modest spleenwort	E	NL	Y
<u>Asplenium x biscaynianum</u>	Biscayne spleenwort	NL	NL	Y
<u>Asteraea lobata</u>	Lobed croton; Florida treefern	NL	NL	Y
<u>Baccharis dioica</u>	Broombush falsewillow	E	NL	Y
<u>Basiphyllaea corallicola</u>	Carter's orchid	E	NL	Y
<u>Bletia patula</u>	Flor de Pesmo	NL	NL	Y
<u>Bletia purpurea</u>	Pinepink orchid	T	NL	Y
<u>Bouyeria cassiniifolia</u>	Little Smooth strongback	E	NL	Y
<u>Bouyeria succulenta</u>	Bahama strongback	E	NL	Y
<u>Brassia caudata</u>	Long-tailed Spider orchid	TE	NL	Y
<u>Brickellia eupatorioides</u> var. <u>floridana</u>	Florida Brickell-brush; Florida Mosier's false boneset	E	C2	Y
<u>Byrsonima lucida</u>	Locustberry	T	NL	Y
<u>Caesalpinia major</u>	Yellow nickerbean	E	NL	Y
<u>Calopogon multiflorus</u>	Many-flowered grass pink	E	NL	Y
<u>Calyptanthus pallens</u>	Spicewood; pale lid flower	T	NL	Y
<u>Calyptanthus zuzugium</u>	Myrtle-of-the-river	E	NL	Y
<u>Campanula robiniae</u>	Brookville bellflower	E	NL	Y
<u>Campyloneurum angustifolium</u>	Narrow strap fern	E	NL	Y
<u>Campyloneurum costatum</u>	Tailed strap fern	E	NL	Y
<u>Campyloneurum latum</u>	Broad strap fern	E	NL	Y
<u>Canella winterana</u>	Pepper Wild cinnamon bark	E	NL	Y
<u>Cassia keyensis</u> (= <u>Chaemoncrista</u>)	Big Pine partridge pea	T	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
<i>Catopsis berteroniana</i>	Powdery catopsis strap airplant	E	NL	Y
<i>Catopsis floribunda</i>	Florida strap airplant	E	NL	Y
<i>Cayaponia americana</i>	American melonleaf	NL	NL	Y
<i>Ceropteris pteridoides</i>	Water horn fern	NL	NL	Y
<i>Celosia nitida</i>	West Indian cock's comb	E	NL	Y
<i>Centrogenium setaceum</i>	Spurred neotia	E	NL	
<i>Cereus eriophorus</i> var. <i>fragrans</i>	Fragrant prickly apple	E	NL	
<i>Cereus robinii</i>	Key tree cactus	E	NL	
<i>Chamaesyce deltoidea</i> ssp. <i>adherens</i>	Gould's wedge sandmat	E	NL	Y
<i>Chamaesyce deltoidea deltoidea</i>	Deltoid spurge Wedge sandmat; rockland spurge	E	E	Y
<i>Chamaesyce deltoidea garberi</i>	Garber's sandmat; Garber's spurge	E	T	Y
<i>Chamaesyce deltoidea pinetorum</i>	Pineland sandmat	E	C	Y
<i>Chamaesyce pergama</i>	Southern Florida sandmat	T	NL	Y
<i>Chamaesyce porteri</i>	Porter's sandmat	E	NL	Y
<i>Chaptalia albicans</i>	White sunbonnets	T	NL	Y
<i>Cheilanthes microphylla</i>	Southern lip fern	E	NL	Y
<i>Chionanthus pygmaeus</i>	Pygmy fringe tree	E	NL	
<i>Chrysophyllum oliviforme</i>	Satin leaf	T	NL	Y
<i>Chrysopsis floridana</i>	Florida golden aster	E	NL	
<i>Cissampelos pareira</i>	Velvet leaf; pareira brava	E	NL	Y
<i>Gladonia perforata</i>	Florida perforate cladonia	E	NL	
<i>Clitoria fragrans</i>	Pigeon wings	T	NL	
<i>Clitoria mariana</i>	Butterfly pea; Atlantic pigeonwings	NL	T	Y
<i>Coccothrinax argentata</i>	Florida silver palm	T	NL	Y
<i>Colubrina cubensis</i> var. <i>floridana</i>	Cuban nakedwood	E	NL	Y
<i>Colubrina elliptica</i>	Soldierwood	E	NL	Y
<i>Conradina brevifolia</i>	Short-leaved rosemary	E	G2	
<i>Conradina etonia</i>	Etonia rosemary	E	NL	
<i>Conradina glabra</i>	Apalachicola rosemary	E	NL	
<i>Conradina grandiflora</i>	Large flowered false rosemary	T	NL	Y
<i>Cordia globosa</i>	Curacao bush	E	NL	Y
<i>Cranichis muscosa</i>	Cypress knee helmet orchid; moss orchid	E	NL	Y
<i>Crotalaria avonensis</i>	Avon park harebells	E	NL	
<i>Crossopetalum ilicifolium</i>	Christmas berry	T	NL	Y
<i>Crossopetalum rhacoma</i>	Rhacoma maidenberry	T	NL	Y
<i>Croton humilis</i>	Pepperbush	E	NL	Y
<i>Ctenitis sloanei</i>	Red-hair comb fern	E	NL	Y
<i>Ctenitis submarginalis</i>	Brown-hair comb fern	E	NL	Y
<i>Cupania glabra</i>	Florida toadwood	E	NL	Y
<i>Cucurbita okeechobeensis</i>	Okeechobee gourd	E	E	
<i>Cuscuta americana</i>	American dodder	NL	NL	Y
<i>Cynanchum blodgettii</i>	Blodgett's swallowwort	T	NL	Y
<i>Cyperus pendunculatus</i>	Beach star	E	NL	Y
<i>Cyrtopodium punctatum</i>	Cow-horn orchid; cigar orchid	E	NL	Y
<i>Dalbergia brownei</i>	Browne's Indian rosewood	E	NL	Y
<i>Dalea carthagenensis</i> var. <i>floridana</i>	Florida prairie clover	E	C	Y
<i>Dendrophylax lindenii</i>	Ghost orchid	E	NL	Y
<i>Deeringothamnus pulchellus</i>	Beautiful paw-paw	E	NL	
<i>Deeringothamnus rugelii</i>	Rugel's paw-paw	E	NL	
<i>Dicerandra christmanii</i>	Garett's mint	E	NL	
<i>Dicerandra cornutissima</i>	Longspurred mint	E	NL	
<i>Dicerandra frutescens</i>	Scrub mint	E	NL	

Scientific Name	Common Name	Designated State	Status Federal	County
<u>Dicerandra immaculata</u>	Lakela's Mint	E	NL	
<u>Desmodium floridanum</u>	Florida ticktrefoil	NL	NL	Y
<u>Desmodium strictum</u>	Pinebarren ticktrefoil	NL	NL	Y
<u>Digitaria filiformis</u> var. <u>dolichophylla</u>	Caribbean crabgrass	T	NL	Y
<u>Digitaria pauciflora</u>	Two-spike crabgrass;	E	C	Y
	Florida pineland crabgrass			
<u>Drypetes diversifolia</u>	White wood; milkbark	E	NL	Y
<u>Drypetes lateriflora</u>	Guiana plum	T	NL	Y
<u>Eleocharis albida</u>	White albida	NL	NL	Y
<u>Eleocharis rostellata</u>	Beaked spikerush	E	NL	Y
<u>Eltroplectris calcarata</u>	Long-clawed orchid; spurred neottia	E	NL	Y
<u>Encyclia tampensis</u>	Butterfly orchid	CE	NL	Y
<u>Epidendrum anceps</u>	Dingy-flowered star orchid; dingy-flowered epidendrum	E	NL	Y
<u>Epidendrum floridense</u>	Umbrella star orchid; umbrella epidendrum	E	NL	Y
<u>Epidendrum nocturnum</u>	Night scented; night scented epidendrum	E	NL	Y
<u>Epidendrum rigidum</u>	Stiff-flowered star orchid; rigid epidendrum	E	NL	Y
<u>Erigonum longifolium</u> - <u>gnaphalifolium</u>	Scrub buckwheat	T	NL	
<u>Erithalis fruticosa</u>	Black torch	T	NL	Y
<u>Ernodea cokeri</u>	Coker's beach creeper; one nerved ernodea	E	NL	Y
<u>Eryngium cuneifolium</u>	Snakeroot	E	NL	
<u>Eugenia confusa</u>	Redberry stopper; redberry eugenia	E	NL	Y
<u>Eugenia rhombea</u>	Red stopper	E	NL	Y
<u>Eupatorium compositifolium</u>	Yankeeweed	T	NL	Y
<u>Euphorbia telephioides</u>	Telephus spurge	T	NL	
<u>Evolvulus convolvuloides</u>	Bindweed dwarf morning glory; dwarf bindweed	E	NL	Y
<u>Exostema caribaeum</u>	Caribbean princewood	E	NL	Y
<u>Galactia smallii</u>	Small's milkpea	E	E	Y
<u>Galeandra bicarinata</u>	Helmet orchid; two keeled hooded orchid	E	NL	Y
<u>Glandularia maritima</u>	Coastal mock vervain	E	NL	Y
<u>Gossypium hirsutum</u>	Upland cotton; wild cotton	E	NL	Y
<u>Govenia floridana</u>	Gowen's orchid; Florida govenia	E	NL	Y
<u>Guaiacum sanctum</u>	Hollywood lignumvitae	E	NL	Y
<u>Guzmania monostachia</u>	Fuch's bromeliad; West Indian tufted airplant	E	NL	Y
<u>Gyminda latifolia</u>	West Indian false box	E	NL	Y
<u>Gymnopogon ambiguus</u>	Bearded skeleton grass	NL	NL	Y
<u>Gymnopogon brevifolius</u>	Shortleaf skeleton grass	NL	NL	Y
<u>Habenaria nivea</u>	Snowy orchid	T	NL	Y
	Johnson's seagrass	T	NL	Y
<u>Harporocallis flava</u>	Harper's beauty	E	NL	
<u>Harrisia fragrans</u>	Caribbean apple cactus; Indian River prickly-apple; Simpson's applecactus	E	E	Y
<u>Harrisela porrecta</u>	Needleroot airplant	T	NL	Y
<u>Helenium flexuosum</u>	Purple sneeze weed	NL	NL	Y
<u>Hibiscus poeppigii</u>	Poeppig's rosemallow	E	NL	Y
<u>Hippomane mancinella</u>	Manchineel	E	NL	Y
<u>Hypelate trifoliata</u>	White ironwood	E	NL	Y
<u>Hypericum cumulicola</u>	Highlands scrub hypericum	E	NL	
<u>Hypericum myrtifolium</u>	Myrtle leaf St. John's wort	NL	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
<u>Ilex krugiana</u>	Krug's holly	T	NL	Y
<u>Indigofera trita ssp. scabra keyensis</u>	Florida Keys indigo	E	C	Y
<u>Ipomoea microdactyla</u>	Bejuco colorado; wild potato morning glory; man-in-the-ground	E	NL	Y
<u>Ipomoea tenuissima</u>	Rockland morning glory	E	NL	Y
<u>Isoetes flaccida</u>	Florida quillwort	NL	NL	Y
<u>Jacquemontia curtisii</u>	Pineland jacquemontia	T	NL	Y
<u>Jacquemontia havanensis</u>	Havana clustervine	E	NL	Y
<u>Jacquemontia pentanthos</u>	Skyblue clustervine	E	NL	Y
<u>Jacquemontia reclinata</u>	Beach clustervine; Beach jacquemontia	E	E	Y
<u>Jacquinia keyensis</u>	Joewood	T	NL	Y
<u>Justica cooleyi</u>	Cooley's water willow	E	NL	
<u>Koanophyllon villosum</u>	Florida shrub thoroughwood	E	NL	Y
<u>Lantana canescens</u>	Hammock shrub verbena	E	NL	Y
<u>Lantana depressa</u>	Rockland shrub verbena	E	NL	Y
<u>Lactuca floridana</u>	Woodland lettuce	NL	NL	Y
<u>Lechea divaricata</u>	Drysand pinweed; spreading pinweed	E	NL	Y
<u>Leptochloa fusca var. uninervia</u>	Mexican sprangletop	NL	NL	Y
<u>Leptochloa virgata</u>	Tropical sprangletop	NL	NL	Y
<u>Licaria triandra</u>	Pepper leaf sweetwood	E	NL	Y
<u>Lindera molissifolia</u>	Pondberry	E	NL	
<u>Linum arenicola</u>	Sand flax	E	C	Y
<u>Linum carteri</u>	Everglades flax	E	C	Y
<u>Linum carteri var. carterii</u>	Carter's Everglades flax	E	C	Y
<u>Linum carteri var. smallii</u>	Small's flax	E	NL	Y
<u>Linum floridanum</u>	Florida yellow flax	NL	NL	Y
<u>Lippia stoechadifolia</u>	Southern fogfruit; southern matchsticks	E	NL	Y
<u>Liparis nervosa</u>	Pantropical widelip orchid; tall tway blade	E	NL	Y
<u>Lomariopsis kunzeana</u>	Hollyvine fern; climbing holly fern	E	NL	Y
<u>Lupinus aridorum</u>	Scrub lupine	E	NL	
<u>Macbridea alba</u>	White birds-in-a-nest	T	NL	
<u>Macradenia lutescens</u>	Long-gland orchid; Trinidad macradenia	E	NL	Y
<u>Manilkara jaimiqui ssp. emarginata</u>	Wild dilly	T	NL	Y
<u>Matelea floridana</u>	Florida milkvine; Florida spiny pod	E	NL	Y
<u>Maytenus phyllanthoides</u>	Florida mayten	T	NL	Y
<u>Melanthera parvifolia</u>	Small leaved cat-tongue	T	NL	Y
<u>Microgramma heterophylla</u>	Climbing vine fern	E	NL	Y
<u>Mosiera longpipes</u>	Mangrove berry	T	NL	Y
<u>Myrcianthes fragrans</u>	Simpson's stopper	T	NL	Y
<u>Nephrolepis biserrata</u>	Giant swordfern	T	NL	Y
<u>Nevrodium lanceolatum</u>	Ribbon fern	E	NL	Y
<u>Nolina brittoniana</u>	Britton's beardgrass	E	NL	
<u>Nymphaea mexicana</u>	Yellow waterlily	NL	NL	Y
<u>Ocimum campechianum</u>	Wild sweet basil; wild mosquito plant	E	NL	Y
<u>Odontosoria clavata</u>	Wedgelet fern	E	NL	Y
<u>Okenia hypogaea</u>	Burrowing four-o'clock; beach peanut	E	NL	Y
<u>Oncidium ensatum</u>	Florida dancing lady orchid; Florida oncidium	E	NL	Y
<u>Ophioglossum palmatum</u>	Hand fern	E	NL	Y
<u>Ophioglossum nudicaule</u>	Slender adders tongue	NL	NL	Y

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<u>Opuntia corallicola</u>	Semaphore pricklypear; semaphore cactus	E	NL	Y
<u>Opuntia stricta</u>	Erect pricklypear; shell- mound pricklypear	I	NL	Y
<u>Osmunda cinnamomea</u>	Cinnamon fern	CE	NL	Y
<u>Osmunda regalis</u>	Royal fern	CE	NL	Y
<u>Paronychia chartacea</u>	Papery whitlow wort	F	NL	
<u>Paspalidium chapmanii</u>	Coral panicum; coral panicgrass	E	NL	Y
<u>Passiflora multiflora</u>	White-flower passionflower; white-flowered passionvine	E	NL	Y
<u>Passiflora pallens</u>	Pineland passionflower; pineland passionvine	E	NL	Y
<u>Passiflora sexflora</u>	Goats foot	E	NL	Y
<u>Pavonia paludicola</u>	Swampbush	E	NL	Y
<u>Pecluma dispersa</u>	Widespread polypody	E	NL	Y
<u>Pecluma plumula</u>	Plume polypody	E	NL	Y
<u>Pecluma ptilodon</u> var. <u>bourgeanuana</u>	Comb polypody; swamp plume polypody; plumed rockcap fern; palmleaf rockcap fern	E	NL	Y
<u>Pelexia adnata</u>	Hachuela pelexia	E	NL	Y
<u>Peperomia amplexicaulis</u>	Jackie's saddle; clasping peperomia	E	NL	Y
<u>Peperomia humilis</u>	Low peperomia	E	NL	Y
<u>Peperomia magnoliifolia</u>	Spoonleaf peperomia; spatulate peperomia	E	NL	Y
<u>Peperomia obtusifolia</u>	Florida peperomia; baby rubberplant	E	NL	Y
<u>Phoradendron rubrum</u>	Mahogany mistletoe	E	NL	Y
<u>Physalis cordata</u>	Heartleaf ground cherry	NL	NL	Y
<u>Picramnia pentandra</u>	Florida bitterbush	E	NL	Y
<u>Pilosocereus robinii</u>	Key Tree Cactus	E	NL	
<u>Pinguicula ionantha</u>	Godfrey's butterwort	F	NL	
<u>Pithecellobium keyense</u>	Florida Keys blackbead	I	NL	Y
<u>Poinsettia pinetorum</u>	Pineland spurge; Everglades poinsettia	E	NL	Y
<u>Polygala lewtonii</u>	Lewton's polygala	E	NL	
<u>Polygala polygama</u>	Racemed milkwort	NL	NL	Y
<u>Polygala smallii</u>	Small's milkwort; Tiny polygala	E	E	Y
<u>Polygonella basiramia</u>	Wireweed	E	NL	
<u>Polygonella myriophylla</u>	Sandlace	E	NL	
<u>Polygonella gracilis</u>	Tall jointweed	NL	NL	Y
<u>Polygonum setaceum</u>	Bog smartweed	NL	NL	Y
<u>Polystachya concreta</u>	Greater yellow spike orchid	E	NL	Y
<u>Ponthieva brittoniae</u>	Britton's shadowwitch	E	NL	Y
<u>Prescotia oligantha</u>	Small prescott orchid; small flowered orchid	E	NL	Y
<u>Prunus goniculata</u>	Scrub plant	E	NL	
<u>Prosthechea boothiana</u> var. <u>erythronoides</u>	Dollar orchid	E	NL	Y
<u>Prosthechea cochleata</u>	Clamshell orchid; Florida cockleshell orchid	E	NL	Y
<u>Prunus myrtifolia</u>	West Indian cherry	I	NL	Y
<u>Pseudophoenix sargentii</u>	Seargants cherry palm; buccaneer palm	E	NL	Y
<u>Psidium longipes</u>	Mangrove berry	I	NL	Y
<u>Psychotria ligustrifolia</u>	Bahama wild coffee; smooth wild coffee	E	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
<u>Pteris bahamensis</u>	Bahama ladder brake	T	NL	Y
<u>Pteroglossaspis encristata encristata</u>	Giant orchid	T	NL	Y
<u>Remirea maritima</u>	Beach star	E	NL	Y
<u>Reynosia septentrionalis</u>	Darling plum	T	NL	Y
<u>Rhipsalis baccifera</u>	Mistletoe cactus	E	NL	Y
<u>Rhynchosia parvifolia</u>	Small leaf snoutbean	T	NL	Y
<u>Rhynchosia swartzii</u>	Swartz's snoutbean	E	NL	Y
<u>Rhynchospora pusilla</u>	Fairy beaksedge	NL	NL	Y
<u>Nasturtium floridanum</u>	Florida watercress	NL	NL	Y
<u>Rhododendron chapmanii</u>	Chapman rhododendron	E	NL	
<u>Ribes echinellum</u>	Miccosukee Gooseberry	T	NL	
<u>Roystonea regia</u>	Florida royal palm	E	NL	Y
<u>Sachsia polycephala</u>	Bahama sachsia	T	NL	Y
<u>Sacoila lanceolata</u>	Leafless beaked ladiestresses	T	NL	Y
<u>Sacoila lanceolata var. paludicola</u>	Leafy beaked ladiestresses	T	NL	Y
<u>Salvia misella</u>	Southern river sage; river sage	NL	NL	Y
<u>Scaevola plumieri</u>	Beachberry; inkberry; gullfeed	T	NL	Y
<u>Schaefferia frutescens</u>	Florida boxwood	E	NL	Y
<u>Schizaea pennulata</u>	Ray fern	E	NL	Y
<u>Scwalbea Americana</u>	American chaffseed	E	NL	
<u>Scleria ciliata var. curtissii</u>	Fringed nutrush	NL	NL	Y
<u>Scleria lithosperma</u>	Florida Keys nutrush	E	NL	Y
<u>Scutellaria floridana</u>	Florida Skullop	T	NL	
<u>Scutellaria havanensis</u>	Havana scullcap	E	NL	Y
<u>Selaginella armata var. eatonii</u>	Eaton's spike-moss; pygmy spike-moss	E	NL	Y
<u>Senna mexicana var. chapmanii</u>	Chapman's sensitive plant	T	NL	Y
<u>Sericarpus tortifolius</u>	White top aster	NL	NL	Y
<u>Silene polypetala</u>	Fringed campion	E	NL	
<u>Smilax havanensis</u>	Everglades greenbrier	T	NL	Y
<u>Sideroxylon reclinatum ssp. austrofloridense</u>	Everglades bully	NL	C	Y
<u>Solanum donianum</u>	Mullein nightshade	T	NL	Y
<u>Solanum chenopodioides</u>	Black nightshade	NL	NL	Y
<u>Spermacoce terminalis</u>	False buttonwood	T	NL	Y
<u>Spigelia gentianoides</u>	Pinkroot gentian	E	NL	
<u>Spiranthes brevibras</u>	Texas ladiestresses; small ladiestresses	E	NL	Y
<u>Spiranthes costaricensis</u>	Costa Rican ladiestresses	E	NL	Y
<u>Spiranthes elata</u>	Tall neottia; tall ladiestresses	E	NL	Y
<u>Spiranthes laciniata</u>	Lace lip ladiestresses	T	NL	Y
<u>Spiranthes longibras</u>	Long lip ladiestresses	T	NL	Y
<u>Spiranthes lucayana</u>	Gray ladiestresses;	E	NL	Y
<u>Spiranthes torta</u>	Southern ladiestresses	E	NL	Y
<u>Sporobolus compositus var. clandestinus</u>	Hidden dropseed	NL	NL	Y
<u>Stylosanthes calicicola</u>	Everglades Key pencilflower	E	NL	Y
<u>Swietenia mahagoni</u>	Mahogany	T	NL	Y
<u>Tectaria coriandrifolia</u>	Hairy halberd fern; Hattie Bauer halberd fern	NL	NL	Y
<u>Tectaria fibriata</u>	Least halberd fern	E	NL	Y
<u>Tectaria heracleifolia</u>	Broad halberd fern	T	NL	Y
<u>Tephrosia angustissima</u>	Narrowleaf hoarypea	E	NL	Y
<u>Tephrosia angustissima var. corallicola</u>	Coral hoarypea	E	NL	Y
<u>Tephrosia spicata</u>	Spiked hoarypea	NL	NL	Y

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<u>Tetrazygia bicolor</u>	Florida clover ash	T	NL	Y
<u>Thalictrum cooleyi</u>	Cooley's meadowrue	E	NL	
<u>Thelypteris augescens</u>	Abrupt tipped maiden fern	T	NL	Y
<u>Thelypteris hispida</u> var. <u>versicolor</u>	Hairy maiden fern	NL	NL	Y
<u>Thelypteris patens</u>	Grid-scale maiden fern	E	NL	Y
<u>Thelypteris reptans</u>	Creeping star-hair fern	E	NL	Y
<u>Thelypteris reticulata</u>	Lattice vein fern	E	NL	Y
<u>Thelypteris sclerophylla</u>	Stiff star-hair fern	E	NL	Y
<u>Thelypteris serrata</u>	Toothed lattice-vein fern	E	NL	Y
<u>Thrinax morissii</u>	Brittle thatch palm; Silver thatch palm	E	NL	Y
<u>Thrinax radiata</u>	Florida thatch palm	E	NL	Y
<u>Tillandsia balbisiana</u>	Northern needleleaf	T	NL	Y
<u>Tillandsia fasciculata</u>	Cardinal airplant; common wildpine	E	NL	Y
<u>Tillandsia fasciculata</u> var. <u>clavispica</u>	Clubspike cardinal airplant	E	NL	Y
<u>Tillandsia fasciculata</u> var. <u>densispica</u>	Mez stiff-leaved wild pine	E	NL	Y
<u>Tillandsia flexuosa</u>	Twisted air plant	T	NL	Y
<u>Tillandsia utriculata</u>	Giant airplant; giant wild pine	E	NL	Y
<u>Tillandsia variabilis</u>	Leatherleaf airplant	T	NL	Y
<u>Torreya taxifolia</u>	Florida Torreya	E	NL	
<u>Tournefortia hirsutissima</u>	Chiggery grapes	E	NL	Y
<u>Tragia saxicola</u>	Rockland noseburn	T	NL	Y
<u>Trema lamarckiana</u>	West Indian trema; Lamarck's trema	E	NL	Y
<u>Trichomanes krausii</u>	Kraus' bristle fern	E	NL	Y
<u>Trichomanes lineolatum</u>	Lined bristle fern	E	NL	Y
<u>Trichomanes punctatum</u> ssp. <u>floridanum</u>	Florida bristle fern	E	C	Y
<u>Tricocentrum undulata</u>	Mule-eared oncidium; Cape Sable dancing lady orchid	E	NL	Y
<u>Tridens flavus</u>	Tall redtop; purple tridens	NL	NL	Y
<u>Triplasis americana</u>	Perennial sandgrass	NL	NL	Y
<u>Tripsacum floridanum</u>	Florida gamagrass	T	NL	Y
<u>Tropidia polystachya</u>	Young palm orchid	E	NL	Y
<u>Utricularia juncea</u>	Southern bladderwort	NL	NL	Y
<u>Vallesia antillana</u>	Tearshrub	E	NL	Y
<u>Vanilla barbellata</u>	Worm-vine orchid	E	NL	Y
<u>Vanilla dilloniana</u>	Leafless vanilla; Dillon's vanilla	E	NL	Y
<u>Vanilla mexicana</u>	Mexican vanilla; unscented vanilla; Fuch's vanilla	E	NL	Y
<u>Voyria parasitica</u>	Parasitic ghostplant	E	NL	Y
<u>Warea carteri</u>	Carter's pinelandcress; Carter's mustard	E	E	Y
<u>Warea wide-leaf</u>	Warea amplexifolia	E	NL	
<u>Zamia pumila</u>	Florida arrowroot; coontie	CE	NL	Y
<u>Zanthoxylum coriaceum</u>	Biscayne pricklyash; leathery pricklyash	E	NL	Y
<u>Zaphranthes atamasca</u>	Atamasco lily	T	NL	Y
<u>Zornia bracteata</u>	Viperina	NL	NL	Y

Key:

NL = Not Listed

1) Federal Listings:

E = Listed as Endangered Species in the List of Endangered and Threatened Wildlife and Plants under the provisions of the Endangered Species Act. Defined as any species that is in danger of extinction throughout all or a significant portion of its range.

T = Listed as Threatened Species. Defined as any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

~~C1 = Candidate Species for addition to the List of Endangered and Threatened Wildlife and Plants, Category 1. Taxa for which the US Fish and Wildlife Service (USFWS) currently has substantial information on hand to support the biological appropriateness of proposing to list the species as endangered or threatened.~~

~~C2 = Candidate Species, Category 2. Taxa for which information now in possession of the USFWS indicates that proposing to list the species as endangered or threatened is possibly appropriate, but for which conclusive data on biological vulnerability and threat(s) are not currently available to support proposed rules at this time.~~

C = Candidate Species for addition to the List of Endangered and Threatened Wildlife and Plants. Includes taxa for which: the US Fish and Wildlife Service (USFWS) currently has substantial information on hand to support the biological appropriateness of proposing to list the species as endangered or threatened; or the USFWS currently possesses information indicating that proposing to list the species as endangered or threatened is possibly appropriate, but for which conclusive data on biological vulnerability and threat(s) are not currently available to support proposed rules at this time.

2) State Listings:

E = Listed as Endangered Plants in the Preservation of Native Flora of Florida Act. Defined as species of plants native to the State that are in imminent danger of extinction within the State, the survival of which is unlikely if the causes of a decline in the number of plants continue, and includes all species determined to be endangered or threatened pursuant to the Federal Endangered Species Act of 1973, as amended.

T = Listed as Threatened Plants in the Preservation of Native Flora of Florida Act. Defined as species native to the State that are in rapid decline in the number of plants within the State, but which have not so decreased in such number as to cause them to be endangered.

CE = Listed as a Commercially Exploited Plant in the Preservation of Native Flora of Florida Act. Defined as species native to the State, which are subject to being removed in significant numbers from native habitats in the State and sold or transported for sale.

3) County Listings:

Y = Miami-Dade County endangered, threatened, rare or special concern flora species as updated from previously adopted CDMP lists, due to low population numbers or limited/localized population; impacts resulting from habitat destruction or environmental contamination; or nesting destruction/disturbance/failures.

Appendix B

List of Federal, and State and County Designated Endangered, Threatened, Rare, and Special Concern Potentially Endangered Fauna in Miami-Dade County

Scientific Name	Common Name	Designated State	Status Federal	County
FISH				
<i>Acipenser brevirostrum</i>	Shortnose Sturgeon	FE	E	Y
<i>Acipenser oxyrinchus desotoi</i>	Atlantic (Gulf) Sturgeon	SSC FT	T	Y
<i>Acipenser oxyrinchus oxyrinchus</i>	Atlantic sturgeon	FE	E	Y
<i>Cyprinodon variegatus hubbsi</i>	Lake Eustis pupfish	SSC	NL	
<i>Etheostoma histrio</i>	Harlequin darter	SSC	NL	
<i>Etheostoma olmstedii maculatiiceps</i>	Southern tessellated darter	SSC	NL	Y
<i>Fundulus jenkinsi</i>	Saltmarsh topminnow	SSC	NL	Y
<i>Menidia conchorum</i>	Key silverside	ST	NL	Y
<i>Micropterus notius</i>	Suwannee bass	SSC	NL	
<i>Notropis melanostomus</i>	Blackmouth shiner	E	NL	
<i>Pristis pectinata</i>	Smalltooth sawfish	FE	E	Y
<i>Pteronotropsis wolaka</i>	Bluenose shiner	SSC	NL	
<i>Rivulus marmoratus</i>	Mangrove rivulus	SSC	NL	Y
<i>Starksia starcki</i>	Key blenny	SSC	NL	
AMPHIBIANS AND REPTILES				
<i>Alligator mississippiensis</i>	American alligator	SSC FT (S/A)	T (S/A)	Y
<i>Ambystoma cingulatum</i>	Flatwoods salamander	SSC	T	
<i>Caretta caretta</i>	Loggerhead sea turtle	FT	T	
<i>Chelonia mydas</i>	Green sea turtle	FE	E	
<i>Crocodylus acutus</i>	American crocodile	FT	E	Y
<i>Dermochelys coriacea</i>	Leatherback sea turtle	FE	E	
<i>Drymarchon corais couperi</i>	Eastern indigo snake	FT	T	Y
<i>Elaphe guttata guttata</i>	Red rat snake	T NL	T NL	Y
<i>Eretmochelys imbricata</i>	Hawksbill sea turtle	FE	E	
<i>Eumeces egregius lividus</i>	Bluetail mole skink	T	T	
<i>Eumeces egregius egregius</i>	Florida Keys mole skink	SSC	NL	Y
<i>Eumeces egregius s</i>				
<i>Gopherus polyphemus</i>	Gopher Tortoise	SSC ST	C2	Y
<i>Graptomys barbouri</i>	Barbour's map turtle	SSC	NL	
<i>Haideotriton wallacei</i>	Georgia blind salamander	SSC	NL	
<i>Hyla andersonii</i>	Pine barrens treefrog	SSC	NL	
<i>Kinosternon baurii</i>	Striped mud turtle	E ST	NL	Y
<i>Lepidochelys Kempii</i>	Atlantic (Kemp's) Ridley sea turtle	FE	E	
<i>Macrochelys temminckii</i>	Alligator snapping turtle	SSC	NL	
<i>Malaclyemys terrapin</i>	Mangrove terrain turtle	NL	NL	Y
<i>Neoseps reynoldsi</i>	Sand skink	FT	T	
<i>Nerodia clarkii taeniata</i>	Atlantic salt marsh watersnake	FT	T	Y
<i>Pituophis melanoleucus mugitus</i>	Florida pine snake	SSC	C2 NL	Y
<i>Pseudemys concinna suwanniensis</i>	Suwannee cooter	SSC	NL	Y
<i>Pseudobranchius striatus lustricolus</i>	Gulf hammock dwarf siren	NL	G2	
<i>Rana capito Lithobates capito</i>	Gopher frog	SSC	NL	Y
<i>Rana okaloosae</i>	Florida bogfrog	SSC	NL	
<i>Sitosejima extenuatum</i>	Short-tailed snake	ST	NL	Y
<i>Storeria dekayi vieta</i>	Florida brown snake	T	NL	
<i>Tantilla oolitica</i>	Rim Rock Crowned snake	ST	C2 NL	Y
<i>Thamnophis sauritus sackeni</i>	Florida Ribbon Snake	T NL	NL	Y
BIRDS				
<i>Accipiter cooperii</i>	Cooper's hawk	NL	NL	Y
<i>Aimophila aestivalis</i>	Bachman's sparrow	NL	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
Ammodramus maritimes pennisulae	Scott's seaside sparrow	SSC	NL	Y
Ammodramus maritimus junciculus	Wakulla seaside sparrow	SSC	NL	
Ammodramus maritimus mirabilis	Cape sable seaside sparrow	FE	E	Y
Ammodramus savannarum floridanus	Florida grasshopper sparrow	E	E	
Aphelocoma coerulescens	Florida scrub jay	ET	T	
coerulescens				
Aramus guarauna	Limpkin	SSC	NL	Y
Ardea herodias	Great blue heron	NL	NL	Y
Athene cunicularia	Florida burrowing owl	SSC	NL	Y
Botaurus lentiginosus	American bittern	NL	NL	Y
Buteo brachyurus	Short-tailed hawk	NL	NL	Y
Calidris canutus rufa	Red knot	NL	C	Y
Campephilus principalis principalis	Ivory-billed woodpecker	FE	E	Y
Caracara cheriway	Crested caracara	T	T	
Charadrius melodus	Piping plover	FT	T	Y
Charadrius alexandrinus tenuirostris	Southeastern (Cuban) snowy plover	ST	NL	Y
Chordeiles minor	Antillean nighthawk	NL	NL	Y
Circus cyaneus	Northern harrier	NL	NL	Y
Cistothorus palustris griseus	Worthington's marsh wren	SSC	NL	Y
Cistothorus palustris marianae	Marian's marsh wren	SSC	NL	Y
Coccyzus minor	Mangrove cuckoo	NL	NL	Y
Dendroica kirtlandii	Kirtland's warbler	FE	NLE	
Dendroica petechia gundlachi	Cuban yellow throated warbler	NL	NL	Y
Egretta caerulea	Little blue heron	SSC	NL	Y
Egretta rufescens	Reddish egret	SSC	G2NL	Y
Egretta thula	Snowy egret	SSC	NL	Y
Egretta tricolor	Tricolored heron	SSC	NL	Y
Elanoides forficatus	Swallow-tailed kite	NL	NL	Y
Elanus leucurus	White-tailed kite	NL	NL	Y
Eudocimus albus	White ibis	SSC	NL	Y
Falco columbarius	Merlin	NL	NL	Y
Falco peregrinus	Peregrine falcon	E NL	NL	Y
Falco sparverius paulus	Southeastern American kestrel	ST	G2NL	Y
Frigata magnificens	Magnificent frigate bird	NL	NL	Y
Grus canadensis pratensis	Florida sandhill crane	ST	NL	Y
Grus americana	Whooping crane	SSC FE/XN	NLE/XN	
Haematopus palliatus	American oyster catcher	SSC	NL	Y
Haliaeetus leucocephalus	Bald eagle	TNL *	ENL	Y
Ixobrychus exilis	Least bittern	NL	NL	Y
Laterallus jamaicensis	Black rail	NL	NL	Y
Mycteria americana	Wood stork	FE	E	Y
Nyctanassa violacea	Yellow-crowned night heron	NL	NL	Y
Nycticorax nycticorax	Black-crowned night heron	NL	NL	Y
Pandion haliaetus	Osprey	SSC NL	NL	Y
Passerina ciris	Painted bunting	NL	NL	Y
Patagioenas leucocephala	White crowned pigeon	ST	NL	Y
Pelecanus occidentalis	Brown pelican	SSC	NL	
Picoides borealis	Red-cockaded woodpecker	SSC FE	E	Y
Picoides villosus	Hairy woodpecker	NL	NL	Y
Platalea ajaja	Roseate spoonbill	SSC	NL	Y
Polyborus plancus audubonii	Audobon's crested caraca	FT	T	Y
Pterodroma hasitata	Black-capped petrel	NL	NL	Y
Rallus longirostris insularum	Mangrove clapper rail	NL	NL	Y
Rostrhamus sociabilis	Snail kite	E	E	
Rostrhamus sociabilis plumbeus	Everglade snail kite	FE	E	Y
Rynchops niger	Black skimmer	SSC	NLC	Y
Setophaga discolor	Prairie warbler	NL	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
<i>Sterna antillarum</i>	Least tern	ST	NL	Y
<i>Sterna dougallii dougallii</i>	Roseate tern	FT	T	Y
<i>Thalasseus sandvicensis</i>	Sandwich tern	NL	NL	Y
<i>Vermivora bachmanii</i>	Bachman's warbler	FE	E	Y
<i>Vireo altiloquus</i>	Black-whiskered vireo	NL	NL	Y
MAMMALS				
<i>Balaenoptera borealis</i>	Sei whale	FE	NLE	
<i>Balaenoptera physalus</i>	Finback whale	FE	E	
<i>Blarina carolinensis shermani</i>	Sherman's short-tailed shrew	SSC	C2	
<i>Eubalaena glacialis</i>	North Atlantic right whale	FE	NLE	
<i>Eumops glaucinus floridanus</i>	Florida bonneted (mastiff) bat	E ST	C4	Y
<i>Felis concolor coryi</i>	Florida Panther	E	E	
<i>Lutra canadensis</i>	River otter	E NL	NL	Y
<i>Megaptera novaeangliae</i>	Humpback whale	FE	E	
<i>Monachus tropicalis</i>	Caribbean monk seal	NL	NL	Y
<i>Neotoma floridana smalli</i>	Key Largo woodrat	FE	E	Y
<i>Neovision vision evergladensis</i>	Everglades mink	ST	NL	Y
<i>Odocoileus virginianus clavium</i>	Key deer	E	E	
<i>Peromyscus gossypinus allapaticola</i>	Key Largo Cotton Mouse	FE	E	Y
<i>Peromyscus polionotus allophrys</i>	Choctawhatchee beach mouse	E	E	
<i>Peromyscus polionotus niveiventris</i>	Southeastern beach mouse	FT	T	Y
<i>Peromyscus polionotus phasma</i>	Anastasia Island Beach mouse	E	E	
<i>Peromyscus polionotus trissyllepsis</i>	Perdido Key mouse	E	E	
<i>Physeter catodon</i>	Sperm whale	FE	E	
<i>Physeter macrocephalus</i>	Sperm whale	E	NL	
<i>Plecotus rafinesquii</i>	Rafinesque's big eared bat	NL	NL	Y
<i>Podomys floridanus</i>	Florida mouse	SSC	C2NL	Y
<i>Puma (= Felis) concolor coryi</i>	Florida panther	FE	E	Y
<i>Sciurus niger avicennia</i>	Big Cypress fox squirrel	SSC ST	C2NL	Y
<i>Sciurus niger shermani</i>	Sherman's fox squirrel	SSC	C2NL	Y
<i>Trichechus manatus latirostris</i>	Florida manatee	FE	E	Y
<i>Ursus americanus floridanus</i>	Florida black bear	NL*	NL	Y
INVERTEBRATES				
CRUSTACEANS				
<i>Crangonyx gradimanus</i>	Florida cave amphipod	NL	NL	Y
<i>Palaemonetes cummingsi</i>	Squirrel-chimney cave shrimp	NL	T	
<i>Procambarus econfinae</i>	Panama city crayfish	SSC	NL	
<i>Procambarus erythropus</i>	Sims sink crayfish	SSC	NL	
<i>Procambarus pictus</i>	Black creek crayfish	SSC	NL	
CORALS				
<i>Acropora cervicornis</i>	Staghorn coral	FT	T	Y
<i>Acropora palmata</i>	Elkhorn coral	FT	T	Y
<i>Agaricia lamarcki</i>	Lamarck's sheet coral	NL	NL	Y
<i>Agaricia spp</i>	Lettuce corals	NL	NL	Y
<i>Colpophyllia natans</i>	Boulder brain coral	NL	NL	Y
<i>Dendrogyra cylindrus</i>	Pillar coral	ST	NL	Y
<i>Diploria cylindrica</i>	Knobby brain coral	NL	NL	Y
<i>Diploria labyrinthiformis</i>	Grooved brain coral	NL	NL	Y
<i>Diploria strigosa</i>	Symmetrical brain coral	NL	NL	Y
<i>Eusmilia fastigiata</i>	Smooth flower coral	NL	NL	Y
<i>Meandrina meandrites</i>	Maze coral	NL	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
<u>Montastrea annularis</u>	Boulder star coral	NL	NL	Y
<u>Montastrea cavernosa</u>	Great star coral	NL	NL	Y
<u>Montastrea faveolata</u>	Mountainous star coral	NL	NL	Y
<u>Montastrea franksi</u>	Star coral	NL	NL	Y
<u>Mussa angulosa</u>	Spiny flower coral	NL	NL	Y
<u>Mycetophyllia aliciae</u>	Knobby cactus coral	NL	NL	Y
<u>Mycetophyllia ferox</u>	Rough cactus coral	NL	NL	Y
<u>Mycetophyllia lamarckiana</u>	Lamarck's cactus coral	NL	NL	Y
<u>Siderastrea siderea</u>	Elliptical star coral	NL	NL	Y
INSECTS				
<u>Anaea troglodyta floralis</u>	Florida leafwing butterfly	NL	C	Y
<u>Aphodius troglodytes</u>	Gopher tortoise aphodius commensal scarab beetle	NL	NL	Y
<u>Atrytone agros argos</u>	Eastern beard-grass skipper	NL	NL	Y
<u>Ceraclea floridana</u>	Florida ceraclea long horn caddishfly	NL	NL	Y
<u>Cyclargus thomasi bethunebakeri</u>	Miami blue butterfly	FE	NLE	Y
<u>Cyclophala miamiensis</u>	Miami roundhead scarab beetle	NL	C	Y
<u>Eumaeus atala floridana</u>	Florida atala butterfly	NL	C	Y
<u>Heraclides aristodemus ponceanus</u>	Schaus swallowtail butterfly	FE	E	Y
<u>Micronaspsis floridana</u>	Florida intertidal firefly	NL	NL	Y
<u>Mixogaster delongi</u>	Delong's mixogaster flower fly	NL	NL	Y
<u>Mycotrupes pedester</u>	Scrub island burrowing scarab beetle	NL	NL	Y
<u>Oxyethira florida</u>	Florida oxyethiran micro-caddishfly	NL	NL	Y
<u>Photuris brunnipennis floridana</u>	Everglades brownwing firefly	NL	NL	Y
<u>Strymon acis bartrami</u>	Bartram's scrub-hairstreak butterfly	NL	C	Y
MOLLUSCS				
<u>Amblema neislerii</u>	Fat three-ridge	NL	T	
<u>Elliptio chipolaensis</u>	Chipola slabshell	NL	T	
<u>Elliptioideus sloarianus</u>	Purple banklimber	NL	T	
<u>Lampsilis subangulata</u>	Shinyrayed Pocketbook	NL	T	
<u>Liguus fasciatus var.</u>	Florida tree snail	SSC	NL	Y
<u>Medionidus penicillatus</u>	Gulf moccasinshell	NL	E	
<u>Medionidus simpsonianus</u>	Ochlocknee moccasinshell	NL	E	
<u>Orthalicus reses reses</u>	Stock Island tree snail	FT	T	Y
<u>Plourobema pyriforme</u>	Oval pigtoe	NL	E	
<u>Strombus gigas</u>	Queen conch	NL	C	Y

Key:

NL = Not Listed

1) Federal Listings:

E = Listed as Endangered Species in the List of Endangered and Threatened Wildlife and Plants under the provisions of the Endangered Species Act. Defined as any species that is in danger of extinction throughout all or a significant portion of its range.

T(S/A) = Listed only because of similarity in appearance to the American crocodile.

FE/FX = Experimental population in Florida.

C1 = Candidate Species for addition to the List of Endangered and Threatened Wildlife and Plants, Category 1. Taxa for which the US Fish and Wildlife Service (USFWS) currently has substantial information on

~~hand to support the biological appropriateness of proposing to list the species as endangered or threatened.~~

~~C2 = Candidate Species, Category 2. Taxa for which information now in possession of the USFWS indicates that proposing to list the species as endangered or threatened is possibly appropriate, but for which conclusive data on biological vulnerability and threat(s) are not currently available to support proposed rules at this time.~~

C = Candidate Species for addition to the List of Endangered and Threatened Wildlife and Plants. Includes taxa for which: the US Fish and Wildlife Service (USFWS) currently has substantial information on hand to support the biological appropriateness of proposing to list the species as endangered or threatened; or the USFWS currently possesses information indicating that proposing to list the species as endangered or threatened is possibly appropriate, but for which conclusive data on biological vulnerability and threat(s) are not currently available to support proposed rules at this time.

2) State Listings:

~~E = Listed as Endangered Species by the Florida Game and Freshwater Fish Commission (FGFWFC). Defined as a species, subspecies, or isolated population which is so rare or depleted in number or so restricted in range of habitat due to any man-made or natural factors that it is in immediate danger of extinction or extirpation from the State, or which may attain such a status within the immediate future.~~

~~T = Listed as Threatened Species by the FGFWFC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is declining in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.~~

FE/FT = Listed as Federally-designated Endangered and Threatened Species. Defined as species of fish or wild animal life, subspecies or isolated populations of species or subspecies, whether vertebrate or invertebrate, that are native to Florida and are classified as Endangered and Threatened under the Fish and Wildlife Conservation Commission (Commission) rule by virtue of designation by the United States Departments of Interior or Commerce as endangered or threatened under the Federal Endangered Species Act, 16 U.S.C. §1531 et seq. and rules thereto; the definition of Federally-designated Endangered and Threatened Species does not include species that are not within the Commission's constitutional authority.

FT(S/A) = Listed only because of similarity in appearance to the American crocodile.

FE/FX = Experimental population in Florida

ST = Listed as State-designated Threatened Species by the Fish and Wildlife Conservation Commission (Commission). Defined as species of fish or wild animal life, subspecies, or isolated population of a species or subspecies, whether vertebrae or invertebrate, that are native to Florida and are classified as Threatened as determined by paragraph (a), (b), (c), (d), or (e) in accordance with Rule 68A-27.0012, F.A.C. The designation of a species as threatened shall include all subspecies unless stated otherwise in Commission rule.

SSC = Listed as a Species of Special Concern by the Fish and Wildlife Conservation Commission under an earlier listing process. Either the species is being evaluated for listing as a State-designated Threatened species or not enough data currently exist to make a listing determination. Listed as Species of Special Concern by the FGFWFC. Defined as a species, subspecies, or isolated population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species.

C = A species of fish or wild animal life, subspecies, or isolated populations of species or subspecies, whether invertebrate or vertebrate, that the Fish and Wildlife Conservation Commission (Commission) has determined warrants listings as a State-designated Threatened Species in accordance with Rule 68A-27.0012, F.A.C., and is awaiting final Commission action to be added to the list of Florida Endangered and Threatened Species in Rule 68A-27.003, F.A.C.

*= The Fish and Wildlife Conservation Commission has delisted these species; however, the bald eagle continues to be under the protection of the state in accordance to rule 68A-16.002, F.A.C., and its Bald Eagle Management Plan, adopted on April 9, 2008, and the bear is protected under rule 68A-4.009, F.A.C., and the Florida Black Bear management Plan, approved on June 27, 2012.

3) County Listings:

Y = Miami-Dade County endangered, threatened, rare or special concern fauna species as updated from previously adopted CDMP lists, due to low population numbers or limited/localized population; impacts resulting from habitat destruction or environmental contamination; or nesting destruction/disturbance/failures.

**APPLICATION NO. 5
WATER, SEWER, & SOLID WASTE ELEMENT**

**APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, Suite 1210
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Director/Department Director
Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, 29th Floor
Miami, Florida 33128-1972

By:  October 31, 2012
Jack Osterholt, Deputy Mayor/Department Director

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Water, Sewer, & Solid Waste Element on pages V-1 through V-20 in the "Adopted Components" of the Comprehensive Development Master Plan, dated October 19, 2011, as amended, as follows on the following pages. This Application proposes amendments to the entire Water, Sewer & Solid Waste Element, which consists of an Introduction, Water and Sewer and Solid Waste Subelements, and the Goals, Objectives and Policies of each subelement. For reference purposes, the amendments to the Water, Sewer, & Solid Waste Element have been divided into two parts and identified as follows:

- Part A—Water, Sewer & Solid Waste Element Introduction and Water and Sewer Subelement
- Part B—Solid Waste Subelement

Additionally, a summary of all proposed changes by reference paragraph is included in Section 4 (Reasons for Changes).

The above presents the cover of the application as filed and included in the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated March 27, 2013, where the above referenced Section 4 can be found. Thereafter beginning on page V-1 is a presentation of the application as ultimately adopted by the Board of County Commissioners at the October 2, 2013 public hearing as discussed in the Introduction and Summary of Actions sections to this report on pages i and iii, respectively. As presented herein, underlined words are additions to and words with strikethrough are deletions from the Element text. All other words exist in the Element and remain unchanged.

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PART A

WATER, SEWER & SOLID WASTE ELEMENT

Introduction

1. ~~In the 1988-89 *Dade County Comprehensive Development Master Plan*, the Water and Sewer Element was included with solid waste disposal services in a Water, Sewer and Solid Waste Element. In the 1995 *Evaluation and Appraisal Report for the Water, Sewer and Solid Waste Element of the Dade County Comprehensive Plan*, it was recommended that the existing element be split into a Water and Sewer Subelement and a Solid Waste Disposal Subelement. Toward this end, the contents of the element have been reorganized into two separate subelements. Background material and data relevant to this element can be found in the 1988 *Support Components* report addressing the *Water, Sewer and Solid Waste Element* and in the 1995 and 2003 *Evaluation and Appraisal Reports* addressing the *Water, Sewer and Solid Waste Element*.~~
2. ~~These documents include background material and analyses which provide the bases for the goals, objectives, and policies. Together, they present an overview of Miami-Dade County's long history of policy development, planning, and programming for these services; an overview of existing facilities and service systems; an analysis of the capacity of the existing facilities; an analysis of future needs; and, a review of programmed facility improvements. Because Miami-Dade County has the authority to operate and regulate water and sewer services on a countywide basis, i.e., in both the incorporated and unincorporated areas of the County, both are treated as a Countywide system in these analyses.~~
3. The Water, Sewer and Solid Waste Element is composed of two subelements. The Water and Sewer Subelement contains a goal, objectives, policies, and monitoring measures for the County's water services. The Miami-Dade Water and Sewer Department (WASD) is one of the largest public utilities in the United States providing direct water and wastewater service to more than 440,000 customers to the unincorporated areas of Miami-Dade County, wholesale water service to 14 municipalities and wholesale wastewater service to 13 municipalities. In November 2007, WASD received a historic 20-year Water-Use Permit (WUP) from the South Florida Water Management District (SFWMD). On November 1, 2010, the SFWMD District approved an extension to Miami-Dade County's WUP because of a reduction in water demands, with the permit now extended until 2030. The permit is a plan for meeting the present and future water needs of the County while protecting natural resources such as the Everglades. The permit requires WASD to develop alternative water supply sources and continue with its Water-Use Efficiency Program. It ensures water will be available for Miami-Dade County's needs and lays the groundwork for very ambitious capital improvements programmed or planned for the next two decades. Some of the alternative water supply sources include reclaimed water projects using the Floridan Aquifer as an alternative water supply, a comprehensive water use efficiency program and a water loss reduction program.

Paragraph
Reference
Number

4. The Solid Waste Subelement contains a goal, objectives, policies, and monitoring measures for the County's solid waste services. The purpose of the Solid Waste Subelement is to provide for an integrated Solid Waste Collection and Disposal System with the principal responsibilities of collection, transfer, disposal and recycling of municipal solid waste. Miami Dade-County's Public Works and Waste Management Department (PWWM) primarily provides solid waste services to account holders of single-family residential units and a small number of commercial and multifamily units in the unincorporated portions of the County. PWWM presently holds long term interlocal agreements with 18 municipalities to provide solid waste disposal services and with 11 municipalities for curbside recycling. PWWM also ensures regulatory compliance in issues regarding solid waste through the Enforcement Division, which continues to be proactive in addressing and investigating occurrences of trash on the rights-of-way and illegal dumping.

WATER AND SEWER SUBELEMENT

GOAL

PROVIDE FOR POTABLE WATER, AND SANITARY SEWER FACILITIES WHICH MEET THE COUNTY'S NEEDS IN A MANNER THAT PROMOTES THE PUBLIC HEALTH, ENVIRONMENTAL PROTECTION, OPERATIONAL EFFICIENCY, CDMP-PLANNED LAND USE, AND ECONOMIC OPPORTUNITY.

Objective WS-1

In order to serve those areas where growth is encouraged and to discourage urban sprawl, the County shall plan and provide for potable water supply and sanitary sewage disposal on a countywide basis in concert and in conformance with the future land use element of the comprehensive plan.

Policies

- WS-1A. The area within the Urban Development Boundary of the adopted Land Use Plan Map shall have the first priority in providing potable water supply, and sanitary sewage disposal, and for committing financial resources to these services. Future development in the designated Urban Expansion Area shall have second priority in planning or investments for these services. Investments in public water and sewer service shall be avoided in those areas designated for Agriculture, Open Land, or Environmental Protection on the Land Use Plan map, except where essential to eliminate or prevent a threat to public health, safety, or welfare.
- WS-1B. All new uses within the Urban Development Boundary shall be connected to a public water supply. Exceptions may be provided for residential uses at a density no greater than two units per acre, where primary drinking water quality standards as specified in the Florida Administrative Code can be met without treatment and the groundwater is free from saltwater intrusion.
- WS-1C. Individual potable water supplies, including private wells, shall be considered interim facilities to be utilized only where no alternative public water supply is available and land use and water resources are suitable for an interim water supply. Such interim water supply systems shall be phased out as service becomes available from municipal or County supply.
- WS-1D. The County shall protect the integrity of groundwater within wellfield protection areas by strict adherence to the Wellfield Protection Ordinances, by rigorous enforcement of sanitary sewer requirements, hazardous waste prohibitions, land use restrictions, and all other applicable regulations, and by supporting system improvements which are designed to protect or enhance the raw water supply. Existing and future wellfields of exceptional quality, such as the Northwest Wellfield, shall be particularly addressed in the regulations to prevent degradation of water

Paragraph
Reference
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quality.

- WS-1E. Miami-Dade County shall use all legal and reasonable means to assure that any land use, which requires a variance from water, sewer, or environmental protection regulation of Miami-Dade County, is in conformance with the Land Use Plan map.
- WS-1F. Miami-Dade County shall use all practical means to assure that land in the vicinity of water and wastewater treatment facilities is developed for a use that is compatible with the operation of said facilities. The County shall discourage changes to the Land Use Plan map or land development regulations, which would permit land uses that are incompatible with the continued operation or planned expansion of these facilities. Residential uses shall be considered incompatible with these public facilities where spillovers, particularly noise and odor, can reasonably be expected.
- WS-1G. Miami-Dade County shall continue to develop the Countywide water supply and sewage disposal systems by consolidating all existing systems, and by increasing the effectiveness and efficiency of existing public facilities to the maximum extent feasible.
- WS-1H. New water supply or wastewater collection lines should not be extended to provide service to land within areas designated Agriculture, Open Land, or Environmental Protection on the Land Use Plan map. New water or wastewater lines to serve land within these areas should be approved or required only where the absence of the facility would result in an imminent threat to public health or safety. The use of on-site facilities should be given priority consideration. In all cases, facilities should be sized only to service the area where the imminent threat would exist, to avoid inducing additional urban development in the area. This policy will not preclude federal, State or local long-range planning or design of facilities to serve areas within the Urban Development Boundary (UDB) or Urban Expansion Area (UEA). Public health and safety determinations will be made in accordance with Chapter 24 of the Code of Miami-Dade County (Environmental Protection) and Section 2-103.20, et seq., (Water Supply for Fire Suppression) Code of Miami-Dade County.

Objective WS-2

The County will maintain procedures to ensure that any facility deficiencies are corrected and that adequate facility capacity will be available to meet future needs.

5. Policies

- WS-2A. To assure adequate level of service, potable water and sanitary sewer facilities shall meet the following level of service standards:
- 1) Potable Water Supply:
 - (a) The regional treatment system shall operate with a rated maximum

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daily capacity no less than 2 percent above the maximum daily flow for the preceding year, and an average daily capacity 2 percent above the average daily system demand for the preceding 5 years. The maximum daily flow shall be determined by calculating the average of the highest five single day flows for the previous 12 months.

- (b) Water shall be delivered to users at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi. Unless otherwise approved by the Miami-Dade Fire Rescue Department, minimum fire flows based on the land use served shall be maintained as follows:

<u>Land Use</u>	<u>Min. Fire Flow (gpm)</u>
Single Family Residential Estate	500
Single Family and Duplex; Residential on minimum lots of 7,500 sf	750
Multi-Family Residential; Semiprofessional Offices	1,500
Hospitals; Schools	2,000
Business and Industry	3,000

- (c) Water quality shall meet all federal, state, and County primary standards for potable water.
- (d) Countywide storage capacity for finished water shall equal no less than 15 percent of the Countywide average daily demand.
- 2) Sanitary Sewer:
- (a) Regional wastewater treatment plants shall operate with a physical capacity of no less than the annual average daily sewage flow.
- (b) Effluent discharged from wastewater treatment plants shall meet all federal, State, and County standards.
- (c) The system shall maintain the capacity to collect and dispose of 102 percent of average daily sewage demand for the preceding 5 years.

WS-2B. Except as provided by Objective WS-1 and the supporting policies, no development order authorizing new development or a significant expansion of an existing use shall be issued for any area of the County which is served by a potable water or sanitary sewer facility which does not meet the standards in Policy WS-2A or will not meet these standards concurrent with the completion of the development. In

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any case where the federal, state, or County standards referenced in Policy WS-2A are revised, a reasonable time for compliance with the new standards shall be allowed.

- WS-2C. Miami-Dade County shall maintain procedures and programs to monitor levels of service of each water supply, water treatment and wastewater treatment facility for use by agencies that issue development orders or permits. Such procedures may include the establishment of water and wastewater allocation processes to assure that adequate water supply, and water and wastewater transmission and treatment capacity is available prior to issuance of development orders or permits.
- WS-2D. All wastewater treatment operations will comply with federal and state regulations for overflows.
- WS-2E. Miami-Dade County shall continue and expand its current practice of installing oversize water and sewer mains and associated facilities in anticipation of future needs consistent with Land Use Element policies which affect the timing, staging, and location of future development, and shall require developers dedicating such facilities to the County to conform with this policy. All applications and proposed agreements for water and/or sewer extensions submitted to the Water and Sewer Department that are inside of and within 330 feet of the Urban Development Boundary and that may involve the installation of oversized water or sewer mains shall be subject to additional review by a designated water and sewer review committee. The installation of oversized water and sewer mains will be consistent with engineering requirements to protect the public health and safety of the area residents and Land Use Element policies.
6. WS-2F. The Miami-Dade Water and Sewer Department (WASD) shall continue the expansion of existing regional water and wastewater treatment plants to meet demand through the year ~~2025~~ 2035. The efficiency of existing plants will be increased wherever feasible to avoid building new plants.
- WS-2G. In order to further assure high water and sewer service standards throughout the County, the County should maintain countywide design standards for all improvements and extensions of water distribution and sewer collection systems.

Objective WS-3

The County will provide an adequate level of service for public facilities to meet both existing and projected needs as identified in this plan through implementation of those projects listed in the Capital Improvements Element. All improvements for replacement, expansion, or increase in capacity of facilities shall conform with the adopted policies of this Plan including level of service standards for the facilities.

Policies

- WS-3A. Public facility improvements will be evaluated for funding in accordance with the

following general criteria:

- 1) Improvements necessary to protect the health, safety, and environmental integrity of the community, consistent with the policies of this Plan and applicable federal, state, and County regulatory requirements.
- 2) Improvements necessary to meet any deficiencies that may exist in capacity or in performance. These include the retrofit of deteriorating facilities which fail or threaten to fail to meet health, safety, or environmental standards.
- 3) Improvements extending service to previously unserved developed areas within the Urban Development Boundary.
- 4) Improvements identified in adopted functional plans and addressing system details that are beyond the scope of the comprehensive plan for wastewater and potable water facilities, and that are consistent with the goals, objectives, and policies of the comprehensive plan.
- 5) Cost-effective improvements to expand capacity, maximize operational efficiency, and increase productivity.
- 6) In providing improvements to the potable water supply system, the following additional criteria shall also be considered:
 - (a) Improvements associated with the protection of existing and future wellfields identified in the Land Use Element.
 - (b) Elimination of fire flow deficiencies, and otherwise improving system pressures.
 - (c) Connection of all County-owned facilities and expansion of capacity at regional facilities to accommodate these connections.
 - (d) Provision of water supply capacity to existing development and redevelopment.
 - (e) Provision of water supply capacity to new development.
 - (f) Development of a new wellfield or other facilities to provide supplemental water supply.
- 7) In providing for improvements to the sanitary sewer collection system, the following additional criteria shall also be considered:
 - (a) Location within a public water supply wellfield protection zone.
 - (b) Potential for the disposal of waste other than domestic waste.
 - (c) Designation on the Land Use Plan map for a use more intense than estate density residential.
 - (d) Potential for impacts on existing private wells.

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- (e) Location within areas of low land elevation in conjunction with high water table.
 - (f) Locations with poor soil conditions.
 - (g) Proximity to existing sewer mains.
- WS-3B. Potable water supply and sanitary sewage facility improvements will be undertaken in conformity with the schedule included in the Capital Improvements Element.
- WS-3C. All potable water supply and sanitary sewerage improvement projects will be undertaken in accordance with applicable state, federal, and County environmental regulations.
- WS-3D. Improve the administration of planning and development activity, and coordinate significant private and public planning activities in Miami-Dade County. Miami-Dade County shall maintain procedures and requirements to assure that all development, regardless of size, contributes its proportionate share of the cost of providing water and sewer facilities necessary to accommodate the impact of the proposed development.
- WS-3E. Fully implement wastewater system improvements pledged in agreements made between Miami-Dade County, the Florida Department of Environmental Protection and the United States Environmental Protection Agency, maintain a regular and ongoing program for inspection and repair of existing sewers, and maintain a schedule for the rehabilitation or replacement of substandard collector systems.
- 7. WS-3F. The Miami-Dade County Water, Wastewater, and Reuse Integrated Master Facilities Plan, the primary vehicle for planning for water, sewer, and reuse facilities, shall continue to be updated on a regular basis. The integrated Master Plan shall include initiatives to address climate change and sea level rise that would impact the water and sewer infrastructure and drinking water supplies.

Objective WS-4

Miami-Dade County shall protect the health of its residents and preserve its environmental integrity by reducing the proportion of residences and commercial establishments within the County using private wastewater treatment facilities. Miami-Dade County shall discourage the new or continued use of such facilities through the strict application of the CDMP and land development regulations.

Policies

- WS-4A. Interim wastewater treatment plants shall be permitted only where no sewer connection is available upon consideration and approval, on a case-by-case basis, by the Environmental Quality Control Board (EQCB) at a public hearing. In evaluating permit requests the EQCB shall consider alternative methods of sewage disposal, environmental suitability, risks to wellfield and potable water supplies,

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impacts on proximate land uses, the potential for creating a present or future nuisance, and conformance of requested use with Land Use Element of the Comprehensive Development Master Plan (CDMP). Within the Urban Development Boundary, interim wastewater treatment facilities should be permitted for commercial uses only where a special taxing district for sewers has been approved.

8. WS-4B. Interim wastewater treatment plants within the Urban Development Boundary shall continue to be phased out as sewer service becomes available, with highest priority given to phasing out existing industrial wastewater plants in accord with regulations and procedures established by the Board of County Commissioners. The ~~Department~~ Division of Environmental Resources Management shall use its administrative, enforcement, and permitting authority to implement these regulations.
9. WS-4C. Within the Urban Development Boundary, Miami-Dade County shall strongly discourage the use of septic tanks. Throughout the County, additional septic tanks should not be permitted for the disposal or discharge of industrial or other non-domestic waste nor should they be permitted where seasonally high water table will impair proper functioning. Septic tanks should be avoided in wellfield protection areas or where private wells are in use. Under the regulations and procedures established by the Board of County Commissioners, septic tanks may be permitted outside of the Urban Development Boundary and where connection to a public sewer is not feasible.
- WS-4D. Anywhere that the use of existing private wells, interim wastewater treatment plants, or septic tanks pose a threat to the public health or the environmental integrity of Miami-Dade County, the County shall assert its authority to create a special taxing district to finance connections to the public water supply or to the public sewer system.
- WS-4E. Miami-Dade County shall encourage the use of special taxing districts to eliminate the use of septic tanks and private wells within the Urban Development Boundary.
- WS-4F. Miami-Dade County shall take all necessary steps to ensure compliance with the 1994 Grease Trap Ordinance to prevent the build-up of grease in the sewer collection system that could result in sewer backups and overflow.
- WS-4G. It is the policy of the County to mandate the connection of existing developments to the regional wastewater system upon extension of the wastewater collection system proximate to said developments. However, the County shall not require connections to be made in areas with gravity systems that are surcharged at any time of the day, for more than 30 days per year. Connections will not be required if the system is subject to overflows, discharge or exfiltration of sewage at any time during the year under any storm event of five years or less.
10. WS-4H. Miami-Dade County shall coordinate with municipalities and the State of Florida to

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monitor existing septic tanks that are currently at risk of malfunctioning due to high groundwater levels or flooding and shall develop and implement programs to abandon these systems and/or connect users to the public sewer system. The County shall also coordinate to identify which systems will be adversely impacted by projected sea level rise and additional storm surge associated with climate change and shall plan to target those systems to protect public health, natural resources, and the region's tourism industry.

Objective WS-5

Develop and implement a comprehensive water conservation program to ensure that a sufficient, economical supply of fresh water is available to meet current and future demand for potable water without degrading the environment.

Policies

- WS-5A. All potable water distribution systems shall reduce unaccounted for water loss to less than 10 percent of the water entering the system.
- WS-5B. Where feasible, all potable water treatment plants and sewage treatment plants shall adopt methods which reuse water that would otherwise be consumed in the treatment process.
- WS-5C. Miami-Dade County shall seek to reduce potable water consumption by domestic, industrial and institutional consumers through the continued examination and implementation of incentives such as conservation season and marginal cost-based rate structures.
- WS-5D. Promote an educational program for residential, commercial and industrial consumers which will discourage waste and conserve water.
11. WS-5E. Enforce requirements, and establish new requirements and procedures, as needed, to assure that ~~low water usage~~ high efficiency plumbing fixtures are used in all new residential and commercial structures buildings or in conjunction accordance with Section 8-31 of the Miami-Dade County Code and in conjunction with the permitted renovations in the Florida Building Code. in accord with Florida's Water Conservation Act, Section 553.14, F.S. Improved procedures for plumbing inspections and mechanisms for approving products for installation shall be considered.
12. WS-5F. Miami-Dade County shall take all necessary steps to ensure that all future development shall comply with the landscape standards in Sections 18-A and 18-B of Miami-Dade County Code. ~~compliance with the 1995 Miami-Dade County Landscape Ordinance, and shall establish mechanisms to monitor and measure the effectiveness of the ordinance and its major provisions.~~

Objective WS-6

Miami-Dade County shall undertake timely efforts to expand traditional sources of raw water and develop new alternative raw water sources and projects to meet the County's water supply needs.

Policies

- WS-6A. Miami-Dade County shall continue to utilize, expand and pursue the development of new potable water wellfields and alternative water supplies to meet the County's existing and future water supply needs. After 2013, Miami-Dade County will meet all water supply demands associated with new growth from alternative water supply sources, which may include: withdrawals from the Floridan Aquifer, implementation of water conservation methods, and development of reclaimed and wastewater reuse strategies.
- WS-6B. Miami-Dade County shall take the steps necessary to assure that all viable potable water wellfields in the County remain available for use and possible future expansion. Such steps may include, but shall not be limited to, the renewal of withdrawal permits and the extension of the County's wellfield protection measures.
- WS-6C. Miami-Dade County shall continue to implement Aquifer Storage and Recovery (ASR) techniques as a method of increasing supplies to the extent that such techniques have been established to be safe, feasible, and compatible with the protection of natural ecosystems.
- WS-6D. In the development of its future potable water supplies, Miami-Dade County shall, to the maximum extent feasible, utilize methods which preserve the integrity of the Biscayne Aquifer, protect the quality of surface water and related ecosystems, consider and are compatible with the South Florida Water Management District's Lower East Coast Regional Water Supply Plan and the current Water Use Permit, and comply with the land use and environmental protection policies of the Miami-Dade County CDMP, the Strategic Regional Policy Plan for South Florida, and the State Comprehensive Plan.
13. WS-6E. Miami-Dade County shall develop and implement reclaimed water use strategies to augment the water supplies of the Biscayne Aquifer as wastewater reuse reduces withdrawals from the aquifer in addition to recharging the aquifer. The Miami-Dade Water and Sewer Department shall be responsible for implementing any reuse that is deemed by the County to be economically feasible as specified in the County's Water Use Permit. Miami-Dade County will continue to participate in pilot projects that are a part of the Comprehensive Everglades Restoration Plan (CERP). ~~and explore the utilization of reuse as a way to augment water flows to Biscayne Bay and also to meet the demands for: (1) the Bird Drive Recharge Area; (2) the South Dade Conveyance System; and (3) the Northeast Shark River Slough.~~ If feasible, the County, in cooperation with state and federal agencies, will utilize the results of

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~~these~~ any pilot programs participated in to develop future large-scale water reuse projects.

14. WS-6F. It is the policy of Miami-Dade County that the distribution of potable water from the proposed reverse osmosis water treatment plant located in proximity to the area encompassing Application No. 5 in the April 2005-2006 CDMP Cycle [area bounded by NW 154 Street on the south, NW 97 Avenue on the east, and the Homestead Extension of the Florida Turnpike (HEFT) on the northwest], using the Floridan Aquifer as its source, shall be dedicated first to satisfying the total potable water demand from development of the site of Application No. 5. In no event shall a Certificate of Occupancy (CO) for development in the area encompassed by Application No. 5 be issued until it is served by the proposed reverse osmosis water treatment plant or by another water supply source authorized under the County's Consumptive Use Permit from the South Florida Water Management District or as otherwise agreed upon with the District and incorporated into the County's CIE Schedules of Improvements.

Objective WS-7

Miami-Dade County shall create a Water Supply Facilities Work Plan that identifies and develops those water supply projects necessary to meet the County's projected water demands for a 20-year period.

Policies

15. WS-7A The Miami-Dade County Water Supply Facilities Work Plan (Work Plan), as prepared by the Miami-Dade County ~~Department of Water and Sewer~~ Department and adopted by the Miami-Dade County Board of County Commissioners in April 2008 and subsequent approvals, dated March 2008, is incorporated by reference into the CDMP. This document is designed to: assess current and projected potable water demands; evaluate the sources and capacities of available water supplies; and, identify those water supply projects, using all available technologies, necessary to meet the County's water demands for a 20-year period. The Work Plan shall remain consistent with the County's Water Use Permit renewals and with the goals of the South Florida Water Management District's *Lower East Coast Regional Water Supply Plan*. The Work Plan will be updated, at a minimum, every 5-years and within 18 months after the South Florida Water Management District's approval of an updated *Lower East Coast Regional Water Supply Plan*. Updates to the water supply facilities necessary to satisfy projected water demands shall be provided to the South Florida Water Management District in the Annual Lower East Coast Progress Report. The potable water supply facilities necessary to satisfy projected water demands during the ~~2007~~10-2030 period are shown in Table 1, below.
- WS-7B The County shall consider the most recent approved version of South Florida Water Management District's *Lower East Coast Regional Water Supply Plan* in

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developing and updating its 20-Year Work Plan.

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16. Replace Existing Table 1 with new Table 1

Table 1 Alternative Water Supply and Wastewater Reuse Projects 2007 12 - 2030				
Project No/CIE Table ¹	Project Name ²	Project Description	Construction Completion Date Timeframe	Estimated Cost (\$million) ³
Alternative Water Supply Projects				
176 , Table 12	South Miami Heights WTP and Wellfield (20 mgd)	Reverse osmosis and ultra-filtration membranes provide treatment of 20 mgd of Biscayne aquifer water from 103 wells.	2007-2012 <u>2015</u>	194.7-58.7
20D <u>19B</u> , Table 12	Hialeah Floridan Aquifer R.O. WTP Phase 1 (10 MGD)	A new upper Floridan aquifer reverse osmosis water treatment plant is to be constructed in the northern part of the County (i.e., Hialeah). The WTP will directly utilize the Floridan Aquifer as the alternative water supply using the RO treatment to remove salt. <u>The City and the County will be equal partners in funding the project. Estimated cost is based on total project cost.</u>	2007-2012 <u>2013</u>	93 <u>92.4</u>
22 <u>19C</u> , Table 12	Phase 2 (5 MGD)		2015-2018 <u>2026</u>	25 <u>25.6</u>
23 <u>19D</u> , Table 12	Phase 3 (2.5 MGD)		2025-2028 <u>2026</u>	9.7 <u>12.2</u>
20A , Table 12	Floridan Aquifer Blending (and ASR) at Alexander Orr, Jr., Water Treatment Plant (7.4 (MGD)	This project uses the brackish Floridan Aquifer water to blend with the fresh Biscayne Aquifer raw water. Also these wells will be used for storage of fresh Biscayne Aquifer water in the Floridan Aquifer during the wet season for extraction and use in the dry season.	2007-2007	6.4
20C , Table 12	Floridan Aquifer Blending at Hialeah Preston WTP (4.8 7 MDG)	Construction of two Floridan Aquifer blending wells to supply water to the Hialeah Preston WTP complex. This project will blend Floridan Aquifer water with the raw water supply.	2006-2010	40.3
Wastewater Reclamation Projects				
286 , Table 8	North District WWTP Reuse Projects (7.0 MGD)	Five MGD of this reclaimed water (e.g. purple pipe) irrigation project will be pumped to the City of North Miami Beach and 2 MGD will be used to replace current potable water irrigation in the service area. <u>The scope of these projects will be determined as part of the Ocean Outfall legislation implementation plan due to the Secretary of FDEP by July 1, 2013.</u>	2007-2012 <u>2025</u>	13.5 <u>26.8</u>
297 , Table 8	Central District WWTP Reuse Project (27.1. MGD)	This reclaimed water (e.g. purple pipe) irrigation will replace potable water irrigation at Crandon Park and	2007-2011 <u>2025</u>	45.3 <u>26.3</u>

¹ CIE Table References are per CIE adopted on ~~March 28, 2007~~ November 18, 2010 and revised by Ordinance No. ~~07-73~~ 10-80 adopted on June 5, 2007.

² Project names are per Water Use Permit approved November 15, 2007 and re-issued on July 16, 2012. Alternative Water Supply projects and construction completion dates based on Water Use Permit issued by SFWMD on July 16, 2012.

³ Estimated cost based on adopted FY 2012-2013 budget. The estimated cost for West District W.R.P. Phase 1 and Phase 2 is based on a Planning construction cost and not included in the adopted FY 2012-2013 budget and is included in the County's Water Use Permit issued by SFWMD on July 16, 2012.

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		certain areas of Key Biscayne. The scope of this project will be determined as part of the Ocean Outfall legislation implementation plan due to the Secretary of FDEP by July 1, 2013.		
30, Table 8	South District WRP Groundwater Recharge Phase 1 (18.6 mgd)	This Groundwater Replenishment project provides advanced treatment to secondary effluent. Technologies include micro filtration, reverse osmosis and UV light for disinfection. The highly treated reclaimed water would be piped to areas upgradient of the South Miami Heights wellfield and discharged into the groundwater through underground trenches.	2007-2013	357.5
34 29, Table 8 See note	West District WRP, Canal Recharge Phase 2 1 (21 mgd)	This water reclamation plant project includes the construction of a new wastewater plant incorporating technologies capable of achieving those treatment levels required for canal recharge or any other alternative discharge that may be approved. This plant will be expanded for Phase 3.	2015-2020-2021	665 298
32, Table 8	West District WRP, Canal Recharge Phase 3 2 (16 mgd)		2021 2025	593 247.5
26, Table 8	Biscayne Bay Coastal Wetlands Rehydration (1 mgd)	The Biscayne Bay Coastal Wetland Rehydration program and Aquifer Recharge Pilot studies are projects that will help the County reach its effluent reuse goals. The wetland rehydration process requires thorough removal of nutrients from the reuse water. Results of the pilot project, which will test different treatment technologies and to gain insights into the biological and ecological response of typical wetlands to highly treated effluent, will help to optimize the treatment system and the preferred areas for rehydration to maximize the benefits to the wetlands and to the Bay. The pilot project will lay the foundation for the full scale rehydration project.	2006-2011	49.2
27, Table 8	Aquifer Recharge Pilot Study (20,000 gpd)		2006-2010	4.02
33, Table 8	Biscayne Bay Coastal Wetlands Rehydration Demonstration Project (75.7 mgd)		2010-2021	621
32, Table 8	72-inch Reclaimed Water Pipeline – SDWWP to FPL	90-MGD of reclaimed water to meet FPL's cooling water needs for Units 5 & 6	2023	95

Monitoring Program

17. ~~In order to enable the preparation of the periodic Evaluation and Appraisal Report (EAR) as required by Section 163.3191, *Florida Statutes*, Section 9J-5.005(1)(c)(5), and 9J-5.005(7), *Florida Administrative Code*, (F.A.C.) require that local comprehensive plans contain adopted procedures for monitoring and evaluating the Plan and its implementation. In addition, successful implementation of level of service standards, and requirements that services be available at the time of development, are dependent on the establishment or enhancement of monitoring and reporting programs.~~

This section of the Element outlines the substantive components of Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced elsewhere in this Element.

18. ~~The administrative requirements for monitoring and preparation of the EAR as provided in Section 9J-5.005(7), F.A.C. are outlined in the Land Use Element and are not repeated here to avoid redundancy. The reader is referred to the Land Use Element for a summary of those procedural requirements.~~

Water and Sewer Monitoring and Evaluation Program

In practice, the use of quantitative measures of objective implementation is preferred to individual policy evaluation. The following measures are recommended for use in monitoring the objectives proposed in this report for the Water and Sewer Subelement. These measures were selected based on their ability to represent overall achievement of an objective and on their ease and economy in collection, recording, and evaluation. At least one measure is recommended for each objective, and one alternative measure is recommended for several objectives. The alternative measure is recommended for those objectives where none of the primary measurements recommended are available from existing data sources in Countywide circulation at the time of the report. The alternative measurement, if suggested, will always be based on an existing data source.

Objective WS-1. Planning and provision of water and sewer services in concert and conformity with the County's Land Use Element of the CDMP.

Recommended measurement for potable water and sanitary service: geographic area outside of the Urban Development Boundary (UDB) served by water and sewer each year.

Alternative measure for potable water: miles of water mains greater than 6 inches in diameter which exist outside of the UDB. Alternative measure for sanitary sewer: miles of sewer force mains which exist outside of the UDB. Source of alternative measure: Miami-Dade Water and Sewer Department Water and Sewer Atlases. It should be noted that the alternative measurements will overestimate system development outside of the UDB, as they will count water and sewer mains located outside the UDB, but not used for local service. The use of the alternative measurements will have to correct for this bias.

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Objective WS-2. Implementation of procedures to ensure adequate facilities and correct system deficiencies, including Level of Service (LOS) standards for Water and Sewer services.

The achievement of the LOS standards is their own monitoring measures. For the entire objective, the following measures are recommended: treatment plant capacity for the system (water and sewer); reserve capacity of raw and treated water (water); amount of areas of inadequate fire flow (water). Treatment plant capacity is monitored and published by WASD regularly, and does not require an alternative. Other alternative measures include percent water unaccounted for, ratio of peak demand to average demand, treatment plant capacity for individual treatment plants.

Objective WS-3. Provision of capital improvements to the water and sewer systems in conformity with applicable plans and the Capital Improvements Element (CIE) of the CDMP.

The measurements recommended are the list of capital projects included in the Capital Improvements Element and completed projects.

19. **Objective WS-4.** Reduction in the use of septic tanks and other private wastewater treatment facilities.

Recommended measurements include: proportion of septic tank permits issued that are for new septic tanks as opposed to septic tank abandonments; number of non-residential septic tanks and other private treatment facilities, unsewered and developed areas with wellfield protection areas; number of IW (industrial wastewater) permits; number of conversions by permit from septic tank system to central system per year or any given period; and location of existing septic tanks in areas of the County at higher risk of malfunction due to climate change impacts such as higher groundwater levels and increased storm surges.

Objective WS-5. Initiation and maintenance of water conservation programs.

Recommended measurements include: average water use per capita; percent water unaccounted for; peak day to average day water demand ratio; amount of water and wastewater that is reused or reclaimed within Miami-Dade County on an annual basis. This data is published annually by WASD so no alternative measure is recommended.

20. **Objective WS-6.** Expansion of traditional and innovative sources of raw water.

Recommended measures include: reserve capacity of raw water and capacity of the aquifer storage and recovery system, and other future innovative projects once implemented as specified in the County's Water Use Permit. No alternative measurements are recommended.

Objective WS-7. Development and maintenance of a Water Supply Facilities Plan.

Recommended measurements include: Consistency between the water supply projects identified in the Water Supply Facilities Work Plan and those listed in the Miami-Dade County's Water Use Permit(s), the *Lower East Coast Regional Water Supply Plan*, and the Capital Improvements Element of the CDMP. A second measure would be a comparison of the projected 20-year water demand with the projected water projects identified in the Work Plan.

PART B

SOLID WASTE SUBELEMENT

1. GOAL

PROVIDE AN INTEGRATED SOLID WASTE MANAGEMENT SYSTEM IN CONFORMITY WITH FEDERAL, STATE AND COUNTY LAW ~~WHICH THAT PROVIDES OUR CUSTOMERS WITH EXCEPTIONAL WASTE COLLECTION, RECYCLING AND DISPOSAL SERVICES WHICH PROMOTES THE PUBLIC HEALTH, SANITATION, ENVIRONMENTAL PROTECTION, OPERATIONAL EFFICIENCY, BENEFICIAL LAND USE AND GROWTH PATTERNS AND IS FUNDED THROUGH FAIR AND EQUITABLE MEANS.~~

2. Objective SW-1

In order to serve those areas where growth is encouraged and to discourage urban sprawl, the County shall plan and provide for solid waste disposal services on a countywide basis as provided for in this subelement in conformance with the future land use element of the ~~comprehensive plan~~ Comprehensive Development Master Plan (CDMP).

Policies

3. SW-1A. The area within the Urban Development Boundary of the adopted Land Use Plan Map shall have the first priority in the provision of eCounty solid waste management, and for committing financial resources to these services. Future development in the designated Urban Expansion Area shall have second priority in planning or investments for these services. Provision of County solid waste facilities outside of these areas shall be avoided, except where essential to eliminate or prevent a threat to public health, safety, or welfare.
- SW-1B. Groundwater protection systems shall be incorporated into the design of new solid waste disposal facilities to ensure the protection of groundwater quality. When locating new solid waste disposal facilities, sites over salt-intruded groundwater shall be preferred to sites over potable groundwater. New facilities may be permitted to locate over groundwater of potable quality where it can be shown that the use of sites over salt-intruded areas is precluded because of existing development, environmental protection requirements, and economic or logistical constraints.
- SW-1C. Miami-Dade County shall use all practical means to assure that land in the vicinity of solid waste disposal facilities is developed for a use that is compatible with the operation of said facilities. The County shall discourage changes to the Land Use Plan Map or land development regulations which would permit land uses that are incompatible with the continued operation or planned expansion of these facilities. Residential uses shall be considered incompatible with these public facilities where spillovers, particularly noise and odor, can reasonably be expected.

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4. **Objective SW-2**

The County will implement procedures to ensure that any existing solid waste facility system deficiencies that may exist are corrected and that adequate solid waste facility system capacity is will be available to meet future needs.

Policies

- SW-2A. The County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, shall collectively maintain a solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long-term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated non-committed waste flows, for a minimum of five (5) years.
- SW-2B. Except as provided by Objective SW-1 and the supporting policies, no development order authorizing new development or a significant expansion of an existing use shall be issued for any area of the County which is served by a solid waste facility which does not meet the standard in Policy SW-2A or will not meet these standards concurrent with the completion of the development. In any case where the federal, state, or County standards referenced in Policy SW-2A are revised, a reasonable time for compliance with the new standards shall be allowed.
5. SW-2C. Miami-Dade County shall maintain procedures and programs to monitor the solid waste system levels of service, ~~of each facility for use by agencies which issue development orders or permits.~~

Objective SW-3

The County will provide an adequate level of service for solid waste facilities to meet both existing and projected needs as identified in this plan through implementation of those projects listed in the Capital Improvements Element. All improvements for replacement, expansion or increase in capacity of facilities shall conform with the adopted policies of this Plan including level of service standard for the facilities.

Policies

- SW-3A. Solid Waste improvements will be evaluated for funding in accordance with the following general criteria:
- 1) Improvements which are necessary to protect the health, safety and environmental integrity of the community, consistent with the policies of this Plan and applicable federal, state and County regulatory requirements.
 - 2) Improvements which are necessary to meet existing deficiencies in capacity or in performance. These include the retrofit of deteriorating facilities which fail or threaten to fail to meet health, safety or environmental standards.

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- 3) Improvements which promote the recycling or reuse of materials prior to disposal.
6.
 - 4) Improvements which extend service to previously unserved developed areas within the Urban Development Boundary (UDB).
 - 5) Improvements which have been identified in adopted functional plans and address system details which are beyond the scope of the comprehensive plan for solid waste and are consistent with the goals, objectives and policies of the comprehensive plan.
 - 6) Cost-effective improvements to expand capacity, maximize operational efficiency, and increase productivity.
7. SW-3B. All capital improvements to the County's Ssolid Wwaste mManagement system will be undertaken in conformity with the schedule included in the Capital Improvements Element.
8. SW-3C. All capital improvements to the County's Ssolid Wwaste mManagement system will be undertaken in accordance with applicable state, federal, and County environmental regulations.
9. SW-3D. Miami-Dade shall maintain procedures and requirements as needed to assure that all development, regardless of size, contributes its proportionate share of the cost of providing solid waste facilities necessary to accommodate the impact of the proposed development.

10. **Objective SW-4**

Miami-Dade County shall provide for the management of solid waste in a manner which places a high priority on the maintenance of environmental quality and community quality of life, with emphasis on recycling and waste reduction.

Policies

- SW-4A. All Miami-Dade County solid waste disposal facilities shall be developed and operated to:
- 1) Meet all applicable federal, state, and County environmental health and safety rules and regulations;
 - 2) Minimize adverse human and natural environmental impacts;
 - 3) Optimize capital and operating efficiencies;

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4) Minimize environmental and economic risk.

11. SW-4B. Unless economically prohibitive, Miami-Dade County shall reduce the amount of waste ~~requiring~~ disposal through ~~reliance on~~ recycling programs or other alternative solid waste management strategies. The County Waste Management ~~s~~System shall reduce the amount of municipal solid waste that would be disposed of within the County and maintain a recycling rate consistent with the requirements of the Florida State Solid Waste Management Act.
- SW-4C. Miami-Dade County shall promote the establishment and expansion of markets for products and materials created from recycled wastes through cooperative state and federal efforts, County purchasing policies, and by encouraging the purchase of such products by County vendors, clients and citizens.
12. SW-4D. Miami-Dade County shall ~~provide for the reduction of~~ strive to reduce the per capita ~~production~~ generation of solid waste by encouraging the use of waste reduction technologies and recyclable packaging materials, to the extent possible.
13. SW-4E. Miami-Dade County shall minimize the amount of yard trash disposed of in landfills through the development of alternative means that include encouraging, among other innovative programs, mulching or composting of yard waste or its diversion to a biomass fuel, and diversion or composting of biodegradable materials other than yard waste.
- SW-4F. To facilitate recycling and the proper disposal of solid waste by the general public, the County's Neighborhood Trash and Recycling Centers for receiving trash and recyclables, should be conveniently located throughout the unincorporated area. Such facilities should be located within a five-mile distance of residential areas within the UDB and, where feasible, concentrations of exurban populations. Such sites are preferably located in industrial areas convenient to residential users, but may be located in any Land Use Plan map category, except Environmental Protection areas, consistent with the Land Use Element. When located in the immediate proximity of residential neighborhoods, sites for such facilities should include sufficient additional area to buffer the residential area from impacts.

Objective SW-5

Miami-Dade County shall provide for the safe and efficient disposal of wastes through the development and maintenance of an integrated solid waste disposal system utilizing proven technologies, appropriate regulation, and equitable and responsible financing practices.

Policies

14. SW-5A. Miami-Dade County shall seek to achieve a balanced program of solid waste

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disposal which will include recycling, resources recovery, and landfilling, based on a Solid Waste Management Master Plan approved by the Board of County Commissioners, as amended from time to time.

- SW-5B. Miami-Dade County shall provide for solid waste disposal facilities within the County through the continued development and management of a single consolidated system and shall discourage the establishment of disposal facilities not integrated into this system.
15. SW-5C. To assure that the capacity of the solid waste disposal system is used in a manner that will maximize the benefits for all of Miami-Dade County, the ~~Department of Solid Waste Management~~ Public Works and Waste Management Department (PWWM) shall not permit such capacity to be diminished by accepting waste generated outside the disposal system unless authorized by formal agreement when acceptance of such waste is in the best interests of the citizens of Miami-Dade County.
- SW-5D Miami-Dade County shall provide for equitable and responsible financing of disposal system costs, to be met through a combination of direct user fees, environmental protection fees, and capacity-related fees, in accord with benefits received, without County general fund subsidy. The exception would be when the solid waste services provide a corresponding benefit to the general community, rather than exclusively or principally to the solid waste system users paying the fees, in which case the general community should fund the cost. In addition, revenues may be bonded as needed to maximize financial benefits to the entire community.

16. **Objective SW-6**

Substantially reduce or minimize the amount of household hazardous chemical wastes and used motor oil that are disposed of in an unsafe or improper manner.

Policies

17. SW-6A. Develop and implement a household ~~hazardous~~ chemical waste management program to achieve compliance with the provisions of Section 403.7265, F.S.
- SW-6B. Miami-Dade County shall promote the installation of sufficient facilities into the County's Neighborhood Trash and Recycling Centers to accommodate the safe deposit of used motor oil by households in moderate quantities.
18. SW-6C. Miami-Dade County shall seek funding and cooperation from the Florida Department of Environmental Protection to provide a means of disposal for special wastes. ~~conduct semi-annual amnesty days to provide a means for disposal of small quantities of household hazardous wastes.~~
19. SW-6D. Miami-Dade County shall seek to develop funding to establish a comprehensive

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public education program to highlight the problems of household ~~hazardous chemical~~ waste and improper ~~solid~~ special waste disposal.

20. SW-6E. Miami-Dade County shall encourage public and private organizations which currently collect and recycle used motor oil and lead acid batteries to accept moderate quantities of used motor oil and lead acid batteries from households for recycling.

Monitoring Program

21. ~~In order to enable the preparation of the periodic Evaluation and Appraisal Report (EAR) as required by Section 163.3191, Florida Statutes, Sections 9J-5.005(1)(c)(5), and 9J-5.005(7), Florida Administrative Code, (F.A.C.) require that local comprehensive plans contain adopted procedures for monitoring and evaluating the Plan and its implementation. In addition, successful implementation of level of service standards, and requirements that services be available at the time of development, are dependent on the establishment or enhancement of monitoring and reporting programs.~~
22. This section of the Element outlines the substantive components of ~~Miami-Dade County's~~ the monitoring program pertinent to the objectives, policies and parameters referenced elsewhere in this Element subelement. The objectives provided in this document are a brief summary of the overall concept for monitoring and evaluation.
23. ~~The administrative requirements for monitoring and preparation of the EAR as provided in Section 9J-5.005(7), F.A.C. are outlined in the Land Use Element and are not repeated here to avoid redundancy. The reader is referred to the Land Use Element for a summary of those procedural requirements.~~

Solid Waste Monitoring and Evaluation Program

Monitoring. The collection and update of appropriate baseline data to evaluate performance against the level of service standard and to measure the achievement of objectives is an existing process administered by the Solid Waste Disposal Program in its day-to-day operations.

Data regarding the volumes of waste processed at the various facilities and facility types is collected as an integral part of the accounting and billing function. All waste delivered to Solid Waste Disposal is charged a fee based on tonnage through the use of fully automated electronic scales at all sites. In addition, all intra-system transfer deliveries are also recorded. This data is available on a continuous monthly basis. Where demonstration projects have been undertaken, decisions to continue, expand, or curtail such projects should be made only after a thorough assessment of each project has been made. Existing solid waste demonstration projects should be evaluated over a minimum of two years, before the project is discontinued or alternative projects are considered.

24. In practice, the use of quantitative measures of objective implementation is preferred to individual policy evaluation. The following measures are recommended for use in monitoring

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the objectives ~~proposed in this report~~ for the Solid Waste Subelement. These measures were selected based on their ability to represent overall achievement of an objective and on their ease and economy in collection, recording, and evaluation. At least one primary measure is recommended for each objective, and in some cases an one alternative measure is provided. ~~recommended for several objectives.~~ If at any time the information typically used or available is unsuitable or insufficient to evaluate a primary measure, ~~The~~ the alternative measure is recommended for those objectives where none of the primary measurements recommended are available from existing data sources in Countywide circulation ~~at the time of the report.~~ The alternative measurement, if suggested, will always be based on an existing data source.

25. **Objective SW-1.** Planning and provision of solid waste services in concert and conformity with the County's Land Use Element of the CDMP.

~~Recommended measurements include: identification of solid waste disposal sites or fixed capital assets such as Landfills or Trash & Recycling Centers located outside the Urban Development Boundary (UDB); and, number and/or percentage of special collection events such as Household Hazardous Waste collections conducted outside of the UDB.~~

- 1) Development of solid waste facilities in a) the urban expansion area and b) outside the UDB;
- 2) Land use map changes that are incompatible with solid waste facilities;
- 3) Land development regulations that are incompatible with solid waste facilities.

Alternative measure for solid waste: area outside of the UDB served by Miami-Dade County collection services. Source of alternative measure: Miami-Dade Department of Solid Waste Management Public Works and Waste Management Department (PWWM) atlas diagram or chart of solid waste collection routes., using Geographic Information Systems (GIS) when available.

26. **Objective SW-2.** Implementation of procedures to ensure adequate facilities and correct system deficiencies, including Level of Service (LOS) standards for solid waste management services.

~~The achievement of the LOS standards is their own monitoring measures. For the entire objective, the following measures are recommended: annual amount of waste disposed of through the County disposal system in comparison with the capacity analysis of County disposal facilities prepared by the DSWM; per capita waste generation estimates; annual amount of waste disposed of or processed at each County disposal facility; annual amount of waste disposed of or processed at each County transfer facility; and, amount of waste disposed of or processed at private disposal facilities or exported out of the County. Because this information is monitoring in the course of routine operations by the Department of Solid Waste Management, no alternative measures are proposed.~~

Recommended measurements include:

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- 1) Achievement of LOS standard based on annual capacity analysis filed with the County Regulatory and Economic Resources Department.
- 2) Annual amount of waste disposed of or processed at each County disposal facility in comparison to the design capacity of each facility.
- 3) Coordination with the Capital Improvement Element to ensure capacity and performance improvements are made to prevent system deficiencies.

Because the information is monitored in the course of routine operations by the PWWM, no alternative measures are proposed.

27. **Objective SW-3.** ~~Provision of capital improvements to the solid waste management system in conformity with applicable plans and the Capital Improvements Element (CIE) of the CDMP. The identification and value of solid waste management capital projects, including the anticipated capacity addition as a part of the design of each new and existing facility, and source of funding listed in the Miami-Dade County Capital Budget and in the CIE.~~

~~The measurements recommended are the identification and value of solid waste management capital projects, including source of funding, listed in the Miami-Dade County Capital Budget and in the CIE. Implementation of capital projects to meet existing and future needs.~~

28. **Objective SW-4.** Use of the solid waste management system to promote environmental quality and community quality of life.

~~The measurements recommended are: quantity of each major class of waste product recycled within the County, quantity of compost and/or mulching products generated by the waste system, or explanation of reasons why such products were not generated, such as danger of the spread of citrus canker; quantity of products purchased by the County containing recycled material; CO₂ reduction as measured by the Department of Environmental Resources Management; and, energy created through the incineration of refuse derived fuel.~~

Recommended measurements include:

- 1) Quantity of each major class of waste product recycled by the Department through its contractors.
- 2) Quantity of compost and/or mulching products produced by municipal and private entities in Miami-Dade County.
- 3) Energy created through the incineration of refuse derived fuel and biomass fuel.

Alternative measurements include: quantity or proportion of the County waste stream diverted from landfilling through recycling, ~~composting,~~ waste-to-energy supply, ~~resources recovery,~~ and alternative packaging.

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29. **Objective SW-5.** Initiation and maintenance of an integrated solid waste management system.

~~The measurements recommended include: the relative amounts of waste managed through recycling, incineration, and landfilling, by both the public and private sectors, used as a measure of the level of "integration" of the solid waste management system; relative amounts of funding, provided by direct user fees, environmental fees, and capacity-related fees, as a measure of financing equity; solid waste management operating budget schedule of revenues and expenses for disposal system (available in DSWM annual financial report); and, proportion of operating and capital development costs of current and planned solid waste disposal facilities generated through user fees and sources other than County general fund revenues or fees or charges to County residents or firms for services other than solid waste collection and disposal. Because this information is available each year in the County's Annual Capital Budget and Annual Operating Budget, no alternative measurements are proposed.~~

The measurements recommended include:

- 1) Solid Waste Management Master Plan updates;
- 2) The relative amounts of waste managed through recycling, waste-to-energy, and landfilling countywide;
- 3) The Department's operating budget schedule of revenues and expenses for disposal system (available in the Department's annual financial report).

Because this information is available each year in the County's Annual Capital Budget and Annual Operating Budget, no alternative measurements are proposed.

30. **Objective SW-6.** Promote safe disposal of household chemical hazardous wastes.

~~The measurements recommended include: number of customers using household hazardous waste drop-off (including used motor oil) at the Permanent Collection Center, other satellite sites including Neighborhood Trash and Recycling Centers, and special collection events, and the amount of each major category of household hazardous waste disposed of.~~

The measurements recommended include:

- 1) Number of household chemical sites;
- 2) Number of TRC's that accept used oil;
- 3) Funding for special waste disposal;
- 4) Number of education programs;
- 5) Number of private entities that accept used oil;

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- 6) Number of customers using household chemical, waste drop-off (including used motor oil) at the Permanent Collection Centers and at special collection events; and
- 7) Amount of each major category of household chemical waste disposed of.

~~As a surrogate measure, the quantity of used motor oil recycled at the household hazardous collection centers, the County can be used as a proxy for all hazardous waste disposed in a proper manner.~~

- 31. **Evaluation.** For all the objectives, Available data regarding volumes processed, methods of processing, and recycling at the various facilities and facilities types, will be used to assess performance. ~~For instance, in order to measure achievement of an objective concerning increasing the volumes and/or percentages of waste being handled by Resources Recovery and recycling methods, waste volumes received at the Resources Recovery Plant and by private recycling operators can be compared with volumes received at the landfills.~~

Results of these calculations and measures regarding performance against objectives or the standard will be analyzed and changing circumstances and technologies or other issues will be considered. Any deviation from the stated objectives will be addressed.

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**APPLICATION NO. 6
RECREATION AND OPEN SPACE ELEMENT**

**APPLICATION REQUESTING AMENDMENT
TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, Suite 1210
Miami, FL 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Department Director
Department of Regulatory and Economic Resources
111 NW 1 Street, 29th Floor
Miami, FL 33128-1972

By:  October 31, 2012
Jack Osterholt, Deputy Mayor/Department Director

3. DESCRIPTION OF REQUESTED CHANGE

Revise the Recreation and Open Space Element, on pages VI through VI-20 in the "Adopted Components of the Comprehensive Development Master Plan" dated October 19, 2011, as amended, as follows on the next pages*. This Application Proposes amendments to the entire Recreation and Open Space Element, which consists of an introduction, a set of Goals, Objectives and Policies, and Monitoring Program. A summary of all proposed changes by reference paragraph is charted in a table included in Section 4 (Reasons for Changes).

The above presents the cover of the application as filed and included in the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated March 27, 2013, where the above referenced Section 4 can be found. Thereafter beginning on page VI-1 is a presentation of the application as ultimately adopted by the Board of County Commissioners at the October 2, 2013 public hearing as discussed in the Introduction and Summary of Actions sections to this report on pages i and iii, respectively. As presented herein, underlined words are additions to and words with ~~strikethrough~~ are deletions from the Element text. All other words exist in the Element and remain unchanged.

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RECREATION AND OPEN SPACE ELEMENT

Introduction

The Recreation and Open Space Element specifically addresses open spaces and facilities which provide recreational opportunities as their primary function (recreation open space). Miami-Dade County contains many open spaces that serve a primary purpose other than active public recreation and while these open spaces have a significant recreational and aesthetic value, they are not addressed in this Element. Those open spaces, including such examples as the National and State parks and preserves as well as State Water Conservation Areas and other wetlands which have critical environmental and wildlife value, are addressed in the Conservation, Aquifer Recharge and Drainage, Coastal Management and Land Use Elements. Other open spaces such as the agricultural areas and open lands are addressed in the Land Use Element.

1. On February 19, 2008, the Miami-Dade County Board of County Commissioners (BCC) approved the *Miami-Dade County Park and Open Space System Master Plan*, also known as the Open Space Master Plan (OSMP), as an update to the 1969 Recreation Open Space Master Plan. The Open Space Master Plan creates a long term vision for a new, interconnected framework for growth; one that results in a more livable, sustainable community. Consisting of existing and proposed parks, public spaces, natural and cultural places, greenways, trails and complete streets, the framework for parks and open space will form the foundation for the County to accommodate growth while also improving the quality of life for residents. The guiding principles of the Open Space Master Plan, as well as the vision for a seamless, sustainable parks and open space system are incorporated into the goal, objectives and policies of this element. Realization of the vision will occur over time requiring completion of the efforts described in the Goal, Objectives and Policies of the Recreation & Open Space Element.
2. Currently, all recreation open spaces addressed by this Element, which make up our two-tier park system, are categorized as either countywide areawide or local. Countywide Areawide recreation open spaces meet the diverse recreational needs of Miami-Dade County residents and ~~tourists~~ visitors on a countywide basis, and are classified as metropolitan parks, natural area preserves, special activity areas, district and/or greenways. Local recreation open spaces meet the close-to-home recreational needs of the residents of specific areas within the County, and are classified as mini-parks, neighborhood, single-purpose, or community parks. In addition, local recreation open spaces include designated public school and college playfields and portions of private recreation open space. Miami-Dade County is responsible for the provision of countywide areawide recreation open space throughout the County, and of local recreation open space to unincorporated areas.

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3. Service areas for local recreation open spaces and park classifications are the primary criteria used to determine future park locations and conduct capacity evaluations. The Miami-Dade Park and Recreation Department determines service areas for local parks that serve unincorporated areas. These service areas are based on park size, existing or planned facilities, and public recreation demand. ~~The following~~ Table 1, summarizes Miami-Dade County's park classification criteria and service areas:
4. In addition to the park service areas, the Miami-Dade County Parks, Recreation and Open Spaces Department strives to provide equitable access to all residents of the County in order to provide the opportunity to participate in at-will¹ and/or programmed physical activities. The criteria established in the Equity Access Criteria Chart² is developed to make Miami-Dade County a more livable and sustainable community where residents should have access to parks within their neighborhood and be able to walk or bike to a park within ½ mile from their home. In addition, residents should have access to regional parks and the recreation opportunities there-in within 2-3 miles biking or driving distance from their home.

The following Equity Access Criteria is provided for the two-tier park system:

- 1) Local parks serve residents in unincorporated areas with access to open space, play areas, playgrounds and other at-will¹ types of recreational opportunities. Access criteria for local parks are ¼ - ½ mile walking distance.
- 2) Areawide parks serve the entire County, including residents who live in both unincorporated and municipal areas. For the purpose of describing the opportunities for recreation activities, areawide parks are further characterized as population-based or resource based.
 - i) Population-based parks provide competition level sports facilities and large-scale recreational opportunities required to serve the entire population of the County. Access criteria for population-based regional parks is 2-3 miles biking or driving distance.
 - ii) Resource-based parks are based on a natural, historical or cultural resource and provide a specific type of recreational opportunity or experience. Access criteria for resource-based regional parks do not exist as these parks are located at the site of the resource. Residents and visitors in Miami-Dade County will travel to the parks to experience the resource or program offered on site.

¹ The notion of "at will" activities encompasses the types of activities that had previously been referred to as "passive" recreation, but recognizes that more and more people are looking for activities, both active and passive, that can be done at the user's will. As opposed to "programmed" recreational activities that are scheduled at specific times and for specific activities.

² Equity Access Criteria refers to the spatial distribution of parks and recreation programs.

5.

EQUITY ACCESS CRITERIA³		
RESOURCE-BASED		
ACTIVITY	ACCESS	DISTANCE CRITERIA
<u>NATURAL/CULTURAL RESOURCE-BASED RECREATION</u>	All residents shall have opportunities for <u>canoeing, kayaking, motor boating, fishing, observing wildlife, and experience a natural area.</u>	<u>Areawide</u>
POPULATION-BASED		
ACTIVITY	ACCESS	RADIUS
<u>FOOTBALL</u>	All residents should be able to access <u>competition level football facilities.</u>	<u>2 - 3 MILES</u>
<u>SOCCER</u>	All residents should be able to access <u>competition level soccer facilities.</u>	<u>2 - 3 MILES</u>
<u>SOFTBALL/ YOUTH BASEBALL</u>	All residents should be able to access <u>competition level softball and youth baseball facilities.</u>	<u>2 - 3 MILES</u>
<u>TENNIS</u>	All residents should be able to access <u>competition level tennis facilities.</u>	<u>2 - 3 MILES</u>
<u>AQUATICS</u>	All residents should be able to access <u>aquatic facilities such as a pool or splash playground.</u>	<u>2 - 3 MILES</u>
LOCAL (UMSA) AT WILL		
ACTIVITY	ACCESS	RADIUS
<u>OPEN PLAY/ PLAYGROUNDS</u>	All residents, regardless of location, should be able to <u>access open play areas, tot lots and playgrounds.</u>	<u>1/4 - 1/2 MILE</u>
<u>FOOTBALL</u>	All residents should be able to access <u>football fields.</u>	<u>1/4 - 1/2 MILE</u>
<u>SOCCER</u>	All residents should be able to access <u>soccer fields.</u>	<u>1/4 - 1/2 MILE</u>
<u>SOFTBALL/ YOUTH BASEBALL</u>	All residents should be able to access <u>softball and youth baseball fields.</u>	<u>1/4 - 1/2 MILE</u>
<u>TENNIS</u>	All residents should be able to access <u>tennis facilities.</u>	<u>1/4 - 1/2 MILE</u>
<u>BASKETBALL</u>	All residents should be able to access <u>basketball facilities.</u>	<u>1/4 - 1/2 MILE</u>
PROGRAMMED		
ACTIVITY	ACCESS	RADIUS
<u>OUT OF SCHOOL/ SUMMER CAMP</u>	All youth residents should be able to participate in <u>an out of school or summer camp programs.</u>	<u>2 - 3 MILES</u>

Note: These equity access criteria for at-will and programmed activities are used only as broad guidelines for use in addition to Level of Service (LOS) standards, but are not adopted as LOS for the purpose of concurrency.

³ Equity Access Criteria refers to the spatial distribution of parks and recreation programs.

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6.

Table 1 Park Classification Criteria and Service Areas					
Classification	Primary Use	Staffing	Programming	Acreage	Service Area
Countywide					
Areawide					
Metropolitan	Resource	Yes	Yes	200+	Countywide
Natural Area Preserve	Resource	No	No	2+	Countywide
Special Activity Area	Resource	Yes	Yes	n/a	Countywide
District	User	Yes	Yes	100-200	5 miles
Greenways	User	No	No	n/a	Countywide
Local					
Community	User	Yes	Yes	30-100	3.5 miles
Single-Purpose	User	No	Yes	5+	3 miles
Neighborhood	User	No	No	5-10	1 mile
Mini-Parks	User	No	No	<=1	.5 mile

Source: Miami-Dade County Parks, and Recreation and Open Spaces Department

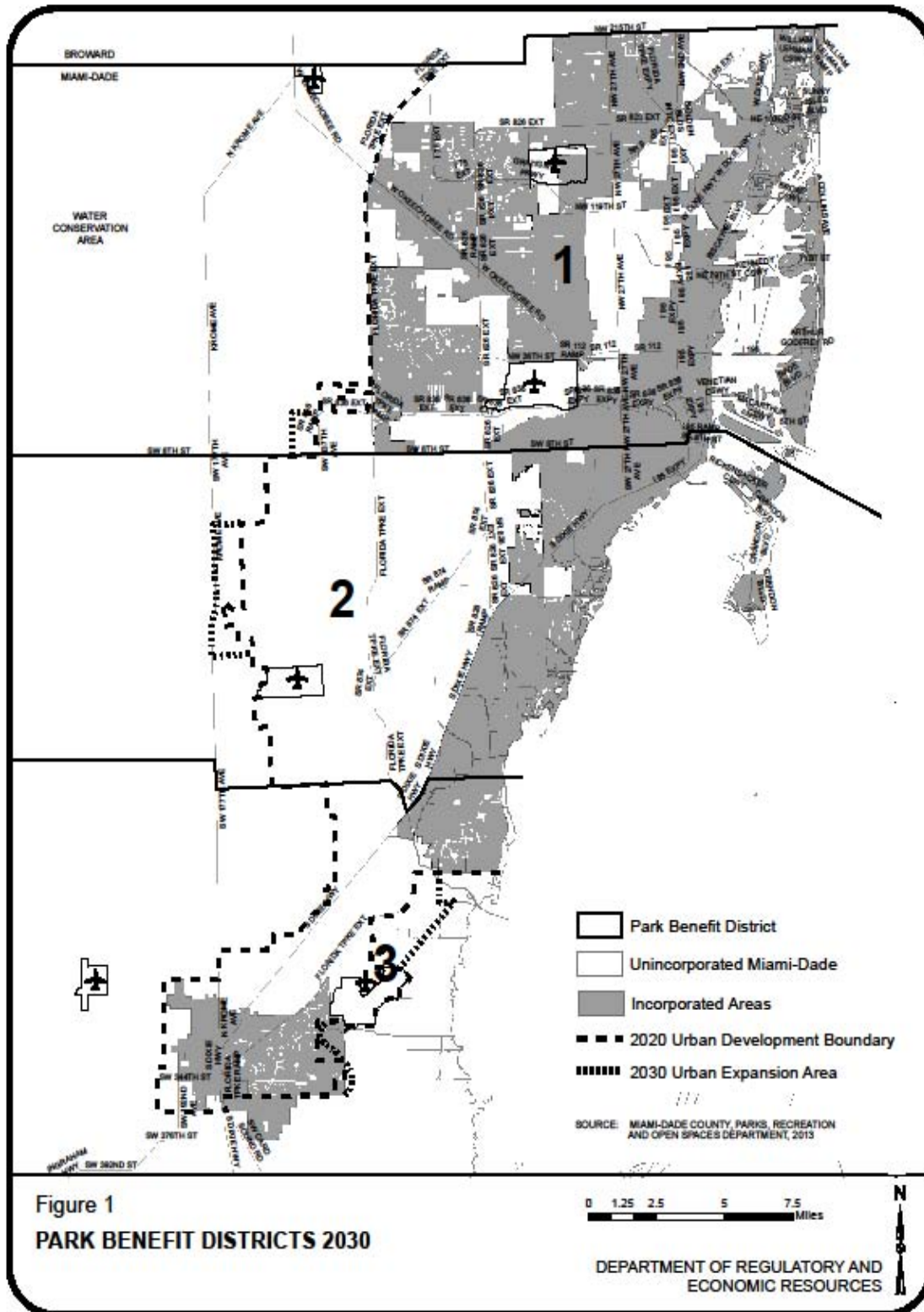
In order to provide an optimum balance of local recreation open space throughout unincorporated areas, the County has identified the following benchmarks as desirable: the provision of five acres of neighborhood recreation open space per 5,500 unincorporated area residents; the provision of 30 acres of community recreation open space per 50,000 unincorporated area residents; and, the provision of 200 acres of district recreation open space per 220,000 unincorporated area residents. These benchmarks are used only as broad guidelines, and are not adopted as Level of Service (LOS) standards.

- The Adopted Components of this Element contain the Recreation and Open Space Goal, Objectives and Policies including the map of Park Benefit Districts (PBDs), and procedures for monitoring and evaluating progress toward Plan implementation. ~~The 1988 Support Components report, the 1995 Evaluation and Appraisal Report (EAR), the 2003 Evaluation and Appraisal Report, The Adopted 2010 Evaluation and Appraisal Report and the 2007 Parks and Open Space System Master Plan~~ contain inventory data and analysis of existing and future needs and the policy framework within which this Element was formulated.

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Replace Existing Figure 1 with new Figure 1 Park Benefit Districts 2012

8.



GOAL

DEVELOP, PROGRAM, AND MAINTAIN A COMPREHENSIVE SYSTEM OF PARKS AND RECREATIONAL OPEN SPACES OFFERING QUALITY AND DIVERSITY IN RECREATIONAL EXPERIENCES WHILE PRESERVING AND PROTECTING VALUABLE NATURAL, HISTORICAL AND CULTURAL RESOURCES, UNIMPAIRED, FOR PRESENT AND FUTURE GENERATIONS.

9. Objective ROS-1

Provide a ~~coordinated~~ comprehensive system of ~~countywide~~ public and private sites for recreation, including but limited to ~~parks~~ public spaces, natural preserve and cultural areas, greenways, trails, and ~~recreational open spaces~~ playgrounds, parkways, beaches and public access to beaches, open space, waterways, and other recreational facilities and programs serving the entire County; and local parks and recreation open spaces programs adequately meeting the needs of Miami-Dade County's unincorporated population, through ~~2010~~ 2017.

Policies

10. ROS-1A. ~~Countywide~~ Areawide park and recreation open spaces shall be provided to meet the diverse needs of all Miami-Dade residents and visitors ~~tourists~~. They shall continue to be established on the presence or development of regionally significant natural, historic, cultural, or tourism resources. ~~Countywide~~ Areawide park and recreation open spaces include Metropolitan Parks, Natural Area Preserves, Special Activity Areas, District Parks, and Greenways. ~~Countywide~~ Areawide parks may include areas owned by other public agencies but managed by the County for passive public recreational purposes. The County shall be responsible for providing ~~countywide~~ areawide park and recreation open spaces to all Miami-Dade County residents and visitors ~~tourists~~.
11. ROS-1B. Local parks and recreation open spaces programs serve the close-to-home recreation and ~~open space~~ needs of unincorporated residential areas. In unincorporated areas, local recreation open spaces shall consist of the following: 1) County-provided local parks consisting of mini-parks, neighborhood parks, community parks, single-purpose parks, and ~~countywide~~ areawide and district parks used as local recreation open space and similarly designated in the facility inventory maintained by the Miami-Dade Parks, and Recreation and Open Spaces Department⁴; 2) public school and public college playfields that are used as local recreation open space or that are included under the Joint Parks-School Agreement between the County and the Miami-Dade County School Board or public college or university boards of trustees; and, 3) fifty percent of the private recreation open space and

⁴ Those portions of ~~regional and countywide~~ areawide and district parks which: 1) contain facilities commonly associated with local parks including but not limited to tot lots, multipurpose courts, and athletic fields, and 2) service a neighborhood or group of neighborhoods.

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facilities⁵ located inside the Urban Development Boundary (UDB).

- ROS-1C. Miami-Dade County shall be responsible for providing local recreation open space only to be unincorporated areas. However, the County may provide local recreation open space for a municipality through interlocal governmental operating agreements or other means.
12. ROS-1D. In cases of annexation or incorporation efforts, the County shall employ the following guidelines on a case-by-case basis:
- i.) The County shall not transfer either the operation and maintenance or title of any district park, metropolitan park, natural area preserve, special activity area, or greenway to a municipality;
 - ii.) The County shall not allow proposed municipal boundaries to create multiple jurisdictions within any one ~~countywide~~ areawide park;
 - iii.) The County shall retain ownership of County-owned local parks encompassed by municipal annexation or incorporation areas if the majority of park program participants are residents of unincorporated areas;
 - iv.) At its discretion, the County may retain County-owned local parks encompassed by municipal annexation or incorporation areas in its inventory of County local recreation open space measured for service concurrency purposes if their transfer disrupts the coordination of the system or may create or worsen a projected near-term or long-term Level of Service (LOS) deficiency within Park Benefit District (PBD);
 - v.) At its discretion, the County may transfer the operation and maintenance of one of more County mini-parks, neighborhood parks, single-purpose parks and community parks to a municipality through intergovernmental operating agreements if the following conditions are met: 1) the park and recreation area will be operated and maintained in a manner equal to or better than Miami-Dade County Parks, ~~and~~ Recreation and Open Spaces Department standards; 2) the majority of park program participants are residents of the municipality; and, 3) the municipality will not discriminate against county residents in program registration and pricing; and

⁵ Private Recreation Open Space and facilities means privately owned areas and facilities which serve local recreational or open space needs of the residents of a subdivision, condominium building or rental apartment building. This shall include only those areas where assurance is provided in a manner suitable to the County, that the areas and facilities will be maintained to serve these needs. This does not include building setbacks or open space required by the Miami-Dade County Zoning Code, steep slopes, canals, lakes, water courses, beaches, golf courses, wetlands, facilities for the circulation of pedestrians and non-motorized vehicles, parking lots of private recreation open spaces serving 10 or fewer dwelling units.

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- vi.) At its discretion, the County can divest itself of mini-parks, neighborhood parks, single-purpose parks and community parks by transferring title to a municipality, subject to the applicable provisions of Article 6 7 of the Home Rule Charter and the conditions listed in Paragraph v., above.

13. **Objective ROS-2**

Require the availability of adequate local recreation open space as a condition for the approval of residential development orders, and maintain an adequate inventory of recreational areas and facilities through ~~2010~~ 2017.

Policies

ROS-2A. Miami-Dade County's minimum Level of Service (LOS) standard for the provision of recreation open space shall be the following:

- i.) 2.75 acres of local recreation open space per 1,000 permanent residents in unincorporated areas;
- ii.) A County-provided, or an annexed or incorporated, local recreation open space of 5 acres or larger must exist within a 3 mile distance from the residential development;
- iii.) The acreage/population measure of the Level of Service Standard will be calculated for each Park Benefit District (PBD) identified in Figure 1;
- iv.) For purposes of issuing residential development orders, a PBD is considered below standard if the projected deficiency is greater than five acres. This does not relieve applicants for development orders from applicable requirements for contributions or impact fees.

ROS-2B. Local recreation open space counted when measuring level of service shall include: 1) public local parks which exist or are committed by covenant; 2) public school and college playfields; 3) portions of private recreation open space; and, 4) County-owned or operated parks that have been incorporated or annexed into municipalities but in which a majority of park program participants are unincorporated area residents.

14. ROS-2C. In order to supply local parks to meet public demands, the County will maintain at 70% its ~~2003~~ 2010 proportionate share of the total local recreation open space required and strive to increase pursuant to Policy ROS-2A.i. to 80% of the LOS standard by ~~2010~~ 2017.

ROS-2D. The County will periodically research, review, and modify the LOS standard as necessary to ensure that it accurately reflects public recreational demand within unincorporated Miami-Dade County. LOS standard updates shall reflect the expressed recreational demand of residents, and the facilities

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necessary to serve the demand, measured by the minimum amount of land required to support these facilities.

15. ROS-2E. The County shall maintain an updated inventory of County and municipal recreation open spaces serving public recreational demand. The Parks, and Recreation and Open Spaces Department shall maintain information on designated public and private recreation open space and facilities necessary for accurate and regular measurements of levels of service and administration of concurrency requirements.

16. **Objective ROS-3**

Access to parks and recreational facilities will be improved in Miami-Dade County by 2010-2017.

Policies

17. ROS-3A. The County shall continue to improve motorized access to parks and recreation open spaces on roads and mass transit routes for autos, ~~bicycles,~~ and public transport through the joint efforts of the Parks, and Recreation and Open Spaces Department, the Public Works and Waste Management Department, The Florida Department of Transportation, and the Miami-Dade Transit Agency, as well as other concerned County agencies where deemed necessary by the Parks, and Recreation and Open Spaces Department.
- ROS-3B. The County shall improve and promote non-motorized access to existing park and recreation open spaces by implementing the North Miami-Dade Greenways Master Plan and South Miami-Dade Greenway Network Master Plan, as well as improved sidewalks and trails, to improve connectivity between parks and residences, schools, activity centers, and transportation nodes.
18. ROS-3C. The Miami-Dade Parks, and Recreation and Open Spaces Department shall continue to provide improved access for persons with disabilities by removing architectural barriers to program participation. Actions include retrofitting existing building components to comply with the 1991 Americans with Disabilities Act (ADA).
19. ROS-3D. Through its park and recreation programs and all other available means, Miami-Dade County shall preserve and protect beaches and shores, water views and maximize public ownership of these coastal resources. The County shall improve the maintenance of existing public park and recreation entrances and shall, where feasible, provide additional access points at waterfront and coastal locations.
20. ROS-3E. The Parks, and Recreation and Open Spaces Department shall seek to increase public awareness of available recreation opportunities through education and information programs and signage on roadways, at park entrances, and within large parks.

21. **Objective ROS-4**

The County shall maintain a capital financing plan to enable provision of park and recreation open spaces and facilities through a variety of public and private sources and partnerships.

Policies

22. ROS-4A. The County shall maintain and periodically update the established Park Impact Fee Ordinance and Procedures Manual requiring: 1) public local parkland dedication; 2) construction of public recreation facilities; 3) fees-in-lieu or 4) a combination thereof for approval of all residential development, regardless of size. Priorities of the Director of the Parks, and Recreation and Open Spaces Department may include local recreation open space acquisition, the initiation of new development, or completion of development of existing local park sites. This Ordinance shall also maintain definitions and standards for the provision of recreation open space as required by Chapter 163, F.S.
- i.) The County will retain and adjust, as needed, the Impact Fee Schedule to account for changes in the cost of land acquisition, improvements, administration, and credits, and the proportionate share in levels of service.
 - ii.) The Impact Fee will be based on local parks proportionate share of the LOS standard as measured by demand.
 - iii.) The County will continue to work with local developers to ensure that provisions within the Impact Fee Ordinance remain attractive for the donation of land, improvement or some combination that adequately meets the developer's obligation to provide the prescribed local open space.
 - iv.) The Parks, ~~and Recreation~~ and Open Spaces Department Director shall retain authority to accept or reject land or improvements or fees-in-lieu on case-by-case basis.
23. ROS-4B. The Parks, ~~and Recreation~~ and Open Spaces Department shall seek to improve the Joint Park/School Agreement to increase the benefits to residents by: 1) negotiating with the School Board for the use of school facilities by programming providers after normal school hours; 2) working closely with School Board planners, designers, and construction staff to ensure that park-school facilities are better designed to maximize open space and support community use; and, 3) improving co-located sites and shared-use facilities on both park and school sites for the benefit of the community.
24. ROS-4C. The County shall seek cooperative agreements such as the following with non-governmental organizations to provide additional resources for park acquisition, improvement, and programming priorities.

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- i.) The Parks, and Recreation and Open Spaces Department, through Special Taxing Districts, shall seek cooperative agreements with homeowner associations and civic groups for the long-term provision and maintenance of local recreation open spaces and facilities within unincorporated residential areas.
- ii.) The Parks, ~~and Recreation~~ and Open Spaces Department shall continue to work with community based organizations, non-profit youth service organizations, foundations, facility support societies and other special interest groups to expand opportunities for private, non-profit investment in park improvements and recreational programming.
- iii.) The Parks, and Recreation and Open Spaces Department shall continue to foster the growth and development of non-profit foundations that are dedicated to increasing the accessibility of recreation opportunity and open spaces to disadvantaged populations, and which can expand opportunities for facility improvements and recreation programming.

ROS-4D. The County shall continue to explore the use of special taxing districts and other dedicated funding mechanisms for the long-term provision and management of park and recreation open space and facilities, especially where they offer economic advantages to the County and residents.

25. ROS-4E The County shall seek Federal, State and private grants, such as the Florida Recreation Development Assistance Program, to assist with the acquisition and improvement of parkland.

26. ROS-4EE. The County shall continue implementation of capital projects funded by ~~1996 Safe Neighborhood Park~~, 2004 Building Better Communities General Obligation Bond and 2000-2004 08 Quality Neighborhood Improvement Bond proceeds available for the acquisition, renovation, restoration, and development of recreation open spaces and facilities, and that these activities can be accomplished in a timely fashion. The Parks, ~~and Recreation~~ and Open Spaces Department will continue to explore both fee-simple and less-than-fee-simple mechanisms for the establishment of open space *conservation* areas and will seek additional funds in any future bond issue that the County may propose.

27. ROS-4EG. The Parks, and Recreation and Open Spaces Department will collaborate with County agencies that oversee funding programs and accounts related to horticulture, arboriculture, environmental mitigation, hazard mitigation, transportation, crime prevention, tourist development, and community and economic development, which can potentially benefit local residents through the enhancement of parks and recreation programs, should assist with the implementation of the policies in this Element by participating in inter-agency partnerships to address, for example, the following:

- i.) Acquisition of parkland through leases and management agreements, forfeitures of land, and developer dedications or conveyances;
- ii.) Landscaping maintenance and continued resource management of

parkland and natural areas such as through the use of regulatory fines collected by the Public Works and Waste Management Department or the Department Division of Environmental Resources Management of the Department of Regulatory and Economic Resources;

- iii.) Designation of park sites as off-site mitigation areas for environmental restoration;
- iv.) Restoration of natural areas in parks by investing regulatory fines for environmental infractions;
- v.) Improvements to physical access to parks and recreation facilities and special events through public transportation programs;
- vi.) Support of crime prevention in parks through the use of law enforcement and judicial assistance funds;
- vii.) Dedication of a portion of tourism development funds to support the maintenance, management, and improvement of park beaches and public tourist attractions;
- viii.) Expansion of the use of youth and conservation service corps to assist with the repair and maintenance of parks and;
- ix.) The application of tax increment finance districts, transfer of development rights, community redevelopment districts, and overlay zoning districts as a means to accelerate and assist development of recreation facilities.

Objective ROS-5

Maintain a formal capital improvements planning program that improves and expands the park and recreation system through the acquisition of land, the renovation and restoration of facilities and natural areas, the development of new park and recreation open space and facilities, and the linking of parks and other public spaces.

Policies

- ROS-5A. The County shall prioritize capital improvement expenditures in accordance with the following criteria: 1) Acquire local parkland to maintain the adopted LOS standard for local recreation open space by correcting existing deficiencies and addressing future needs, and acquire countywide parkland suitable for compatible outdoor recreation while preserving natural, historical, and cultural resources; 2) renovate, restore, and upgrade existing recreation open spaces and facilities; and, 3) develop new recreation open spaces and facilities within undeveloped or incomplete parks.
28. ROS-5B. The County shall, whenever possible, use a combination of fee simple, shared fee and non-fee simple methods to cost-effectively acquire public recreation open space, with consideration for the following:
- i.) In selecting recreation and open space sites for public acquisition, the Parks, and Recreation and Open Spaces Department shall consider

demands for local recreation open space that are not met by dedications from the private sector and supported by statistical areas analyses of LOS distribution and park classifications to prioritize the acquisition of parkland.

- ii.) In evaluating recreation and open space sites for public acquisition equity access criteria⁶ shall be included for local park service areas in unincorporated Miami-Dade County at ¼ - ½ mile walking distance. Regional park service areas will be included in the site selection process at 2-3 miles biking distance.
- iii.) In order to achieve greater economy and efficiency of operations, and to deliver the range of recreation services desired by the public, 30 acres is the preferred minimum size park desired by the County to purchase new local parks. However, five acres is the minimum size needed to establish new County-provided local parks within unincorporated areas. Smaller sites will be considered: 1) within "Traditional Neighborhood Developments" and other planned communities where residential homeowner maintenance fees or special taxing districts cover the maintenance costs; or, 2) where the County determines that acquisition will preserve unique natural, historical, or cultural features, provide needed close-to-home recreation open space, or otherwise meet the recreation needs of a specific neighborhood.
- ~~iv.)~~ ~~iii.)~~ In areas planned for development inside the UDB where heavy parcelization has occurred and where there is limited potential for the dedication of usable land, the County shall place high priority on early site acquisition to reserve adequate recreation open space to address future needs. If sufficient and appropriate sites cannot be obtained from willing sellers, the County shall consider the condemnation of land for this purpose if public benefit can be established.
- ~~v.)~~ ~~iv.)~~ In areas outside the UDB but inside the Urban Expansion Area (UEA) or ~~continuous~~ contiguous to the UDB, the County may acquire and "bank" land for future use as recreation open space. Sites not contiguous to the UDB and not directly accessible by roadways wholly located inside or contiguous to the UDB shall not be developed as local recreation open space, ~~until the UDB is amended to encompass or about the site.~~
- ~~vi.)~~ ~~v.)~~ The County shall continue to acquire recreation open space for public use by non-fee means through intergovernmental agreements in the form of federal land leases, State leases and management agreements, School Board joint-use agreements, and intergovernmental operating permits.
- ~~vii.)~~ ~~vi.)~~ The Parks, and Recreation and Open Spaces Department shall

⁶ Equity Access Criteria refers to the spatial distribution of parks and recreation programs.

expand the use of conservation partnerships with land acquisition organizations ~~who~~ that specialize in the purchase of urban open space for both ~~countywide~~ areawide and local recreation open spaces.

~~viii.)~~ vii.) The ~~Parks, and Recreation~~ Parks, and Recreation and Open Spaces Department shall continue to acquire countywide park and recreation open space having high resource values and capable of providing compatible outdoor recreation. Acquisition priorities for such areas shall be as follows: 1) shoreline over non-shoreline; 2) compatible outdoor recreation over preservation-only; 3) multi-purpose use over single-purpose use; 4) locations in areas more vulnerable to development over low-density, non-vulnerable areas; 5) sites that are contiguous or linked to an existing recreation open space over non-contiguous or non-linked sites; and, 6) acquisition cost-shared between agencies over a site in which the County bears the entire cost.

ix.) The Parks, Recreation and Open Spaces Department shall update the land acquisition strategic plan to guide the analysis and evaluation of lands and to determine suitability of sites for acquisition as part of the County park system.

29. ROS-5C. The ~~Parks, and Recreation~~ Parks, and Recreation and Open Spaces Department shall, as funds are available, renovate, restore, and upgrade County facilities following the guidelines of the Miami-Dade County Park Structure and Landscape Pattern Book "Pattern Book" to enhance park aesthetics and ensure that the public can safely and securely enjoy recreational opportunities, and that the County can cost-effectively extend the useful life of existing facilities. Expenditures for the renovation, restoration and upgrade of existing parks and recreation facilities are prioritized as follows: 1) repairs and projects increasing visitor safety; 2) hazard reduction; 3) facility upgrade and resource management; 4) accessibility improvements in compliance with ADA; and, 5) energy efficiency improvements. The County shall implement projects and activities including but not limited to the following in order to address these priorities:

- i.) The ~~Parks, and Recreation~~ Parks, and Recreation and Open Spaces Department will repair facilities, equipment, and grounds that have the potential to be unsafe for public use, and install adequate security measures to protect visitors and facilities.
- ii.) The ~~Parks, and Recreation~~ Parks, and Recreation and Open Spaces Department will remove known hazards existing within its facilities. Provisions will be made to remove or abate asbestos within buildings, remove or mitigate materials containing lead, and provide storm protection to walls, windows, and doors.
- iii.) The ~~Parks, and Recreation~~ Parks, and Recreation and Open Spaces Department will redevelop facilities that are no longer functional, whose use has changed, or that require building code upgrades. Park sites containing important natural, historic, or archaeological resources will be developed and managed for the long-term sustainability and integrity of the resource and where appropriate considered for designation as Heritage Parks.

- iv.) The ~~Parks, and~~ Recreation and Open Spaces Department shall continue to provide improved access for persons of all ages including persons with disabilities by removing architectural, communication and program barriers to participation in compliance with ADA as may be amended from time to time.
- v.) The ~~Parks, and~~ Recreation and Open Spaces Department will design with sustainability Leadership in Energy and Environmental Design (LEED) principles and install energy efficient equipment within its facilities that measurably: 1) decreases water consumption and treatment within restrooms and irrigation systems; 2) increases the use of more energy efficient cooling, refrigeration, and lighting equipment, including solar powered lighting; 3) increases the use of fuel-efficient park maintenance vehicles; and, 4) increases the use of automated equipment to filter and monitor swimming pools.

30. ROS-5D. The County will continue developing new parks that are located in more recently established residential areas. Priorities for capital improvement expenditures shall be in accordance with the following criteria: 1) installing access control in new parks to limit vehicular access, restrict unregulated dumping, and minimize required maintenance; 2) provide basic improvements in the form of grass, trees, signage, playground equipment, courts and pathways that will make the park usable; 3) design improvements consistent with the Miami-Dade County Park Structure and Landscape Pattern Book "Pattern Book" and principles of the Parks and Open Space System Master Plan, with an emphasis on beauty and sustainability; and, ~~3)4)~~ complete facility construction according to an approved or adopted Park General Plan.

31. ROS-5E. To ensure that parkland contributing to the LOS standard is effectively meeting recreational demands, the ~~Parks, and~~ Recreation and Open Spaces Department shall develop and implement strategies to reduce the number of undeveloped and underdeveloped park sites by the next Evaluation and Appraisal Report, with the exception of natural area preserves and other resource areas.

ROS-5F. Continue to implement and consider expansion of segments of the North Miami-Dade Greenways Master Plan and South Miami-Dade Greenway Network Master Plan that provide recreation and environmental benefits while improving connectivity to parks, natural areas, and other recreational facilities.

32. **Objective ROS-6**

Maintain and continue to implement the comprehensive resource management program for the acquisition and site-specific management of environmentally sensitive lands, coastal areas and historic sites within Miami-Dade County parks consistent with the Natural Areas Management Plan as the primary guide for the management and restoration of natural areas.

Policies

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ROS-6A. The County shall maintain information on all environmentally sensitive land, coastal areas, historic places and archaeological sites under public and private ownership that provide public interpretive and recreational opportunities.

33. ROS-6B. Those portions of park properties containing important natural, historic, or archaeological resources will be developed to enhance the historical and cultural resources and managed for long-term viability and integrity of the resource. Miami-Dade County shall use all practical means to assure that land in the vicinity of such park properties is developed for a use that is compatible with the protection of the natural, historic or archaeological resources. Through its park and recreation programs the County shall, wherever feasible, acquire and reuse historic buildings and sites to benefit the public and designate certain sites as Heritage Parks. Opportunities for public access to the resource will be developed in a manner consistent with the conservation or preservation of the resource.

ROS-6C. At natural resource sites, park design programs shall incorporate resource management plans for resource maintenance, restoration, and enhancement, into the design plan for park development or redevelopment.

ROS-6D. The use of native plant materials for park landscaping shall be increased where appropriate and shall be used in developing and maintaining environmentally sensitive parklands.

Objective ROS-7

Maintain and improve communications between Park providers and visitors to ensure that the population's expressed needs and desires are considered in the further development and operation of the park system.

Policies

34. ROS-7A. The Parks, ~~and Recreation~~ and Open Spaces Department shall ~~continue to conduct a community needs assessment and leisure interest~~ to survey of County residents and tourists to assess participation patterns and identify priorities for the delivery of services. By the next Evaluation and Appraisal Report an updated leisure interest survey should be completed to reevaluate changes in recreation demand and participation patterns.
35. ROS-7B. Public participation in all aspects of site planning, facility construction, and park operations shall continue through the use of new technology, such as social media and web postings; public workshops and presentations; focus group interviews; citizen advisory boards; and public hearings.
- ROS-7C. The County will increase public awareness of available recreational opportunities through increasingly sophisticated public information techniques.

36. **Objective ROS-8**

The 2007 Miami-Dade County Parks and Open Space System Master Plan (OSMP), through a 50-year planning horizon, shall guide the creation of an interconnected framework of parks, public spaces, natural and cultural areas, greenways, trails, and streets that promote sustainable communities, the health and wellness of County residents, and that serve the diverse local, national, and international communities.

Policies

37. ROS-8A. ~~By 2017,~~ Miami-Dade County shall conduct on an on-going basis, a countywide evaluation of neighborhoods for access to recreation and open space areas, using the “Public Parks and Open Space Activity Criteria” and the neighborhood context planning approach as described in the *Miami-Dade Parks and Open Space System Master Plan*. The neighborhood evaluation shall consider the parks and open space needs of communities in the urban, suburban, rural and natural areas of the County, assure equitable access to recreation, open spaces, natural resources, and social/cultural venues, and facilitate neighborhood stability and redevelopment.
38. ROS-8B. By 2014~~3~~, the County shall develop an implementation strategy to achieve the ~~Level of Service (LOS) standards~~ Access and Equity Criteria⁷ for parks and recreational open spaces that ~~are~~ is intended to encourage equitable access to local (neighborhood) parks and open space as well as area-wide recreational activities for all County residents.
39. ROS-8C. ~~By 2012,~~ Miami-Dade County shall ~~develop~~ utilize the Parks and Open Space Design Criteria or “Pattern Book”, ~~which shall to~~ to guide the development of the public realm. The public realm includes new and existing parks, public spaces, natural and cultural areas, greenways, trails, street corridors, and private spaces that are open to the public. The criteria shall promote beauty, community character and connectivity and include standards to assure compatibility with adjoining uses, conservation and energy efficiency, as well as signage and way-finding requirements.
40. ROS-8D. ~~By 2013,~~ Miami-Dade County shall update the *Miami-Dade Urban Design Manual*, the *Standard Details of the Public Works Manual*, and other relevant county plans and regulations to incorporate where appropriate, the “Great Streets Planning Principles” contained in the *Miami-Dade Parks and Open Space System Master Plan* and incorporation of “Complete Streets” components, where feasible. Changes to be incorporated include a hierarchy of street types and designs (gateway streets, civic streets, heritage streets, and neighborhood streets), and complete street measures such as provision of sidewalks and bicycle facilities, pedestrian friendly design, adequate

⁷ Equity Access Criteria refers to the spatial distribution of parks and recreation programs.

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landscaping and street furniture, on-street parking, bus lanes and transit facilities, and clearly defined crosswalks and signalization to provide safe routes to parks.

41. ROS-8E. By 2014⁴³, Miami-Dade County shall develop a greenways prioritization plan to identify new-prioritize areas to be designated for greenways, trails, and bicycle lanes, and update the North Miami-Dade Greenway Master Plan and South Miami-Dade Greenway Network Master Plan and the CDMP to include such greenways. The update shall include the designation of the Western Greenway and implementation of the Miami-Dade County Trail Design Guidelines and Standards. On an on-going basis, Miami-Dade County shall coordinate with State, regional, federal, and local government agencies to establish a countywide interconnected system of non-motorized pathways that link neighborhoods, parks, natural areas, civic centers, schools, and commercial areas to achieve goals and objectives through a diverse combination of financing methods, partnerships, and interagency coordination.

ROS-8F. By 2014, Miami-Dade County shall develop a plan for protecting and preserving its natural and historic resources, while assuring that such resources provide access and educational opportunities to the public. The plan shall consider the designation of Environmental Zones (Eco Zones) and Cultural Zones. Eco Zones represent a cluster of natural areas connected together to provide a variety of environmental and educational activities. The Cultural Zones are thematically clustered cultural and historic sites that provide a variety of heritage education activities and programs.

42. ROS-8G. Miami-Dade County shall implement Urban Design guidelines and standards ~~by encourage the incorporation of~~ incorporating meaningful public spaces in the planning and development of libraries, museums, schools, government buildings, transit stations within Transit-Oriented Developments (TOD) and stand-alone transit stations, and other civic/institutional places.

Monitoring Program

43. ~~In order to enable the preparation of the periodic Evaluation and Appraisal Report (EAR) as required by Section 163.3191, Florida Statutes, the Minimum Criteria Rule, Rule 9J-5, Florida Administrative Code (F.A.C.) governing the preparation of local government comprehensive plans requires the adoption of procedures for monitoring and evaluating the Plan and its implementation. (See Section 9J-5.005[1][c][5], and 9J-5.005[7], F.A.C.). In addition, sSuccessful implementation of level of service standards and requirements that services be available at the time of development requires the maintenance or enhancement of monitoring and reporting programs. This section of the Element outlines the substantive components of Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced in this Element.~~

~~The administrative requirements for monitoring and preparation of the EAR as outlined in Section 9J-5.005[7], F.A.C. are not repeated here. They are outlined only in the Land Use Element to avoid redundancy. The reader is referred to that Element for a summary of those procedural requirements.~~

44. **Monitoring Requirements**

The following measures will be used to monitor the achievement of the objectives in the Recreation and Open Space Element for the Evaluation and Appraisal Report (EAR):

Objective ROS-1.

- A comparison of the ~~Countywide~~ areawide park acreage in ~~2003-2010~~, at the date of EAR report, and projected for the year ~~2010-2017~~.
- A comparison of the local recreation open space LOS at the date of EAR report, and projected for the year ~~2010-2017~~.

45. **Objective ROS-2.**

- Achievement of the LOS standard.
- A comparison of the proportionate share of the LOS standard comprised of public parkland at the date of the last Evaluation and Appraisal Report adoption and time of preparation of next Evaluation and Appraisal Report. [~~2010-2017~~].

46. **Objective ROS-3.**

- The amount of funds expended for and number of capital projects improving on-site access for automobiles, bicycles, pedestrians, and mass transit to Miami-Dade County's recreation and open space facilities between ~~2003-2010~~ and ~~2010-2017~~.
- The number of projects and amount of funds expended for improving the handicapped accessibility of Miami-Dade County's recreation and open space facilities between ~~2003-2010~~ and ~~2010-2017~~.
- The number of projects and amount of funds expended for the acquisition and protection of Miami-Dade County's beaches for preservation and increased public access.

47. **Objective ROS-4.**

- The on-going implementation and status of evaluations of the Park Impact Fee.
- The implementation status of any efforts to adjust the Park Impact Fee Schedule in response to changes in land costs, improvement credits and levels of service.
- The number of partnerships entered into between the County and community based organizations, special interest groups, and other outside agencies for facility improvements and recreational programs.
- The implementation status of strategies to: improve and expand the function of joint Park-School agreements; cooperative agreements entered into with homeowner associations or community groups for the provision and maintenance of recreation open space facilities; and; the creation of special taxing districts and/or alternative dedicated funding mechanisms for the provision and maintenance of recreation open space and facilities.
- The implementation status of priority recreation open space capital improvement

projects funded through bond issues.

- The number of interagency partnerships entered into between the Parks, and Recreation and Open Spaces Department and other County agencies since ~~2003~~ 2010 that: 1) provide for landscaping maintenance and resource management in parks and natural areas through the use of regulatory fines collected by the Public Works and Waste Management Department and the ~~Department~~ Division of Environmental Resources Management of the Department of Regulatory and Economic Resources; 2) designate park sites as mitigation areas for environmental restoration; 3) restore natural areas through the investment of regulatory fines for environmental infractions; 4) improve physical access to recreational facilities and special events through public transportation programs; 5) support crime prevention in parks through the use of law enforcement and judicial assistance funds; 6) dedicate a portion of tourism development funds to support the maintenance, management, and improvement of park beaches and public attractions; 7) expand the use of youth and conservation service corps to assist with the repair and maintenance of parks, or; 8) other similar initiatives.

48. **Objective ROS-5.**

- A comparison of capital expenditures since ~~2003~~ 2010 with the capital expenditures priorities set in Policy ROS-5A.
- The number of recreation open space acres acquired by the County since ~~2003~~ 2010 through a combination of fee simple, shared fee, and non-fee simple methods.
- The implementation status of efforts to use a statistical analysis of LOS distribution to prioritize the acquisition of parkland and other land acquisition criteria.
- The number of park sites less greater than five acres in size and greater than 30 acres in size acquired by the County since the date of the last Evaluation and Appraisal Report adoption.
- The total park acreage acquired through early site acquisition in areas planned for development inside the UDB in which heavy parcelization has occurred since the date of adoption.
- The number of conservation partnerships entered into between the County and land acquisition organizations specializing in the purchase of urban open space for recreational use since the date of the last Evaluation and Appraisal Report or adoption.
- A comparison of the parklands acquired by the County since the date of the last EAR adoption with the acquisitions priorities set in Policy ROS-5B.vii. ix.
- A comparison of capital expenditures for park repairs and upgrades since the date of the last EAR adoption with the priorities set in Policy ROS-5C.
- The number of projects and amount of funds expended for the following capital improvements since ~~2003~~ 2010: 1) repairs and projects increasing visitor safety; 2) hazard reduction; 3) facility upgrades and resource management; 4) accessibility improvements in compliance with ADA, and; 5) energy efficiency

improvements.

- The number of new parks developed in recently established residential areas.
- The implementation status of strategies to reduce the number of undeveloped and underdeveloped park sites.

49. **Objective ROS-6.**

- The percentage of natural resource areas located in Miami-Dade County parks for which comprehensive resource management plans have been developed and the number of parks designated as Heritage Parks, or parks recognized for cultural or archaeological or historic significance.
- The number of comprehensive resource management programs that have been developed for designated natural resource areas in Miami-Dade County parks since 2003-2010.

Objective ROS-7.

- The implementation status of strategies to maintain and increase public participation in park planning, construction, and operational issues, and to increase the public's awareness of recreational opportunities.

Objective ROS-8.

- Miami-Dade County shall annually log and report in subsequent Evaluation and Appraisal Reports (EAR) specific activities related to implementing seamlessness, access, beauty, sustainability, equity and multiple benefits in unincorporated Miami-Dade County parks and open spaces as described in the *Parks and Open Space System Master Plan*.
- Miami-Dade County shall report in subsequent EARs the number of projects and amount of funds expended to improve the County's parks and open space system.

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APPLICATION NO. 7

APPLICATION REQUESTING AMENDMENT TO COASTAL MANAGEMENT ELEMENT IN THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
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2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Department Director
Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, 29th Floor
Miami, Florida 33128-1972

By: 

October 31, 2012

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Coastal Management Element, on pages VII-1 through VII-22 in the "Adopted Components of the Comprehensive Development Master Plan" dated October 19, 2011, as amended, as follows on the next pages.¹ This Application proposes amendments to the entire Coastal Management Element, which consists of an Introduction, a set of Coastal Management Goals, Objectives, and Policies, and a Monitoring Program. A summary of all proposed changes by reference paragraph is charted in a table included in Section 4 (Reasons for Changes).

The above presents the cover of the application as filed and included in the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated March 27, 2013, where the above referenced Section 4 can be found. Thereafter beginning on page VII-1 is a presentation of the application as ultimately adopted by the Board of County Commissioners at the October 2, 2013 public hearing as discussed in the Introduction and Summary of Actions sections to this report on pages i and iii, respectively. As presented herein, underlined words are additions to and words with ~~strikethrough~~ are deletions from the Element text. All other words exist in the Element and remain unchanged.

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COASTAL MANAGEMENT ELEMENT

Introduction

The purpose of the Coastal Management Element is to protect coastal resources, to protect human lives and property from natural disasters, to improve public access to beaches and shores, to maintain or increase the amount of shoreline devoted to water-dependent or water-related uses, and to preserve historical and archaeological sites within the coastal area. The Coastal Management Element addresses a dynamic natural and manmade system in which appropriate planning is paramount to maintaining the quality of life that residents and visitors enjoy in Miami-Dade County.

1. ~~The goals, objectives and policies that are contained in this Element build upon approximately three decades of planning, evaluation and monitoring in the Coastal Area. Completed and ongoing studies were reviewed to update the Coastal Management Element, such as Post Hurricane assessments, the Governor's Commission on a Sustainable South Florida, and the South Florida Ecosystem Restoration Task Force.~~
2. ~~The Coastal Management Element has also been written to comply with the directives of Chapter 163, *Florida Statutes (F.S.)*, and Administrative Rule 9J-5 and to be consistent with the *State Comprehensive Plan* and the *Strategic Regional Policy Plan for South Florida*. However, it has also been written to reflect the uniqueness of the coastal area of Miami-Dade County and the realities of planning for a highly developed barrier island chain and low-lying mainland, a complex metropolitan area of over 2.35 million residents and 912 million annual tourists that heavily use the urban park system, especially coastal parks and waterways. The County continues its stewardship of these coastal resources, with activities including water quality monitoring, coastal wetland restoration, and increasing public awareness of and access to these coastal areas. Furthermore, Miami-Dade County is the only County in the nation to possess within its boundaries two national parks, Biscayne National Park and Everglades National Park, as well as the heavily used Biscayne Bay Aquatic Preserve, which is urban Miami-Dade's signature amenity.~~
3. ~~Following Hurricane Andrew, State law redefined the "Coastal High Hazard Area" (CHHA) from the FEMA "V" Zone to the Category 1 Hurricane evacuation zone as established in the regional hurricane evacuation plan. In Miami-Dade County the CHHA consists of the barrier islands. The State also eliminated the "Coastal Hazard Area" and established the "Hurricane Vulnerability Zone" (HVZ), defined as areas delineated as Category 3 Hurricane Evacuation Areas by the regional or local evacuation plan. In addition, the Strategic Regional Policy Plan for South Florida established policies addressing hurricane Category 4 and 5 evacuation areas.~~
4. ~~In 2001, the Miami-Dade County Office of Emergency Management reevaluated the County's emergency evacuation plans and evacuation zones. A major conclusion of this study was that the effects of hurricanes are not necessarily consistent based on the category of a storm. Criteria such as ground speed, direction of travel, tide conditions and other storm dynamics are integral to the severity of a storm's impacts.~~

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5. Miami-Dade County continues its tradition of strong pre- and post-hurricane planning, utilizing lessons learned from Hurricane Andrew and other natural disasters. The County's evacuation zones. In 2003, new evacuation zones were approved to better communicate with the public the need for evacuation. These zones, labeled A, B, and C, are not storm category dependent. Each storm's dynamics are modeled to predict potential impacts based on the Sea, Lake and Overland Surge from Hurricanes (SLOSH) II computer model. The SLOSH II model was developed by the storm surge group at the National Hurricane Center, working with the U.S. Army Corps of Engineers, the U.S. Geological Survey and the Federal Emergency Management Agency, in cooperation with state and local offices of emergency management. The data from this model supersedes the previously used SLOSH model. Orders for evacuations are based on the storm's track, projected storm surge potential impacts and consultation with knowledgeable agencies. These three evacuation zones - Zone A, Zone B, and Zone C - as delineated by the Miami-Dade County Office of Emergency Management (OEM) are presented for information purposes on Figure 1. Storm risk data and the evacuation boundaries are continually reevaluated by OEM and may be changed by OEM whenever deemed appropriate for emergency management purposes. Following the devastating hurricane seasons of 2004 and 2005, the Florida Legislature amended the Coastal Management section of In accordance with Chapter 163, Florida Statutes, The new legislation re-defined coastal high hazard areas (CHHA) as are areas that are seaward of the elevation of a category one storm surge line and mandated local governments to depict the CHHA in their future land use maps, is depicted in Figure 13 in the Land Use Element. In compliance, Miami-Dade County has modified the CDMP to reflect the CHHA as determined by the most current SLOSH model available to the County.
6. The Coastal Management Element *Adopted Components* include the overall Element goal, objectives and policies, and concludes with a monitoring program for the Element. ~~The objectives and policies have been organized to distinguish between pre-storm planning and activities and post-storm implementation of plans and activities.~~

GOAL

PROVIDE FOR THE CONSERVATION, ENVIRONMENTALLY SOUND USE AND PROTECTION OF ALL NATURAL AND HISTORIC RESOURCES; LIMIT PUBLIC EXPENDITURES IN AREAS SUBJECT TO DESTRUCTION BY NATURAL DISASTERS; AND PROTECT HUMAN LIFE AND PROPERTY IN THE COASTAL AREA OF MIAMI-DADE COUNTY, FLORIDA.

Objective CM-1

Protect, conserve and enhance coastal wetlands and living marine resources in Miami-Dade County.

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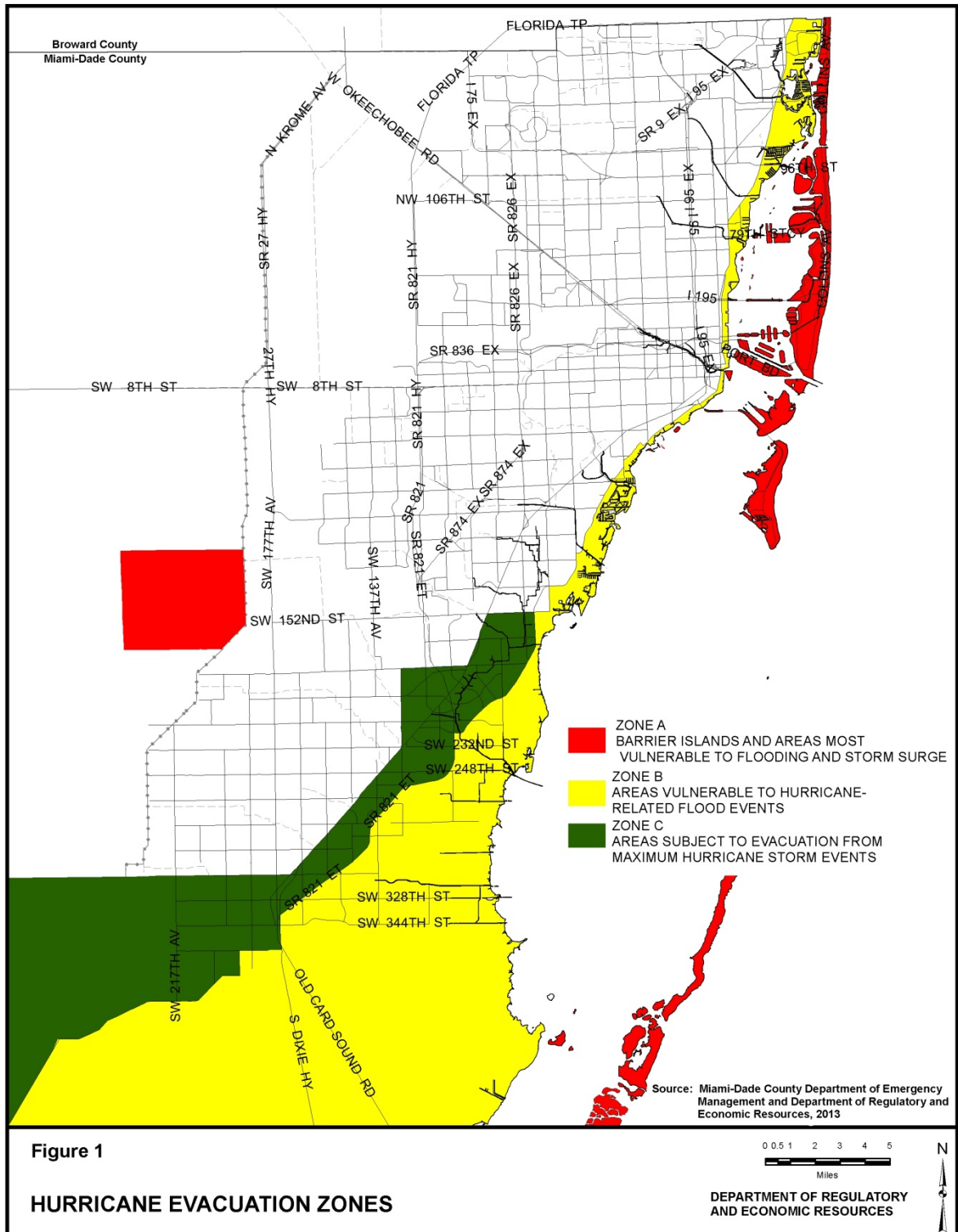
7. **Policies**

- CM-1A. ~~Tidally connected~~ Mmangroves wetlands in the following locations and mangrove wetlands within the "Environmental Protection" designation on the Adopted Land Use Plan (LUP) Map for Miami-Dade County shall be designated as "Mangrove Protection Areas":
- Publically owned mangrove wetlands within and adjacent to the Oleta River State Recreation Area
 - Haulover Park
 - Bird Key (privately owned)
 - Near-shore islands and northwestern shoreline of Virginia Key
 - The western shore of Key Biscayne
 - Bear Cut Preserve
 - The Cocoplum Mangrove Preserve
 - Matheson Hammock Park
 - R. Hardy Matheson Preserve
 - Chapman Field Park
 - The Deering Estate and Chicken Key
 - Royal Harbor Yacht Club and Paradise Point south shoreline (privately owned)
 - ~~Coastal~~ Mmangrove and scrub mangroves forests within and adjacent to Biscayne National Park and Everglades National Park to the landward extent of the mangroves
 - ~~Coastal~~ Mmangrove and scrub mangroves forest within and adjacent to Card Sound, Manatee Bay, Florida Bay and Barnes Sound to the landward extent of the mangroves

In these areas no cutting, trimming, pruning or other alteration including dredging or filling of mangroves shall be permitted except for purposes of surveying or for projects that are: (1) necessary to prevent or eliminate a threat to public health, safety or welfare; (2) water dependent; (3) required for natural system restoration and enhancement; or (4) clearly in the public interest; and where no reasonable upland alternative exists. In such cases, the trimming or alteration shall be kept to the minimum, and done in a manner, which preserves the functions of the mangrove system, and does not reduce or adversely affect habitat used by endangered or threatened species.

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8. Replace existing Figure 1 with new Figure 1



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- CM-1B. Natural surface water flow regimes into and through coastal wetland systems will be restored and maintained to the maximum extent possible.
- CM-1C. Where shoreline access is to be provided through mangroves or coastal marshes, elevated boardwalks, designed to minimize the impact to wetland vegetation, shall be utilized.
- CM-1D. Mangrove forest, coastal hammock or other natural vegetative communities which remain in urban areas shall be maintained, protected, and incorporated into landscaping plans where development or redevelopment is to occur, except for trimming authorized by exemption pursuant to Ch. 403, Florida Statutes. To promote revegetation of coastal band mangrove trees, pruning or alteration of propagule or seed bearing trees shall be conducted in such a manner to preserve as much of the seed source as possible. Limited removal and trimming of mangrove trees outside of Mangrove Protection Areas for the purpose of providing necessary maintenance and/or visual shoreline access may be permitted, pursuant to the provisions of Chapter 24 of the Code of Miami-Dade County, as may be amended from time to time, or qualify for an exemption pursuant to Ch. 403, Florida Statutes.
- CM-1E. Wherever a coastal wetland is degraded or destroyed, a wetland with an equal or greater amount of habitat value shall be created, enhanced or restored, maintained and monitored as required pursuant to Uniform Mitigation Assessment Methodology, Section 373.414(18), Florida Statutes. Created habitats and restored habitats shall be perpetually maintained free of invasive exotic vegetation. Habitats of endangered or threatened species shall not be degraded or destroyed.
- CM-1F. Replanting of mangroves and marsh grasses shall be used to enhance spoil islands, street ends, rights-of-way, parks, and other public or semi-public shorelines. Mangroves and marsh grasses should be planted in riprap planters except in extremely protected areas with very limited public access. DERM shall maintain guidelines for the construction of planters and the selection and placement of vegetative material.
- CM-1G. No further dredging or filling that would result in the destruction of grass/algal flats, hard bottom or other viable benthic communities shall be permitted in Dumfoundling Bay, Biscayne Bay, or Card Sound or Barnes Sound, or the tidal portions of their natural tributaries, except as provided for in Chapter 24 of the Code of Miami-Dade County, as may be amended from time to time.
- CM-1H. Long-term monitoring of water quality, benthic habitats, and living resources shall be undertaken to improve permitting processes and to guide future coastal restoration and enhancement activities.
9. CM-1I. ~~Culverts and other large steel or concrete materials~~ Artificial reefs will be constructed to enhance and create habitat for fish and benthic species within permitted artificial reef sites. Only appropriate materials for reef construction and in

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accordance with State guidelines and the County's artificial reef policies shall be used to create permitted artificial reefs. in deep dredged holes and troughs in Dumfoundling Bay and Biscayne Bay north of Biscayne National Park artificial reef construction will occur in deep dredge holes and troughs, and that meet the following criteria:

- ~~i) they are too deep or turbid to support viable benthic communities;~~
- ~~ii) i) reef material can be placed in a manner that will not interfere with traditional boating or fishing uses, and will not be harmful to existing or adjoining marine environments;~~
- ~~iii) ii) they are areas that are prone to accumulate fine bottom sediment that is re-suspended by tidal flow, minor wind stress or boat agitation; and,~~
- ~~iv) iii) they are preferentially accessible to shoreline fishermen.~~

CM-1J. The County's Geographic Information Systems database shall be expanded to include information generated through the coastal permitting process to facilitate assessment of net gains and losses of coastal wetlands and benthic habitats and long-term cumulative impacts to the bays and tributaries in Miami-Dade County.

CM-1K. The preservation of estuarine nursery functions shall be taken into consideration in making decisions about canal discharge schedules. The County shall work with the U.S. Army Corps of Engineers, Biscayne National Park, and the South Florida Water Management District to better understand existing and historic surface and ground water flows to Biscayne Bay and their relationship to the Bay's critical estuarine nursery functions.

Objective CM-2

Protect, conserve or enhance beaches and dunes and offshore reef communities.

Policies

CM-2A. Where beach restoration or renourishment is necessary, the project shall be designed and managed to minimize damage to the offshore grass flats and dune vegetation.

CM-2B. Beaches shall be stabilized by planting, maintaining and monitoring appropriate dune vegetation, and by providing elevated footpaths or other means of traversing the dune without contributing to erosion. All subsequent activities or development actions on, or bordering the restored beach, shall be compatible with and contribute to beach maintenance.

10. CM-2C. To the greatest extent possible, Areas that encompass offshore reefs, or grass flats or benthic resources will not be impacted, and any permitted impacts to those habitats, inclusive of associated lost services, will be mitigated. Areas or offshore reefs, grass flats and/or benthic resources shall not be used as borrow areas for

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beach restoration or renourishment projects. Areas that may be used as borrow areas should contain appropriate sand quality and have sufficient distance from existing reef, grass flats or other benthic resources for the protection of those resources.

11. CM-2D. Artificial reef sites located in the offshore waters of Miami-Dade County shall continue to be utilized ~~for~~ in natural resource management and for marine habitat creation. ~~The~~ placement of appropriate artificial reef materials, including ships, barges, steel structures, limestone boulders, large concrete structures and prefabricated calcium carbonate modules, shall be in accordance with State guidelines and the County's artificial reef policies.
12. CM-2E. Miami-Dade County shall continue to monitor and protect the offshore reef tract in northern Miami-Dade County. As ~~If~~ needed to protect the reef resources, Miami-Dade County shall seek designation of new, or modification of existing anchoring areas.
13. CM-2F. Miami-Dade County shall protect its coastal area and shoreline from the establishment of invasive exotic pest plant species that degrade native coastal vegetation. The County Parks, Recreation and Open Spaces Department and the County's Division of Environmental Resources Management (DERM) shall continue exotic pest plant control planning and programs that include public involvement to restore parkland and other natural areas by removing invasive exotic plants and reseeding or replanting native species, when appropriate.
- CM-2G. Miami-Dade County DERM shall continue to monitor and document the effect of artificial reefs on fishery resources, the types of material best suited for use, and the impact of artificial reef users on the sites.
14. CM-2H. Miami-Dade County shall take an active role in fishery management issues addressed by the Florida ~~Marine Fisheries~~ Fish and Wildlife Conservation Commission related to artificial reefs and gear types which can adversely impact artificial and natural reefs.

Objective CM-3

Miami-Dade County shall continue activities to maintain or improve water quality in coastal and estuarine water bodies.

Policies

- CM-3A. The County shall continue to evaluate the impacts of marina siting, design, operation and maintenance on water and sediment quality and marine habitats in order to refine marina permitting processes.
15. CM-3B. The County shall seek funds to provide 24-hour enforcement of pollution control laws and for areas with problematic water quality on the Miami River, ~~and~~ Little

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River Areas, Arch Creek, or in Verified Impaired Waters.

- CM-3C. Miami-Dade County shall continue to identify environmentally damaging stormwater outfalls in unincorporated Miami-Dade County or on county roads. Improvements to priority outfalls in the major canal basins throughout Miami-Dade County shall continue to be implemented.
- CM-3D. The County shall work with the Florida Department of Environmental Protection and the South Florida Water Management District in consultation with the National Park Service to pinpoint sources of environmental degradation, refine existing water quality standards, and develop new standards for sediments and their toxic components.
- CM-3E. Pursuant to the findings of the Florida Inland Navigation District (FIND) study on spoil disposal when completed, Miami-Dade County shall work with FIND to retain sufficient active spoil sites and seek to have any identified unneeded spoil sites redesignated. Miami-Dade County shall also continue to evaluate alternative spoil disposal methods.
16. CM-3F. Any new cuts, or submerged or emergent spoil areas that are permitted, shall be located and designed not to cause water quality degradation and to ameliorate potential damage from tidal currents and wave scour. They shall be stabilized during the construction process.
- CM-3G. Unconsolidated submerged cuts and shorelines that are a persistent source of turbidity shall be identified. Consistent with available funding and approved technology, the County shall stabilize those areas so identified that are in public ownership through the use of riprap and the re-establishment of shoreline vegetation.
- CM-3H. The County shall continue to identify and monitor all businesses in the coastal area that generate 55 gallons or more of hazardous or industrial wastes per year to ensure compliance with Chapter 24 of the County Code.
- CM-3I. Miami-Dade County shall continue to ensure that residential marinas and docking facilities with more than ten boat slips and all commercial marinas, shipping terminals, boat yards and boat manufacturing facilities shall be monitored annually to comply with Best Management Practices for marine facilities and other pertinent provisions of Chapter 24 of the County Code.
- CM-3J. Miami-Dade County shall continue to require the proper maintenance and functioning of dockside pumpout facilities through the Marine Facilities Operating permit process.
- CM-3K. Miami-Dade County shall monitor the implementation of the Coast Guard's Memorandum Of Understanding on pollution response policies and protocols. Only

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if necessary will the County seek delegation of authority to regulate discharge of wastewater and bilge water to estuarine and coastal waters.

- CM-3L. Stormwater management techniques which emphasize retention and infiltration techniques, including injection wells; back-sloping and berming; and low maintenance, salt tolerant native landscaping shall be given preference for use in the Coastal Area.
- CM-3M. Bulkhead repair or construction shall include the placement of riprap except where placement would be a hazard to navigation or public safety, or would preclude continued public recreational uses. Alternatives to riprap, such as an area of wave-absorbing material built into a seawall, shall be evaluated for use in places where riprap is not practical or safe, and where boat wakes create hazards to navigation.
17. CM-3N. Trash and litter pickup on the islands and along the shoreline of Biscayne Bay shall be done as needed ~~on a monthly basis, and preferably on a biweekly basis.~~
- CM-3O. The County shall continue to inspect existing water-dependent facilities to ensure that they meet applicable water quality and other environmental standards.
18. CM-3P. Miami-Dade County shall continue to assist the State of Florida in developing antidegradation targets to protect Outstanding Florida Waters and Outstanding National Resource Waters of Biscayne Bay ~~and seek to develop these targets before 2010.~~
19. **Objective CM- 4**

Miami-Dade County shall continue to work in cooperation with other appropriate agencies to increase the acreage, restoration and enhancement of publically owned benthic, coastal wetland and coastal hammock habitat that is publicly owned by 100 acres by the year 2010. Endangered and threatened animal species and coastal wildlife shall be protected and coastal habitats restored and managed to improve wildlife values.

Policies

- CM-4A. Areas that are used for nesting, feeding or congregation by endangered and threatened species shall be protected from alteration and human activities that would further imperil those species.
20. CM-4B. Miami-Dade County shall seek to establish, or reestablish, in cooperation with appropriate agencies, wildlife corridors in appropriate coastal locations such as: the Oleta River; areas between Matheson Hammock and Turkey Point; in the South Dade Wetlands and Southern Glades Wildlife and Environmental Area; and within the boundaries of Everglades National Park and Biscayne National Park.
- CM-4D. Miami-Dade County shall seek funding and assist federal, state, and other

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appropriate private sector agencies and organizations to remove invasive plant and animal species along the coast of Miami-Dade County in connection with regional South Florida ecosystem restoration programs.

- CM-4E. To minimize conflict between boaters and the endangered West Indian Manatee, Miami-Dade County shall continue to implement recommendations contained in Section III. C., Land Development of the Miami-Dade Manatee Protection Plan, approved by the Board of County Commissioners on November 21, 1995.
- CM-4F. Planning and permitting of new or expanded marine facilities shall be consistent with the requirements of Section III. G, Land Development of the Miami-Dade County Manatee Protection Plan, approved by the Board of County Commissioners on November 21, 1995.
- CM-4G. Within areas that have been identified as essential manatee habitat, the number of powerboat slips in multi-family residential marinas shall be consistent with Section III.C, Land Development of the Miami-Dade County Manatee Protection Plan, approved by the Board of County Commissioners on November 21, 1995, and not exceed the number of approved residential units.
- CM-4H. Manatee protection measures shall be established for high speed boating activities.
- 21. CM-4I. Miami-Dade County Parks, Recreation and Open Spaces Department shall continue to promote awareness of the value of native coastal wildlife and threats to their survival through conducting wildlife nature programs and special events.
- 22. CM-4J Miami Dade County shall continue to restore its coastal habitat for the coastal wildlife and other protected species which may utilize these habitats.

Objective CM- 5

Miami-Dade County shall increase the amount of shoreline devoted to water-dependent, water-related, and publicly accessible uses.

Policies

- CM-5A. A wide range of public water-oriented opportunities shall be provided at the water's edge within the Coastal Area in Miami-Dade County. Through its Shoreline Development Review process, the County shall continue to afford greater visual and physical public access to the coastal bays and their tributaries.
- CM-5B. The County shall place a high priority on maintaining existing water-dependent uses (i.e., uses which cannot exist or occur without association with coastal or estuarine water masses), and water-related uses by the public identifying appropriate, environmentally compatible new areas for such activities. Priority will be given in land planning by Miami-Dade County for water-dependent land uses along the shoreline.

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- CM-5C. Miami-Dade County shall continue to place a high priority on the acquisition of coastal lands for use as parks and preserves.
23. CM-5D. New developments, larger than single family or duplex residences within the County's Shoreline Development Review Boundary shall be water dependent, water related, or at a minimum should include environmentally compatible shoreline access facilities such as walkways, piers, and viewing areas with landscaping grouped or spaced for views of and from the water, as provided for in Chapter 33D of the Code of Miami-Dade County, as may be amended from time to time. ~~By 2010, the~~ County will continue to evaluate the effectiveness of the Shoreline Development Review process and develop compliance and enforcement strategies, if necessary.
24. CM-5E. The use of causeways, road rights-of-way, and canal easements at shorelines shall be expanded wherever possible and additional sites sought to provide public access for existing and proposed boating-related launch and storage facilities and other water-related activities.
25. CM-5F. The siting of public or private water dependent facilities shall be based on upland, shoreline and in-water characteristics, as well as submerged land ownership. At a minimum, the following general criteria shall be used to determine the appropriateness of sites within the Coastal Area for marina/water-dependent projects:
- i) Construction or subsequent operation of any proposed marina/ water-dependent project shall not destroy or degrade:
 - (a) Hammocks, pinelands, or salt marshes, or
 - (b) Mangrove Protection Areas, or
 - (c) Seagrass or hard bottom communities, or
 - (d) Habitats used by endangered or threatened species.
 - ii) Where applicable, the proposed marina/water-dependent project site shall have:
 - (a) A minimum depth of 4 feet at mean low tide in the proposed marina basin and access channel, and direct access to the Intracoastal Waterway or to another dredged channel or area with a minimum of 6 feet at mean low tide, and
 - (b) Good landside accessibility.
 - iii) The proposed marina/water-dependent facility shall be:
 - (a) Compatible with existing, surrounding land uses, and
 - (b) Of sufficient size to accommodate project and the required parking, and
 - (c) Consistent with the requirements of Miami-Dade County's Shoreline Development Review process, as specified in Chapter 33D of the

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Code of Miami-Dade County, as may be amended from time to time.

- iv) The proposed marina/water-dependent facility shall:
 - (a) Preserve or improve traditional public shoreline uses and public access to estuarine and coastal waters, and
 - (b) Preserve or enhance the quality of the estuarine and coastal waters, water circulation, tidal flushing and light penetration, and
 - (c) Preserve archaeological artifacts or zones and preserves or sensitively incorporate historic sites, and
 - (d) ~~Where applicable, p~~Provide a hurricane contingency plan.

Objective CM-6

Miami-Dade County shall preserve traditional shoreline uses and minimize user conflicts and impacts of man-made structures and activities on coastal resources.

26. **Policies**

- CM-6A. By 2010~~7~~, Miami-Dade County shall seek funding to study protection of traditional public uses of the shoreline and water, user conflicts, and impacts of construction and activities on coastal resources, including potential solutions.
- CM-6B. The County shall work with the National Park Service, the Florida Department of Environmental Protection and other agencies to maintain traditional recreational uses of the shoreline, beaches, cuts and creeks by enforcing public safety measures and not allowing user conflicts to increase to a point that precludes or poses serious hazard or conflict with these traditional uses.
- CM-6C. The County shall encourage full enforcement of laws regulating the use of shrimp trawling nets near bridges.
- CM-6D. No filling, spoiling or placement of structures in or over coastal or estuarine waters shall be permitted to diminish water surface areas that have been traditionally and intensively used by the general public for activities such as fishing, swimming, and boating.
- CM-6E. Only those floating or fixed structures which are water dependent and are allowable under all State and local laws shall be permitted in, on, over or upon coastal or estuarine waters.
- CM-6F. No advertisements or signs except Florida Department of Environmental Protection, U.S. Department of the Interior or U.S. Coast Guard approved signs, shall be erected on, over, or upon estuarine or coastal waters.
- 27. CM-6G. All applicable County development review processes, and in coordination with appropriate municipalities, shall require dumpsters, trash transfer stations, gas pumps for automobile fueling, parking lots and all unsightly non-water dependent or

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water related uses on uplands within the Coastal Area to be placed away from the shoreline, and buffered from view from the water.

Objective CM-7

Improve the public's awareness and appreciation of Miami-Dade County's coastal resources and water-dependent and water-related uses.

Policies

- CM-7A. Signage along major thoroughfares shall direct the public's attention to public shoreline parks with water-dependent or related facilities.
28. CM-7B. Miami-Dade County Parks, ~~and Recreation~~ and Open Spaces Department shall continue to offer interpretive programs and special events to promote understanding and appreciation of the County's coastal resources by residents and visitors.
- CM-7C. Miami-Dade County shall seek funds for permanent and mobile exhibits or interpretive signage on coastal resources and water-dependent and water-related uses that would enhance public appreciation and awareness of the County's coastal resources and water-oriented opportunities. Public outreach programs including environmental workshops, TV and radio programs and public service announcements should be continued.
- CM-7D. Miami-Dade County shall continue its public involvement in natural areas restoration including removing invasive exotic plant species, reseeding or replanting native vegetation, enhancing habitat, monitoring wildlife, and renourishing dunes in coastal County parks.
- CM-7E. Miami-Dade County shall establish ongoing anti-litter and shoreline cleanup programs in cooperation with municipalities and the private sector. Businesses and civic organizations shall be encouraged to adopt a park, island, or shoreline natural area and keep it clean.
- CM-7F. Miami-Dade County will encourage the Miami-Dade County School Board to continue and expand its existing environmental education programs so that all children in the public school system receive "hands on" exposure to coastal resources.
29. CM-7G. To better document the values, and to promote appreciation of Miami-Dade County's natural resources by residents and tourists, the County shall seek to have a study conducted to support and sustain tourism, marina, water-dependent and water-related uses and to quantify the economic, health, and recreational benefits the community derives from protecting coastal resources and their water-dependent and water-related uses.

Objective CM-8

The existing time period required to complete the evacuation of people from flood vulnerable Coastal Areas and mobile homes prior to the arrival of sustained tropical storm force winds shall be maintained or lowered. Shelter capacity within Miami-Dade County shall be increased as necessary to provide a safe haven for storm evacuees.

Policies

- CM-8A. Miami-Dade County shall annually review and update, if necessary, the hurricane evacuation procedure section of its Comprehensive Emergency Management Plan (CEMP) and maintain or enhance, as necessary, the resources and capabilities of the Miami-Dade Office of Emergency Management to provide effective implementation of the CEMP.
- CM-8B. Miami-Dade County shall request that State government better assist Miami-Dade County with funding emergency planning and operations, including future State funding for the preparation of hazard mitigation and post-disaster redevelopment plans. To reflect the larger scale and complexity of planning, preparation, response, and recovery within large counties, Miami-Dade County shall request the State to revise its current funding distribution formula for natural disaster planning and emergency operations from the present equal distribution of monies between the 67 Florida Counties to a proportionate distribution formula reflecting population.
- CM-8C. Miami-Dade County shall develop a public education program prior to the hurricane season to notify households and operators of hotels, motels or time-share condominiums in flood vulnerable Coastal Areas of their need to evacuate and seek safe shelter in the event of a hurricane. The public education program should also be utilized to disseminate emergency preparedness information. Emergency information shall be printed in the community interest section of the telephone book.
30. CM-8D. Miami-Dade County shall encourage its residents to be better prepared and more self-reliant in the event of a hurricane, including planning ahead for early evacuation, and sheltering with family or friends living outside evacuation areas, or enrolling in County programs such as the Emergency Evacuation Assistance Program, residential shuttering program, or public safety alert programs.
- CM-8E. Miami-Dade County shall establish and maintain mutual aid agreements and contracts that would facilitate and expedite post-disaster emergency response and recovery.
- CM-8F. If any update of the hurricane evacuation study shows an increase or projected expansion in the time required to safely clear the roadways in and from areas subject to coastal flooding, measures shall be undertaken to maintain the existing evacuation period. These measures may include programming transportation improvements to increase the capacity of evacuation routes, eliminate congestion at critical links and intersections, adjust traffic signalization or use directional

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signage, public information programs, or amendments to the Comprehensive Development Master Plan to reduce permitted densities in the areas subject to coastal flooding.

- CM-8G. The existing network of designated major evacuation routes shall be kept up-to-date utilizing the regional hurricane evacuation study or the best information available to Miami-Dade County.
- CM-8H. The Transportation Improvement Program shall include improvements to roadways that would eliminate severe congestion on major evacuation routes and critical links and intersections. All future improvements to evacuation routes shall include remedies for flooding. All local bridges shall be rated by the Florida Department of Transportation for structural and operational sufficiency. All State and local bridges with unsatisfactory sufficiency ratings shall be programmed for improvements, or where necessary, replacement.
- CM-8I. The Miami-Dade County Transit Agency shall allocate sufficient buses to safely evacuate areas with large concentrations of households without autos such as south Miami Beach. The Office of Emergency Management and Miami-Dade County Transit shall study options for securing drivers.
31. CM-8J. The Office of Emergency Management (OEM) shall maintain and annually update a listing of people with special needs to plan for the mobilization required to safely evacuate and shelter those who may need assistance due to physical or medical limitations. All public shelters should be wheelchair accessible in compliance with the Americans With Disabilities Act of 1990. Special shelters within south, central, and north Miami-Dade County should be medically staffed and equipped for those persons in need.
32. CM-8K. Miami-Dade County shall annually evaluate the need for expansion of its shelter capacity and provide for the projected number of hurricane evacuees ~~from Miami-Dade and Monroe Counties~~ as determined by the best information available. Existing and proposed future public facilities, such as schools, shall be inventoried to identify and designate additional structures suitable for shelters. Public facilities that are used permanently for public shelters shall be listed, mapped, and publicized.
- CM-8L. Miami-Dade County shall examine incentives for using privately owned buildings for public shelters and incorporate into its emergency plans a strategy for providing post-disaster shelter and temporary housing to large numbers of disaster victims.
- CM-8M. Miami-Dade County shall examine the feasibility of requiring, or adding as an option for new residential construction, a structurally reinforced "safe room" for use as a private storm shelter. For existing residences, Miami-Dade County shall encourage retrofitting a safe room on a voluntary basis. Miami-Dade County shall also explore incentives and other measures to encourage the wind and/or flood hardening of structures.

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33. CM-8N. No new mobile home parks shall be allowed in areas subject to coastal flooding and any new mobile home parks outside the areas subject to coastal flooding shall include one or more permanent structures in accordance with current and applicable building and construction codes for use as shelter during a hurricane. All mobile home park residents, regardless of their location, shall be advised to evacuate in the event of a hurricane. ~~All existing mobile home parks without on-site shelters shall submit a hurricane evacuation plan with shelter designations to the Miami-Dade County Office of Emergency Management (OEM).~~
- CM-8O. Trees susceptible to damage by sustained tropical storm force winds (39 knots) shall be removed from the rights-of-way of evacuation routes and replaced with suitable, preferably native, species. To strengthen trees planted along roadways and reduce future breakage and blowdowns, the County shall implement an ongoing tree maintenance program of regular trimming and fertilizing and encourage other governments responsible for landscaped roadways to adopt similar tree maintenance programs.

Objective CM-9

Miami-Dade County shall continue to orient its planning, regulatory, and service programs to direct future population concentrations away from the Coastal High Hazard Area (CHHA) and FEMA "V" Zone. Infrastructure shall be available to serve the existing development and redevelopment proposed in the Land Use Element and population in the CHHA, but shall not be built, expanded, or oversized to promote increased population in the coastal high-risk area.

34. **Policies**

- CM-9A. Development and redevelopment activities in the Coastal High Hazard Area (CHHA), Hurricane Evacuation Zone A, and the Hurricane Vulnerability Zone¹ Hurricane Zone B shall be limited to those land uses that have acceptable risks to life and property. The basis for determining permitted activities shall include federal, State, and local laws, the pre-disaster study and analysis of the acceptability of various land uses reported in the County's Comprehensive Emergency Management Plan required by Policy CM-10A, when approved, and the following guidelines:
- i) Discourage development on the CHHA, including the barrier islands and shoreline areas susceptible to destructive storm surge;
 - ii) Direct new development and redevelopment to high ground along the Atlantic Coastal Ridge and inland environmentally suitable lands;

¹ According to 9-J5-0032.0256, F.A.C., Hurricane Vulnerability Zones are defined as areas delineated in the regional or local evacuation plan as requiring evacuation in the event of a 100-year or category three hurricane event. In Miami-Dade County, the Hurricane Vulnerability Zones are considered Hurricane Evacuation Zones A and B.

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- iii) Maintain, or reduce where possible, densities and intensities of new urban development and redevelopment within Hurricane Evacuation Zone A to that of surrounding existing development and zoning. ~~All new residential units in Hurricane Evacuation Zone A, whether year round or seasonal, shall be counted in density and intensity unless certified by recorded covenant that the units will not be occupied during hurricane season;~~
 - iv) Prohibit construction of new mobile home parks and critical facilities in Hurricane Evacuation Zone A;
 - v) Prohibit Land Use Plan map amendments or rezoning actions that would increase allowable residential density in the FEMA "V" Zone, the CHHA or on land seaward of the Coastal Construction Control Line (CCCL) established pursuant to Chapter 161, F.S.; and,
 - vi) Continue to closely monitor new development and redevelopment in areas subject to coastal flooding to implement requirements of the federal flood insurance program.
- CM-9B. Land use amendments to the Comprehensive Development Master Plan shall not be approved in Coastal High Hazard Areas if they would decrease Levels of Service on roadways below the LOS standards established in the Transportation Element.
- CM-9C. Miami-Dade County shall consider undeveloped land in areas most vulnerable to destructive storm surges for public or private recreational uses and open space, including restoration of coastal natural areas.
- CM-9D. New facilities which must function during a hurricane, such as hospitals, nursing homes, blood banks, police and fire stations, electrical power generating plants, communication facilities and emergency command centers shall not be permitted in the Coastal High Hazard Area and when practical, shall not be located in the Hurricane Vulnerability Zone.
- CM-9E. The construction or operation of new non-water dependent industrial or business facilities that would generate, use or handle more than 50 gallons of hazardous wastes or materials per year shall be prohibited in the Coastal High Hazard Area. Miami-Dade County shall seek funding to wind- and flood-harden existing public facilities of this type.
- CM-9F. Public expenditures that subsidize new or expanded infrastructure that would encourage additional population growth in the Coastal High Hazard Areas shall be prohibited. New public facilities shall not be built in the Coastal High Hazard Area, unless they are necessary to protect the health and safety of the existing population or for the following exceptions: public parks, beach or shoreline access; resource protection or restoration; marinas or Ports; or roadways, causeways and bridges necessary to maintain or improve hurricane evacuation times. Potable water and sanitary sewer facilities shall not be oversized to subsidize additional development

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in the Coastal High Hazard Area.

- CM-9G. Miami-Dade County shall utilize its Geographic Information System and other forms of mapping of public buildings and infrastructure within the Coastal High Hazard Area and Hurricane Vulnerability Zone to facilitate and expedite pre- and post-disaster decision-making.
35. CM-9H. Rise in sea level projected by the federal government, and refined by the Southeast Florida Regional Climate Change Compact, shall be taken into consideration in all future decisions regarding the design, location, and development of infrastructure and public facilities in the County.

Objective CM-10

Reduce the exposure of life and property in Miami-Dade County to hurricanes through the planning and implementation of pre-disaster hazard mitigation measures. Pre-disaster planning for post-disaster redevelopment shall direct population concentrations away from the undeveloped designated Coastal High Hazard Areas and away from identified high-risk areas during post-disaster redevelopment.

Policies

- CM-10A. Miami-Dade County shall update its Comprehensive Emergency Management Plan every two years to provide comprehensive pre-disaster planning for pre- and post-disaster activities, development, and redevelopment.
- CM-10B. During pre-disaster planning, hazard mitigation proposals shall be developed by Miami-Dade County in conjunction with other agencies and, where appropriate, included in the Comprehensive Emergency Management Plan or the Comprehensive Development Master Plan.
- CM-10C. Prior to post-disaster redevelopment, sources of funds to reconstruct, relocate, or construct new public buildings and infrastructure, consistent with Policy CM-9F, shall be identified to support and expedite the demands generated by post-disaster reconstruction.
- CM-10D. Applications for comprehensive plan amendments, rezoning, zoning variances or subdivision approvals for all new development in areas subject to coastal flooding shall be reviewed for emergency evacuation, sheltering, hazard mitigation, and post-disaster recovery and redevelopment.
- CM-10E. During pre-disaster planning, Miami-Dade County shall determine the feasibility of relocating public buildings and infrastructure away from the Coastal High Hazard Area and Hurricane Vulnerability Zone, particularly the FEMA "V" Zone, except as provided in Policy CM-9F. The County shall develop a formal process and guidelines for evaluating alternatives to the replacement or repair of public facilities

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damaged by hurricanes such as abandonment, relocation, or repair and reconstruction with structural modifications. The costs; environmental impacts; mitigative effects; community impacts; economic development issues; employment effects; legal issues; consistency with state, regional and local plans; time period for implementation; and availability of funds should be evaluated for each alternative.

36. CM-10F. The Coastal High Hazard Area (CHHA) and Hurricane Vulnerability Zone (HVZ) boundaries shall be delineated on maps for the unincorporated areas as public information maintained by Miami-Dade County. The CHHA shall be identified using the Sea, Lake, Overland Surges from Hurricanes (SLOSH) model and shall be depicted as one of the maps in the Future Land Use Map series. Geographic Information Systems (GIS) and other forms of mapping will be used for the purpose of public information and government planning, administration, emergency management, zoning, and location of public facilities and services in the unincorporated areas of Miami-Dade County. This mapping shall be maintained by the Department of ~~Planning and Zoning~~ Regulatory and Economic Resources, the Office of Emergency Management, and other appropriate departments and updated as needed. The SLOSH model shall be used to identify the Coastal High Hazard Areas. The Office of Emergency Management shall manage and update the SLOSH model and hurricane evacuation studies for Miami-Dade County and shall work with the South Florida Regional Planning Council to ensure that such maps and studies are done in a consistent manner, and that the methodology used for modeling storm surge is that used by the National Hurricane Center.
37. CM-10G. In advance of major storms, Miami-Dade County shall identify and map areas in coordination with the Florida Department of Environmental Protection suitable and unsuitable for post-disaster relief staging areas, debris storage, disposal or burning. Debris shall not be located in wellfield protection areas, wetlands, parklands with adjacent natural areas, Natural Forest Communities, historic sites, and designated or known archaeological sites as determined by the County archaeologist, or other areas identified as unsuitable for such activities. Debris shall not be burned in the airsheds of Biscayne National Park and Everglades National Park.
- CM-10H. Miami-Dade County shall request the South Florida Water Management District (SFWMD), the U.S. Army Corps of Engineers, and the Federal Emergency Management Agency (FEMA) to develop interactive computer modeling capabilities between the Sea and Lake Overland Surge from Hurricanes (SLOSH) and inland flood models.
- CM-10I. Miami-Dade County shall seek funds to conduct a comprehensive marine hurricane contingency study to:
 - i.) Describe what owners in all the major public and private marinas in Miami-Dade County expect to do with their boats in the event of a hurricane;
 - ii.) Identify areas of potential conflicts and needs;
 - iii.) Recommend appropriate solutions, such as emergency mooring systems;

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- iv.) Seek coordinated and multi-jurisdictional adoption and enforcement of the recommended solutions, and if applicable;
- v.) Seek funding to implement capital improvement projects.

38. CM-10J All facilities subject to DERM's annual marine facilities operating permit shall provide as a part of their renewal a hurricane contingency plan.

Policies

- CM-11A. To facilitate post-disaster recovery and redevelopment following a major hurricane and consistent with available personnel and funding, Miami-Dade County shall implement the County's Comprehensive Emergency Management Plan as updated pursuant to Policy CM-10A.
39. CM-11B. During post-disaster recovery periods, the Miami-Dade County Public Works and Waste Management Department, the Office of Emergency Management, the Department of Planning and Zoning Regulatory and Economic Resources and other appropriate agencies shall identify damaged areas requiring rehabilitation or redevelopment; implement the redevelopment plan along with public input to reduce or eliminate future exposure of life and property to ~~hurricanes~~ future disasters; analyze and recommend to the County Commission hazard mitigation options for damaged areas and public facilities; and recommend amendments, if needed, to the Miami-Dade County Comprehensive Development Master Plan.
- CM-11C. If rebuilt, structures with damage exceeding 50 percent of pre-storm market value shall be reconstructed to ensure compliance with the High Velocity Hurricane Zone portion of the Florida Building Code and the requirements of Chapter 11-C of the Miami-Dade County Code for structures located in the "V" Zone and the 100-year floodplain. Miami-Dade County shall implement uniform spatial and engineering standards for determining if substantial reconstruction is required.
- CM-11D. If an area in need of major post-disaster redevelopment is determined to be a high-risk area for development, permitted post-disaster densities and intensities shall not exceed the permitted pre-storm densities and intensities.
40. CM-11E. Miami-Dade County shall give priority to the public acquisition of properties in the HVZ and, in particular, in the CHHA that have been destroyed as a result of a hurricane. Miami-Dade County shall identify and encourage potential federal and state acquisition programs to assist with the purchase of these properties and for possible relocation of facilities on these properties to outside of the CHHA.
- CM-11F. During post-disaster redevelopment, structures which suffer repeated damage to pilings, foundations, or load bearing walls shall be required to rebuild landward of their present location and/or be structurally modified to meet current building codes.
- CM-11G. During post-disaster redevelopment the capacities of evacuation routes shall be

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improved through redesign and reconstruction of the street network, signage, and expansion of public transportation systems and services.

Objective CM-12

Protect, preserve, and sensitively reuse historic resources and increase the number of locally designated historic sites and districts and archaeological sites and zones in the coastal area.

Policies

- CM-12A. In addition to the policies contained in the Land Use Element, the County shall establish performance standards for the development and sensitive reuse of historic resources in the Coastal Area.
- CM-12B. The County shall work with the appropriate municipalities to ensure that historic structures included within designated historic districts are not destroyed unless they are damaged by a hurricane or otherwise rendered beyond reasonable use and repair.
- CM-12C. The County shall improve the protection of historic resources from the damage caused by natural disasters and recovery operations by implementing pre- and post-storm hazard mitigation measures and code enforcement.

41. Coastal Management Monitoring Program

~~Since the late 1970s, Miami-Dade County has had a monthly coastal water quality monitoring program and a Bay Restoration and Enhancement Program. In 1980 the County assumed jurisdiction over all activities in, on, or over coastal waters and coastal wetlands Countywide. In 1983, the County established a Shoreline Development Review Process to evaluate all proposed development greater than single family or duplex to encourage the physical and visual public shoreline use. Following Hurricane Andrew in 1992, a number of planning and building-related task forces and programs were, and are, being implemented. The programs that are outlined below build upon the extensive background and experience that has been gained from planning and implementing objectives and policies in the coastal area of Miami-Dade County. The Coastal Management Element contains the following monitoring measures:~~

42. Objective CM-1. Coastal Wetlands and Living Marine Resources Monitoring

The monitoring measure for this Objective will be to report the net change in coastal wetland area within Miami-Dade County. A second measure will be to report the net change in total area of submerged aquatic vegetation and/or hard bottom communities. The third measure will be the number of enforcement cases initiated that involved significant coastal wetland and marine resource impacts.

Objective CM-2. Beaches and Dunes and Offshore Reef Communities

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The monitoring measure for this Objective will be to report area of restored beaches, expanded dune system and artificial reef sites, and the number of designated environmental protection areas.

43. **Objective CM-3. Coastal and Estuarine Water Quality and Sediment Monitoring**

The monitoring measure for this Objective will be that Miami-Dade County, in cooperation with State and federal agencies, will continue to develop water quality antidegradation targets ~~by~~ 2040. A second measure will be the number of pollution exceedances of water quality standards. A third measure will be the number and duration of occurrences of algal blooms and chlorophyll.

44. **Objective CM-4. Wildlife and Wildlife Habitat Protection and Restoration**

The monitoring measure for this Objective that focuses on wildlife will be the number of initiated wildlife and habitat studies and significant actions to implement regulations to protect coastal wildlife and habitat. A second measure will be the acreage of coastal habitat restored and the estimated number of species that may utilize them.

45. **Objective CM-5. Water-dependent, Water-related, and Publicly Accessible Uses of Beaches and Shores**

The monitoring measure for this Objective will be to report significant changes in the amount of shoreline devoted to water-dependent, water-related, and publicly accessible uses. A second measure will be the number of projects in the Shoreline Development review process which include public access.

Objective CM-6. Preserving Traditional Shoreline Uses and Minimizing User Conflicts and Impacts of Man-made Structures

The monitoring measure for this Objective will be to report significant changes in traditional shoreline uses, user conflicts, and construction impacts.

Objective CM-7. Public Awareness and Appreciation of Coastal Resources and Water-Dependent, Water-Related Uses

The monitoring measure for this Objective will be to report significant changes to programs which provide public awareness through park and school programs, special events, or the print and electronic media.

46. **Objective CM-8. Storm Evacuation and Sheltering**

The monitoring measure for this Objective will be to report estimated change in evacuation time based upon model simulations and public shelter capacity within Miami-Dade County. A second measure will be the number of residents enrolled in the Office of Emergency Management's Emergency Evacuation Assistance Program and the residential shuttering program.

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Reference
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Objective CM-9. Land Use, Development, and Infrastructure in Coastal High Risk Areas

The monitoring measure for this Objective will be to report land use plan amendments, population change, and infrastructure improvements in the CHHA.

Objective CM-10. Reduce the Risk of Lives and Property from Natural Disasters through Pre-disaster Hazard Mitigation and Post-disaster Redevelopment Planning and Activities

The monitoring measure for this Objective will be to report on the initiation or completion of the action reports for emergency response, recovery, and redevelopment. Changes in policies resulting from each after action report shall be evaluated.

Objective CM-11. Post-Disaster Recovery and Redevelopment

The monitoring measure for this Objective will be to report on the successful implementation of projects developed and funded through Miami-Dade County's local mitigation strategy.

Objective CM-12. Historical and Archaeological Preservation within the Coastal Area and Protection of these Sites from Natural Disasters

The monitoring measure for this Objective will be the implementation of hazard mitigation measures for historical and archaeological sites. A second monitorial measure shall be the number of historical and archaeological sites in the coastal area.

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**APPLICATION NO. 8
INTERGOVERNMENTAL COORDINATION ELEMENT**

**APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, Suite 1210
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Department Director
Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, 29th Floor
Miami, Florida 33128-1972

By:  October 31, 2012
Jack Osterholt, Deputy Mayor/Department Director

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Intergovernmental Coordination Element on pages VIII-I through VIII-19 in the "Adopted Components of the Comprehensive Development Master Plan" dated October 19, 2011, as amended, as follows in the next pages.¹ This Application proposes amendments to the entire Intergovernmental Coordination Element, which consists of an Introduction, a set of Goal, Objectives and Policies, and Monitoring Program. A summary of all proposed changes by reference paragraph is charted in a table included in Section 4 (Reasons for Changes).

The above presents the cover of the application as filed and included in the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated March 27, 2013, where the above referenced Section 4 can be found. Thereafter beginning on page VIII-1 is a presentation of the application as ultimately adopted by the Board of County Commissioners at the October 2, 2013 public hearing as discussed in the Introduction and Summary of Actions sections to this report on pages i and iii, respectively. As presented herein, underlined words are additions to and words with ~~strikethrough~~ are deletions from the Element text. All other words exist in the Element and remain unchanged.

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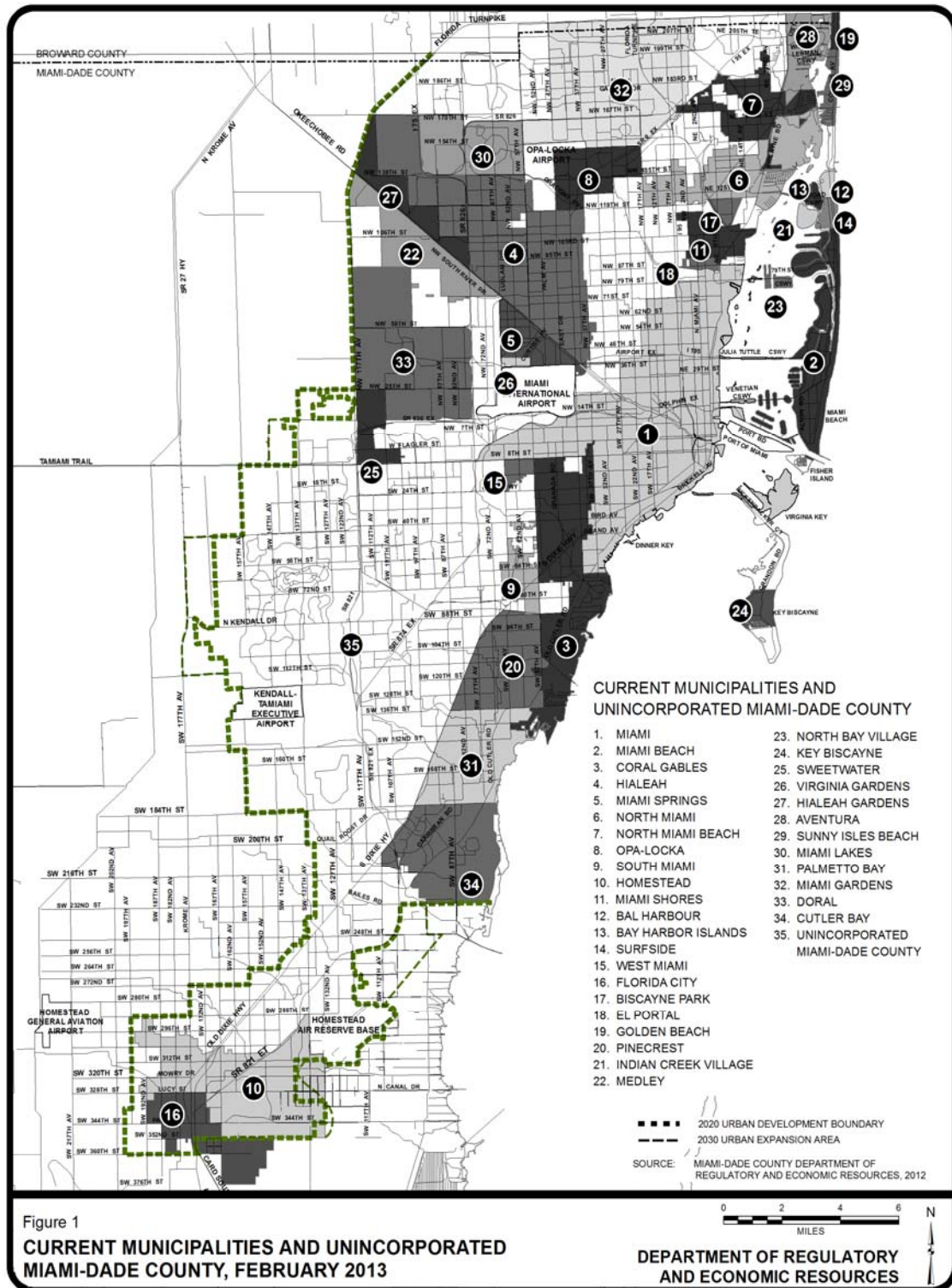
INTERGOVERNMENTAL COORDINATION ELEMENT

Introduction

1. The purpose of the Intergovernmental Coordination Element is 1) to identify and resolve incompatibilities between Miami-Dade County's comprehensive planning and growth management processes and those of other governmental entities within the County's area of concern, and 2) to review existing, and propose improved coordination of, processes for comprehensive planning and growth management between Miami-Dade County, local governmental entities within its area of concern, and regional, State and federal agencies. ~~The local governmental entities within Miami-Dade County's area of concern are defined by Florida Administrative Code Section 9J-5.015(1), as to~~ The thirty-five ~~four~~ municipalities within Miami-Dade (See Figure 1), the three adjacent counties and the adjacent municipalities within these counties are listed on Table 1. The major regional, State and federal entities with which Miami-Dade County must coordinate its planning and growth management are listed on Table 2.
2. Intergovernmental coordination has been and remains a hallmark of Miami-Dade County government. Concern over the ability of the fragmented local governments to effectively plan and manage the emerging Greater Miami metropolis was the impetus for the establishment of the two-tier -- areawide and local -- approach to government in 1957. Even though the County encompassed relatively few local governmental entities at that time (one quarter of the 120-unit average for metropolitan areas of similar size), the "streamlining" of governance was a primary objective of the voters in establishing the metropolitan government. No net change occurred between 1957 and 1995 in the number of municipalities. ~~This is a remarkable record in view of the County's nearly tripled population and more than doubled area of development. Since 1995, nine additional areas have been incorporated; and one municipality, Islandia, was abolished by County Ordinance 12-14, in 2012.~~ Miami-Dade has made significant strides in governmental coordination in two other ways. Masked by the relative stability in number of local government units is the dramatic metropolitanization of responsibilities that have taken place in such services as water supply and distribution, sewage collection and disposal, solid waste disposal, fire protection, libraries and transportation, all of which has greatly facilitated intergovernmental coordination. In addition, Miami-Dade County government has structured many of its administrative and operating units, such as the Development Impact Committee, the Department of Regulatory and Economic Resources ~~Environmental and Resources Management~~ and the Miami-Dade County Public Housing Agency and Community Development, to facilitate coordination with their regional, State and federal counterparts.
3. ~~(Note: Introduction was last updated in 2007. Currently several areas are seeking to incorporate.)~~

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4. Replace Existing Figure 1 With New Figure 1 – Current Municipalities in Miami-Dade County, October 2006



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5. Effective comprehensive planning has also been a central focus of the Miami-Dade government from the onset. The power to "prepare and enforce comprehensive plans for the development of the county" was one of twenty-four specified in the County Home Rule Charter in 1957 and a Department of Planning is one of the four departments required by it the County Home Rule Charter. The County adopted its first land use plan in 1965 and has since enacted a series of increasingly more refined growth management plans and procedures as required by the Local Government Comprehensive Planning Act of 1975 as amended from time to time.
6. In summary, Miami-Dade has a ~~thirty-nine~~ forty-seven year history of intergovernmental coordination for effective comprehensive planning and plan implementation. This element provides a review of this coordination and identifies selected aspects in need of change.

7.

Table 1
Local Governments Within Miami-Dade County Area of Concern
Miami-Dade County Municipalities and Public Schools

Aventura	Miami Lakes
Bal Harbour	Miami Gardens
Bay Harbour Islands	Miami Shores
Biscayne Park	Miami Springs
Coral Gables	North Bay Village
Cutler Bay	North Miami
Doral	North Miami Beach
El Portal	Opa-locka
Florida City	Palmetto Bay
Golden Beach	Pinecrest
Hialeah	South Miami
Hialeah Gardens	Sunny Isles
Homestead	Surfside
Indian Creek Village	Sweetwater
Islandia	Virginia Gardens
Key Biscayne	West Miami
Medley	Miami-Dade County
Miami	Public Schools
Miami Beach	

Adjacent Counties

Broward
Collier
Monroe

Adjacent Municipalities

Hallandale Beach
Pembroke Park
Miramar

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8.

Table 2
Regional, State and Federal Intergovernmental Coordination Participants

ACHP	Advisory Council on Historic Preservation
FAA	Federal Aviation Administration
FBT	Florida Board of Trustees
FCC	Federal Communications Commission
<u>FDCAEO</u>	Florida Department of Community Affairs <u>Economic Opportunity</u>
FDEP	Florida Department of Environmental Protection
FDOS	Florida Department of State
FDOT	Florida Department of Transportation
FFWC	Florida Fish and Wildlife Conservation Commission
FGO	Florida Governor's Office
FHWA	Federal Highway Administration
FIND	Florida Inland Navigation District
<u>FMPFWC-BME</u>	Florida Marine Patrol <u>FFWC, Bureau of Marine Enforcement</u>
FPL	Florida Power and Light Company
FIITF	Florida (The) Internal Improvement Trust Fund
MDC	Miami-Dade College
MPO	Metropolitan (Transportation) Planning Organization
SFRPC	South Florida Regional Planning Council
SFRTA	South Florida Regional Transportation Authority
SFWMD	South Florida Water Management District
<u>UMSFTA</u>	Urban Mass <u>United States Federal</u> Transit Administration
USCG	United States Coast Guard
USEPA	United States Environmental Protection Agency
USDA	United States Department of Agriculture
USDOC	United States Department of Commerce
USDOD	United States Department of Defense
USDOI	United States Department of Interior
USDOT	United States Department of Transportation
USHUD	United States Department of Housing and Urban Development

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9. **GOAL**

USE INTERGOVERNMENTAL COORDINATION AS A MAJOR MEANS OF ENSURING CONSISTENCY AMONG LOCAL, COUNTY, ~~AND REGIONAL, AND STATE~~ GOVERNMENT PLANS AND POLICIES AND OF IMPLEMENTING MIAMI-DADE COUNTY'S COMPREHENSIVE DEVELOPMENT MASTER PLAN.

Objective ICE-1

Maintain and improve coordination of planning, development and impact assessment among governmental entities with applicable responsibilities within Miami-Dade County's area of concern.¹

Policies

10. ICE-1A. Make full use of the coordination mechanisms built into the intergovernmental review and comment provisions of the ~~Local Government Comprehensive Community Planning and Land Development Regulation~~ Act to seek consistency between the Miami-Dade County Comprehensive Development Master Plan (CDMP) and the local comprehensive plans of Miami-Dade municipalities; Broward, Collier and Monroe Counties; and the adjacent municipalities of Hallandale Beach, Pembroke Park and Miramar within Broward County.
- ICE-1B. Continue to utilize intergovernmental planning workshops to provide informal coordination of the Miami-Dade County Comprehensive Development Master Plan and the local comprehensive plans of Miami-Dade municipalities.
11. ICE-1C. Continue to participate on the Miami-Dade County Planners' Technical Committee to better interpret and coordinate local comprehensive planning issues and processes with other local jurisdiction and agencies in Miami-Dade County, the South Florida Regional Planning Council and the Florida Department of ~~Community Affairs~~ Economic Opportunity.
12. ICE-1D. In subsequent comprehensive plans, amendments and/or updates, seek to ~~reconfigure~~ consider local, County agencies and regional comprehensive plans as necessary to better reflect Regional/County/eCity division of local and areawide comprehensive planning, development regulation and services provision, for consistency with the County's CDMP responsibilities; i.e., prepare and adopt local and areawide level comprehensive plans within Miami-Dade County.
- ICE-1E. Review the effectiveness of the Development of County Impact procedures as a means of improving development coordination between Miami-Dade County and municipalities within the County.

¹See Table 1 for listing of governmental entities.

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- ICE-1F. Miami-Dade County shall consider compatibility with adopted land use plans of adjacent municipalities as a factor in reviewing proposed changes to the Land Use Plan map or to a municipal plan.
- ICE-1G. Provide for County-city exchange of notification and information of requests for change of zoning within the vicinity of unincorporated area municipal boundaries. Notice of requested zone changes and applications to amend the CDMP Land Use Plan map shall be provided to owners of record of real property and adjacent local governments, in accordance with applicable County procedures without regard to County boundaries.
- 13. ICE-1H. Miami-Dade County shall continue coordinating with the Miami-Dade County Public Schools (M-DCPS) through the Interlocal Agreement for Public School Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, implementation of the Educational Element of the Comprehensive Development Master Plan, the Joint M-DCPS/BCC School Overcrowding Working Group, the Public Schools Impact Fee, school site acquisition reviews the Educational Compact and other appropriate means to improve service delivery to the community.
- 14. ICE-1I. Miami-Dade County ~~may~~ shall utilize the South Florida Regional Planning Council's non-binding dispute resolution process when necessary to mediate the resolution of conflicts with other local governments and regional agencies, or may use alternative procedures, including agreements authorized by Section 163.3177(4)(h)1a, F.S., ~~or other non-judicial approaches.~~
- ICE-1J. Miami-Dade County shall increase interaction between its Metropolitan Planning Organization and those of Broward, Monroe and Palm Beach Counties and with Miami-Dade municipalities to improve intra-regional and intra-county transportation coordination and to coordinate strategies for strengthening international trade.
- 15. ICE-1K. The Miami-Dade County Department of Regulatory and Economic Planning and Zoning and the Department of Environmental Resources Management shall enhance water/land database sharing with the South Florida Water Management District.
- ICE-1L. Make use of informal or formal mediation processes when possible to resolve disputes arising from amendments to the Miami-Dade County Comprehensive Development Master Plan.
- ICE-1M. Encourage the development of a regional forum to address the needs and strategies for providing and developing public services and facilities as well as to enable intergovernmental review of regionally significant public facilities which involve locally unwanted land uses.
- ICE-1N. Support the establishment of a coordinated regional transit system for the transportation disadvantaged.

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- ICE-1O. Promote a partnership among local governments, FDOT, and MPOs to meet intermodal and infrastructure needs of transportation systems such as advanced ROW acquisition and the demands of airports and seaports.
- ICE-1P. Miami-Dade County shall work cooperatively with other local governments to identify opportunities for affordable housing.
- ICE-1Q. Encourage the establishment of joint funding cycles for federal, State and local affordable housing programs.
16. ICE-1R. Miami-Dade County and the Florida Board of Trustees, on behalf of Florida International University, shall abide by the Campus Development Agreement executed between the Florida Board of Trustees (formerly Regents) and Miami-Dade County on October 24, 1996, implementing the requirements of Section ~~240.455~~1013.30(11)-(15), F.S., regarding campus master plans. The Campus Development Agreement may be amended from time to time pursuant to Sections ~~240.455~~1013.30(19), F.S.
- ICE-1S. Miami-Dade County and the Miami-Dade County Public Schools shall follow the procedures established in the adopted Interlocal Agreement for Public School Facilities Planning for coordination and collaborative planning and decision making of land uses; public school facilities siting, decision making on population projections, location and extension of public facilities subject to concurrency, and siting of facilities with a countywide significance.
17. ICE-1T. During pre-development program planning and site selection activities, Miami-Dade County ~~General Internal Services Department Administration~~ and other facility and service providers shall coordinate with the Miami-Dade County Public School System to consider all reasonable opportunities to collocate new libraries, parks, and other public facilities with public schools, where compatible and the potential exists to create logical focal points for community activity. Early review and coordination activities will be modified as necessary to timely consider these potentials.

Objective ICE-2

Coordinate with local, regional, and State entities with responsibility in the establishment of Level of Service Standards.

Policies

- ICE-2A. Miami-Dade County shall continue to establish Level of Service Standards for areawide services Countywide and for local services within the unincorporated area.
18. ICE-2B Miami-Dade County shall continue to coordinate with the Miami-Dade County Public Schools and other parties ~~to the adopted Amended and Restated Interlocal Agreement for Public School Facility Planning between Miami-Dade County and Miami-Dade County Public Schools to establish Level of Service Standards (including~~

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~~Interim LOS standards) for public school facilities and any amendments affecting public school concurrency.~~

- ICE-2C. Impacts on facilities of State, regional and local governments shall be included in impact fee ordinances which may be established by Miami-Dade County. These impact fees shall be applied to those geographic and jurisdictional areas which will benefit from the facilities funded by the fees. The area where each impact fee shall apply shall be determined by the Board of County Commissioners at the time said fee is established.
19. ICE-2D. Miami-Dade County shall continue to coordinate with ~~the following~~ non-County entities having services planning and provision responsibilities in Miami-Dade County with respect to ~~refining and adjusting~~ areawide and unincorporated area local Levels of Service:
- State and federal roadways - Florida Department of Transportation
 - Drainage - South Florida Water Management District
 - Potable water supply - South Florida Water Management District
 - Regional policies - South Florida Regional Planning Council
 - Public educational facilities – Miami-Dade County Public Schools
20. ICE-2E. Utilize informal approaches and formal coordination mechanisms afforded by the inter-government review and comment provisions of the ~~Local Government Comprehensive~~ Community Planning and ~~Land Development Regulation~~ Act to provide opportunities for Miami-Dade County municipalities to comment on the Level of Service for areawide services established by the County.

Objective ICE-3

Encourage the use of interlocal agreements and municipal boundary changes to improve coordination of local development and the effective and efficient delivery of local services.

Policies

- ICE-3A. Promote the use of County-city interlocal agreements to provide for extra-jurisdictional service deliveries where efficiency and effectiveness can be enhanced.
- ICE-3B. Miami-Dade County shall maintain procedures in the Code of Miami-Dade County providing for initiation and consideration of proposals for municipal incorporation, annexation, and other boundary changes, in accordance with provisions of the Miami-Dade County Charter. This Plan hereby adopts and incorporates by reference provisions of the Miami-Dade Charter regarding municipal incorporation, annexation and boundary changes, as authorized by Article VIII, Section 6 of the Florida Constitution. Moreover, with regard to municipalities newly created or approved for boundary change, the County shall seek to establish mutually acceptable arrangements with the municipality for the planning area, which may include contractual or other agreements regarding the delivery of public services, conduct or

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coordination of land use planning or development regulatory activities, or other governmental functions, consistent with the County Charter.

- ICE-3C. Utilize the following guidelines in analyzing the appropriateness of municipal boundary change proposals:
- Comparative ability of County and city to provide adopted or proposed levels of service within the proposed area of change, apace with projected development
 - Comparative County and city governmental costs to owners of typical properties within the proposed area and within the entire jurisdiction.
 - Comparative County and city net fiscal impacts based on analysis of estimates of facilities and services expenditures and major sources of revenue associated with the subject area.
 - Consistency of development proposed for the area with County and city comprehensive plans.
 - Geographical contiguity and logic of existing and proposed jurisdictional boundaries.
- ICE-3D. Encourage the establishment of formal agreements among the necessary governmental bodies to implement coordinated planning for the development of public facilities and services.
- ICE-3E. Development activities shall adhere to the guidelines, policies and provisions of applicable interlocal agreements.
- ICE-3F. Encourage the creation or development of a State and/or regional finance corporation that is empowered to enter into interlocal agreements with cities and counties to increase available credit for new and expanding businesses.
21. ICE-3G. Maintain and utilize the authority provided in the Miami-Dade County Home Rule Charter for the County to maintain, site, construct and/or operate public facilities in incorporated and unincorporated areas of the County. Furthermore, in order to protect and promote the health, safety, order, convenience, and welfare of the residents, the County ~~should~~ shall retain regulatory control over land use, development and service delivery for all facilities of countywide significance as listed in Table 3. While the County reserves all rights provided by the Miami-Dade County Home Rule Charter, when siting facilities of countywide significance within the boundaries of an incorporated municipality, the County will consider the municipal comprehensive plan and development regulations, as well as the need for the public facility and suitable alternative locations. The County shall at a minimum retain the authority to enforce covenants accepted in connection with Comprehensive Development Master Plan (CDMP) or Zoning approvals to provide facilities of countywide significance in areas subsequently incorporated, or annexed into existing municipalities.

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Table 3
Facilities of Countywide Significance

Department/Facility	Address	Municipality If Applicable
<u>Miami-Dade Water and Sewer Department (WASD)</u>		
Hialeah/Preston WTP	1100 West 2 Ave	Hialeah
Alexander Orr WTP	6800 SW 87 Ave	<u>Miami-Dade</u>
North District WWTP	2575 NE 151 St	North Miami
Central District WWTP	3989 Rickenbacker Cswy	Miami
South District WWTP	8950 SW 232 St	<u>Miami-Dade</u>
<u>Hialeah Reverse Osmosis WTP</u>	<u>NW 166 St & 102 Av</u> <u>(under construction</u> <u>completion June 2013</u>	<u>Hialeah</u>
South Miami Heights WTP	11800 SW 208 Street (Proposed)	<u>Miami-Dade</u>
Existing and Proposed wellfields and elevated tanks under the authority of WASD Regional Pump Stations as may be identified by WASD		
<u>Parks, and Recreation and Open Spaces Department (PAROS)</u>		
Metropolitan Parks – As located by <u>PAROS</u>		Various
Natural Area Preserves – As located by <u>PAROS</u>		Various
Greenways – As located by <u>PAROS</u>		Various
Special Activity Areas – As located by <u>PAROS</u>		Various
District Parks – As located by <u>PAROS</u>		Various
<u>Corrections</u>		
Pre-Trial Detention Center	1321 NW 13 St	Miami
Women's Detention Center	1401 NW 7 Ave	Miami
Turner Guilford Knight Correctional Center	7000 NW 41 St	<u>Miami</u>
Training and Treatment Center	6950 NW 41 St	<u>Miami</u>
Metro West Detention Center	13850 NW 41 St	<u>Miami</u>
<u>Public Health Trust</u>		
Jackson Memorial Hospital	1611 NW 12 Ave	Miami
Jackson South Community Hospital	9333 SW 152 St	<u>Miami-Dade</u>
<u>Jackson North Medical Center</u>	<u>160 NW 170 Street</u>	<u>North Miami Beach</u>
<u>Ports and Airports</u>		
Seaport	1015 North America Way	<u>Miami</u>
Miami International Airport	4200 NW 21 Street	<u>Miami-Dade</u>
Opa Locka Airport	4051 NW 145 Street	<u>Miami-Dade/</u> <u>Opa Locka</u>
Opa Locka West Airport	Sections 2 and 3, Township 52, Range 39	
Other facilities as may be identified by the Aviation or Seaport Departments		

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Table 3 (Continued)		
Facilities of Countywide Significance		
Department/Facility	Address	Municipality If Applicable
Kendall-Tamiami Executive Airport	12800 SW 145 Avenue	<u>Miami-Dade</u>
Homestead General Aviation Airport	28700 SW 217 Avenue	<u>Miami-Dade</u>
Homestead Air Reserve Base	29050 Coral Sea Blvd	<u>Miami-Dade</u>
Other facilities as may be identified by the Aviation or Seaport Departments		
Vizcaya Museum and Gardens	3251 South Miami Ave	Miami
Deering Estate	16701 SW 72 Avenue	Palmetto Bay
Miami-Dade Zoological Park and Gardens (aka Zoo Miami)	12400 SW 152 Street	<u>Miami Dade</u>
Zoo Miami Entertainment Area I	12400 SW 152 Street	<u>Miami-Dade</u>
Zoo Miami Entertainment Area II	12300 SW 152 Street	<u>Miami Dade</u>
Miami-Dade Police Department		
Training Bureau Metro Training Center	9601 NW 58 Street	Doral
MDPD Headquarters Complex	9105 NW 25 Street	Doral
Other facilities as may be identified by the Police Department		
Miami-Dade Fire Rescue Department		
Headquarters, Emergency Operations Center, & Training Complex	9300 NW 41 Street	Doral
Other facilities as may be identified by the Fire Rescue Department		
Florida Power and Light		
Cutler Plant	14925 SW 67 Avenue	Palmetto Bay
Turkey Point Plant (Fossil)	9700 SW 344 Street	<u>Miami Dade</u>
Turkey Point Plant Nuclear	9760 SW 344 Street	<u>Miami Dade</u>
Department of <u>Public Works and Solid-Waste Management</u>		
Resources Recovery	6990 NW 97 Avenue	Doral
North Dade Landfill	21300 NW 47 Avenue	<u>Miami Dade</u>
South Dade Landfill	24000 SW 97 Avenue	<u>Miami Dade</u>
Old South Dade Landfill (Closed)	24800 SW 97 Avenue	<u>Miami Dade</u>
58 Street Landfill / Household Hazardous Waste Facility	8831 NW 58 Street	<u>Miami Dade</u>
Northeast Transfer Station	18701 NE 6 Avenue	<u>Miami Dade</u>
West Transfer Station Areas	2900 SW 72 Avenue	<u>Miami Dade</u>
Central Transfer Station Areas	1150 NW 20 St	Miami
Trash and Recycling Stations as may be identified by the <u>Department of Public Works and Solid Waste Management</u> Department		
Miami-Dade Transit		
Miami Intermodal Center		<u>Miami</u>
Current and future Metrorail station facilities as identified by Miami-Dade Transit		
Miami-Dade County bus depots, <u>Transit Centers</u> , rail terminals, and transportation maintenance facilities as may be identified by Miami-Dade Transit		

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ICE-3H. Miami-Dade County will maintain, as a particular area of attention in this planning program, the systematic review of the aesthetics and physical conditions along boundaries between incorporated municipalities and unincorporated areas in an effort to improve the appearance of these areas and the compatibility and transition between the adjoining communities. Miami-Dade County will similarly review and approve changes to the land use, development and zoning of properties that surround facilities of countywide significance, as listed in the Table 3, in an effort to maintain or improve the compatibility and transition between the adjoining properties and the facilities. Formal agreement to conduct these reviews or to implement the resulting recommendations will be proposed as warranted.

Objective ICE-4

Maintain consistent and coordinated planning and management of major natural resources within areas with multi-government jurisdictional responsibilities.

Policies

- ICE-4A. Continue Miami-Dade County's role as the primary local government responsible for Biscayne Bay Aquatic Preserve planning and management.
- ICE-4B. Miami-Dade County shall encourage the South Florida Water Management District and the Florida Department of Environmental Protection to coordinate and fund joint Miami-Dade/Monroe County management planning for the Card Sound portion of the Biscayne Bay Aquatic Preserve.
23. ICE-4C. The Miami-Dade County Department of Regulatory and Economic ~~Environmental Resources Management~~ shall continue to coordinate with U.S. Department of Interior and Florida Governor's Office in the refinement, updating and implementation of management policies and regulations for the Big Cypress Preserve and Area of Critical State Concern.
24. ICE-4D. Miami-Dade County through its planning, zoning, permitting and capital improvements processes shall continue to cooperate with the Florida Department of Economic Opportunity ~~Community Affairs~~, the South Florida Water Management District, Everglades National Park, Biscayne National Park and the U.S. Army Corps of Engineers in implementing adopted County, State and federal plans to manage and restore the environmentally sensitive Everglades.
- ICE-4E. Miami-Dade County shall promote better coordination of land use, natural resources and water supply planning, with special attention to approaches involving the management of the ecosystem.

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- ICE-4F. It is the policy of Miami-Dade County to coordinate with the South Florida Water Management District (SFWMD) in its water supply and management planning and permitting processes, Miami-Dade County's adopted population projections, spatial characteristics of the CDMP Land Use Plan map, and policies of the CDMP Land Use, Water, Sewer and Solid Waste, Conservation, and Coastal Management Elements. It is further County policy to accommodate future projected population and economic growth by utilizing the range of alternative water supply technologies outlined under CDMP Water and Sewer Sub-element Objective WS-6 and identified in the current Water Use Permit, including sources from expanded and/or new Floridan Aquifer wellfields, Floridan Aquifer storage and recover (ASR) techniques, water conservation methods, water reclamation, water and wastewater reuse and other advanced technologies.

Objective ICE-5

Initiate and support cooperative inter-jurisdictional approaches to special intra-regional planning needs.

Policies

- ICE-5A. Miami-Dade County shall request the South Florida Regional Planning Council to coordinate the planning for intra-regional issues as the need arises.
- ICE-5B. Miami-Dade County shall work with the South Florida Water Management District to coordinate regional plans and programs, including the Lower East Coast Regional Water Supply Plan, the Surface Water Improvement and Management Plan for Biscayne Bay, the Biscayne Bay Regional Restoration Coordination Team Action Plan, and the Comprehensive Everglades Restoration Plan, with Miami-Dade County plans and programs.
- ICE-5C. Miami-Dade County shall continue to participate in regional resource planning and management activities undertaken by State, federal and regional agencies addressing natural resources, such as water supply and fish and wildlife, and economic development and service delivery functions, as such activities may be initiated from time to time. These include, but are not limited to resource planning and management activities of Everglades National Park, Biscayne National Park, the South Florida Ecosystem Restoration Task Force, and the Water Resources Advisory Commission; water management and supply plans prepared by the South Florida Water Management District; and the Comprehensive Everglades Restoration Plan; and the County will cooperate with adjacent counties and municipalities in similar activities that they may initiate.
25. ICE-5D. In the conduct of its infrastructure and service planning and development function, including transportation, water, sewer, and solid waste disposal functions, Miami-Dade County shall consider entering into cooperative agreements with adjacent

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counties and municipalities in adjacent counties where such arrangements are operationally, financially or environmentally beneficial.

26. ICE-5E. In its development of future potable water supplies and the County's Water Supply Facilities Work Plan as outlined in Objective WS-7, Miami-Dade County shall consider, and be compatible with, the goals of the South Florida Water Management District's *Lower East Coast Regional Water Supply Plan*.
27. ICE-5F. The County shall continue participation in the Southeast Florida Regional Climate Change Compact and shall coordinate with other agencies, local municipalities, and the private sector to develop initiatives and goals to address climate change mitigation and adaptation. Climate change related goals that support regional climate change objectives shall be integrated into the CDMP as appropriate.
28. ICE-5G. All County departmental master plans and strategic business plans shall include and prioritize climate change mitigation and adaptation strategies. Climate change related amendments shall be recommended through the next feasible, regularly scheduled amendment process or departmental master plan update for each respective planning document.
- a) Each County department shall consider extending planning horizons (i.e. 30, 50, 75-year plans) as appropriate to adequately address the projected long-term climate change impacts into resource allocation recommendations.
- b) All new departmental climate change policies and programs shall be monitored for effectiveness.
29. **Objective ICE-6**
- ~~Ensure coordination in~~ Coordinate the designation of new disposal sites for dredged spoils located in the coastal area for local with governments agencies with spoils disposal responsibilities.**
30. **Policies**
- ICE-6A. Continue to work cooperatively with the Florida Inland Navigation District, the U.S. Army Corps of Engineers, and other appropriate State and federal agencies and the public in providing for or identifying disposal sites for dredged spoils in the coastal area for local governments with spoils disposal responsibilities.
31. ICE-6B. ~~The dispute resolution process of the Coastal Resources Interagency Management Committee will be utilized, if necessary, to resolve any conflict~~ Disputes or conflicts arising between a coastal local government and a public agency seeking a disposal site for dredged spoils shall be resolved through zoning or permitting process.

Objective ICE-7

Encourage the achievement of a coordinated strategy for regional economic development that addresses opportunities and threats and promotes assets in South Florida for sports and entertainment, international business, tourism and other economic development activities.

Policies

ICE-7A. Conduct or promote collaborative research efforts to better understand the impacts and benefits of sports and entertainment, international business, tourism and other economic development activities.

ICE-7B. Encourage the development of a South Florida Regional International Affairs Consortium to address regional issues concerned with international trade and business and other cooperative arrangements with South Florida local and regional governmental entities to promote socially and environmentally sound economic development of the region.

ICE-7C. Promote the integration of economic development efforts with Statewide initiatives including Enterprise Florida.

Objective ICE-8

Ensure adequate and timely shelter within the region for those residing in hurricane evacuation areas by encouraging all levels of government to work together.

Policies

ICE-8A. Encourage local governments and federal, State and regional agencies to protect the population by developing a system of emergency communication on roadways including electronically-controlled message signs and a radio station to broadcast highway conditions.

ICE-8B. Promote the establishment and maintenance of mutual aid agreements among local governments to protect the population.

32. ICE-8C. The Miami-Dade County Department of Regulatory and Economic Resources Planning and Zoning and the Office of Emergency Management shall facilitate the coordination of emergency planning issues by increasing interaction.

ICE-8D. Encourage local, regional, State and federal agencies and organizations to work together in evaluating the existing criteria for designating places for shelter and reaching consensus. Such criteria should include but not be limited to: locations of

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shelter; structural integrity of shelter; space provided per person; and availability of essential provisions.

33. ICE-8E. Promote the coordination by federal, State, ~~and regional, and local~~ agencies of a public information and awareness program concerning various types of hazards and appropriate response.

Monitoring Program

34. In order to enable the preparation of the periodic ~~Eevaluation and Appraisal Report (EAR) of the comprehensive plan~~ required by Section 163.3191, Florida Statutes (F.S.), the ~~Minimum Ccriteria Rule (Rule 9J-5, Florida Administrative Code [F.A.C.])~~ requires that local comprehensive plans should contain adopted procedures for monitoring and evaluating the implementation of the Plan, and its implementation (Sections 9J-5.005[1][c][5], and 9J-5.005[7], F.A.C. This section outlines the substantive components of Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced in the Intergovernmental Coordination Element.
35. ~~The administrative requirements for monitoring and preparation of the EAR that are outlined in Section 9J-5.005(7), F.A.C. Chapter 163, F.S. are not repeated here. They are outlined only in the Land Use Element to avoid redundancy. The reader is referred to that element for a summary of those procedural requirements. However, procedures to be followed in conducting monitoring activities specific to the Intergovernmental Coordination Element are included herein.~~

An important part of the implementation of the Intergovernmental Coordination Element will be the programs for monitoring of progress and evaluation of accomplishments. These programs are set forth in the following section. The monitoring program will consist of periodic reviews of the measurable objectives. The intervals for these reviews and the assignment of responsibility are described below.

Intervals

The periodic reviews of measurable objectives will occur on these schedules: Biennially and at other appropriate intervals.

Biennially – The following will be measured following each Comprehensive Development Master Plan biennial amendment cycle:

Objective ICE-1

- Number and significance of comments made to and responses received from Miami-Dade municipalities, adjacent counties and adjacent-county adjacent municipalities in conjunction with review of amendments to the Miami-Dade County Comprehensive Development Master Plan and the comprehensive plans of the other entities.
- Use of non-binding dispute resolution process when necessary to resolve disputes.

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- Increased frequency of planning workshops and level of attendance as indication of usefulness.
- Increased frequency of joint meetings of technical committees of the Metropolitan Planning Organizations of Miami-Dade, Broward, and Palm Beach counties to deal with regional transportation issues.
- Usage of Development of County Impact procedures to coordinate development with inter-jurisdictional impact.

36. **Objective ICE-2.**

- Continued use of areawide and unincorporated area ~~local~~ Level of Service Standards as contained in the Capital Improvements Element of the Comprehensive Development Master Plan ~~until properly amended~~.

37. **Objective ICE-3.**

- Application of guidelines in review of municipal annexation requests.
- Usage of formal agreements among the necessary governmental bodies ~~to coordinate planning efforts~~ for effective and efficient delivery of services.
-

38. **Objective ICE-4.**

- Continued participation by County agencies in the Comprehensive Everglades Restoration Plan (CERP) planning and management ~~studies and coordinating committees~~ review teams consisting of interagency from three levels of government, local, state and federal.
- Continued participation by County agencies in development of water supply plans as periodically developed by the South Florida Water Management District.

39. **Objective ICE-5.**

- Continued participation by County agencies in the development and implementation of regional plans and programs.
- Continued support by the County of cooperative initiatives for regional planning needs through membership on regional resource committees.
- Continued participation in the development, implementation and evaluation of climate change initiatives and goals.

40. **Objective ICE-6.**

- Increased participation by County agencies in the planning for new disposal sites for dredged spoils and in the processes for dispute resolution.

Objective ICE-7.

- Continued partaking by County agencies in the economic development planning efforts of State and regional agencies.

Objective ICE-8.

- Continued participation by County agencies in regional planning meetings that address emergency management issues.

41. **Other Appropriate Intervals** - The following will be evaluated at a suitable interval, but not

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less than biennially:

- Executed interlocal agreements for municipal servicing of unincorporated enclave areas. (Objective ICE-3)
- Funding of joint Miami-Dade/Monroe County Management Plan for Card Sound portion of Biscayne Bay Aquatic Preserve. (Objective ICE-4)
- County requests for South Florida Regional Planning Council to coordinate planning for intra-regional issues. (Objective ICE-5)
- Status of off-site improvements completed pursuant to executed Campus Development Agreements. (Objective ICE-1)

42. **Responsibility**

~~The Department of Planning and Zoning will be responsible for preparing monitoring reports that are to be made biennially, at other appropriate times and for the seven-year Evaluation and Appraisal Report.~~

**APPLICATION NO. 9
CAPITAL IMPROVEMENTS ELEMENT**

**APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, Suite 1210
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Department Director
Department of Regulatory and Economic Resources
111 NW 1 Street, 29th Floor
Miami, Florida 33128-1972

By:  October 31, 2012
Jack Osterholt, Deputy Mayor/Department Director

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Capital Improvements Element on pages IX-1 through IX-94 in the "Adopted Components of the Comprehensive Development Master Plan" dated October 19, 2011, as amended, as follows on the following pages.* This Application proposes amendments to the entire Capital Improvements Element, which consists of an Introduction, a set of Capital Improvements Element Goals, Objectives, and Policies, and Monitoring Program. Additionally, a summary of all proposed changes by reference paragraph is included in Section 4 (Reasons for Changes).

The above presents the cover of the application as filed and included in the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated March 27, 2013, where the above referenced Section 4 can be found. Thereafter beginning on page IX-1 is a presentation of the application as ultimately adopted by the Board of County Commissioners at the October 2, 2013 public hearing as discussed in the Introduction and Summary of Actions sections to this report on pages i and iii, respectively. As presented herein, underlined words are additions to and words with ~~strikethrough~~ are deletions from the Element text. All other words exist in the Element and remain unchanged.

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CAPITAL IMPROVEMENTS ELEMENT

Introduction

1. Probably one of the most significant and far reaching provisions of the Local Government Comprehensive Planning and Land Development Regulation Act is the requirement that all local comprehensive plans contain a capital improvements element (CIE). The intent is to ensure make such plans "fiscally feasible." ~~That is, that~~ a community or governmental jurisdiction ~~must precisely~~ identify the public infrastructure and other facilities which projected growth requires, at given levels of service, ~~and must clearly demonstrate the ability to fund these investments.~~ Not only must new growth be considered, but efforts must be directed at correcting existing deficiencies.
2. Recognizing that there are major shortcomings in public facilities and services throughout the State of Florida, the new planning legislation adopted what is known as the "concurrency" principle. That is, as growth occurs, the facilities must be provided, thus assuring that the infrastructure situation will not deteriorate further. For those local governments having capital improvements programs, the capital improvements element will likely be more narrow in scope, since the functional areas covered are selective. Only the following ~~are required~~ items are concurrency public facility and services:
 - Transportation facilities
 - Sewerage
 - Water
 - Drainage/aquifer recharge
 - Solid waste disposal
 - Recreation/open space
 - Coastal management
 - Conservation
 - Educational/public school facilities

Notable for their absence are police, fire, health and criminal justice facilities, although infrastructure needs of health facilities are supposed to be considered.

The CIE should give attention to the total fiscal capability of the local governmental body to which it is applicable. This includes analysis of public expenditures, revenues, taxes and other funding sources, financial management, and capital programming and budgeting. Goals, objectives and policies related to these areas must be spelled out.

3. Since Miami-Dade County has a large and sophisticated Capital Budget and Multi-Year Capital Plan, it is not necessary for the CIE to contain detailed financial analysis. The capital improvements contained in the CIE are a subset of the County's Capital Plan and the financial analysis contained therein is incorporated by reference in the CIE. Capital improvements associated with the construction of primary state highways, the turnpike and expressways are not addressed in the County's Capital Budget and Multi-Year Capital Plan but rather are the responsibility of the Florida Department of Transportation and the Miami-Dade Expressway Authority. To address the financial feasibility of non-county roadways that are needed to meet LOS requirements, the most recent adopted Transportation Improvement Program for Fiscal

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Years 20103/20144 to 20149/20159 (TIP) of the Metropolitan Planning Organization for the Miami Urbanized Area (MPO), specifically the sections on Primary State Highways, Turnpike Enterprise and Miami-Dade Expressway Authority, ~~will be~~ are incorporated by reference into the CIE. Capital improvements associated with the construction of educational facilities are not addressed in the County's Capital Budget and Multi-Year Capital Plan but rather are the responsibility of the Miami-Dade County Public Schools. To address financial feasibility associated with school concurrency, the Miami-Dade County Public School Facilities Work Program for educational facilities ~~will be~~ is incorporated by reference into the CIE.

The *Adopted Components* of the CIE include the goal, objectives and policies, the level of service (LOS) standards, and the 6-Year Schedule of Improvements. Also, the requirements and suggestions for monitoring and evaluation are discussed.

GOAL

MIAMI-DADE COUNTY SHALL PLAN FOR AND MANAGE IN A FISCALLY PRUDENT MANNER, ITS FACILITIES AND INFRASTRUCTURE IN ORDER TO ADEQUATELY SERVE CURRENT AND NEW RESIDENTS WHILE EFFICIENTLY USING AND MAINTAINING EXISTING PUBLIC INVESTMENTS, AND MAKING TIMELY PROVISION OF REQUIRED NEW CAPITAL INVESTMENT.

Objective CIE-1

The CIE shall provide for necessary replacement of existing facilities, upgrading of facilities when necessary to maintain adopted level of service (LOS) standards, and for new facility investments which are needed and affordable in the future.

Policies

- CIE-1A. Only capital expenditures, which address capacity or quality of life needs identified in the Comprehensive Development Master Plan (CDMP) and in excess of \$50,000, are included in the Six-Year Schedule of Improvements of this Element.
- CIE-1B. The Six-Year Schedule of Improvements shall contain a mix of capital expenditures which includes at least one-third allocated to upgrading and replacement and the remainder to new facilities which meet existing deficiencies or serve future needs.
- CIE-1C. The County will continue to adopt an annual capital budget which contains the projects from the Six-Year Schedule of Improvements for the corresponding year.
- CIE-1D. Miami-Dade County will manage its long-term general obligation debt in such a manner that the ratio of the debt service millage to the Countywide millage does not exceed 20 percent and the ratio of the outstanding capital indebtedness to the taxable property base does not exceed 2.5 percent.
- CIE-1E. In planning for and implementing its infrastructure investments, Miami-Dade

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County will give explicit recognition to the requirements of new or expanded public educational and health facilities.

CIE-1F. County departments that have responsibilities for providing concurrency related capital improvements should continually seek to expand the funding sources which may be available to meet those requirements.

4. CIE-1G. The Miami-Dade County Public Schools and Miami-Dade County have the responsibility for providing school concurrency related capital improvements and should continually seek to expand the funding sources available to meet those requirements.

CIE-1H. The Miami-Dade County Public Schools Facilities Work Program will be evaluated on an annual basis to ensure that the level of service standards will continue to be achieved and maintained throughout the planning period.

5. **Objective CIE-2**

Development in coastal high hazard ~~coastal~~ areas will be retained at permitted levels, as of July 1, 1989.

Policies

6. CIE-2A. Public funds will not be used to subsidize increased overall density or intensity of urban development in coastal high hazard ~~coastal~~ areas. However, public beach, shoreline access, resource restoration, port facilities or similar projects may be constructed.

7. CIE-2B. Replacement of infrastructure in coastal high hazard ~~coastal~~ areas will be at or below existing service capacity except where such replacement will improve hurricane evacuation time, mitigate storm damage, or meet regulatory requirements.

CIE-2C. The Coastal High Hazard Area (CHHA) is defined as areas seaward of the elevation of the category 1 storm surge line, as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Objective CIE-3

CDMP land use decisions will be made in the context of available fiscal resources such that scheduling and providing capital facilities for new development will not degrade adopted service levels.

Policies

CIE-3A. The capital facilities and infrastructure implications of land use and development plans and implementation will be analyzed and set forth with attention to the

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following:

1. Safety improvements and elimination of hazard.
2. Providing the necessary capacity to maintain and/or improve levels of service and quality of life in areas designated for redevelopment, infill development, and/or higher residential densities in accordance with transit oriented development plans, smart growth initiatives, and other strategies to accommodate population growth in existing communities,
3. Elimination of below-standard conditions and capacity deficits,
4. Demonstrated linkage between projected growth and facility service area,
5. Financial feasibility, including operating costs,
6. Coordination with the capital programming of other public agencies,
7. Contractual and/or mandated obligations.

CIE-3B. Service and facility impacts of new development must be identified and quantified so that sufficient public facilities will be planned and programmed to be available when needed. All development orders authorizing new, or significant expansion of existing urban land uses, shall be contingent upon the provision of services at levels which meet or exceed the adopted LOS standards except as otherwise provided in the "Concurrency Management Program" section of the CIE.

CIE-3C. The 6-Year Schedule of Improvements will incorporate the identified capital investments from each functional element and will be based on the following level of service standards:

Potable Water Supply

8.
 1. The regional treatment system shall operate with a rated maximum daily capacity no less than 2 percent above the maximum day flow for the preceding year, and an average daily capacity 2 percent above the average daily per capita system demand for the preceding 5 years. The maximum daily flow shall be determined by calculating the average of the highest five single day flows for the previous 12 months.
9.
 2. Water shall be delivered to users at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi. Unless otherwise approved by the Miami-Dade Fire Rescue Department, minimum fire flow, based on the land use served, shall be maintained as follows:

<u>Land Use</u>	<u>Min. Fire Flow (gpm)</u>
Single Family Residential Estate	500
Single Family and Duplex; Residential on minimum lots of 7,500 sf	750
Multi-family Residential; Semiprofessional Offices	1,500

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Hospitals; Schools	2,000
Business and Industry	3,000

3. Water quality shall meet all federal, state, and County primary standards for potable water.
4. Countywide storage capacity for finished water shall equal no less than 15 percent of the Countywide average daily demand.

Sanitary Sewer

- a) Regional wastewater treatment plants shall operate with physical capacity no less than the annual average daily sewage flow.
- b) Effluent discharged from wastewater treatment plants shall meet all federal, state, and County standards.
- c) The system shall maintain the capacity to collect and dispose of 102 percent of average daily sewage system demand for the preceding 5 years.

Solid Waste

The County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, shall, for a minimum of five (5) years, collectively maintain a solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long-term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated non-committed waste flows.

Traffic Circulation

10. The minimum acceptable peak period¹ operating level of service (LOS)² for all State and County roads in Miami-Dade County outside of the Urban Development Boundary (UDB) identified in the Land Use Element shall be ~~LOS D-C on State minor arterials and LOS C on all other State roads and on all County roads.~~ The minimum acceptable peak-period LOS for all State and County roads inside the UDB shall be the following:

¹ Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.

² NOTE: LOS will be measured based on the latest edition of the Highway Capacity Manual.

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11.
 1. Within the Urban Infill Area (UIA)³
 - (a) Where no public mass transit service exists, roadways shall operate at or above LOS E;
 - (b) Where mass transit service having headways of 20 minutes or less is provided within 1/2 mile distance, roadways shall operate at no greater than 120 percent of their capacity;
 - (c) Where extraordinary transit service such as rapid transit (e.g., commuter rail, Metrorail and pPeople mMover), or express premium bus systems service exists, parallel roadways within 1/2 mile shall operate at no greater than 150 percent of their capacity.
12.
 2. Between the UIA and the UDB:
 - (a) Roadways shall operate at no worse than LOS D (90 percent of their capacity) except that State urban minor arterials (SUMAs) may operate at LOS E (100 percent of their capacity);
 - (b) Where public mass transit service exists having headways of 20 minutes or less within 1/2 mile distance, roadways shall operate at or above LOS E;
 - (c) Where extraordinary transit service such as rapid transit (e.g., commuter rail, Metrorail and pPeople mMover), or express premium bus service systems exists, parallel roadways within 1/2 mile shall operate at no greater than 120 percent of roadway capacity.
13.
 3. Notwithstanding the foregoing, ~~as required by s.163.3180 (10), F.S., the following standards, established by rule by the Florida Department of Transportation (FDOT), are adopted by Miami-Dade County as its minimum LOS Standards for Florida Intrastate Highway System (FIHS) roadways Strategic Intermodal System (SIS) highway corridors in Miami-Dade County:~~
 - (a) Outside the UDB:
 - (1) Limited access State highways shall operate at LOS ~~B~~ C or better;
 - (2) Controlled access state highways shall operate at LOS C or better ~~for two-lane facilities and LOS B or better for four or more lane facilities; and~~
 - (3) Constrained⁴ or backlogged⁵ limited and controlled access State highways operating below LOS ~~B~~ C, must be managed to not cause significant degradation.⁶

³ UIA is defined 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.~~

⁴ Constrained ~~FIHS~~ SIS facilities are roadways that FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints.

⁵ Backlogged ~~FIHS~~ SIS facilities are roadways operating below the minimum LOS standards, not constrained and not, programmed for addition of lanes in the first three years of FDOTs adopted work program or the five-year CIE.

(b) Inside the UDB

- (1) Limited Access State highways shall operate at LOS D or better, except where exclusive through lanes exist roadways may operate at LOS E.
- (2) Controlled access highways shall operate at LOS D or better, except where such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's), roadways may operate at LOS E.
- (3) Constrained or backlogged limited and controlled access State Highways operating below the foregoing referenced minimum LOS standards must be managed to not cause significant deterioration.

Mass Transit

14. The minimum peak-hour mass transit level of service shall be that all areas within the Urban Development Boundary of the Land Use Plan (LUP) map which have a combined resident and work force population of more than 10,000 persons per square mile shall be provided with public transit service having 30-minute headways and an average route spacing of one mile provided that:
1. The average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 per square mile. The corridor is 0.5 miles on either side of any necessary new routes or route extensions to the area of expansion;
 2. It is estimated that there is sufficient demand to warrant service;
 3. The service is economically feasible; and
 4. The expansion of transit service into new areas is not provided at a detriment to existing or planned services in higher density areas with greater need.

Park and Recreation

Miami-Dade County's minimum level of service standard for the provision of recreational open space shall be the following: i.) 2.75 acres of local recreation space per 1,000 permanent residents in unincorporated areas; ii.) A County-provided, or an annexed or incorporated, local recreation open space of 5 acres or larger must exist within a 3-mile distance from the residential development; iii.) The acreage/population measure of the Level of Service Standard will be calculated for each Park Benefit District (PBD); iv.) For purposes of issuing

⁶ For roadways outside the UDB significant degradation means: an average annual daily traffic increase in two-way traffic volume of 5 percent or a 5 percent reduction in operating speed for the peak direction in the 100th highest hour of 5 percent. For roadways inside the UDB roadways parallel to exclusive transit facilities or roadways in transportation concurrency management areas, significant degradation means an average annual daily traffic increase in two-way traffic volume of 10 percent, or a 10 percent reduction in operating speed for the peak direction in the 100th highest hour.

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residential development orders, the minimum LOS standard does not apply to rural and agricultural residences outside the Urban Development Boundary (UDB); and; (v.) For purposes of issuing development orders, a PBD is considered below standard if the projected deficiency is greater than five acres. This does not relieve applicants for development orders of applicable requirements for contributions of impact fees.

15.

Drainage

The Stormwater Management (Drainage) Level of Service (LOS) Standards for Miami-Dade County contains both a Flood Protection (FPLOS) and Water Quality (WQLOS) component. The minimum acceptable Flood Protection Level of Service (FPLOS) standards for Miami-Dade County shall be protection from the degree of flooding that would result for a duration of one day from a ten-year storm, with exceptions in previously developed canal basins as provided below, where additional development to this base standard would pose a risk to existing development. All structures shall be constructed at, or above, the minimum floor elevation specified in the federal Flood Insurance Rate Maps for Miami-Dade County, or as specified in chapter 11-C of the Miami-Dade County Code, whichever is higher.

1. Basin-specific FPLOS standards shall be established through the adoption of a Stormwater Master Plan to be approved by the Miami-Dade County Board of County Commissions and the South Florida Water Management District. Until the approval of basin-specific FPLOS standards through this coordinated process, the following additional exceptions shall apply:
 - a) Wherever Miami-Dade County has adopted cut and fill criteria pursuant to Chapter 24-48.3(6) of the County Code (~~December 4, 1995~~ November 30, 2004) including fill encroachment limitations necessary to prevent unsafe flood stages in special drainage basins, the minimum applicable FPLOS standard shall be the degree of protection provided by the applicable cut and fill criteria;
 - b) Where cut and fill criteria have not been established north of S.W. 152 Street inside the Urban Development Boundary (UDB), the minimum acceptable FPLOS standard shall be protection from the degree of flooding that would result for a duration of one day from a ten-year storm;
 - c) Exceptions may be granted on a case-by-case basis east of Levee-31 N, where physical characteristics of sites do not allow the ten-year one-day floodwater to be retained on site; and
 - d) West of Levee-31 N, there shall be no off-site drainage, all septic tank drainfields shall be elevated above the hundred-year flood elevation, and the extent of land filling shall be minimized as provided in applicable provisions of the Miami-Dade County East Everglades Zoning Overlay Ordinance. The County shall review these criteria when the water management facilities programmed in the N.E. Shark River Slough

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General Design Memorandum and the C-111 General Reconnaissance Review are fully operational.

16. 2. The Stormwater Management Water Quality Level of Service (WQLOS) component of the standard shall be met when the annual ~~average~~ geometric mean for each of the following twelve priority NPDES pollutants does not exceed the following target criteria for each of those pollutants within a canal basin, or sub-basin, as determined in accordance with procedures established by Miami-Dade County DERM:

<u>Pollutant</u>	<u>Target Criterion</u>
Biological Oxygen Demand (BOD)	9 mg/l
Chemical Oxygen Demand (COD)	65 mg/l
Total Suspended Solids (TSS)	40 mg/l
Total Dissolved Solids (TDS)	1,000 mg/l
Total <u>Kjeldahl Nitrogen</u> (Ammonia-Nitrogen and Organic N Nitrogen)	1.5 mg/l
Total Nitrate (NO ₃ -N)	0.68 mg/l
Total Phosphate (TPO ₄)	0.33 mg/l
Dissolved Phosphate (D POPO ₄)	Not Available
Cadmium (Cd)	0.0023 mg/l
Copper (Cu)	0.0258 mg/l
Lead (Pb)	0.0102 mg/l
Zinc (Zn)	0.231 mg/l

3. Applicants seeking development orders in canal basins, or sub-basins, that do not meet either the FPLOS or the WQLOS shall be required to conform to Best Management Practices (BMPs) as provided by Miami-Dade County Code. Owners of commercial or industrial properties where BMPs are required, shall, at a minimum, demonstrate that their on-site stormwater system is inspected two times per year and maintained and cleaned as required. Private residential developments in areas where BMPs are required shall demonstrate that their on-site stormwater systems are inspected two times per year and maintained and cleaned as required.

Public Schools

The County shall coordinate new residential development with the future availability of public school facilities⁷ consistent with the adopted level of service

⁷ Level of Service standards for public school facilities apply to those traditional educational facilities, owned and operated by the Miami-Dade County Public Schools, that are required to serve the residential development within their established Concurrency Service Area. Levels of Service standards do not apply to charter schools. However the actual enrollment (October Full Time Equivalent (FTE)) of both charter and magnet schools as a percentage of the total district enrollment will be credited against the impact of development.

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standards for public school concurrency, to ensure the inclusion of those projects necessary to address existing deficiencies in the 5-year schedule of capital improvements, and meet future needs based upon achieving and maintaining the adopted level of service standards throughout the planning period.

17. ~~Beginning January 1, 2008, the~~ The adopted level of service (LOS) standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) Capacity (With Relocatable Classrooms). This LOS standard, except for Magnet Schools, shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by the Miami-Dade County Public Schools.

The adopted LOS standard for Magnet Schools is 100% of FISH (With Relocatable Classrooms), which shall be calculated on a districtwide basis.

18.

Objective CIE-4

Planning for further development will be done such that the level of service standards for those services listed in the CIE will be upgraded and maintained at adopted levels by vigorously pursuing adequate fiscal resources.

Policies

19. CIE-4A. Appropriate funding mechanisms will be adopted and applied by Miami-Dade County and the Miami-Dade County Public Schools in order to assure the fiscal resources to maintain acceptable levels of service. Such funding mechanisms may include special taxing districts, municipal taxing service units, local option taxes, user fees, local gas tax, general obligation bonds, impact fees, special purpose authorities, and others as appropriate and feasible.
- CIE-4B. Particular attention will be given to the timely and full assessment of increased land and other property values resulting from public infrastructure investment, particularly where such land lies within the Urban Infill Area.
20. CIE-4C. Highway and transit planning activities of the County and the Metropolitan Planning Organization (MPO) of Miami-Dade County will give highest priority to the funding of necessary capacity improvements to roadways and transit services that would help to relieve congestion on ~~Florida Intrastate Highway~~ Strategic Intermodal System (SIS) (FHS) facilities as defined in Section ~~338.004~~ 339.61, F.S., which are operating below their CDMP-adopted LOS standard.
- CIE-4D. Where opportunities exist, consideration should be given to the application of unit charges for the use of public facilities especially what is known as "peak load

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pricing."

Objective CIE-5

Development approvals will strictly adhere to all adopted growth management and land development regulations and will include specific reference to the means by which public facilities and infrastructure will be provided.

Policies

- CIE-5A. It is intended that previously approved development be properly served prior to new development approvals under the provisions of this Plan. First priority will be to serve the area within the Urban Infill Area and Transportation Concurrency Exception Areas. Second priority shall be given to serve the area between the Urban Infill Area and the Urban Development Boundary of the Land Use Plan (LUP) map. ~~Second priority shall be given to serve the area within the Urban Development Boundary.~~ Second And third priority for investments for services and facilities shall support the staged development of the Urban Expansion Area (UEA). Urban services and facilities which support or encourage urban development in Agriculture and Open Land areas shall be avoided, except for those improvements necessary to protect public health and safety and which service highly localized needs. Areas designated Environmental Protection shall be particularly avoided.
- CIE-5B. Provision of infrastructure subject to LOS standards will be done through a process which integrates the CDMP, departmental and Miami-Dade County Public Schools functional plans, capital improvements programming, budgeting and financial planning.
- CIE-5C. It is the policy of Miami-Dade County that the distribution of potable water from the proposed reverse osmosis water treatment plant located in proximity to the area encompassing Application No. 5 in the April 2005-2006 CDMP Cycle [area bounded by NW 154 Street on the south, NW 97 Avenue on the east, and the Homestead Extension of the Florida Turnpike (HEFT) on the northwest], using the Floridan Aquifer as its source, shall be dedicated first to satisfying the total potable water demand from development of the site of Application No. 5. In no event shall a Certificate of Occupancy (CO) for development in the area encompassed by Application No. 5 be issued until it is served by the proposed reverse osmosis water treatment plant or by another water supply source authorized under the County's Consumptive Use Permit from the South Florida Water Management District or as otherwise agreed upon with the District and incorporated into the County's CIE Schedules of Improvements.
- CIE-5D. Appropriate mechanisms will be developed by Miami-Dade County in order to assure that adequate water supplies are available to all water users of the Miami-Dade County Water and Sewer Department. Furthermore, the Miami-Dade Water and Sewer Department shall be responsible for monitoring the availability of water supplies for all water users of the Miami-Dade County Water and Sewer

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Department and for implementing a system that links water supplies to the permitting of new development.

Programs to Implement

Existing Programs

The following text, which is adopted as County policy, describes a number of existing programs and mechanisms regarding the provision of public facilities, the fiscal planning process, and the concurrency management program. Miami-Dade County has a number of programs and mechanisms in place which are effective in furthering the goals and objectives of the CIE. These are:

Comprehensive Development Master Plan. The goals, objectives and policies of the CDMP are collectively aimed at encouraging the provision of public facilities of sufficient quality and quantity to meet existing needs and future expansion. In addition, the Urban Development Boundary and the Population Distribution Map have major influence on the timing and location of public facilities and services.

Departmental Plans and Levels of Service. The County Departments having responsibility for the functional areas considered in this CIE usually have some type of formalized plan which they follow. However, the degree of formality, the scope of the plan, its time horizon and many other details vary among the operating agencies. Even so, the current practices ensure that the public facilities situation doesn't deteriorate to a state of dire inadequacy although in some cases bare minimums are being provided. CDMP policies affecting infrastructure provision must be adhered to and the population projections contained therein are to be utilized in capital planning.

Development Impact Committee. The Development Impact Committee (DIC) as mandated by ordinance shall: "Review all developments of County impact and prepare impact statements and recommend, where applicable, whether, and the extent to which:

1. The development, as proposed, will efficiently use or unduly burden water, sewer, solid waste disposal, education, recreation, or other necessary public facilities which have been constructed or planned and budgeted for construction in the area.
2. The development as proposed, will efficiently use or unduly burden or affect public transportation facilities including mass transit, public streets, roads and highways which have been planned and budgeted for construction in the area, and if the development is or will be accessible by private or public roads, streets or highways."

Thus, the DIC, at least for projects, which meet the required thresholds, is attempting to insure that adequate public infrastructure and services are available, or will be provided, before recommending development approval. Frequently, land dedications, cash contribution, or both are accepted from developers who are desirous of a favorable recommendation.

Capital Improvements Program. Since FY 1989/90, Miami-Dade County has produced an

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annual capital budget. FY 1989/90 is the first year of a six-year capital plan. The capital budget is adopted by the Board of County Commissioners each year along with the annual operating budget. Prior to that time, the County's Six-Year Capital Improvements Program was an informational document for the most part. Although the first year served as a guide to capital programming, it was not adopted as a capital budget. The information provided was useful in determining capital program priorities for the next fiscal year, potential future year priorities, and subsequent funding commitments necessary to begin, continue, or complete related projects.

However, since the document was not formally adopted as part of the budgetary process, it was unreliable as an indicator of what really was occurring in capital investment. Frequent changes were routine and a department's actual capital program might have had little resemblance to what was shown in the program.

21. In contrast, the current Multi-Year Capital Plan (MYCP) is prepared pursuant to Chapter. 163 F.S. and the Miami-Dade County Code. It is a true capital budget and program. It is systematically and carefully prepared by the Office of ~~Strategic Business~~ Management and Budget from information submitted by the operating departments as part of the formal budget process. The technical quality and reliability of the document are high and have improved each year.

The MYCP outlines expenditures and revenue schedules for current and new capital projects necessary to maintain, improve and expand public facilities and infrastructure to meet service needs of residents and visitors to Miami-Dade County. Capital reserves, debt service payments and capital purchases found in the operating budget (including mobile equipment, light and heavy equipment, computer hardware and electronic equipment) are not included in this MYCP.

The MYCP is divided into nine program areas: Policy Formulation, Public Safety, Transportation, Recreation and Culture, Neighborhood and Incorporated Area Municipal Services, Health and Human Services, Economic Development, and two groups of enabling strategies: Budget and Finance, and Government Operations. The specific information needed to prepare the CIE is a subset of this more inclusive information base and relevant details are extracted and incorporated into the CIE. This assures close correspondence between the CIE and the MYCP.

The CIE concentrates on projects which are capacity enhancing or help to fulfill some stated policy from one of the CDMP's functional elements. The MYCP is more inclusive and lists major capital expenditures irrespective of their relationship to capacity.

Subdivision and Other Regulations. The Miami-Dade County Code imposes certain developmental requirements before land is platted. These relate to the provision of water and sewer facilities, local streets, sidewalks, drainage, and open space. Before use permits or certificates of occupancy can be issued Section 33-275 of the Miami-Dade County Code requires that adequate water, sewage and waste disposal facilities be provided.

Shoreline Review. The Shoreline Development Review Ordinance was adopted in 1985 and

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prescribes minimum standards for setbacks, visual corridors and, with its accompanying resolutions, sets out a flexible review process through which architectural interest, building orientation, landscaping, shoreline use compatibility, access, and other design related elements can be negotiated with the developers and enforced by the local governing jurisdiction.

Area Plan Report

22. ~~During the last few years~~ Since 1998, Area Plan Reports have emerged as a preferred planning technique for community visioning and helping to find answers to fundamental planning questions. Included is the identification of local capital improvements and suggestions as to how they could be provided.
23. An Area Plan Report is a practical planning technique, which blends public participation, detailed planning, and the development of implementation tools. Its principal focus is the creation of planning products (instead of processes), hence its popularity as a tool for physical planning. Public participation is indispensable for a successful Area Plan Report. The overriding objective is the creation of a detailed plan, which resolves areas of concern identified in the Area Plan Report study area; often these concerns involve capital improvements such as roads, sewers, sidewalks, parks and other community improvements. The ~~Department of Planning and Zoning Divisions~~ of the Department of Regulatory and Economic Resources (DRER) implements the Area Plan Report process as a collective planning effort that develops a small area plan which incorporates the priorities of a community.

Beyond these existing procedures and processes, the CIE is obviously a key component in growth management and development planning. It provides the broad basis for meeting the public facilities needs of the existing and projected population of the area. However, unless it is being implemented, the CIE would quickly lose its effectiveness.

24. The central requirement for adequate implementation is close coordination among several agencies and departments in the County government. The following are involved: the Office of ~~Strategic Business Management and Budget~~, ~~Department of Planning and Zoning Divisions of DRER~~, Finance Department, and operating departments. It is likely that the ~~recently established Office of Capital Improvements~~ Division of the Internal Services Department will become involved as time goes on. This office is charged with the implementation of projects contained in the \$2.9 Billion General Obligation Bond Program.

The purpose is to achieve the following:

1. The overall financial management of Miami-Dade County and comprehensive planning should be closely coordinated.
2. Both capital and operating costs and existing and potential revenue sources need to be considered for both intermediate and long run.
3. Planning guidelines and key indicators (such as population projections) must be utilized by operational agencies which in turn provide relevant input to the preparation of the CIE.
4. Close agreement must be obtained from all participants in the development process concerning service standards and how their attainment is to be

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measured.

To a large extent, the existing process and procedures achieve these ends. However, demonstrated need exists for even more complete interconnection between the CDMP and the operating and capital budgets of the key County departments.

Concurrency Management Program

An essential requirement of the State's local government comprehensive planning law has been termed the service "concurrency" requirement. Paraphrasing Section 163.3202, *Florida Statutes*, each county and municipality must amend its development regulations to incorporate specific and detailed provisions which shall provide that public facilities and services meet or exceed the LOS standards established in the Plan's Capital Improvements Element and are available when needed for the development, or that the development orders or permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development. The term "development order" is defined in Chapter 163.3164, F.S., to include any zoning action, subdivision approval, certification, permit, or any other official action of local government having the effect of permitting the development of land. Miami-Dade County agencies and boards typically issue many different types of such development orders. These include zoning district boundary changes, variances, unusual use, and site plan approvals; environmental permits and certifications; tentative and final subdivision plat approvals; building permits, and certificates of use and occupancy (COs). At progressive stages in the development planning and approval process, concurrency determinations can be made with greater certainty.

25. In order to effectuate the service concurrency requirements contemplated by Chapter 163, F.S., Miami-Dade County ~~shall~~ enacted, by ordinance, a concurrency management program which accomplishes the statutory requirements. Administration of the required program necessarily involves the establishment of methods and capabilities to monitor outstanding development commitments and the service demands posed by those commitments, plus the existing, programmed and projected capacities of all pertinent urban service facilities or systems.
26. In its concurrency management program, Miami-Dade County ~~shall~~ makes appropriate concurrency determinations in conjunction with the following development approval activities: 1) at the time of zoning actions, site plan approvals and subdivision approvals; 2) prior to the issuance of building permits; and 3) prior to the issuance of certificates of use and occupancy. Consideration will be given to effective measures which may be employed to mitigate traditional service impacts of developments. In general, no zoning action authorizing a new use or the expansion of an existing use and no subdivision plat or site plan shall be approved unless the facilities necessary to maintain level of service standards exist or are projected to exist when necessary to serve the development. Except [for] public schools facilities, zoning approvals shall be based on inclusion of necessary facilities in the applicable service Element of the Comprehensive Development Master Plan, in the adopted Capital Improvements Element of the CDMP, or in the plan or work program of the State agency having functional responsibility for provision of the facilities. Such findings shall be included in staff recommendations to the Board of County Commissioners, Community Zoning Appeals Board (CZAB), or other applicable board or agency. If the foregoing plans and programs indicate a low probability that concurrency will be met, but the necessary facilities are technically feasible, such rezoning

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action should be preceded by a CDMP amendment to add the necessary facilities. Alternatively, such zoning may be approved if the applicant executes a written agreement to provide the necessary facilities on a timely basis. Consistent with Education Element Policy EDU-1F and the provisions in the Interlocal Agreement for Public School Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, a Schools Planning Level Review will be conducted for zoning actions containing residential units, but such reviews will not constitute a public school concurrency review. As described below, a principal concurrency determination for adequate public school facilities will be made prior to consideration of intermediate development order, including final subdivision plats or site plan approval, or the functional equivalent. All such development approvals prior to the "Principal Concurrency Determination" will contain a notice reserving the right of the County to make its principal concurrency determination prior to issuance of building permits.

An affirmative principal concurrency determination will be required before a prospective developer can obtain a subsequent development order. It is intended that at least one principal determination be made at an early stage in the development planning process prior to the point at which major expenses are incurred in reliance on development approval. Principal concurrency determinations will be made prior to the approval of subdivision plats or, in instances where plat approvals are not required or have predated the effective date of the concurrency requirement, a principal concurrency determination will be made at the building permit stage. A principal concurrency determination made at final plat approval will serve as the determination for requested building permits where said permits are issued within two years after the date of final plat approval. Where the applicant demonstrates that development has commenced on a timely basis and is continuing in good faith, this period may be extended but in no case shall this period exceed five years after final plat approval. Administrative procedures for demonstrating that development has commenced on a timely basis and is continuing in good faith shall be established in the County's land development regulations.

1. Except as provided in paragraphs 3, 4, 5, 6 and 7 below, in no instance shall a building permit be issued authorizing construction of a new building or expansion of an existing building unless the facilities necessary to maintain LOS standards are existing and available or are assured to be existing and available within the following timeframes relative to the date of issuance of a certificate of use and occupancy (CO):
 - a) Necessary water, sewer, solid waste and drainage facilities must be in place and available at the time of issuance of a CO;
27.
 - b) Necessary parkland must be acquired or dedicated, or funds in the developer's fair share must be committed prior to the issuance of a CO if the development is located within the Urban Development Boundary (UDB)⁸; and
 - c) Necessary transportation facilities must be contracted for construction no later than 36 months after issuance of a CO if the development is located within the UDB, and no later than the date of issuance of a CO if the development is located outside the UDB.

⁸ The Urban Development Boundary is ~~presented~~ depicted on the Land Use Plan Map.

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- d) Necessary public school facilities must be in place or under actual construction within three years after issuance of final subdivision or site plan approval, or the functional equivalent.
2. Assurance that the facilities⁹ will be constructed or acquired and available within the timeframes established in foregoing paragraph 1b), 1c) and 1d) shall be provided by the following means:
- a) The necessary facilities are under construction at the time the building permit is issued;
 - b) The necessary facilities and services are the subject of a binding executed contract for the construction of the facilities or the provision of services at the time the building permit is issued;
 - c) The necessary facilities are funded and programmed in year one of the County's adopted capital budget or are programmed in the CIE for construction or acquisition; the necessary facilities shall not be deferred or deleted from the CIE work program or adopted one-year capital budget unless the dependent building permit expires or is rescinded prior to the issuance of a certificate of use and occupancy; the County and Miami-Dade County Public Schools will diligently strive to enter into construction contracts for necessary facilities within said time but shall retain the right to reject unsatisfactory bids; contracts shall provide that construction of the necessary facilities must proceed to completion with no unreasonable delay or interruption;
 - d) The necessary facilities are programmed, in the five-year capital facility plan or work program of the Miami-Dade County Public Schools or State agency having operational responsibility for affected facilities, for construction or acquisition;
- 28.
- e) The necessary facilities and services are guaranteed, in an enforceable development agreement, to be provided by the developer. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Sections 163.3220-3243, Florida Statutes or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; or
 - f) Timely provision of the necessary facilities will be guaranteed by some other means or instrument providing substantially equivalent assurances.
 - g) In all instances where required park land is not dedicated or acquired prior to issuance of a CO, funds in the amount of the developer's fair share shall be committed prior to the issuance of a CO unless the developer has entered into a binding agreement to dedicate an improved park site within the time frame established in foregoing paragraph 1b). Where solid waste disposal facilities to be available for years 3 through 5 pursuant to the adopted LOS standard are not in place and available prior to the issuance of a CO, a commitment for that capacity to be in place and available to accommodate projected demand in

⁹ The term facilities shall mean or shall include land, and the phrase construction of facilities shall mean acquisition of land, when applicable to a CDMP LOS standard.

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those future years shall be made through the means provided in paragraphs 2a) through 2f), above, prior to issuance of a CO.

It is anticipated that after building permits are issued, determinations of concurrency prior to the issuance of COs may simply involve review and verification of compliance with terms of the conditions set forth in foregoing paragraphs 1 and 2.

3. 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 located within the Urban Infill Area¹⁰; or
 - b) The proposed development is located in an existing urban service area¹¹ within the UDB 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 Enterprise Zone established pursuant to Chapter 290, F.S., ~~or in an designated Enterprise Community area established pursuant to Federal law; or in a zoned Community Urban Center as depicted in CIE Figure 2; or~~
- 29.
30.
 - c) The proposed development is one which poses only special part-time demands¹² on the transportation system ~~as defined in pursuant to~~ Section 163.3180(5)(c), Florida Statutes, and is located in an existing urban service area 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 terminal¹³ 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 routes¹⁴; and

¹⁰ Urban Infill Area (UIA) is defined in Traffic Circulation Subelement Policy 1B and is depicted in CIE Figure 1.

¹¹ Existing urban service area means an area inside the UDB which is already built up and where public facilities and service such as sewage treatment systems, roads, schools, and recreation areas are already in place.

¹² A special part-time demand is defined as one that does not have more than 200 scheduled events during any calendar year and does not affect the 100 highest traffic volume hours.

¹³ Metrobus terminals for multiple routes are those non-rail transit centers as mapped in the CDMP Mass Transit Subelement, which contained dedicated parking facilities or significant transit patron structures and amenities.

¹⁴ Planned stations and terminals shall not serve as a basis to grant this concurrency exception if the station, associated rapid transit corridor segment, or terminal is identified in the Transportation Element as "not cost-feasible."

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31. e) The proposed development is a public transit facility. For the purposes of this subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway and rail stations; and airport passenger terminals and concourses, air cargo facilities and hangars for the assembly, manufacture, maintenance, or storage of aircraft. The terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.
32. ef) If the project would result in an increase in peak period traffic volume on an FHS SIS 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 resultant increase in traffic volume does not exceed 2 percent.

Miami-Dade County shall include in its concurrency management program ordinance or administrative rules appropriate criteria and methodologies to implement the exceptions authorized in foregoing paragraphs 3a) through 3e), consistent with requirements of Chapter 163, Part 2, Florida Statutes.

33. 4. A proposed development that conforms to the criteria enumerated in Section 163.3180 ~~(6)~~, F.S., and is located in an existing urban service area within the UDB where an affected transportation facility is operating below its adopted LOS standard is deemed to have a de minimis impact that, alone or in combination with other similar or lesser impacts, will not cause unacceptable degradation of the level of service on affected transportation facilities; however no impact will be a de minimis impact if it would exceed the adopted level of service standard of any affected designated evacuation route, as mapped in the Traffic Circulation Subelement. Miami-Dade County shall include in its concurrency management program ordinance or administrative rules appropriate methodologies for determining and monitoring de minimis impacts consistent with Chapters 163.3180 ~~(6)~~ Florida Statutes, and Chapter 9J-5, Florida Administrative Code and any amendments thereto and successor legislation or rules.
5. A proposed development that is located within the UDB may receive an extension of the 36-month limitation established in foregoing paragraph 1c), and receive transportation concurrency approval on this basis, when all the following factors are shown to exist:
- a) The CDMP is in compliance with State law;
 - b) The proposed development would be consistent with the future land use designation for the specific property and with pertinent portions of the CDMP, as determined by the County;
 - c) The CIE provides for transportation facilities adequate to serve the proposed development, and the County has not implemented that project;
 - d) The landowner shall be assessed a fair share of the cost of providing the

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transportation facilities necessary to serve the proposed development; and

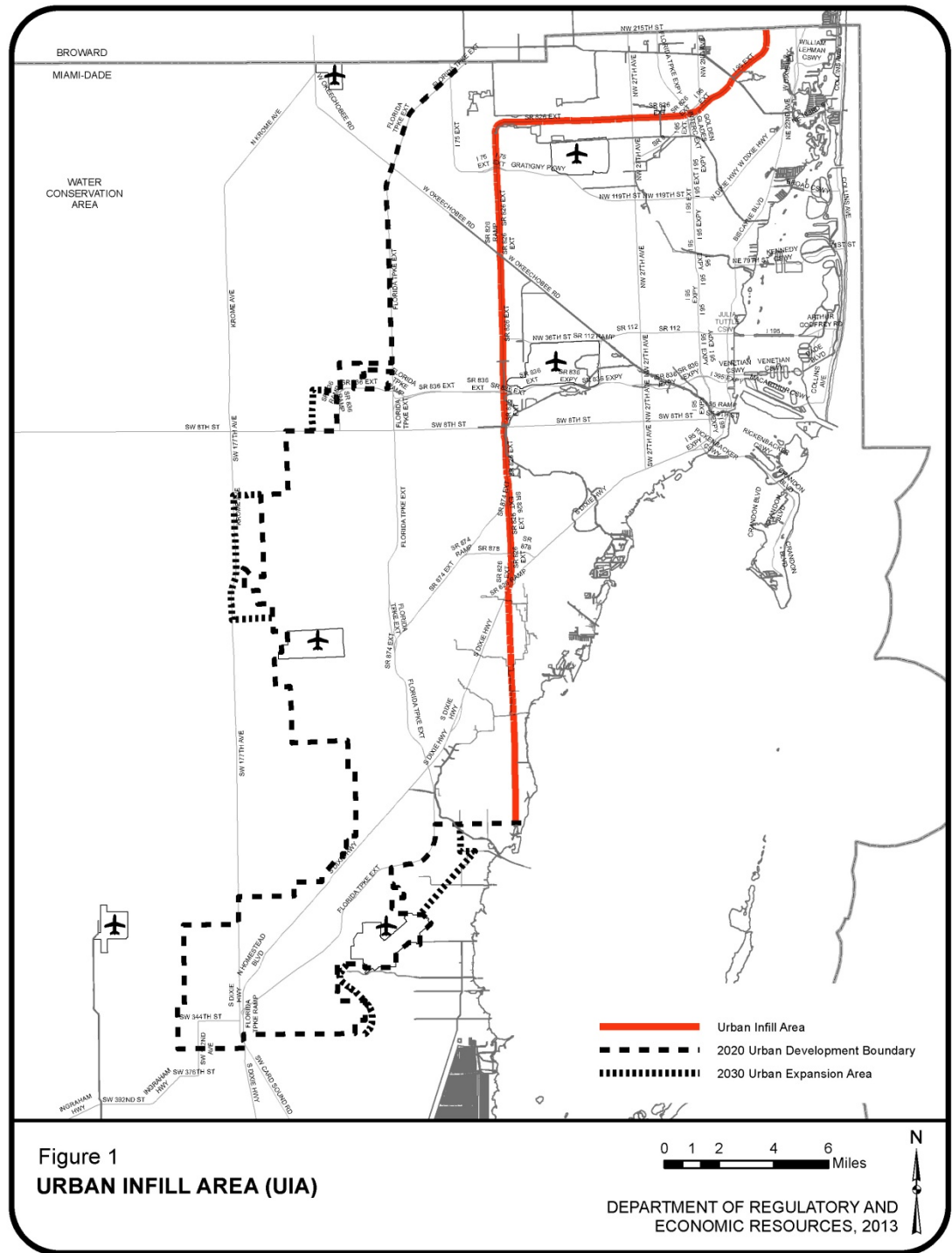
- e) The landowner has made a binding commitment to the County to pay the fair share of the cost of providing the transportation facilities to serve the proposed development. Miami-Dade County shall include in its concurrency management program ordinance or administrative rules appropriate criteria and methodologies to implement this provision.

34. 6. Miami-Dade County shall, by ordinance, include proportionate fair share mitigation methodologies and options in its concurrency management program, consistent with the requirements of Chapter 163, Florida Statutes. The intent of these options is to provide for the mitigation of transportation impacts through mechanisms that might include, but are not limited to, private funds, public funds, contributions of land, and the construction or contribution of facilities. Transportation facilities or segments identified for improvement through the use of proportionate fair share mitigation options must be included in the Capital Improvements Element, or in the next regularly scheduled update of the Capital Improvements Element.

- 7. The County in coordination with the Miami-Dade County Public Schools shall by ordinance, include proportionate share mitigation methodologies and options for public school facilities in its concurrency management program and adopted Interlocal Agreement for Public School Facility Planning consistent with the requirements of Chapter 163, Florida Statutes. The intent of these options is to provide for the mitigation of residential development impacts on public school facilities through mechanisms that might include, but are not limited to, one or more of the following: contribution of land; the construction, expansion, or payment for land acquisition or construction of a permanent public school facility; or, the creation of a mitigation bank based on the construction of a permanent public school facility in exchange for the right to sell capacity credits.

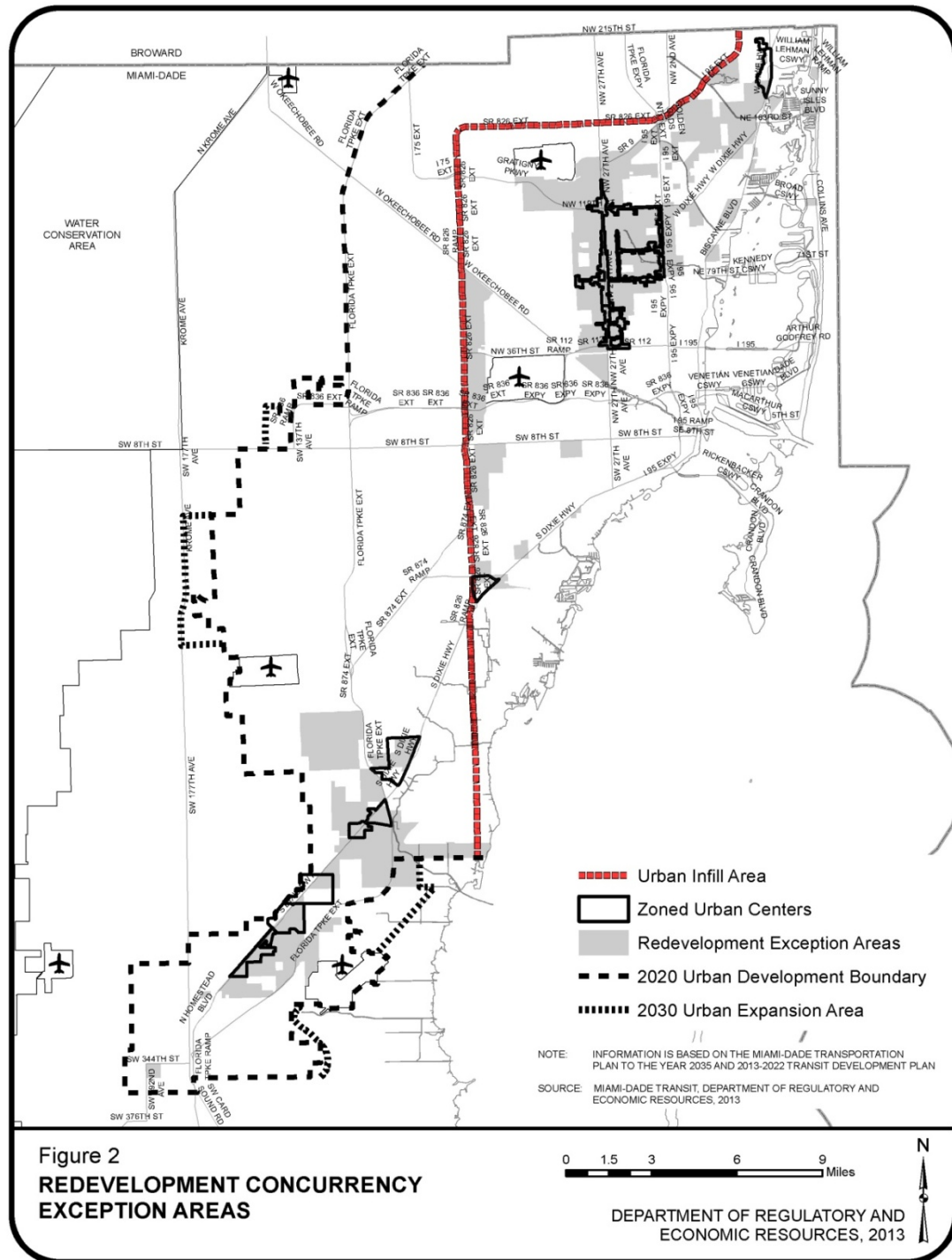
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35.

Replace Existing Figure 1 – Urban Infill Area (UIA) Boundary, with new Figure 1



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36.

Replace Existing Figure 2 – Redevelopment Concurrency Exception Areas, with new Figure 2



Implementation Schedules of Improvements

37. The following pages deal with the implementation of the CIE. The capital projects forthcoming from each functional element are listed for the period 2012/2013-2017/2018 ~~2010/2011-2015/2016~~ along with the cost, location, expected revenues and funding source. These are the latest schedules of projects, which have been ~~adjusted to incorporate changes adopted by the County Commission through the April 2010 Plan Amendment Review Cycle.~~ derived from the County's Proposed Budget and Multi-Year Capital Plan for fiscal year 2012-13. Additionally, those capital improvements for non-county roadways, as listed in the most recent adopted Transportation Improvement Program for Fiscal Years ~~2010/2011 to 2014/2015~~ 2012/2013 to 2016/2017 (TIP) and approved by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area on ~~June 17, 2010~~ May 17, 2012 are incorporated by reference into the CIE. Furthermore, those capital improvements for educational facilities, as listed in the Miami-Dade County Public Schools Facilities Work Program dated September ~~2010~~ 2012 and adopted by the Miami-Dade School Board, are incorporated by reference into the CIE.

Preceding a section containing the project listings is a section containing brief narratives which describe current local practices for the particular services, presents level of service standards, if any, and discusses how capital investments are prioritized. The relationship to the Land Use Element is indicated and operating cost implications are set forth, where applicable. In all instances, project and other cost figures originate with operational departments, which have direct responsibility for, and experience in, the functional area. The basis for their cost estimates range from actual bid prices to application of standard formulae for deriving such estimates.

The capital improvements identified herein are all derived from the functional elements and fall into three categories. First, there are those projects arising from the individual elements LOS standards. These are further subdivided into those meeting existing deficiencies, those accommodating growth, or simply replacement projects. A project meets existing deficiency in an area if it provides capacity improvements necessary to satisfy LOS requirements for the current population and/or service demands. A project addresses future growth in an area if it provides capacity improvements necessary to satisfy LOS requirements for the future based on growth assumptions regarding population and/or service demands. Often, a project is a combination of deficiency correction and future capacity addition. Another class of projects has their basis in the objectives and policies of a functional element and do not have definitive LOS standards. Finally, a few projects are included which are required to mitigate unsafe or hazardous conditions. In all instances, the schedules of improvements are consistent with the individual elements.

Aggregate Expenditures and Revenues

38. The aggregate values and phasing and categories of expenditures for all functional areas are shown in Table 1, reflecting the most current Schedules of Improvements for the CIE as of November ~~2010~~ 2012. Overall, the eleven functional areas include ~~455~~ 412 active projects with a total cost of ~~\$47.90~~ \$21.96 billion. About ~~half of this, \$8.10 billion,~~ a fourth of this, \$5.73 billion, will be is expended during the six-year programming period ~~2010/2011-2015/2016~~ 2012/2013-2017/2018.

Aviation

39. The Miami-Dade Aviation Department (MDAD) has the responsibility for the development, maintenance and operation of the civil aviation facilities of the County. These facilities consist of Miami International Airport (MIA) and four general aviation and training airports: Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Dade-Collier Training and Transition Airport. The Airport System is considered the primary economic engine for Miami-Dade County as well as for South Florida.

The Aviation Department generates resources for the development, operation, and maintenance from aviation fees, property rentals, concessions, leases, and sales of services to tenants and from other miscellaneous revenues. The basic parameters of revenue and expenditures for Miami International Airport are set forth in the County's 1954 Trust Agreement as amended, and user agreements with the major airlines.

Funding for airport capital improvements is provided from bond and note proceeds, anticipated federal and state aviation grants, passenger facility charges (PFC's) revenue and interest income. Factors that may alter this proposed funding approach include, but are not limited to: differences in the actual amounts of federal and state grants; the risk of termination of PFC's; and the addition and deletion of projects. It is possible that Additional Bonds for the Capital Improvement Program (CIP) through future years will be issued pursuant to the Authorizations on a periodic, as-needed, basis. In addition, MDAD intends to continue its use of the Aviation Commercial Paper Notes to facilitate the construction of the CIP by means of short-term temporary financings pending longer-term refinancing through Airport Revenue Bonds.

Specific capital improvements needs are identified in the approved master plans for all airports. In the selection and scheduling of these needs, priority is placed first on meeting existing deficiencies, next on renovating and maintaining existing facilities and then on addressing future growth needs. Appropriate planning and construction lead times are required in scheduling the last category of improvements.

40. The Aviation 2012/2013-2017/2018 ~~2010/2011-2015/2016~~ Schedule of Improvements contains nine projects with planned expenditures at \$259.042 ~~\$689.44~~ million (See Table 2). The impacts of the planned projects on operating costs are mostly offset by the enhancement of revenue generation through expanded operations. As the program proceeds, funding will be generated as required through debt issues.

Coastal Management

The Beach Restoration and Preservation Program is Miami-Dade County's mechanism for initiating and coordinating federal and/or State projects essential to the protection and recreational viability of Miami-Dade's ocean shoreline. Local participation in the determination of activities pertaining to beach restoration and preservation is made through the program. The County has benefited from large federal and State funding contributions and the expertise obtained as a result of the program. Most notably, the Miami-Dade County Beach Restoration Project now provides hurricane and erosion control protection for upland property and a vast

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recreational resource for public use. This project replaced a seriously eroded shoreline sustained only by bulkheads and seawalls, which offered little protective or recreational value.

Implementation of erosion control projects is based on the following criteria:

1. Need for protection of public safety and property in areas threatened by coastal erosion.
2. To provide enhanced beach-related recreational opportunities for both visitors and Miami-Dade County residents.
3. To provide more effective and efficient long-term management of our natural and restored beach systems.

The Biscayne Bay Restoration and Enhancement Program objectives are to maintain or improve ecological, recreational, and aesthetic values of Biscayne Bay, its shoreline, and coastal wetlands. Projects include shoreline stabilization, mangrove and wetland habitat restoration, and bay bottom community enhancement at parks and other public lands. These contribute to erosion control, water quality, and fisheries and wildlife resources.

Future capital expenditures will be directed primarily towards maintaining and enhancing durability of restored beaches and to environmental improvement on the Biscayne Bay ecosystem. All of these projects are developed and carried out based on the best scientific and technical information available to the agencies involved.

41. For the period ~~2010/2011-2015/2016~~ 2012/2013-2017/2018, the two proposed projects would cost ~~\$63.14~~ \$56.235 million (See Table 3), with ~~\$32.53~~ \$22.119 million being expended during the six-year programming period.

Conservation

There are nine capital projects related to Conservation goals. One project includes the Environmentally Endangered Land Acquisition Program. This program focuses on preservation of ecologically significant land resources of the County, including wetlands and globally imperiled forest resources. The other projects listed are stormwater management projects identified within the Stormwater Management Master Plan, that focus on improving water quality and drainage infrastructure.

Biscayne Bay is a local natural resource of national significance. Improperly managed stormwater runoff can convey pollutants from urban areas to sensitive surface waters, such as the Bay or its tributaries. The Stormwater Management Master Plan is an essential step towards identifying and solving drainage-related water quality problems in the County. The Master Plan identifies and maps existing stormwater systems, estimates the effects of exposing and future land uses on flood protection and water quality, and develops "best management practices" (BMPs) and priority projects to reduce flooding and improve water quality.

42. The nine projects will require ~~\$45.03~~ \$54.836 million in expenditures over the ~~2010/2011-2015/2016~~ 2012/2013-2017/2018 programming period, and sufficient funding is available (See Table 4). Total capital costs currently stand at ~~\$267.29~~ \$266.286 million. Operating cost

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impacts are not significant at present, but land management costs could be substantial in the future.

Drainage

43. Given the high and often sudden rainfall in Miami-Dade County coupled with its low elevations, drainage is a problem throughout the County. The most pressing problems are often found in older built-out areas, which have obsolete or sometimes ~~sub~~-substandard drainage systems. However, there are sound engineering solutions for drainage problems and continued implementation of the mitigation programs is gradually reducing the deficiencies.
44. The ~~Division~~ Department of Environmental Resources Management of the Department of Regulatory and Economic Resources (RER) is responsible for regulating and approving drainage programs, but the Public Works and Waste Management Department (PWWM) carries out drainage improvements projects on County maintained roadways. The County's Stormwater Master Plan and citizen complaints are used to guide project implementation. Citizen complaints initiate a site inspection and ranking for prioritization. County arterial roads rank above residential collectors taking into consideration ponding which causes traffic lanes to become impassable or results in drivers deviating into adjacent lanes to avoid standing water.
45. The current program contains ~~39~~ 32 active projects with expenditures to correct local drainage problems totaling ~~\$29.03~~ \$66.780 million over the ~~2010/2011-2015/2016~~ 2012/2013-2017/2018 programming period. Primarily the Stormwater Utility funds the drainage programs. Mitigation of drainage problems is an ongoing effort in Miami-Dade County, and this is reflected in the Schedule of Improvements as completion dates are shown beyond the six-year programming period (See Table 5).

Park and Recreation

46. Local recreation open spaces are defined as open spaces, which serve the close-to-home recreation and open space needs of unincorporated residential areas. Population growth is the most important consideration guiding local park facilities investment decisions. The quantitative link used to translate population into local park needs is the adopted LOS standard of 2.75 acres of local recreation open space per 1,000 ~~populations~~ permanent residents.

Areawide recreation open spaces shall be provided and designed to meet the broad needs of all Miami-Dade County residents and tourists. They are developed to make important natural resources and major athletic activity complexes available to the public. Acquisition policy is oriented towards the addition of large properties with natural resources and good access to the park inventory.

47. In both cases, the primary determinant is supplemented by a number of additional considerations affecting the specific decision. Property characteristics, location, size, configuration and availability are critical variables. Access, proximity to the population in need, adjacent land uses and neighboring alternative recreation opportunities are also important criteria in facility investment decisions. The Parks, ~~and Recreation~~ and Open Spaces Department also places special emphasis on the acquisition of environmentally and historically

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significant properties.

Policy ROS-5A: The County shall prioritize park capital improvement expenditures in accordance with the following criteria: 1) Acquire local parkland to maintain the adopted level-of-service standard for local recreation open space by correcting existing deficiencies and addressing future needs and acquire areawide parkland suitable for outdoor recreation while preserving natural, historical and cultural resources; 2) renovate and upgrade existing recreation open spaces and facilities, and; 3) develop new recreation open spaces and facilities within undeveloped or incomplete parks.

48. It has long been the policy of the Parks, ~~and Recreation~~ and Open Spaces Department that the provision of all parks will be staged so that they are available to serve new development as it is completed. In addition, it is also department policy that unique natural features and historically significant properties to be given priority in parks acquisitions. Locational characteristics are also critical factors. Where possible, Public Local Recreation Open Space should be developed in conjunction with or near public schools and other compatible uses. They should also be located so as to be easily accessible; yet should not be degraded by excessive traffic.
49. Plans of State agencies providing public facilities are taken into consideration primarily in the context of State Department of Natural Resources (DNR) provision of State parks and recreation areas. The County's Parks, ~~and Recreation~~ and Open Spaces Department generally seeks to complement State facilities in terms of location and activities available at the site.
50. In the Schedule of Improvements, there are ~~404~~ 84 active projects, which total ~~\$114.46~~ \$212.149 million to be expended during the ~~2010/2011-2015/2016~~ 2012/2013-2017/2018 programming period (See Table 6). Most of the projects are for the "quality of life" type facilities, which make up such a large component of its program. Funding has been identified mostly as the result of the Safe Neighborhood Parks referendum approved in 1998, as well as the recent voter approved GOB program. Operating cost effects of Parks are often considerable and are frequently more of an impediment than construction funding.

Public Schools Facilities

51. Miami-Dade County shall coordinate with the Miami-Dade County Public Schools, to annually update its Facilities Work Program to include existing and anticipated facilities for both the 5-year and long-term planning periods, and to ensure that the adopted level of service standard, ~~including interim standards~~, will continue to be achieved and maintained. Miami-Dade County, through its annual update to the Capital Improvements Schedule, will incorporate by reference the latest adopted Miami-Dade County Public Schools Facilities Work Program for educational facilities. Miami-Dade County and the Miami-Dade County Public Schools will coordinate their planning efforts prior to and during the Miami-Dade County Comprehensive Development Master Plan Amendment process and during updates to the Miami-Dade County Public Schools Facilities Work Program.

Seaport

52. ~~The Port of Miami (POM)~~ is among America's busiest ports and recognized throughout the

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world with the dual distinction of being the Cruise Capital of the World and the Cargo Gateway of the Americas. The Port's development has been guided by a series of master plans, the latest currently being completed is the 2035 Master Plan. This document updates the major expansion plans for the Port to ensure that the Port keeps pace with the demands of the cruise and shipping industries and maintains its beneficial impact on the South Florida economy, while responding to changing conditions in the market.

53. The Port pursues the following goal in conducting its operations and providing for its capital facilities needs: ~~The Port of Miami shall carry out its day-to-day operations and its long-term expansion program, through coordination with Federal, State and local agencies, to retain and expand its share of the market as the top-ranking cruise port in the world and as one of the leading container ports in the nation, while considering its effect on the community and the environment.~~ PortMiami shall provide for an effective and efficient maritime transportation facility and services, endeavor to retain its position as the top ranking cruise port of the world and as one of the learning cargo ports in the nation while minimizing any detrimental effects on the environment, the community and natural resources, and enhances the economy of the County, region and State. The Port has identified specific objectives and policies that must be met to implement this goal.
54. The Port's projected cruise passenger volumes will reach approximately ~~6 million by the year 2025, while general cargo TEU movement will grow to more than 2 million in the same period.~~ 3.85 million in FY 2011-12. Bookings are expected to increase by 4.5 million over the next five years. Also, the amount of cargo flowing through the Port is projected at 940,000 TEUs in FY 2012-13, a four percent increase over the previous year. This projected growth will be accommodated by the Port's current expansion plans, which concentrate on cargo, cruise and commercial real estate. Projects include: the Miami Harbor Dredge to -52'/-50', which will accommodate deeper draft cargo vessels; the construction of the Port of Miami Tunnel, which will create a direct connection between the Port of Miami and the interstate; the development of an off-island distribution center, along with private sector partners; the planning of two cruise terminals; and identifying potential real estate sites to complement cruise and cargo operations.

The Port is dedicated to cooperatively working with the cruise lines and cargo carriers to fulfill needed infrastructure improvements so that they can operate efficiently, thereby creating jobs and providing economic opportunities for residents of Miami-Dade County.

55. In light of the above considerations ~~the Seaport Department~~ PortMiami is carrying out ~~24~~ 18 ~~projects~~ for the ~~2010/2011-2015/2016~~ 2012/2013-2017/2018 programming period totaling ~~\$464.18~~ \$510.552 million in expenditures over that time span. About a third of the dollars are going to meet existing deficiencies the other two-thirds combine those needs with expansion for the future (See Table 7). Operating cost effects of these projects are likely to be significant, but are not known at this time. Total capital costs are close to ~~\$645.79~~ \$756.413 million.

Sewer and Water Facilities

The provision of countywide water and sewer services is the responsibility of the Miami-Dade Water and Sewer Department (WASD). The policy framework for WASD's activities was first established in the Water Quality Management Plan for Miami-Dade County (WQMP), which

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was adopted in 1983. The WQMP's advocacy of a countywide water and sewer system is embodied in Sec. 2-340 of the Code of Miami-Dade County which "declares it to be the policy of Miami-Dade County to establish, own, and operate a countywide sanitary sewage collection and disposal system and a water supply, treatment, and distribution system..."

Since its establishment in 1973, WASD has combined the water and sewer systems of the City of Miami and the County, acquired an additional 25 public and private utilities and incorporated them into the basic network. In addition to undertaking this monumental task, WASD meets the existing demand for water and sewer services. WASD facilities currently provide 87 percent of the potable water used in the County and treat and dispose of 99 percent of the sewage generated. At present, there are no private water or sewer utilities operating in the County, and most municipal systems provide only water distribution and sewage collection services. The cities of North Miami and North Miami Beach have a Water Treatment Plant and are currently wholesale customers to the WASD to provide water for a portion of their service area. Homestead and Florida City also have a Water Treatment Plant providing water service to their entire service area. Homestead buys water from the Miami-Dade WASD on an emergency basis. The city of Homestead also has a Wastewater Treatment Facility providing wastewater services to their service area.

As required by the County Code, WASD has closely coordinated the provision of these services with County plans and programs for growth and development. In accord with the land use policies of the Comprehensive Development Master Plan, water and sewer services are provided to the area within the Urban Development Boundary, and are not provided to areas designated for Agriculture or Open Land on the Future Land Use map.

Improvements to the water and sewer systems are based on the following general criteria:

1. Improvements, which are necessary to protect the health, safety and environmental integrity of the community, and meet federal, State, and local regulatory requirements.
2. Improvements, which are necessary to meet existing deficiencies in capacity or in performance. These include the retrofit of deteriorating facilities, which fail or threaten to fail to meet health, safety or environmental standards.
3. Improvements which extend service to previously unserved developed areas.
4. Improvements which have been identified in adopted functional plans and address system details which are beyond the scope of the comprehensive plan for wastewater facilities and potable water facilities and are consistent with the goals, objectives and policies of the comprehensive plan.
5. Cost-effective improvements to expand capacity, maximize operational efficiency, and increase productivity.

In providing for improvements to the potable water supply system, the following additional criteria are also taken into account:

1. Improvements associated with the protection of existing and planned potable water well fields.
2. Elimination of fire flow deficiencies, and otherwise improving system pressures.

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3. Interconnection of new South Miami Heights Water Treatment Plant to the countywide system; including upgrades to the Alexander Orr Water Treatment Plant.
4. Water treatment upgrades for the Northwest Wellfield water to comply with surface water standards.
5. Providing service to new development.
6. Providing service to existing development and redevelopment.
7. Development of alternative potable water sources.

In providing for improvements to the sanitary sewer collection system, the following additional criteria are also taken into account:

1. Location within a public water supply wellfield protection zone.
2. Potential for the disposal of wastes other than domestic waste.
3. Designation on the Future Land Use Plan map for a use more intense than estate density residential.
4. Potential for impacts on existing private wells.
5. Areas with low land elevation in conjunction with high water table.
6. Soil conditions.
7. Proximity to open bodies of water.
8. Proximity to existing sewer mains.

WASD actively plans for water and sewer facilities, which meet existing needs and will provide for future demand. In addition to the above criteria, specific plans for water facility improvements are contained in the WASD's Water Facilities Master Plan. The last version of the Water Facilities Master Plan was published in 2003. Specific plans for sewer facility improvements are contained in the Miami-Dade County Wastewater Facilities Plan Update (2007).

These facilities are programmed in accord with sound financial practices. WASD relies on the following bond programs: the State's General Obligation Pollution Control Bonds and bonds backed by the WASD's solid revenue base. Special Taxing Districts are established to provide new service areas that are already developed in accord with Chapter 18 of the County Code. Retrofitting of some deteriorating water distribution or sewage collection facilities are paid through the renewal and replacement funds, which WASD maintains for this purpose.

The developer and customer through connection charges pay for all improvements, which are required to meet the demands of new growth. In situations where the developer actually constructs the necessary water and sewer mains, WASD requires that the main be sufficiently large to meet the expected demand on the main. The developer is credited for the oversizing in accord with WASD's Rules and Regulations, and costs met through connection charges as new customers hook up to the systems.

56. In the Schedule of Improvements for Sewer Facilities, the ~~45~~ 35 projects total close to ~~\$3.39~~ \$4.788 billion to be expended during the ~~2010/2011-2015/2016~~ 2012/2013-2017/2018 period (See Table 8).

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57. The Schedule of Improvements for Water Facilities lists 30 ~~34~~ projects for ~~2010/2011-2015/2016~~ 2012/2013-2017/2018 totaling ~~\$1.28~~ \$1.239 billion in expenditures (See Table 12). Adequate funding is available both for proposed water and sewer facilities. Operating cost effects of the water and sewer projects will be relatively modest, since most of the expenditures are directed at upgrades and improvements.

Solid Waste

58. The Miami-Dade County ~~Department of Public Works and~~ Solid Waste Management Department provides an integrated Solid Waste Collection and Disposal System with the ~~principle~~ principal responsibilities of collection, transfer and disposal of municipal solid waste and recycling of residential materials. Miami-Dade-County Department of Public Works and Solid Waste Management Department (DSPWWM) primarily provides solid waste services to account holders of single-family residential units and multifamily units in the unincorporated portions of the County, a small number of commercial accounts County-wide and 9 municipalities (Aventura, Cutler Bay, Doral, Miami Gardens, Miami Lakes, Palmetto Bay, Pinecrest, Sunny Isles Beach, Sweetwater). The Department holds long term interlocal agreements with 18 municipalities to provide solid waste disposal services and 11 municipalities for curbside recycling. The Department also ensures regulatory compliance in issues regarding solid waste through the Enforcement Division, which continues to be proactive in addressing and investigating occurrences of trash on the rights-of-way and illegal dumping.

The Department is currently developing a Solid Waste Management Master Plan that will meet the waste reduction, collection, recycling, transfer and disposal needs for Miami-Dade County for the next 50 years. The goal of this Plan is to identify and develop activities, programs, facilities, and technologies that will provide sustainability, resource conservation, source reduction, recycling, and diversion, disposal and collection options and ensure public health and environmental protection for the next generation of county residents.

The priority of solid waste facility projects are formulated in accordance with the following general criteria:

1. Improvements, which are necessary to protect the health, safety and environmental integrity of the community, and meet federal, state, and local regulatory requirements.
 2. Improvements, which are necessary to meet existing deficiencies in capacity or in performance. These include the retrofit of deteriorating facilities, which fail or threaten to fail to meet health, safety or environmental standards.
 3. Improvements, which extend services to previously not served developed areas.
 4. Improvements, which have been identified in adopted functional plans and the Solid Waste Master Plan, and are consistent with the goals, objectives and policies of the comprehensive plan.
 5. Cost-effective improvements to expand capacity, maximize operational efficiency, and increase productivity.
59. At the existing projected rate of demand for disposal services, the current program provides adequate capacity for more than the 5-year level of service required by Chapter 33G, of the Miami-Dade County Code, Service Concurrency Management Program. To carry out this program, the decisions regarding placement and operation of transfer stations, processing

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facilities and disposal sites must consider, among other things, the land use implications and nuisance perceptions. The principal concerns are environmental impacts, land use compatibility and cost effectiveness. For example, potential deleterious effects on groundwater must be avoided in development of disposal sites. Likewise, negative impacts of truck traffic, noise, emissions, odors, or unaesthetic views on residential neighborhoods must be mitigated or eliminated entirely. In general, facilities are located so as to create the least conflict with adjacent uses, thereby supporting policies concerning maintenance of compatibility among uses and cost effectiveness.

60. In the Schedule of Improvements for Solid Waste Management, for the 31 projects expenditures total ~~\$109.64~~ \$117.169 million during the ~~2010/2011-2015/2016~~ 2012/2013-2017/2018 programming period (See Table 9). Total capital costs currently stand at ~~\$197.00~~ \$190.250 million. Operating costs effects of the projects are likely to be significant but are not available at this time. Capital funding has been programmed through an existing 2001 and 2005 revenue bond program, future solid waste disposal notes/bonds, and operating cash.

Traffic Circulation and Mass Transit

Planning transportation investments in the Miami-Dade County area for the ground transportation system is the primary responsibility of the County through the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area, in conjunction with the Florida Department of Transportation (FDOT). In addition, the Miami-Dade Expressway Authority was created first by the County in 1994 and then adopted by the State legislature in 1996 to operate and maintain all toll roads in the County except for the Turnpike, and was given authority to expand existing facilities and construct new toll roads in the County which began in 1997. Regarding traffic circulation, the County has the responsibility to maintain development and improve those minor arterials and collectors on the County roadway system, with the exception of those facilities operated by the Miami-Dade Expressway Authority. The FDOT maintains, develops, and improves those freeways, expressways and arterials on the State highway system. The provision of Mass Transit services is solely the responsibility of Miami-Dade County.

Through the MPO and consistent with federal and State requirements, each urbanized area must have in place a continuing, cooperative and coordinated transportation planning process, also known as the "3-C" process, consistent with the planned development of the urbanized area. In Miami-Dade County's case this would mean consistency with the County's future growth and land use pattern reflected in the CDMP Land Use Element and Land Use Plan Map.

61. The "Miami-Dade 2035 Long Range Transportation Plan" (LRTP), as adopted and amended by the MPO Governing Board fulfills the "3-C" (Comprehensive, Continuing, and Cooperative) requirements. This Plan recommends a number of highway and transit capacity improvements considered necessary to effectively meet the transportation needs of the Miami-Dade County metropolitan area. A listing of projects contained in this document explicitly indicates the relative priority of the various highway and transit improvements. As indicated in the Traffic Circulation and Mass Transit Subelements of the Transportation Element, MPO Plans are used

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as the foundation for the future transportation network in the 2045²⁰ and 2025³⁰ CDMF. Priorities for highway and transit improvements were established in the MPO Long Range Transportation Plan according to four ~~categories~~ priorities with the first and highest priority responding to projects needed by the Year 2015 to remedy existing traffic capacity deficiencies; second in priority were those projects needed between 2016 and 2020; third in priority were those projects needed between 2021 and 2025; and finally projects responding to projected needs between 2026 and 2035.

Currently, based on the priorities established in the MPO Transportation Plan, projects are advanced for implementation to the MPO Five-Year Transportation Improvement Program (TIP) for Miami-Dade County. The TIP is another required document of the MPO, which covers the current fiscal year and four subsequent years, and identifies all sources of funding (Federal, State and Local), which are known or anticipated to be available during the program period. Projects in the TIP include highway improvements on the State highway system (Primary, Intrastate and Turnpike) as well as those on the County highway system, which are identified as the Secondary Road Program, Impact Fee, and Gas Tax. Similarly, all programmed transit projects are included for the five-year period. The five-year work program of the Miami-Dade Expressway Authority is also identified in the TIP.

Drawing upon the various existing mechanisms described above for determining transportation investment decisions, this section addresses how transportation needs identified in the Traffic Circulation and Mass Transit Subelements are to be met in the six-year period and included as part of the Capital Improvements Element.

62. The Traffic Circulation and Mass Transit Subelements establish level-of-service (LOS) standards to ensure that adequate facility capacity will be provided for future development and for the purposes of issuing development orders. For traffic circulation, the minimum acceptable peak hour LOS standards for State and County road facilities are set forth in ~~the Goals Section~~ Policy TC-1B, ~~as are~~ and the ~~statement of~~ transit minimum LOS standard is set in Policy MT-2A.

The ability to maintain this level of service standards becomes the primary determinant for addressing relative priority among the various transportation improvement needs. In conjunction with the LOS standards, priorities are established according to the following general criteria:

1. Correction of existing capacity or service deficiencies;
 2. Repair/replacement of existing facilities; including hazard elimination projects;
 3. Maximize operating efficiency and productivity; and
 4. Meet future needs based on projected growth patterns and travel demand.
63. The timing and location of traffic circulation and mass transit improvements is driven by the ability to maintain the adopted LOS standards to serve new development consistent with the staging of future growth established in the goals, objectives and policies of the Land Use Element and the Land Use Plan map. For traffic circulation priority is to be given to the construction, maintenance, and reconstruction of roadways that serve the area within the Urban Development Boundary of the Land Use Plan map. Second in priority are those projects that support the staged development of the urbanizing portions of the County within the designated

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Urban Expansion Area. Concerning mass transit service, including routes and rapid transit corridors, priority will be to support the staging of development and to serve future ridership generators within the Urban Development Boundary with specific projects prioritized in the recently adopted 2010~~02~~ Transit Development Plan.

Through the MPO process, the plans and programs of the FDOT are taken into consideration for improvements needed on the State highway system. The County seeks to coordinate the timing and location of these improvement projects with other County projects to maintain continuity in the transportation network.

64. In the Schedule of Improvements for Traffic Circulation, the ~~434~~ 123 projects total ~~\$457.54~~ \$422.940 million, which will be expended during the ~~2010/2011-2015/2016~~ 2012/2013-2017/2018 period (See Table 10). About ~~two-thirds~~ one-third of the expenditures are for meeting existing deficiencies combined with future growth. The Mass Transit Schedule of Improvements contains ~~33~~ 39 projects. Planned expenditures are ~~\$1.48~~ \$1.172 billion with the total cost of the program at ~~\$1.99~~ \$2.099 billion (See Table 11). Operating costs for Traffic are not significant, but will total several million dollars annually for Transit.

Schedule and Funding Sources

Following is the series of tables containing the adopted schedules of capital improvements and a list identifying the funding sources referenced in the tables. As explained in the previous pages, Table 1 summarizes the aggregate costs, phasing of expenditures, as well as available funding for each functional area, and it identifies the proportion of aggregate expenditures allocated to address past or future development requirements. Tables 2 through 12 each address specific functional programs.

In tables 2 through 12, the programmed expenditures for each of the six program years is listed for each project – identified by its own unique number – along with the total expenditures for the six-year interval, the total cost of the project, the total available funding, and the funding source(s). The “total” expenditures column reports the expenditures to occur during the posted six-year period, while the total cost column reports all expenditures to occur during all years including years before and after the posted six-year period. Similarly, “Revenues” includes all funding available during the posted six-year period and prior years, and may include revenue anticipated for the project in future years from established revenue sources. In each schedule, the revenue available for each of the six years reported in the schedule is listed along with the annual expenditures. This information is derived from the County’s annual Budget and Multi-Year Capital Plan, as is the other information heretofore presented in the CDMP project schedules.

Monitoring Program

65. In order to enable the preparation of a periodic Evaluation and Appraisal of the comprehensive plan Report (EAR) as required by Section 163.3191, Florida Statutes (F.S.), ~~the Minimum Criteria Rule (Rule 9J-5, Florida Administrative Code [F.A.C.])~~ requires that local comprehensive plans must contain adopted procedures for monitoring and evaluating the Plan and its implementation ~~(Sections 9J-5.005[1][c][5] and 9J-5.005[7], F.A.C.)~~. In addition,

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successful implementation of level of service standards, and requirements that services be available at the time of development, also require the establishment or enhancement of monitoring and reporting programs.

66. This section of the Element outlines the substantive aspects of Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced in this Element. It should be understood that the proposed programs or program improvements are continuously refined over time. Undoubtedly, by the time that the next Evaluation and Appraisal Report (EAR) is prepared, the measures and procedures outlined here may have been modified to reflect practical experience.
67. ~~The administrative requirements for monitoring and preparation of the EAR as outlined in Section 9J-5.005[7], F.A.C. Chapter 163, F.S., are not repeated here. They are outlined only in the Land Use Element to avoid redundancy. The reader is referred to that Element for a summary of these procedural requirements.~~

To successfully function in its central role in growth management, the CIE must be periodically evaluated and revised to meet changing conditions. With the capital planning process as outlined in previous sections in place, the monitoring and adjustment of the CIE is essentially automatic and ongoing.

In essence, the County's present Capital Budget and Multi-Year Capital Plan is the basis for the CIE. The annual preparation of the CIP/CIE includes those changes in cost, revenue sources, timing or other allowable modifications. Except under special circumstances, the CIE is amended only at the time of the CDMP biennial or other authorized amendment period. At that time and within that process, the following is accomplished:

- Updating estimates and projections of growth indicators (population, housing, employment, land use, etc.)
- Assessment of existing and projected service levels versus standards.
- Status report on CIE projects (existing, programmed, planned), and assessment of capabilities.
- Determine new or expanded facilities needs.
- Review of fiscal conditions and preparation of updated analyses and forecasts.
- Determine financial needs for unmet facilities and services.
- Determine sources for additional financial support, modify standards to reduce financial obligation, or reduce growth potential.
- Amend CIE as necessary.

A component of the monitoring program is a special review and assessment of the development status and plans for public school and health facilities. Attention is given to this aspect of capital improvements programming in order to determine if there are any unique potential impacts on public infrastructure. Problems should be minimal as Miami-Dade County agencies routinely use projects and other growth indicators which reflect these facilities in terms of location, employment, trip generation and other parameters.

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Objective CIE-1

Objective CIE-1 will be evaluated through the use of information compiled in the annual CIE Summary Table.

68. **Objective CIE-2**

Objective CIE-2 will be monitored by checking development records of all areas within the coastal high hazard area ~~from the municipalities in the Barrier Islands.~~

Objective CIE-3

Concurrency records will be utilized to monitor and evaluate Objective CIE-3.

Objective CIE-4

For each CIE category, the dollar ratio of unfunded projects to the total of both funded and unfunded projects will be tracked and will serve to measure progress on Objective CIE-4.

Objective CIE-5

Objective CIE-5 is basically a regulation, which is controlled by certain processes. These processes consist of the master functional plans from operational departments, the CDMP amendment cycles, the Development Impact Committee reviews, and the preparation of the Capital Improvement Element. Future monitoring of this objective will continue to rely on results of these activities.

69. REPLACE SCHEDULE OF IMPROVEMENTS TABLES WITH NEW TABLES

TABLE 1

October 2012

CDMP CAPITAL IMPROVEMENTS SCHEDULE

ELEMENT	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Number of Projects
		2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
		(In Thousands of Dollars)									
AVIATION											
Existing Deficiency	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	
Future Growth	6,250,214	182,286	63,603	13,153	0	0	0	259,042	0	6,509,256	
	6,421,379	51,984	29,563	6,330	0	0	0	87,877	0	6,509,256	
Combined/Other	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	
TOTALS	6,250,214	182,286	63,603	13,153	0	0	0	259,042	0	6,509,256	9
	6,421,379	51,984	29,563	6,330	0	0	0	87,877	0	6,509,256	
COASTAL MANAGEMENT											
Existing Deficiency	1,110	2,540	625	0	0	0	0	3,165	0	4,275	
	1,110	2,540	625	0	0	0	0	3,165	0	4,275	
Future Growth	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	
Combined/Other	33,006	13,730	400	2,424	400	2,000	0	18,954	0	51,960	
	33,006	13,730	400	2,424	400	2,000	0	18,954	0	51,960	
TOTALS	34,116	16,270	1,025	2,424	400	2,000	0	22,119	0	56,235	2
	34,116	16,270	1,025	2,424	400	2,000	0	22,119	0	56,235	
CONSERVATION											
Existing Deficiency	145,939	6,900	3,700	2,700	2,700	15,806	2,800	34,606	57,500	238,045	
	194,995	3,400	700	950	950	14,306	1,200	21,506	21,544	238,045	
Future Growth	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	
Combined/Other	5,206	1,689	2,205	1,000	1,000	6,175	8,161	20,230	2,805	28,241	
	5,341	1,554	2,205	1,000	1,000	6,175	8,161	20,095	2,805	28,241	
TOTALS	151,145	8,589	5,905	3,700	3,700	21,981	10,961	54,836	60,305	266,286	9
	200,336	4,954	2,905	1,950	1,950	20,481	9,361	41,601	24,349	266,286	

TABLE 1

October 2012

CDMP CAPITAL IMPROVEMENTS SCHEDULE

ELEMENT	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Number of Projects
		2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
		(In Thousands of Dollars)									
DRAINAGE											
Existing Deficiency	4,455	8,279	3,519	2,501	2,506	24,985	24,253	66,042	729	71,226	
	7,096	6,279	2,878	2,501	2,506	24,985	24,253	63,401	729	71,226	
Future Growth	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	
Combined/Other	433	0	738	0	0	0	0	738	0	1,171	
	433	0	738	0	0	0	0	738	0	1,171	
TOTALS	4,888	8,279	4,257	2,501	2,506	24,985	24,253	66,780	729	72,397	32
	7,529	6,279	3,616	2,501	2,506	24,985	24,253	64,139	729	72,397	
PARK and RECREATION											
Existing Deficiency	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	
Future Growth	1,882	731	633	915	2,962	3,388	5,304	13,933	12,960	28,775	
	2,442	228	633	858	2,962	3,388	5,304	13,373	12,960	28,775	
Combined/Other	110,757	33,956	35,449	38,785	18,932	30,289	40,805	198,216	112,912	421,885	
	144,959	17,699	28,040	32,432	16,282	28,756	40,805	164,014	112,912	421,885	
TOTALS	112,639	34,687	36,082	39,700	21,894	33,677	46,109	212,149	125,872	450,660	84
	147,401	17,927	28,673	33,290	19,244	32,144	46,109	177,387	125,872	450,660	
SEAPORT											
Existing Deficiency	60,310	59,157	37,722	21,377	22,593	4,369	3,000	148,218	0	208,528	
	60,310	59,157	37,722	21,377	22,593	4,369	3,000	148,218	0	208,528	
Future Growth	173,116	165,974	114,646	25,596	16,633	12,000	0	334,849	0	507,965	
	173,116	165,974	114,646	25,596	16,633	12,000	0	334,849	0	507,965	
Combined/Other	12,435	7,885	4,900	4,900	4,900	4,900	0	27,485	0	39,920	
	12,435	7,885	4,900	4,900	4,900	4,900	0	27,485	0	39,920	
TOTALS	245,861	233,016	157,268	51,873	44,126	21,269	3,000	510,552	0	756,413	18
	245,861	233,016	157,268	51,873	44,126	21,269	3,000	510,552	0	756,413	

TABLE 1

October 2012

CDMP CAPITAL IMPROVEMENTS SCHEDULE

ELEMENT	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Number of Projects
		2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
		(In Thousands of Dollars)									
SEWER FACILITIES											
Existing Deficiency	45,403	18,424	24,779	47,723	54,208	131,090	231,636	507,860	471,506	1,024,769	35
	59,200	15,300	19,433	43,320	53,958	130,790	231,262	494,063	471,506	1,024,769	
Future Growth	268,258	20,595	2,398	1,109	2,764	1,887	4,862	33,615	25,926	327,799	
	290,968	2,277	1,000	109	770	1,887	4,862	10,905	25,926	327,799	
Combined/Other	172,917	95,403	101,027	151,034	139,558	245,286	375,133	1,107,441	4,290,321	5,570,679	
	253,325	23,381	93,448	150,934	139,258	245,032	374,980	1,027,033	4,290,321	5,570,679	
TOTALS	486,578	134,422	128,204	199,866	196,530	378,263	611,631	1,648,916	4,787,753	6,923,247	
	603,493	40,958	113,881	194,363	193,986	377,709	611,104	1,532,001	4,787,753	6,923,247	
SOLID WASTE MANAGEMENT											
Existing Deficiency	0	0	0	0	0	0	0	0	0	0	31
	0	0	0	0	0	0	0	0	0	0	
Future Growth	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	
Combined/Other	47,567	32,984	27,267	24,016	3,902	5,855	23,145	117,169	25,514	190,250	
	88,486	10,011	12,272	23,911	3,692	5,750	22,628	78,264	25,500	192,250	
TOTALS	47,567	32,984	27,267	24,016	3,902	5,855	23,145	117,169	25,514	190,250	
	88,486	10,011	12,272	23,911	3,692	5,750	22,628	78,264	25,500	192,250	
TRAFFIC CIRCULATION											
Existing Deficiency	49,637	27,025	48,030	16,490	21,437	18,183	10,221	141,386	0	191,023	123
	59,414	22,303	47,824	18,234	14,844	18,183	10,221	131,609	0	191,023	
Future Growth	11,824	8,454	5,780	500	500	500	500	16,234	0	28,058	
	11,824	8,454	5,780	500	500	500	500	16,234	0	28,058	
Combined/Other	154,044	93,399	76,834	31,604	19,804	27,569	16,110	265,320	8,733	428,097	
	162,753	91,049	75,075	30,004	16,804	27,569	16,110	256,611	8,733	428,097	
TOTALS	215,505	128,878	130,644	48,594	41,741	46,252	26,831	422,940	8,733	647,178	
	233,991	121,806	128,679	48,738	32,148	46,252	26,831	404,454	8,733	647,178	

TABLE 1

October 2012

CDMP CAPITAL IMPROVEMENTS SCHEDULE

ELEMENT	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Number of Projects
		2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
		(In Thousands of Dollars)									
MASS TRANSIT											
Existing Deficiency	31,776	28,216	15,870	14,207	12,989	12,994	12,999	97,275	0	129,051	
	31,776	28,216	15,870	14,207	12,989	12,994	12,999	97,275	0	129,051	
Future Growth	40,886	6,584	88	0	0	0	0	6,672	0	47,558	
	40,886	6,584	88	0	0	0	0	6,672	0	47,558	
Combined/Other	842,651	213,366	188,169	188,555	211,250	161,322	105,783	1,068,445	11,950	1,923,046	
	843,908	212,108	188,170	188,555	211,250	161,322	105,783	1,067,188	11,950	1,923,046	
TOTALS	915,313	248,166	204,127	202,762	224,239	174,316	118,782	1,172,392	11,950	2,099,655	39
	916,570	246,908	204,128	202,762	224,239	174,316	118,782	1,171,135	11,950	2,099,655	
WATER FACILITIES											
Existing Deficiency	28,156	7,941	7,000	7,000	7,994	7,000	6,569	43,504	0	71,660	
	35,860	5,800	6,000	6,000	6,000	6,000	6,000	35,800	0	71,660	
Future Growth	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	
Combined/Other	212,604	93,454	126,617	272,382	220,454	183,810	299,237	1,195,954	2,508,621	3,917,179	
	291,377	15,998	125,435	272,332	220,404	183,775	299,237	1,117,181	2,508,621	3,917,179	
TOTALS	240,760	101,395	133,617	279,382	228,448	190,810	305,806	1,239,458	2,508,621	3,988,839	30
	327,237	21,798	131,435	278,332	226,404	189,775	305,237	1,152,981	2,508,621	3,988,839	
ALL ELEMENTS											
Existing Deficiency	366,786	158,482	141,245	111,998	124,427	214,427	291,478	1,042,056	529,735	1,938,577	
	449,761	142,995	131,052	106,589	113,840	211,627	288,935	995,037	493,779	1,938,577	
Future Growth	6,746,180	384,624	187,148	41,273	22,859	17,775	10,666	664,345	38,886	7,449,411	
	6,940,615	235,501	151,710	33,393	20,865	17,775	10,666	469,910	38,886	7,449,411	
Combined/Other	1,591,620	585,866	563,606	714,700	620,200	667,206	868,374	4,019,952	6,960,856	12,572,428	
	1,836,023	393,415	530,683	706,492	613,990	665,279	867,704	3,777,563	6,960,842	12,574,428	
GRAND TOTALS	8,704,586	1,128,972	891,999	867,971	767,486	899,408	1,170,518	5,726,353	7,529,477	21,960,417	412
	9,226,399	771,911	813,445	846,474	748,695	894,681	1,167,305	5,242,510	7,493,507	21,962,417	

Source: Tables 2 - 12

TABLE 2

FY 2012-13

AVIATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
			(In Thousands of Dollars)										
1) 6339221	MIA - North Terminal Development (NTD) Miami International Airport	2/2013	2,834,557 2,894,892	87,635 27,300	0 0	0 0	0 0	0 0	0 0	87,635 27,300	0 0	2,922,192 2,922,192	821, 917, 1145,3763, 3764
2) 6331290	MIA - Support Facility Improvements Miami International Airport	2/2015	884,159 978,823	59,888 3,492	38,388 7,128	10,500 3,492	0 0	0 0	0 0	108,776 14,112	0 0	992,935 992,935	124, 406, 821,1145, 1189,3763
3) 6331810	MIA - Roadways and Parking Miami International Airport	2/2018	154,742 154,742	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	154,742 154,742	406, 821, 3763
4) 6336930	General Aviation Airports	2/2015	58,699 58,699	102 457	102 0	253 0	0 0	0 0	0 0	457 457	0 0	59,156 59,156	124, 821, 3763
5) 6337230	MIA - Mover Miami International Airport	2/2013	280,898 284,633	3,735 0	0 0	0 0	0 0	0 0	0 0	3,735 0	0 0	284,633 284,633	821, 3763, 3764
6) 6337440	MIA - Other Terminal Projects Miami International Airport	2/2013	469,145 473,808	5,447 1,662	6,073 4,757	2,400 2,838	0 0	0 0	0 0	13,920 9,257	0 0	483,065 483,065	124, 406, 821, 3763
7) 63310500	MIA - South Terminal Development Miami International Airport	2/2013	1,033,901 1,036,420	2,159 0	360 0	0 0	0 0	0 0	0 0	2,519 0	0 0	1,036,420 1,036,420	124, 406, 821, 1145, 3763
Subtotals			5,716,101 5,882,017	158,966 32,911	44,923 11,885	13,153 6,330	0 0	0 0	0 0	217,042 51,126	0 0	5,933,143 5,933,143	
<u>Proposed Additions, 2012-13 Proposed Capital Budget and Multi-Year Capital Plan</u>													
8) 6333310	MIA - Airside Improvement Projects Miami International Airport	2/2014	356,736 361,385	21,820 18,323	15,380 14,228	0 0	0 0	0 0	0 0	37,200 32,551	0 0	393,936 393,936	124, 406, 821, 3736
9) 6339990	MIA - Cargo Development Miami International Airport	2/2014	177,377 177,977	1,500 750	3,300 3,450	0 0	0 0	0 0	0 0	4,800 4,200	0 0	182,177 182,177	124, 821, 3736

TABLE 2

FY 2012-13

AVIATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures					Six Year Totals	Future Years	Project Totals	Funding Source	
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17					2017/18
(In Thousands of Dollars)													
Subtotals of Proposed Additions			534,113	23,320	18,680	0	0	0	0	42,000	0	576,113	
			539,362	19,073	17,678	0	0	0	0	36,751	0	576,113	
TOTALS			6,250,214	182,286	63,603	13,153	0	0	0	259,042	0	6,509,256	
			6,421,379	51,984	29,563	6,330	0	0	0	87,877	0	6,509,256	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined/Other; N=Not-Applicable

Source: Miami-Dade Aviation Department (MDAD) and Department of Regulatory and Economic Resources (RER).
Data provided by the Office of Management and Budget (OMB).

TABLE 3

FY 2012-13

COASTAL MANAGEMENT

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
			(In Thousands of Dollars)										
1)	Biscayne Bay Restoration & Shoreline Stab.	1/2013	1,110	2,540	625	0	0	0	0	3,165	0	4,275	470, 885
5555691	Biscayne Bay and Tributaries		1,110	2,540	625	0	0	0	0	3,165	0	4,275	
2)	M-D County Beach Erosion & Renourishment	3/-N/A	33,006	13,730	400	2,424	400	2,000	0	18,954	0	51,960	11,13, 14,17,
552590	Countywide		33,006	13,730	400	2,424	400	2,000	0	18,954	0	51,960	18-25, 142, 834, 1043
TOTALS			34,116	16,270	1,025	2,424	400	2,000	0	22,119	0	56,235	
			34,116	16,270	1,025	2,424	400	2,000	0	22,119	0	56,235	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined/Other; N=Not-Applicable

Source: Department of Regulatory and Economic Resources (RER).
Data provided by the Office of Management and Budget (OMB).

TABLE 4

FY 2012-13

CONSERVATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
1) 5555621	Environmentally Endangered Lands Program Various Sites	3/-N/A	145,939 194,995	6,900 3,400	3,700 700	2,700 950	2,700 950	15,806 14,306	2,800 1,200	34,606 21,506	57,500 21,544	238,045 238,045	11,13,14, 18-25,620, 640,660,1082 630
2) 5555631	Local Drainage Improvements for CRS Program Various Sites	1/2018	0 0	1,000 1,000	1,000 1,000	1,000 1,000	1,000 1,000	1,000 1,000	1,000 1,000	6,000 6,000	0 0	6,000 6,000	
3) 551100	Drainage Improvements Within CD 01 Commission District 1	1/2017	0 0	0 0	0 0	0 0	0 0	0 0	5,129 5,129	5,129 5,129	0 0	5,129 5,129	18-25
4) 554450	Drainage Improvements NW 95 St. NW 95 St.-100 St. from NW 34 Ave.- 36 Ave	1/2017	0 0	0 0	0 0	0 0	0 0	500 500	0 0	500 500	0 0	500 500	18-25
5) 554720	Drainage Improvements SW 127 Ave SW 127 Ave.- 128 Ave.from SW 58 St.- 65 St	1/2017	0 0	0 0	0 0	0 0	0 0	750 750	0 0	750 750	0 0	750 750	18-25
6) 555900	Drainage Improvements Within CD 02 Commission District 2	1/2017	0 0	0 0	0 0	0 0	0 0	0 0	1,576 1,576	1,576 1,576	0 0	1,576 1,576	18-25
7) 5510070	Drainage Improv. North Miami Beach Boulevard N Miami Beach Blvd from NE 17 Ave.to US-1	1/2017	0 0	0 0	0 0	0 0	0 0	1,500 1,500	0 0	1,500 1,500	0 0	1,500 1,500	18-25
8) 559780	Drainage Improvements SW 157 Ave SW 42 St. to SW 64 St. (SW 157 Ave Canal)	1/2014	199 199	0 0	0 0	0 0	0 0	1,301 1,301	0 0	1,301 1,301	0 0	1,500 1,500	11, 13, 14, 18-25
9) 602880	Local Drainage Improvements Various Sites	1/2017	5,007 5,142	689 554	1,205 1,205	0 0	0 0	1,124 1,124	455 455	3,473 3,338	2,805 2,805	11,285 11,285	11, 13, 17, 18-25
TOTALS			151,145 200,336	8,589 4,954	5,905 2,905	3,700 1,950	3,700 1,950	21,981 20,481	10,960 9,360	54,836 41,601	60,305 24,349	266,286 266,286	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined/Other; N=Not-Applicable

Source: Public Works and Waste Management Department (PWWM) and Department of Regulatory and Economic Resources (RER).
Data provided by the Office of Management and Budget (OMB).

TABLE 5

FY 2012-13

DRAINAGE

Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
			Revenues									
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)												
Roadway Drainage Improv. in the Uninc.Area Unincorporated Miami-Dade County	1/2018	0	2,125	1,000	1,000	1,000	1,000	1,000	7,125	0	7,125	630
		0	2,125	1,000	1,000	1,000	1,000	1,000	7,125	0	7,125	
Drainage Impr.Caribbean Blvd@C-1NCanal Cr. Carribean Blvd betw een FL Turnpike & Anchor Rd	1/2012	384	2,000	641	0	0	0	0	2,641	0	3,025	630
		3,025	0	0	0	0	0	0	0	0	3,025	
Drainage Improvements Coral Way to SW 21 St.from SW 67 Ave. to SW 72 Ave	1/2017	0	0	0	0	0	750	0	750	0	750	1188
		0	0	0	0	0	750	0	750	0	750	
Drainage Improvements SW 72 St SW 72 St- SW 80 St from SW 52 Ave- SW 57 Ave	1/2017	0	0	0	0	0	1,000	0	1,000	0	1,000	1188
		0	0	0	0	0	1,000	0	1,000	0	1,000	
Drainage Improvements SW 92 Ave SW 92 Ave from W Flagler St to SW 8 St	1/2017	0	0	0	0	0	1,250	0	1,250	0	1,250	1188
		0	0	0	0	0	1,250	0	1,250	0	1,250	
Drainage Improv. Within Comm. District 03 Commission District 3	1/2017	0	0	0	0	0	135	0	135	0	135	1188
		0	0	0	0	0	135	0	135	0	135	
Drainage Improv. Within Comm. District 04 Commission District 4	1/2017	0	0	0	0	0	960	0	960	0	960	1188
		0	0	0	0	0	960	0	960	0	960	
Drainage Improv. Within Comm. District 05 Commission District 5	1/2017	0	0	0	0	0	1,000	0	1,000	0	1,000	1188
		0	0	0	0	0	1,000	0	1,000	0	1,000	
Drainage Improv. Within Comm. District 06 Commission District 6	1/2017	0	0	0	0	0	4,894	0	4,894	0	4,894	1188
		0	0	0	0	0	4,894	0	4,894	0	4,894	
Drainage Improv. Within Comm. District 07 Commission District 7	1/2017	0	0	0	0	0	1,270	0	1,270	0	1,270	1188
		0	0	0	0	0	1,270	0	1,270	0	1,270	
Drainage Improv. Within Comm. District 08 Commission District 8	1/2017	0	0	0	0	0	529	0	529	0	529	1188
		0	0	0	0	0	529	0	529	0	529	
Drainage Improv. Within Comm. District 10	1/2019	545	0	0	0	0	0	0	0	728	1,273	13,14,17,

TABLE 5

FY 2012-13

DRAINAGE

Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)												
Commission District 10		545	0	0	0	0	0	0	0	728	1,273	1188
Drainage Improv. Within Comm. District 11	1/2018	477	0	0	0	0	0	1,381	1,381	0	1,858	11,13,14,
Commission District 11		477	0	0	0	0	0	1,381	1,381	0	1,858	1188
Drainage Improv. Within Comm. District 12	1/2018	0	0	0	0	0	0	3,315	3,315	0	3,315	1188
Commission District 12		0	0	0	0	0	0	3,315	3,315	0	3,315	
Drainage Improv. Within Comm. District 13	1/2018	0	0	0	0	0	0	874	874	0	874	1188
Commission District 13		0	0	0	0	0	0	874	874	0	874	
Master Plan Basinwide Drain.Impr.Com.Dist.01	1/2017	0	0	0	0	0	1,500	0	1,501	0	1,501	1188
Commission District 1		0	0	0	0	0	1,500	0	1,501	0	1,501	
Master Plan Basinwide Drain.Impr.Com.Dist.02	1/2017	0	0	0	0	0	2,000	0	2,001	0	2,001	1188
Commission District 2		0	0	0	0	0	2,000	0	2,001	0	2,001	
Master Plan Basinwide Drain.Impr.Com.Dist.04	1/2017	0	0	0	0	0	1,600	0	1,601	0	1,601	1188
Commission District 4		0	0	0	0	0	1,600	0	1,601	0	1,601	
Master Plan Basinwide Drain.Impr.Com.Dist.07	1/2017	0	0	0	0	0	1,370	0	1,371	0	1,371	1188
Commission District 7		0	0	0	0	0	1,370	0	1,371	0	1,371	
Master Plan Basinwide Drain.Impr.Com.Dist.08	1/2017	0	0	0	0	0	4,227	0	4,228	0	4,228	1188
Commission District 8		0	0	0	0	0	4,227	0	4,228	0	4,228	
Master Plan Basinwide Drain.Impr.Com.Dist.10	1/2018	542	0	0	0	0	0	5,013	5,013	0	5,556	11, 1188
Commission District 10		542	0	0	0	0	0	5,013	5,013	0	5,556	
Master Plan Basinwide Drain.Impr.Com.Dist.11	1/2018	0	0	0	0	0	0	4,875	4,875	0	4,876	1188
Commission District 11		0	0	0	0	0	0	4,875	4,875	0	4,876	
Master Plan Basinwide Drain.Impr.Com.Dist.12	1/2018	0	0	0	0	0	0	4,633	4,633	0	4,634	1188
Commission District 12		0	0	0	0	0	0	4,633	4,633	0	4,634	

TABLE 5

FY 2012-13

DRAINAGE

Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
			(In Thousands of Dollars)									
Master Plan Basinwide Drain.Impr.Com.Dist.13 Commission District 13	1/2018	0	0	0	0	0	0	1,638	1,638	0	1,639	1188
		0	0	0	0	0	0	1,638	1,638	0	1,639	
Reserve for High Priority Drainage Projects Unincorporated Miami-Dade County	1/2018	0	500	500	500	500	500	500	3,000	0	3,000	630
		0	500	500	500	500	500	500	3,000	0	3,000	
Stormwater Pump Stations Telemetry Unincorporated Miami-Dade County	1/2012	965	202	0	0	0	0	0	202	0	1,167	11,13,14,
		965	202	0	0	0	0	0	202	0	1,167	17, 1188
Drainage Retrofit Of Arterial Roadways Countywide	1/2018	0	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0	6,000	630
		0	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0	6,000	
Drainage Impr.- NW 68 St and NW 32 Ave NW 68 St and NW 32 Ave	1/2018	890	0	0	0	0	0	22	22	0	912	13,14,17,
		890	0	0	0	0	0	22	22	0	912	1188
San Sebastian Drainage Impr. Project Uninc. Miami-Dade County	3/2014	433	0	738	0	0	0	0	738	0	1,171	14,
		433	0	738	0	0	0	0	738	0	1,171	630,1188
CDBG Infrast. & Drainage Improv. Countywide Countywide	1/2012	400	574	0	0	0	0	0	574	0	674	190
		479	492	0	0	0	0	0	492	0	674	
Coral Gables Waterway Agreement 3 SW 72 Av & South Waterway Dr.	1/2014	5,949	954	0	0	0	0	0	954	0	6,900	630,1118
		5,949	954	0	0	0	0	0	954	0	6,900	
Drainage Improvements Tropical Estates SW 102 Ave to SW 107 Ave & SW 28 St to SW 56 St	1/2012	354	379	0	0	0	0	0	379	0	733	630
		354	379	0	0	0	0	0	379	0	733	
Seaboard Acres Pump Station Retrofit Memorial Hwy & NE 131 St	1/2013	285	1,997	0	0	0	0	0	1,997	0	2,282	630
		285	1,997	0	0	0	0	0	1,997	0	2,282	
Drainage Impr.- NW 77 Ave to NW 78 Ct NW 78 Ct to 77 Ave from NW 179 St to 186 St	1/2012	110	12	378	0	0	0	0	390	0	500	11,13,14,
		110	12	378	0	0	0	0	390	0	500	17, 1188

TABLE 5

FY 2012-13

DRAINAGE

Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
			(In Thousands of Dollars)									
Stormwater Pump Stat/Control Struct.Upgrade Various	1/2012	257	443	0	0	0	0	0	443	0	700	630
		257	443	0	0	0	0	0	443	0	700	
TOTALS		4,888	8,279	4,257	2,501	2,506	24,985	24,253	66,780	729	72,398	
		7,529	6,279	3,616	2,501	2,506	24,985	24,253	64,139	729	72,398	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined/Other; N=Not-Applicable

Projects "strikethrough" are proposed deletions, 2012-13 Proposed Budget and Multi-Year Capital Plan

Source: Public Works and Waste Management Department (PWWM) and Department of Regulatory and Economic Resources (RER).

Data provided by the Office of Management and Budget (OMB).

TABLE 6

FY 2012-13

PARK and RECREATION













































Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source	
				Revenues										
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
				(In Thousands of Dollars)										
1) 9340351	Park Benefit District (PBD)No.1Local Park Dev Park Benefit District 1	3/2015	4,353 8,166	2,293 765	1187 0	498 0	400 0	200 0	0  0 	4,578 765	0 0	8,931 8,931	 	501
2) 9340361	Park Benefit District (PBD)No.2Local Park Dev Park Benefit District 2	3/2015	10,798 20,947	2,638 738	3,150 0	2,366 0	1500 0	1233 0	0  0 	10,887 738	0 0	21,685 21,685	 	501
3) 9340281	Park Benefit District (PBD)No.3Local Park Dev Park Benefit District 3	3/2015	5,180 8,023	922 431	1201 0	901 0	150 0	100 0	0  0 	3,274 431	0 0	8,454 8,454	 	501
4) 932030	Southridge Park - BBCBP 19355 SW 114 Ave.	N/2019	2,567 2,587	20 0	0 0	282 282	0 0	1121 1121	2,800  2800 	4,223 4,203	810 810	7,600 7,600	 	13,14,17, 1188
5) 9341501	Boating Related Improvements Countywide	3/2016	1,948 2,008	330 300	330 300	300 300	300 300	0 0	0  0 	1,260 1,200	0 0	3,208 3,208	 	840
6) 93410300	QNIP Phase II - Local Park Improv . Unincorporated Miami-Dade County	N/2012	1,154 3,017	1,863 0	0 0	0 0	0 0	0 0	0  0 	1,863 0	0 0	3,017 3,017	 	1087
7) 931150	A.D. Barnes Park - BBCBP (Proj #24) 3401 SW 72 Ave.	N/2019	1,094 1,094	0 0	0 0	0 0	0 0	243 243	453  453 	696 696	2210 2210	4,000 4,000	 	11,13,14, 1188
8) 939730	Beach Maintenance Facility - BBCBP Vicinity of 76 St and Collins Ave	3/2017	0 0	0 0	0 0	0 0	0 0	500 500	0  0 	500 500	0 0	500 500	 	1188
9) 933730	Biscayne Shores Park - BBCBP NE 116 St & NE 14 Ave	3/2018	0 0	0 0	0 0	0 0	0 0	300 300	1,200  1200 	1,500 1,500	0 0	1,500 1,500	 	1188
10) 936340	Chuck Pezoldt Park - BBCBP SW 168 St & 157 Ave	3/2019	0 0	0 0	0 0	0 0	0 0	450 450	3,415  3415 	3,865 3,865	485 485	4,350 4,350	 	1188
11) 934630	Colonial Drive Park - BBCBP 10750 SW 156 Ter	3/2017	536 536	0 0	0 0	0 0	0 0	789 789	0  0 	789 789	0 0	1,325 1,325	 	11, 13, 14, 1188

TABLE 6

FY 2012-13

PARK and RECREATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
				(In Thousands of Dollars)									
12)	Country Lake Park - BBCBP	3/2019	0	0	0	0	0	0	425	425	2,075	2,500	1188
933480	NW 195 St & NW 87 Ave		0	0	0	0	0	0	425	425	2075	2,500	
13)	Domino Park-West Perrine - BBCBP	3/2012	70	148	0	0	0	0	0	148	0	218	13, 14, 1188
936540	SW 171 St & 104 Ave		70	148	0	0	0	0	0	148	0	218	
14)	Eden Lakes Park - BBCBP	3/2012	514	0	286	600	100	0	0	986	0	1,500	17, 1188
936230	SW 162 Ave & 47 St		514	0	286	600	100	0	0	986	0	1,500	
15)	Gloria Floyd Area - BBCBP	3/2017	0	0	0	0	0	250	0	250	0	250	1188
936910	SW 126 St & 109 Ave		0	0	0	0	0	250	0	250	0	250	
16)	Homestead Bayfront Park - BBCBP	N/2013	3,733	0	0	0	0	0	0	0	403	4,136	11, 13, 14
937020	9698 NW Canal Dr		3,733	0	0	0	0	0	0	0	403	4,136	17, 1188, 842
17)	Ives Estates District Park - BBCBP	N/2019	639	200	1875	525	1400	4711	440	9,151	5,210	15,000	11, 13, 14
936890	NE 16 Ave & NE 209 St		639	200	1875	525	1400	4711	440	9,151	5210	15,000	1188
18)	Jefferson Reaves Sr. Park - BBCBP	3/2017	94	0	0	0	0	106	0	106	0	200	11, 1188
935270	3100 NW 50 St		94	0	0	0	0	106	0	106	0	200	
19)	Lago Mar Park - BBCBP	3/2018	314	0	0	0	0	0	686	686	0	1,000	11, 13, 14
934730	SW 162 Ave & SW 80 St		314	0	0	0	0	0	686	686	0	1,000	17, 1188
20)	Leisure Lakes Park - BBCBP	3/2013	55	0	0	0	620	600	0	1,220	0	1,275	13, 14, 1188
9310840	29305 Illinois Rd		55	0	0	0	620	600	0	1,220	0	1,275	
21)	Local Parks - Com.District 02 - BBCBP	3/2019	277	0	0	0	0	287	981	1,268	200	1,745	14
933490	Various Sites		277	0	0	0	0	287	981	1,268	200	1,745	1188
22)	Local Parks - Com.District 04 - BBCBP	3/2017	104	0	0	0	0	223	0	223	0	327	11, 13, 1188
938550	Various Sites		104	0	0	0	0	223	0	223	0	327	

TABLE 6

FY 2012-13

PARK and RECREATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
				(In Thousands of Dollars)									
23) 932050	Local Parks - Com.District 10 - BBCBP Various Sites	3/2018	785 785	0 0	0 0	0 0	0 0	0 0	936 936	936 936	2,279 2279	4,000 4,000	11, 14, 1188
24) 937700	Local Parks - Com.District 11- BBCBP Various Sites	3/2019	942 942	0 0	0 0	0 0	0 0	10 10	1,259 1259	1,269 1,269	1,289 1289	3,500 3,500	11, 13, 14 17, 1188
25) 9310370	Local Parks - Com.District 13 - BBCBP Various Sites	3/2018	608 608	0 0	0 0	0 0	0 0	0 0	675 675	675 675	0 0	1,283 1,283	1188
26) 931040	Marva Bannerman Park - BBCBP 4830 NW 24 Ave.	3/2017	0 0	0 0	0 0	0 0	0 0	150 150	0 0	150 150	0 0	150 150	1188
27) 935660	Medsouth Park - BBCBP SW 280 St. ans SW 130 Ave.	3/2017	0 0	0 0	0 0	0 0	0 0	700 700	0 0	700 700	0 0	700 700	1188
28) 932790	Naranja Park - BBCBP 14150 SW 264 St.	3/2012	2,113 2,113	0 0	0 0	0 0	0 0	0 0	0 0	0 0	160 160	2,273 2,273	11, 13, 14, 17, 1188
29) 931420	North Glade Park (Meadow Wood Prk)BBCBP 17355 NW 52 Ave.	3/2013	156 156	0 0	0 0	640 640	604 604	0 0	0 0	1,244 1,244	0 0	1,400 1,400	13, 14, 1188
30) 934640	North Shorecrest & Military Trail Park- BBCBP 801 NE 88 St.	3/2017	0 0	0 0	0 0	0 0	0 0	500 500	0 0	500 500	0 0	500 500	1188
31) 934610	North Trail Park - BBCBP NW 8 St. and NW 127 Ave.	3/2013	697 697	698 698	200 200	164 164	0 0	0 0	0 0	1,062 1,062	0 0	1,759 1,759	17, 1188
32) 935510	Oak Grove Park - BBCBP 690 NE 159 St.	N/2017	443 443	0 0	0 0	0 0	0 0	175 175	0 0	175 175	0 0	618 618	13, 14, 1188
33) 936040	Olympic Park - BBCBP 8601 SW 152 Ave.	N/2019	129 129	0 0	0 0	0 0	0 0	0 0	971 971	971 971	500 500	1,600 1,600	11, 13, 1188

TABLE 6

FY 2012-13

PARK and RECREATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
34)	Royal Colonial Park - BBCBP	N/2017	28	0	0	0	0	107	1,265	1,372	0	1,400	14, 1188
935850	SW 147 Ave. and SW 280 St.		28	0	0	0	0	107	1265	1,372	0	1,400	
35)	Sergeant Joseph Delancy Park- BBCBP	N/2017	2,003	0	0	0	0	500	0	500	0	2,503	11, 13, 14,
938340	14450 Boggs Dr.		2,003	0	0	0	0	500	0	500	0	2,503	17, 1188
36)	Sharman Park - BBCBP	N/2015	0	0	0	0	0	0	0	0	600	600	1188
938680	SW 219 St. and 123 Ave.		0	0	0	0	0	0	0	0	600	600	
37)	South Dade Park - BBCBP	N/2018	463	0	0	0	0	2537	2,000	4,537	0	5,000	11, 13, 14,
931390	16350 SW 280 St.		463	0	0	0	0	2537	2000	4,537	0	5,000	1188
38)	West Perrine Park - BBCBP	N/2019	119	0	435	3990	456	0	0	4,881	0	5,000	13, 14, 17,
931490	17121 SW 104 Ave.		119	0	435	3990	456	0	0	4,881	0	5,000	1188
39)	Wild Lime Park - BBCBP	N/2019	0	0	0	0	0	0	400	400	1,100	1,500	1188
932080	11341 SW 147 Ave.		0	0	0	0	0	0	400	400	1100	1,500	
40)	Amelia Earhart Park - BBCBP (Proj #45)	2/2019	846	300	560	500	2,962	703	4,529	9,554	12,600	23,000	11, 13, 14,
9310040	11900 NW 42 Ave.		1,080	123	560	443	2962	703	4529	9,320	12600	23,000	17, 1188
41)	Arcola Lakes Park - BBCBP	3/2013	1,110	3,360	1,830	0	0	0	0	5,190	0	6,300	11, 13, 14,
938870	1301 NW 83 St.		2,091	2379	1830	0	0	0	0	4,209	0	6,300	17, 1188, 1216
42)	Camp Matecumbe (Boystown) - BBCBP	N/2019	480	0	50	0	0	0	120	170	5,350	6,000	11, 13, 14,
937010	SW 120 St. and SW 137 Ave.		480	0	50	0	0	0	120	170	5350	6,000	1188
43)	Camp Owaissa Bauer - BBCBP	N/2017	797	0	0	0	0	203	0	203	0	1,000	11, 13, 14,
934860	17001 SW 264 St.		797	0	0	0	0	203	0	203	0	1,000	1188
44)	Chapman Field Park - BBCBP	N/2017	1,686	0	0	0	0	550	1,300	1,850	1,464	5,000	13, 14
933530	13601 Old Cutler Rd.		1,686	0	0	0	0	550	1300	1,850	1464	5,000	1188

TABLE 6

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PARK and RECREATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
45) 937580	Charles Deering Estate - BBCBP 16701 SW 72 Ave.	N/2019	917 1,000	233 350	200 0	0 0	0 0	90 90	660 660	1,183 1,100	2,900 2900	5,000 5,000	13, 14, 17, 1188
46) 939060	Crandon Park - BBCBP 4000 Crandon Blvd.	N/2019	7,777 8,204	1,657 1230	2,707 2707	3572 3572	0 0	0 0	0 0	7,936 7,509	7,287 7287	23,000 23,000	11, 13, 14, 17, 1188 25
47) 936600	Greynolds Park - BBCBP 17530 W Dixie Hwy	N/2019	587 623	265 229	98 98	2110 2110	490 490	270 270	630 630	3,863 3,827	2,550 2550	7,000 7,000	13, 14, 17, 1188
48) 932740	Haulover Park - BBCBP 10801 Collins Ave.	3/2019	8,149 8,231	1269 1227	239 199	0 0	0 0	605 605	1,415 1415	3,528 3,446	11,323 11323	23,000 23,000	11, 13, 14, 17, 1188
49) 933780	Homestead Air Reserve Park - BBCBP SW 268 St. and SW 129 Ave.	N/2019	184 184	53 53	463 463	0 0	0 0	1121 1121	3,214 3214	4,851 4,851	10,022 10022	15,057 15,057	13, 14, 1188 20, 23
50) 931720	Kendall Indian Hammocks Park - BBCBP 11395 SW 79 St.	3/2019	60 60	0 0	0 0	0 0	0 0	413 413	1,971 1971	2,384 2,384	3,556 3556	6,000 6,000	11, 13, 1188
51) 936860	Kendall Soccer Park - BBCBP SW 127 Ave. and 80 St.	3/2017	3,150 3,150	0 0	0 0	0 0	0 0	850 850	0 0	850 850	0 0	4,000 4,000	11, 13, 14, 1188
52) 937120	Larry and Penny Thompson Park - BBCBP 12451 SW 184 St.	N/2019	407 407	0 0	0 0	0 0	0 0	2210 2210	2,233 2233	4,443 4,443	1,750 1750	6,600 6,600	11, 13, 1188
53) 932110	Matheson Hammock Park - BBCBP 9610 Old Cutler Rd.	N/2019	2,042 2,042	0 0	0 0	0 0	0 0	477 477	1,345 1345	1,822 1,822	2,136 2136	6,000 6,000	11, 13, 14, 1188
54) 933650	Zoo Miami-Const.of PhV-FI Exhibit - BBCBP 12400 SW 152 St.	N/2019	3,343 4,094	751 0	10249 10249	16459 16459	11816 11816	0 0	0 0	39,275 38,524	0 0	42,618 42,618	11, 13, 14, 17, 1188 25
55) 936010	Zoo Miami-Ph III-Impr. & Entry Way - BBCBP 12400 SW 152 St.	3/2015	7,204 7,204	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4796 4796	12,000 12,000	11, 13, 14, 17, 1188

TABLE 6

FY 2012-13

PARK and RECREATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
			(In Thousands of Dollars)										
56)	Redland Fruit & Spice Park - BBCBP	N/2018	2,638	0	0	0	0	252	1,110	1,362	0	4,000	11, 13, 14,
939650	24801SW 187 Ave.		2,638	0	0	0	0	252	1110	1,362	0	4,000	1188
57)	Tamiami Park - BBCBP	N/2019	1,238	0	0	0	0	0	411	411	6,351	8,000	11, 13, 14,
935000	11201 SW 24 St.		1,238	0	0	0	0	0	411	411	6351	8,000	1188
58)	Trail Glades Range - BBCBP	N/2019	4,798	2,358	654	0	0	0	448	3,460	1000	9,258	11, 13, 14,
9310910	SW 8 St. and 177 Ave.		6,450	938	422	0	0	0	448	1,808	1000	9,258	17, 1188
													1216, 895
59)	Tree Islands Park - BBCBP	N/2019	584	0	0	0	0	0	146	146	4,270	5,000	11, 13, 14,
9310720	SW 24 St. and SW 142 Ave.		584	0	0	0	0	0	146	146	4270	5,000	17, 1188
60)	Tropical Park - BBCBP	N/2019	2,440	3516	3,344	200	100	1,945	1,745	10,850	1,710	15,000	11, 13, 14,
937040	7900 SW 40 St.		2,760	3196	3344	200	100	1945	1745	10,530	1710	15,000	17, 1188
61)	West Kendall District Park - BBCBP	N/2019	0	0	0	0	0	0	331	331	22,669	23,000	1188
931220	SW 120 St. and 167 Ave.		0	0	0	0	0	0	331	331	22669	23,000	
62)	Greenways & Trails-CDist.01-BBCBP(Pr#51)	N/2013	1,272	2,560	1,868	0	0	0	0	4,428	0	5,700	13,14,17,
932610	Various Sites		4,919	0	781	0	0	0	0	781	0	5,700	1188, 821
63)	Greenways & Trails-CDist.09-BBCBP(Pr#51)	N/2015	715	160	1,358	2,762	996	0	0	5,276	0	5,991	14, 17, 1188
937230	Various Sites		2,620	800	1358	817	396	0	0	3,371	0	5,991	821
64)	Greenways & Trails-CDist.08-BBCBP(Pr#51)	N/2012	1,890	2,015	1,750	643	0	0	0	4,408	0	6,298	13, 14, 1188
936760	Various Sites		4,205	450	1643	0	0	0	0	2,093	0	6,298	821
65)	Greenway Bridges Project	N/2013	205	558	175	0	0	0	0	733	0	938	821
933030	Various Sites		938	0	0	0	0	0	0	0	0	938	
66)	Marina Capital Plan	N/2013	5,556	357	0	0	0	0	0	357	0	5,913	885, 3780
932660	Various Sites		5,913	0	0	0	0	0	0	0	0	5,913	1008,3766

TABLE 6

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PARK and RECREATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
67)	Areawide & Local Parks - Park Improvements	N/2012	0	600	0	0	0	0	0	600	0	600	650
937110	Countywide		0	600	0	0	0	0	0	600	0	600	
68)	Goulds Park - BBCBP	3/2017	1,073	0	0	0	0	364	0	364	160	1,597	11, 13, 14,
931100	21805 SW 114 Ave		1,073	0	0	0	0	364	0	364	160	1,597	1188
69)	QNIP Phase V - Local Park Improv.	N/2012	984	588	0	0	0	0	0	588	0	1,572	1184
938040	Unincorporated Miami-Dade County		1,572	0	0	0	0	0	0	0	0	1,572	
70)	Greenways & Trails - Black Creek / Bisc. Trls	3/2012	550	450	0	0	0	0	0	450	0	1,000	821
935060	South Miami-Dade County		1,000	0	0	0	0	0	0	0	0	1,000	
71)	Haulover Beach Ocean Rescue - BBCBP	3/2012	2,151	159	0	0	0	0	0	159	0	2,310	11, 13, 14,
939880	Haulover Beach Park		2,153	157	0	0	0	0	0	157	0	2,310	17, 1188, 650
72)	West Perrine Senior Citizen Center - BBCBP	2/2014	12	0	73	415	0	0	0	488	0	500	14, 1188
936310	SW 102 Ave and SW 172 St		12	0	73	415	0	0	0	488	0	500	
73)	Bikepath Improvements Along Canals-BBCBP	2/2018	72	203	0	0	0	0	725	928	0	1,000	11, 14, 17,
934080	Various Sites		170	105	0	0	0	0	725	830	0	1,000	1188
74)	Bikepath Imp On Snapper Creek Trail-BBCBP	2/2018	0	0	0	0	0	450	50	500	0	500	1188
932040	Along SW 117 Ave from SW 16 St to SW 79 St		0	0	0	0	0	450	50	500	0	500	
75)	Bikepath On Snake Creek Bridge - BBCBP	2/2019	140	0	0	0	0	500	0	500	360	1,000	13,14, 1188
936990	I-95 at Snake Creek Canal		140	0	0	0	0	500	0	500	360	1,000	
76)	Ludlam Bikepath - BBCBP	2/2017	812	228	0	0	0	1735	0	1,963	0	2,775	1188, 821
939080	FEC railroad from D-Land North to NW 12 St		1,040	0	0	0	0	1735	0	1,735	0	2,775	
77)	New Haitian Comm. Center - BBCBP	N/2019	34	0	0	0	0	1079	2,590	3,669	6,297	10,000	13, 14,
935350	690 NE 159 St		34	0	0	0	0	1079	2590	3,669	6297	10,000	1188

TABLE 6

FY 2012-13




PARK and RECREATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
78)	CDBG Park Capital Improvements	N/2012	600	1,520	0	0	0	0	0	1,520	0	2,120	190,191
931590	Various		1,070	1050	0	0	0	0	0	1,050	0	2,120	
79)	Zoo Miami Amphitheatre Canopy & Seat Area	3/2014	4,237	1,084	0	0	0	0	0	1,084	0	5,321	198,1106
931997	Zoo Miami		5,324	0	0	0	0	0	0	0	0	5,324	
80)	Miami River Greenway	3/2017	1,127	1,800	1,800	2,773	0	0	0	6,373	0	7,500	11,13,14,
6010960	City of Miami		1,167	1760	1800	2773	0	0	0	6,333	0	7,500	17, 1188
81)	Country Village Park - BBCBP	3/2013	1,403	0	0	0	0	0	175	175	0	1,578	11,13,
938840	6550 NW 188 Terr		1,403	0	0	0	0	0	175	175	0	1,578	14, 1188
82)	Sports Fac. Bond Series 1995 Park Cap. Imp.	3/2012	90	504	0	0	0	0	0	504	0	594	3782,3783
936150	Various		594	0	0	0	0	0	0	0	0	594	
Subtotals			110,399	33,622	36,082	39,700	21,894	29,609	43,054	203,961	125,872	440,232	
			144,096	17,927	28,673	33,290	19,244	28,076	43,054	170,264	125,872	440,232	
Proposed Additions, 2012-13 Proposed Capital Budget and Multi-Year Capital Plan													
83)	Briar Bay Park - BBCBP	3/2012	182	0	0	0	0	68	0	68	0	250	13, 14, 1188
9310200	SW 128 St amd SW 90 Ave		182	0	0	0	0	68	0	68	0	250	
84)	Continental Park - BBCBP	3/2012	275	50	0	0	0	0	0	50	0	325	13,14, 17
934290	1000 SW 82 Ave		325	0	0	0	0	0	0	0	0	325	
85)	QNIP -Local Park Improvements	N/2011	283	670	0	0	0	0	0	670	0	953	1217
931850	Unincorporated Miami-Dade County		953	0	0	0	0	0	0	0	0	953	
86)	Park Revenue Enhancement	3/2012	555	345	0	0	0	0	0	345	0	900	3766
931080	Various Sites		900	0	0	0	0	0	0	0	0	900	
87)	Westchester Arts Center - BBCBP	N/2017	945	0	0	0	0	4,000	3,055	7,055	0	8,000	11, 13,14,

TABLE 6

FY 2012-13

PARK and RECREATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source	
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18						
			(In Thousands of Dollars)											
932730	7900 SW 40 St		945	0	0	0	0	4,000	3,055 	7,055	0	8,000	17, 1188	
	Subtotals of Proposed Additions		2,240	1,065	0	0	0	4,068	3,055	8,188	0	10,428		
			3,305	0	0	0	0	4,068	3,055	7,123	0	10,428		
	TOTALS		112,639	34,687	36,082	39,700	21,894	33,677	46,109 	212,149	125,872	450,660		
			147,401	17,927	28,673	33,290	19,244	32,144	46,109 	177,387	125,872	450,660		

* 1=Existing Deficiency; 2=Future Growth; 3=Combined/Other; N=Not-Applicable

Projects "strikethrough" are proposed deletions, 2012-13 Proposed Budget and Multi-Year Capital Plan

Source: Parks, Recreation, and Open Spaces Department and Department of Regulatory and Economic Resources (RER).

Data provided by the Office of Management and Budget (OMB).

TABLE 7

FY 2012-13

SEAPORT































Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
			Revenues										
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
(In Thousands of Dollars)													
1) 649870	Seaport Tunnel Dante B. Fascell Port of Miami-Dade	2/2014	100,000 100,000	0 0	55,000 55,000	0 0	0 0	0 0	0  0 	55,000 55,000	0 0	155,000 155,000	11, 1000
2) 649730	Dredge III Dante B. Fascell Port of Miami-Dade	2/2015	5,285 5,285	129,056 129,056	55,333 55,333	10,596 10,596	3,633 3,633	0 0	0  0 	198,618 198,618	0 0	203,903 203,903	142, 821, 1000 
3) 6432900	Cruise Terminal B & C Improvements Dante B. Fascell Port of Miami-Dade	1/2012	20,857 20,857	50 50	0 0	0 0	0 0	0 0	0  0 	50 50	0 0	20,907 20,907	198,821, 1000 
4) 645430	Infrastructure Improvements Dante B. Fascell Port of Miami-Dade	1/2017	10,875 10,875	12,280 12,280	7,300 7,300	5,500 5,500	12,000 12,000	4,369 4,369	0  0 	41,449 41,449	0 0	52,324 52,324	821, 1000
5) 643560	Gantry Berth Reinforcements Dante B. Fascell Port of Miami-Dade	3/2013	1,685 1,685	2,985 2,985	0 0	0 0	0 0	0 0	0  0 	2,985 2,985	0 0	4,670 4,670	1000 
6) 644520	Container Yard Improvements - Seaboard Dante B. Fascell Port of Miami-Dade	1/2014	22,099 22,099	1,892 1,892	7,956 7,956	7,178 7,178	0 0	0 0	0  0 	17,026 17,026	0 0	39,125 39,125	821, 1000
7) 644710	Cruise Terminals D & E Upgrds for New Serv. Dante B. Fascell Port of Miami-Dade	2/2013	13,736 13,736	1,940 1,940	0 0	0 0	0 0	0 0	0  0 	1,940 1,940	0 0	15,676 15,676	821, 1000
8) 6430061	Construction Supervision Dante B. Fascell Port of Miami-Dade	N/2017	10,750 10,750	4,900 4,900	4,900 4,900	4,900 4,900	4,900 4,900	4,900 4,900	0  0 	24,500 24,500	0 0	35,250 35,250	1000 
9) 647710	Dredge III Bulkhead Strengthening Dante B. Fascell Port of Miami-Dade	2/2014	41,906 41,906	20,000 20,000	3,913 3,913	0 0	0 0	0 0	0  0 	23,913 23,913	0 0	65,819 65,819	821, 1000
10) 644010	Cargo Gateway Security Sustems Dante B. Fascell Port of Miami-Dade	1/2014	250 250	2,011 2,011	724 724	2,709 2,709	3,375 3,375	0 0	0  0 	8,819 8,819	0 0	9,069 9,069	1000 
11) 646300	Cargo Bulkhead Rehabilitation Dante B. Fascell Port of Miami-Dade	1/2015	1,000 1,000	7,703 7,703	8,438 8,438	2,147 2,147	5,483 5,483	0 0	0  0 	23,771 23,771	0 0	24,771 24,771	1000 
12)	Terminal Bulkhead Future Repairs	2/2017	0	0	0	15,000	13,000	12,000	0 	40,000	0	40,000	1000 

TABLE 7

FY 2012-13

SEAPORT

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
			(In Thousands of Dollars)										
644300	Dante B. Fascell Port of Miami-Dade		0	0	0	15,000	13,000	12,000	0	40,000	0	40,000	
13)	Terminal F & G Upgrades	1/2014	7,463	9,602	5,000	0	0	0	0	14,602	0	22,065	917, 1000
645020	Dante B. Fascell Port of Miami-Dade		7,463	9,602	5,000	0	0	0	0	14,602	0	22,065	
14)	Cruise Terminal J Improvements	1/2018	2,853	0	1,800	0	0	0	3,000	4,800	0	7,653	1000
642930	Dante B. Fascell Port of Miami-Dade		2,853	0	1,800	0	0	0	3,000	4,800	0	7,653	
15)	Intermodal & Rail Reconstruction	2/2014	12,189	14,978	400	0	0	0	0	15,378	0	27,567	150, 1000
642780	Dante B. Fascell Port of Miami-Dade		12,189	14,978	400	0	0	0	0	15,378	0	27,567	
16)	Mass Notification System	1/2012	2,672	50	0	0	0	0	0	50	0	2,722	1000, 1141
642390	Dante B. Fascell Port of Miami-Dade		2,672	50	0	0	0	0	0	50	0	2,722	
17)	Purchase 4 Add. Gantry Container Cranes	1/2016	10,436	25,469	4,294	2,552	444	0	0	32,759	0	43,195	821, 1000
6433531	Dante B. Fascell Port of Miami-Dade		10,436	25,469	4,294	2,552	444	0	0	32,759	0	43,195	
Subtotals			243,199	232,866	155,058	50,582	42,835	21,269	3,000	505,610	0	748,809	
			243,199	232,866	155,058	50,582	42,835	21,269	3,000	505,610	0	748,809	
<u>Proposed Additions, 2012-13 Proposed Budget and Multi-Year Capital Plan</u>													
18)	Cruise Terminal Bulkhead Repair	1/2013	2,552	50	0	0	0	0	0	50	0	2,602	1000
649890	Dante B. Fascell Port of Miami-Dade		2,552	50	0	0	0	0	0	50	0	2,602	
19)	Sewer Upgrades	1/2016	110	100	2,210	1,291	1,291	0	0	4,892	0	5,002	1000
647720	Dante B. Fascell Port of Miami-Dade		110	100	2,210	1,291	1,291	0	0	4,892	0	5,002	
Subtotals of Proposed Additions			2,662	150	2,210	1,291	1,291	0	0	4,942	0	7,604	
			2,662	150	2,210	1,291	1,291	0	0	4,942	0	7,604	
TOTALS			245,861	233,016	157,268	51,873	44,126	21,269	3,000	510,552	0	756,413	

TABLE 7

FY 2012-13

SEAPORT

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
			(In Thousands of Dollars)										
			245,861	233,016	157,268	51,873	44,126	21,269	3,000	510,552	0	756,413	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined/Other; N=Not-Applicable

Projects "strikethrough" are proposed deletions, 2012-13 Proposed Budget and Multi-Year Capital Plan

Source: Port of Miami-Dade (POM) and Department of Regulatory and Economic Resources (RER).

Data provided by the Office of Management and Budget (OMB).

TABLE 8

FY 2012-13

SEWER FACILITIES

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
			(In Thousands of Dollars)										
1) 9650241	Central M-D W.W.Tr.Mains & Pump St. Impr. W.W. System - Central District Area	3/2018	47,370 84,107	36,737 0	960 960	1,000 1,000	0 0	0 0	2,988 2,988	41,685 4,948	290,217 290,217	379,272 379,272	490,521,1170 1171,1266
2) 9650201	Gravity Sewer Renovations Systemwide	1/2018	15,097 15,097	0 0	12,800 12,800	7,025 7,025	9,403 9,403	5,460 5,460	3,095 3,095	37,783 37,783	0 0	52,880 52,880	490,1170, 1171
3) 9650221	Sanitary Sewer Improvements Systemwide	1/2017	1,983 4,673	1,766 300	400 300	500 300	550 300	600 300	674 300	4,490 1,800	0 0	6,473 6,473	497,521
4) 9653201	W.W. General Maintenance & Office Facilities Systemwide	N/2019	1,559 1,559	0 0	2,300 2,300	8,850 8,850	15,775 15,775	10,700 10,700	24,433 24,433	62,058 62,058	82,522 82,522	146,139 146,139	490,1171, 1266
5) 9652481	W.W. Telemetry System Systemwide	N/2017	4,396 4,396	510 510	0 0	2,626 2,626	2,450 2,450	2,622 2,622	0 0	8,208 8,208	0 0	12,604 12,604	490,1170, 1171
6) 9650371	Lift Station Upgrades & Struct. Maint. Impr. Systemwide	3/2018	5,524 5,524	1,504 1,504	5,876 5,876	10,252 10,252	10,741 10,741	11,741 11,741	9,213 9,213	49,327 49,327	0 0	54,851 54,851	490,1170, 1171
7) 9651061	South District W.W.Tr. Mains&Pump St. Impr. W.W. System - South District Area	3/2018	0 0	0 0	0 0	1,290 1,290	0 0	0 0	5,734 5,734	7,024 7,024	0 0	7,024 7,024	1171
8) 9650361	Wastewater System Maint. & Upgrades Systemwide	3/2017	19,011 19,010	12,014 12,015	12,500 12,500	15,000 15,000	15,000 15,000	15,000 15,000	15,000 15,000	84,514 84,515	162,500 162,500	266,025 266,025	490,1266
9) 9651071	Pump Station Improvements Program Systemwide	3/2018	10,364 10,364	0 0	0 0	3,000 3,000	2,500 2,500	5,000 5,000	16,800 16,800	27,300 27,300	0 0	37,664 37,664	521,490, 1170,1171
10) 9653381	Corrosion Control Facilities Improvements Systemwide	1/2018	11,487 12,815	1,328 0	0 0	1,000 1,000	1,500 1,500	3,000 3,000	2,000 2,000	8,828 7,500	0 0	20,315 20,315	1170,1171
11) 9653241	Wastewater Engineering Studies Systemwide	N/2012	626 999	373 0	0 0	0 0	0 0	0 0	0 0	373 0	0 0	999 999	1170

TABLE 8

FY 2012-13

SEWER FACILITIES

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
				(In Thousands of Dollars)									
12) 9653281	Sanitary Sewer System Extension Systemwide	3/2019	9,899 9,899	0 0	5,259 5,259	1,835 1,835	2,113 2,113	2,113 2,113	2,113 2,113	13,433 13,433	396,590 396,590	419,922 419,922	490,1170, 1171
13) 9653371	Peak Flow Management Facilities Systemwide	1/2019	16,836 26,615	15,330 15,000	11,579 6,333	39,198 34,995	42,755 42,755	122,030 122,030	225,867 225,867	456,759 446,980	471,506 471,506	945,101 945,101	490,521,1170 1171,1266
14) 9650301	W.W. Equipment & Vehicles Systemwide	N/2017	22,105 26,140	5,678 1,643	9,000 9,000	9,000 9,000	9,000 9,000	9,000 9,000	9,000 9,000	50,678 46,643	55,000 55,000	127,783 127,783	490,1266
15) 9653421	Central District Upgrades - W.W.T.P. Virginia Key	3/2019	6,458 8,511	1,480 0	9,846 9,273	16,187 16,187	9,000 9,000	30,535 30,535	33,190 33,190	100,238 98,185	1,105,349 1,105,349	1,212,045 1,212,045	490,521,1170 1171,1266
16) 9653411	North District Upgrades - W.W.T.P. 2575 NE 151 St.	3/2018	4,681 9,700	3,613 0	8,653 7,247	17,256 17,256	13,598 13,598	50,068 50,068	29,454 29,454	122,642 117,623	0 0	127,323 127,323	490,1170, 1171
17) 9653401	South District Upgrades - W.W.T.P. 8950 SW 232 St.	3/2018	7,623 30,000	16,877 0	11,907 6,407	15,858 15,858	450 450	0 0	29,455 29,455	74,547 52,170	568,824 568,824	650,994 650,994	521,1170, 1171,1266
18) 9653261	W.W. Treatment Repl. & Renovation. Systemwide	3/2019	14,838 22,717	11,910 4,031	8,680 8,680	9,289 9,289	9,289 9,289	9,289 9,289	9,288 9,288	57,745 49,866	10,598 10,598	83,181 83,181	490,1171, 1266
19) 9652002	Pump Station Generators & Misc. Upgrades Systemwide	3/2019	436 1,100	664 0	1,785 1,785	9,620 9,620	15,140 15,140	16,340 16,340	14,170 14,170	57,719 57,055	9,600 9,600	67,755 67,755	1170,1171
20) 9652003	W.W.T.P. Automation Enhancements. Systemwide	N/2017	1,509 1,627	118 0	500 500	3,561 3,561	4,482 4,482	2,577 2,577	0 0	11,238 11,120	0 0	12,747 12,747	521,1171, 1266
21) 9652061	W.W.T.P. Miscellaneous Upgrades Wastewater Treatment Plants	3/2017	0 0	0 0	700 700	3,184 3,184	7,556 7,556	3,778 3,778	0 0	15,218 15,218	7,500 7,500	22,718 22,718	1171, 1266
22) 9652101	North M-D W.W.Tr. Mains & Pump St. Improv. Wastewater System - North District Area	3/2018	0 0	0 0	770 770	0 0	0 0	0 0	15,000 15,000	15,770 15,770	37,538 37,538	53,308 53,308	1171, 1266

TABLE 8

FY 2012-13

SEWER FACILITIES

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
23) 9655481	South District W.W.T.P Expansion (Ph III) 8950 SW 232 St.	2/2019	1,487	0	1,000	109	770	1,887	4,862	8,628	25,926	36,041	490,1170,
			1,487	0	1,000	109	770	1,887	4,862	8,628	25,926	36,041	1171
24) 96510240	South District W.W.T.P.-High Level Disinfect. 8950 SW 232 St.	2/2014	249,163	18,454	398	0	0	0	0	18,852	0	268,015	521,1177,
			265,738	2,277	0	0	0	0	0	2,277	0	268,015	1170,951,
25) 962670	Outfall Legislation Systemwide	3/2019	0	0	4,125	5,000	9,536	15,466	123,457	157,584	1,459,156	1,616,740	1171, 1266
			0	0	4,125	5,000	9,536	15,466	123,457	157,584	1,459,156	1,616,740	
26) 964490	Mun/WASD Projects - (GOB) Various	3/2019	0	0	0	0	0	1,200	13,727	14,927	4,968	19,895	1188
			0	0	0	0	0	1,200	13,727	14,927	4,968	19,895	
27) 967730	Upgrade of Miami Spr.Pump St. -(GOB) Various	3/2017	950	0	71	200	0	329	0	600	0	1,550	14,17,1188
			950	0	71	200	0	329	0	600	0	1,550	
28) 964350	Needs Assessments Projects -(GOB) Various (Wastewater 20%)	3/2018	1,170	145	875	798	258	1,480	1,434	4,991	0	6,162	11,13,14,
			1,197	119	875	798	258	1,480	1,434	4,965	0	6,162	1188
29) 965520	NW 37 Ave Industrial Dev. Area -(GOB) NW 37th Ave & NW 36 St (W.Water 50%)	3/2017	312	298	500	1,631	2,370	0	0	4,798	0	5,110	11,13,14,
			312	298	500	1,631	2,370	0	0	4,798	0	5,110	1188
30) 969830	Perrine /Cutler Improv. -(GOB) Various (Wastewater 70%)	3/2017	8,235	3,328	0	0	0	2,895	0	6,223	0	14,458	11,14,17,
			8,354	3,209	0	0	0	2,895	0	6,104	0	14,458	1026,1188
31) 966370	System Enhancements -(GOB) Various (Wastewater 50%)	3/2019	2,206	55	1,096	0	0	4,615	367	6,131	4,959	13,296	11,14,17,
			2,208	53	1,096	0	0	4,615	367	6,129	4,959	13,296	1188
32) 962830	System Improvements Project -(GOB) Various (Wastewater 50%)	3/2018	3,452	0	0	0	0	28,116	9,533	37,649	0	41,101	11,13,14,17,
			3,452	0	0	0	0	28,116	9,533	37,649	0	41,101	1188
33) 968750	W.W. Pipes & Infrastructure Projects Various	2/2017	17,608	2,141	1,000	1,000	1,994	0	0	6,135	0	23,743	490
			23,743	0	0	0	0	0	0	0	0	23,743	

TABLE 8

FY 2012-13

SEWER FACILITIES

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
			(In Thousands of Dollars)										
34)	Miami Springs Construction Fund - WW	3/2017	193	100	100	100	300	254	153	1,007	0	1,200	1220
969110	Miami Springs		1,200	0	0	0	0	0	0	0	0	1,200	
35)	W.W. Treatment Plants Effluent Reuse	3/2019	0	0	15,525	15,497	10,000	22,168	10,624	73,814	95,000	168,814	1171
965630	Systemwide		0	0	15,525	15,497	10,000	22,168	10,624	73,814	95,000	168,814	
TOTALS			486,578	134,422	128,204	199,866	196,530	378,263	611,631	1,648,916	4,787,753	6,923,246	
			603,493	40,958	113,881	194,363	193,986	377,709	611,104	1,532,001	4,787,753	6,923,246	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined/Other; N=Not-Applicable

Source: Miami-Dade Water and Sewer Department (WASD) and Department of Regulatory and Economic Resources (RER).

Data provided by the Office of Management and Budget (OMB).

TABLE 9

FY 2012-13

SOLID WASTE MANAGEMENT

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source	
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18						
			(In Thousands of Dollars)											
1) 5050251	Environmental Improvements Various Sites	3/2018	100 100	100 100	100 100	100 100	100 100	100 100	100 100	600 600	0 0	700 700		450
2) 5051580	South Dade Landfill Gr/water Remediation 24000 SW 97 Ave.	3/2018	632 632	50 50	20 20	20 20	120 120	30 30	14 28	254 268	14 0	900 900		450,1027
3) 5054061	Trash & Recycling Center Improvements Various Sites	3/2018	0 0	100 100	100 100	100 100	100 100	100 100	100 100	600 600	100 100	700 700		451
4) 5056840	Collection Facility Improvements Various Sites	3/2018	0 0	100 100	100 100	100 100	100 100	100 100	100 100	600 600	100 100	700 700		451
5) 50510091	North Dade Landfill Gas Extr.Syst. - (Phase II) 21500 NW 47 Ave.	3/2018	1,004 2,165	105 0	105 0	105 0	210 0	105 0	531 0	1,161 0	0 0	2,165 2,165		1027,1140
6) 5055760	Disposal Facilities Improvements Countywide	3/2018	0 0	100 100	100 100	100 100	100 100	100 100	100 100	600 600	100 100	700 700		450
7) 5057380	North Dade Landfill Gr/water Remediation 21500 NW 47 Ave.	3/2018	0 0	50 50	1,000 1,000	100 100	50 50	50 50	50 50	1,300 1,300	200 200	1,500 1,500		450
8) 5058000	Central Transfer Station Compactor Repl. 1150 NW 20 St.	3/2012	4,143 4,143	57 57	0 0	0 0	0 0	0 0	0 0	57 57	0 0	4,200 4,200		450,1027
9) 5010750	Replacement of Scales at Disp. Facilities Various Sites	3/2018	100 100	50 50	50 50	50 50	50 50	50 50	50 50	300 300	50 50	450 450		450
10) 501350	South Dade Landfill Cell 5 Closure 24000 SW 97 Ave.	3/2023	0 0	0 0	0 0	0 0	0 0	0 0	16,000 16,000	16,000 16,000	0 0	16,000 16,000		965

TABLE 9

FY 2012-13

SOLID WASTE MANAGEMENT

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
			(In Thousands of Dollars)										
11) 503400	Virginia Key Landfill Study and Closure Grant Virginia Key	N/2015	329 28,285	14,368 0	14,023 435	16,930 16,930	0 0	0 0	0 0	45,321 17,365	0 0	45,650 45,650	965,1140
12) 504370	South Dade Landfill Cell 4 Closure 24000 SW 97 Ave.	3/2018	0 0	0 0	0 0	1,000 1,000	3,000 3,000	5,000 5,000	6,000 6,000	15,000 15,000	0 0	15,000 15,000	965
13) 505480	South Dade Landfill Cell 5 Construction 24000 SW 97 Ave.	3/2014	7,667 7,667	3,208 3,208	4,085 4,085	0 0	0 0	0 0	0 0	7,293 7,293	0 0	14,960 14,960	11,13,14,17, 450, 1188
14) 505670	Scalehouse Expansion Project Various Sites	3/2013	495 495	605 605	0 0	0 0	0 0	0 0	0 0	605 605	0 0	1,100 1,100	450
15) 509320	Resources Recovery Cell 20 Construction 6990 NW 97 Ave.	3/2013	4,124 4,124	376 376	0 0	0 0	0 0	0 0	0 0	376 376	0 0	4,500 4,500	450
16) 509110	North Dade Landfill East Cell Closure 21500 NW 47 Ave.	3/2018	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	19,950 19,950	19,950 19,950	965
17) 507690	Resources Recovery Ash Landfill Cell 19 Cl. 6990 NW 97 Ave.	N/2015	0 0	250 250	1,000 1,000	1,750 1,750	0 0	0 0	0 0	3,000 3,000	0 0	3,000 3,000	450,965
18) 503530	Home Chemical Collection Center Access Rd 8831 NW 58 St	3/2013	965 965	35 35	0 0	0 0	0 0	0 0	0 0	35 35	0 0	1,000 1,000	450
19) 502240	Disposal Facility Exit Scales Various Sites	3/2014	0 0	50 50	50 50	0 0	0 0	0 0	0 0	100 100	0 0	100 100	450
20) 503220	Resources Recov. Ash Landfill Cell 20 Clos. 6990 NW 97 Ave	3/2018	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5,000 5,000	5,000 5,000	965
21)	West Transfer Station Tipping Floor	3/2013	211	110	262	67	0	0	0	439	0	650	450

TABLE 9

FY 2012-13

SOLID WASTE MANAGEMENT

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
			(In Thousands of Dollars)										
501410	2900 SW 72 Ave		211	110	262	67	0	0	0	439	0	650	
22)	58 Street Truckwash Facility	3/2012	749	598	0	0	0	0	0	598	0	1,347	450,451
504450	8831 NW 58 St.		749	598	0	0	0	0	0	598	0	1,347	
23)	S Dade Landfill Cell 4 Gas Extr.&Odor Control	3/2018	530	500	50	50	50	220	100	970	0	1,500	450
509280	24000 NW 97 Ave		530	500	50	50	50	220	100	970	0	1,500	
24)	Resources Recovery - Cap.Improv.Proj.	3/2013	2,185	3,327	1,729	544	0	0	0	5,600	0	7,785	450
508640	6990 NW 97 Ave		2,185	3,327	1,729	544	0	0	0	5,600	0	7,785	
25)	Munisport Landfill Closure Grant	3/2014	21,225	8,500	3,593	1,500	0	0	0	13,593	0	34,818	450,1140
5010690	NE 145 St and Biscayne Blvd		31,027	0	2,291	1,500	0	0	0	3,791	0	34,818	
Subtotals			#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	
			#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	
Proposed Additions, 2012-13 Proposed Budget and Multi-Year Capital Plan													
26)	Disposal System Facilities Backup Power Gen.	N/2012	505	5	0	0	0	0	0	5	0	510	450
509270	Various Sites		505	5	0	0	0	0	0	5	0	510	
27)	NE Transfer Station Surge Pit Tipping Floor Roof	3/2012	850	100	50	0	0	0	0	150	0	1,000	450
509100	18701 NE 6 Ave		850	100	50	0	0	0	0	150	0	1,000	
28)	Old S.Dade Land Fill Recl. Water Force Main	3/2014	0	65	235	0	0	0	0	300	0	300	450
609970	23707 SW 97 Ave		0	65	235	0	0	0	0	300	0	300	
29)	Old S.Dade Land Stormwater Pump St. Mod.	3/2014	0	85	450	0	0	0	0	535	0	535	450
601660	23707 SW 97 Ave		0	85	450	0	0	0	0	535	0	535	

TABLE 9

FY 2012-13

SOLID WASTE MANAGEMENT

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures							Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues										
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
				(In Thousands of Dollars)										
30)	Olinda Park Remediation	3/2013	1,490	10	0	0	0	0	0	10	0	1,500	3784	
603380	2101 NW 51 St		1,490	10	0	0	0	0	0	10	0	1,500		
Subtotals of Proposed Additions			2,845	265	735	0	0	0	0	1,000	0	3,845		
			2,845	265	735	0	0	0	0	1,000	0	3,845		
TOTALS			<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>		
			<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>	<div><div></div><div>#REF!</div></div>		

* 1=Existing Deficiency; 2=Future Growth; 3=Combined/Other; N=Not-Applicable

Source: Public Works and Waste Management Department (PWWM) and Department of Regulatory and Economic Resources (RER).
Data provided by the Office of Management and Budget (OMB).

TABLE 10

FY 2012-13

TRAFFIC CIRCULATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
			(In Thousands of Dollars)										
1) 6033051	Traffic Control Devices - Equip. & Materials Countywide	N/2025	0 0	750 750	750 750	750 750	750 750	750 750	750 750	4,500 4,500	0 0	4,500 4,500	670
2) 605220	Causeway Toll System Upgrade Rickenbacker & Venetian Causeway	3/2012	1,200 1,200	2,500 2,500	0 0	0 0	0 0	0 0	0 0	2,500 2,500	0 0	3,700 3,700	440,3771
3) 6031831	Railroad Improvements Countywide	3/2016	0 0	500 500	500 500	500 500	500 500	500 500	500 500	3,000 3,000	0 0	3,000 3,000	670
4) 6031231	Street Lighting Maintenance Various Sites	N/2025	0 0	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	18,000 18,000	0 0	18,000 18,000	670,821
5) 6050231	Bridge Repair and Painting Countywide	N/2016	0 0	500 500	500 500	500 500	500 500	500 500	500 500	3,000 3,000	0 0	3,000 3,000	670
6) 6031221	Maintenance of Roads & Bridges Countywide	N/2016	0 0	500 500	500 500	500 500	500 500	500 500	500 500	3,000 3,000	0 0	3,000 3,000	670
7) 605840	Widen NW 87 Ave NW 87 Ave from NW 154 St.- 186 St.	3/2014	2,450 2,450	7,075 7,075	7,050 7,050	1,257 1,257	0 0	0 0	0 0	15,382 15,382	0 0	17,832 17,832	1107,1116
8) 6036590	Widen NW 74 St NW 74 St from HEFT to SR826	1/2014	31,059 31,059	6,040 6,040	5,106 5,106	3,000 3,000	0 0	0 0	0 0	14,146 14,146	0 0	45,205 45,205	821,1107, 1116
9) 6030281	Guardrail Safety Improvements Countywide	1/2025	0 0	100 100	100 100	100 100	100 100	100 100	100 100	600 600	0 0	600 600	670
10) 6038241	Widen SW 184 Street SW 184 St from SW 137 Ave.- 147 Ave.	1/2012	3,000 4,750	1,750 0	0 0	0 0	0 0	0 0	0 0	1,750 0	0 0	4,750 4,750	500,3769
11) 6030091	Beautification Improvements Countywide	N/2025	511 511	2,700 2,700	2,700 2,700	2,700 2,700	0 0	0 0	0 0	10,800 10,800	0 0	11,311 11,311	670

TABLE 10

FY 2012-13

TRAFFIC CIRCULATION













































Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source	
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
			(In Thousands of Dollars)											
12) 6037700	People's Transp. Plan Neighborhood Improv. Various Sites	3/2014	12,850 12,850	13,750 13,750	13,864 13,864	0 0	0 0	0 0	0  0 	27,614 27,614	0 0	40,464 40,464	 	1116
13) 6036140	Widen SW 328 St SW 328 St from US-1 to SW 162 Ave	1/2017	2,471 7,487	5,016 2,000	2,500 500	500 500	500 500	500 500	1,890  1,890 	10,906 5,890	0 0	13,377 13,377	 	350,500
14) 601610	Reconstruction of SW 62 Avenue From SW 64 St to SW 70 St.	3/2012	2,118 2,118	92 92	0 0	0 0	0 0	0 0	0  0 	92 92	0 0	2,210 2,210	 	1107,1116
15) 602840	Improvements on SW 62 Ave From SW 24 St to NW 7 St.	3/2012	9,879 9,879	400 400	0 0	0 0	0 0	0 0	0  0 	400 400	0 0	9,979 9,979	 	1107,1116
16) 604860	Construction of NW 138 St Bridge NW 138 St and the Miami River Canal	1/2012	4,140 4,140	500 500	0 0	0 0	0 0	0 0	0  0 	500 500	0 0	4,640 4,640	 	821,1107, 1116
17) 606660	Improvements on NE 2 Ave (NE 36 - 43 St) From NE 36 St to NE 43 St.	3/2012	5 5	3,385 3,385	0 0	0 0	0 0	0 0	0  0 	3,385 3,385	0 0	3,390 3,390	 	1107,1116
18) 605000	Improvements on NE 2 Ave (NE 43 - 62 St) From NE 43 St to NE 62 St.	3/2013	21 21	4,600 4,600	4,500 4,500	0 0	0 0	0 0	0  0 	9,100 9,100	0 0	9,130 9,130	 	1107,1116
19) 608400	Advanced Traffic Management Syst.(ATMS) Countywide	3/2013	40,158 40,158	11,500 11,500	7,090 7,090	0 0	0 0	0 0	0  0 	18,590 18,590	0 0	58,748 58,748	 	500,821,1090, 1107,1116
20) 609470	Venetian Causeway Streetscape Venetian Causeway	1/2013	44 594	7,581 7,031	288 288	0 0	0 0	0 0	0  0 	7,869 7,319	0 0	7,913 7,913	 	350,440 500,821
21) 609610	Americans with Disabilities Act Hotline Proj. Countywide	N/2025	0 0	500 500	500 500	500 500	500 500	500 500	500  500 	3,000 3,000	0 0	3,000 3,000	 	670
22) 601200	Infrastr. Improv. in the Uninc. Area - CD 01 To be Determined	N/2019	0 0	0 0	0 0	0 0	0 0	750 750	375  375 	1,125 1,125	375 375	1,500 1,500	 	1188

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TRAFFIC CIRCULATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
23)	Widen SW 27 Ave. from US-1 to Bayshore Dr.	N/2013	2,784	3,000	670	0	0	0	0	3,670	0	6,454	1107,1116
601260	SW 27 Ave. from US-1 to Bayshore Dr.		2,784	3,000	670	0	0	0	0	3,670	0	6,454	
24)	Widen SW 137 Ave. from HEFT to US-1	3/2025	904	1,000	4,400	1,302	0	0	0	6,702	0	7,606	1107,1116
601910	137 Ave from HEFT to US-1		904	1,000	4,400	1,302	0	0	0	6,702	0	7,606	
25)	Bike Path Constr. on Old Cutler Road	N/2012	245	0	0	0	0	0	0	0	0	245	17,1188
602100	From SW 184 St to SW 220 St		175	70	0	0	0	0	0	70	0	245	
26)	Infrastr. Improv. in the Uninc. Area - CD 12	N/2018	0	0	0	0	0	0	941	941	0	941	1188
602140	To be Determined		0	0	0	0	0	0	941	941	0	941	
27)	Infrastr. Improv. in the Uninc. Area - CD 08	N/2017	949	0	0	0	0	1,500	1,500	3,000	1,555	5,504	13,14,17,
602730	To be Determined		949	0	0	0	0	1,500	1,500	3,000	1,555	5,504	1187,1188
28)	Improv. on NE 2 Ave. from NE 20 St. to NE 36 St.	3/2012	5	3,945	0	0	0	0	0	3,945	0	3,950	1107,1116
603260	NE 2 Ave. from NE 20 St. to NE 36 St.		5	3,945	0	0	0	0	0	3,945	0	3,950	
29)	Infrastr. Improv. in the Uninc. Area - CD 07	N/2017	1,871	0	0	0	0	1,480	1,250	2,730	1,250	5,851	1187,13,14,
603330	To be Determined		1,871	0	0	0	0	1,480	1,250	2,730	1,250	5,851	1188
30)	Infrastr. Improv. in the Uninc. Area - CD 09	N/2017	2,367	0	0	0	0	633	500	1,133	500	4,000	1187,13,
603370	To be Determined		2,367	0	0	0	0	633	500	1,133	500	4,000	1188
31)	Refurbi. SW 296 St. Sonov. Bridge Over C-103C	1/2012	63	0	0	0	0	337	0	337	0	400	11, 14, 18
603870	SW 296 St. Sonovoid Bridge Over C-103		63	0	0	0	0	337	0	337	0	400	1187
32)	Infrastr. Improv. in the Uninc. Area - CD 06	N/2019	61	0	0	0	0	2,582	1,290	3,872	1,290	5,223	1187,1188
604460	To be Determined		61	0	0	0	0	2,582	1,290	3,872	1,290	5,223	
33)	Infrastr. Improv. in the Uninc. Area - CD 13	N/2018	0	0	0	0	0	0	500	500	0	500	1188
604960	To be Determined		0	0	0	0	0	0	500	500	0	500	

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Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
34)	Widen SW 137 Ave. from US-1 to SW 184 St.	3/2015	4,543	6,565	5,400	434	0	0	0	12,399	0	16,942	1107,1116
604990	SW 137 Ave. from US-1 to SW 184 St.		4,543	6,565	5,400	434	0	0	0	12,399	0	16,942	
35)	Bikepaths Construction in District 10	N/2017	204	200	0	0	0	296	0	496	0	700	1187,14,
605810	To be Determined		404	0	0	0	0	296	0	296	0	700	1188
36)	Renovation of the Miami Ave. Bridge	N/2012	1,548	3,052	0	0	0	0	0	3,052	0	4,600	13,14,17,
605920	Miami Ave. over the Miami River		2,847	1,753	0	0	0	0	0	1,753	0	4,600	18
37)	Improv. on NE 2 Ave. from W Little River Canal	3/2013	47	3,913	1,000	0	0	0	0	4,913	0	4,930	1107,1116
606120	NE 2 Ave. from NE 62 St. to WLR Canal		47	3,913	1,000	0	0	0	0	4,913	0	4,930	
38)	Widen NW 37 Ave. from N. River Dr. -NW 79 St.	3/2015	1,194	2,050	7,000	7,000	1,044	0	0	17,094	0	18,288	1107,1116
606190	NW 37 Ave. from N. River Dr. to NW 79 St.		1,194	2,050	7,000	7,000	1,044	0	0	17,094	0	18,288	
39)	Rights-Of-Way Acquis. for Const. Proj. in CD-13	3/2012	8,216	400	0	0	0	0	0	400	0	8,316	1116
606920	Various Sites		8,216	400	0	0	0	0	0	400	0	8,316	
40)	Infrastr. Improv. in the Uninc. Area - CD 03	N/2019	0	0	0	0	0	455	228	683	227	910	1188
607020	To be Determined		0	0	0	0	0	455	228	683	227	910	
41)	Infrastr. Improv. in the Uninc. Area CD 05	N/2019	0	0	0	0	0	289	144	433	144	577	1188
607160	To be Determined		0	0	0	0	0	289	144	433	144	577	
42)	Improv. on SW 176 St. from US-1 - SW 107 Ave.	3/2015	605	500	2,000	1,941	0	0	0	4,441	0	5,046	1107,1116
607460	SW 176 St. from US-1 to SW 107 Ave.		605	500	2,000	1,941	0	0	0	4,441	0	5,046	
43)	Widen SW 312 St. from SW 177 Ave.-187 Ave.	2/2013	11	443	5,280	0	0	0	0	5,723	0	5,734	1107,1116
603130	SW 312 St. from SW 177 Ave.to SW 187 Ave.		11	443	5,280	0	0	0	0	5,723	0	5,734	
44)	Renovation of NW 22 Ave. Bascule Bridge	N/2017	0	0	0	0	0	1,000	0	1,000	0	1,000	23
607840	NW 22 Ave. over the Miami River		0	0	0	0	0	1,000	0	1,000	0	1,000	

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TRAFFIC CIRCULATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
				(In Thousands of Dollars)									
45)	Rights-Of-Way Acquis. for Const. Proj.in CD 08	3/2013	464	3,945	450	0	0	0	0	4,095	0	4,559	1107,1116
607930	Various Sites		464	3,945	450	0	0	0	0	4,095	0	4,559	
46)	Commodore Bike Trail	N/2012	1,518	607	0	0	0	0	0	607	0	2,125	821, 500,
607990	Various Sites		2,125	0	0	0	0	0	0	0	0	2,125	1187,13,14
47)	Infrastr. Improv. in the Uninc. Area-Com.D.11	N/2018	3,089	0	0	0	0	0	1,411	1,411	0	4,500	1187,13,14,
608000	To be Determined		3,089	0	0	0	0	0	1,411	1,411	0	4,500	1188
48)	Infrastr. Improv. in the Uninc. Area-Com.D 04	N/2017	475	0	0	0	0	403	202	605	170	1,250	1187,13, 14,
608260	To be Determined		475	0	0	0	0	403	202	605	170	1,250	17, 1188
49)	Constr. of Old Cutler Rd Bridge Over C-100 C.	N/2017	0	0	0	0	0	800	0	800	0	800	1188
608290	Old Cutler Rd and SW 173 St		0	0	0	0	0	800	0	800	0	800	
50)	Renovation of the Palmer Lake Bridge	N/2017	0	0	0	0	0	3,000	0	3,000	0	3,000	23
608340	2600 S. River Dr.		0	0	0	0	0	3,000	0	3,000	0	3,000	
51)	School Speedzn Flashing Sign&Feedback Signs	3/2013	11,042	2,591	1,167	0	0	0	0	3,758	0	14,800	1107,1116
608740	Various Sites		11,042	2,591	1,167	0	0	0	0	3,758	0	14,800	
52)	Infrastr. Improv. in the Uninc. Area-Com.D.10	N/2019	10,438	234	0	0	0	0	0	234	1,497	12,169	1187,13,14,
609220	To be Determined		10,438	234	0	0	0	0	0	234	1,497	12,169	25,17,1188
53)	Renovation of the Tamiami Swing Bridge	1/2017	3,474	0	31,576	0	0	0	0	31,576	0	35,050	13,14,17,500,
604790	2000 S River Dr.		3,474	0	31,576	0	0	0	0	31,576	0	35,050	821,1188
54)	Constr.of SW 157 Ave. from SW 152 St.-184 St.	3/2014	1,089	4,000	5,000	1,260	0	0	0	10,260	0	11,349	1107,1116
609590	SW 157 Ave. from SW 152 St. to SW 184 St.		1,089	4,000	5,000	1,260	0	0	0	10,260	0	11,349	
55)	Rights-Of-Way Acquis. for Const. Proj.in CD 12	3/2012	10,287	900	0	0	0	0	0	900	0	11,187	500,821,
6010570	To Be Determined		10,287	900	0	0	0	0	0	900	0	11,187	1107,1116

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Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
			(In Thousands of Dollars)										
56) 6010000	Infrastr. Improv. in the Uninc. Area CD 02 To be Determined	N/2019	546 546	0 0	0 0	0 0	0 0	877 877	439 439	1,316 1,316	438 438	2,300 2,300	1187,1188
57) 6010120	Bike Path Constr. on W Dixie Highway W Dixie Hwy from Ives Dairy Rd & MG Dr	N/2017	0 0	0 0	0 0	0 0	0 0	120 120	0 0	120 120	0 0	120 120	1188
58) 6010380	Sonovoid Bridge Improv. Program Countywide	N/2019	3,504 3,504	0 0	140 140	0 0	0 0	5,169 5,169	0 0	5,309 5,309	1,287 1,287	10,100 10,100	1187,13,14 17,1188
59) 6010390	Improv.on SW 216 St.from the FT.-SW 127 Ave. SW 216 St.from the Fl. Turnp.to SW 127 Ave.	3/2015	1,436 1,436	50 50	200 200	4,500 4,500	5,000 5,000	505 505	0 0	10,255 10,255	0 0	11,691 11,691	500,1107, 1116
60) 6010440	Improv.on SW 264 St. from US-1 to SW 137 Av. SW 264 St. from US-1 to SW 137 Ave.	3/2014	600 600	785 785	2,700 2,700	700 700	0 0	0 0	0 0	4,185 4,185	0 0	4,785 4,785	1107,1116
61) 6010490	Rights-Of-Way Acquis. for Const. Proj.in CD-09 Various Sites	1/2012	954 954	3,374 3,374	0 0	0 0	0 0	0 0	0 0	3,374 3,374	0 0	4,325 4,325	1107,1116
62) 6032191	Safety Lighting Countywide	3/2025	0 0	500 500	500 500	500 500	500 500	500 500	500 500	3,000 3,000	0 0	3,000 3,000	670
63) 6036701	Capitalization of Traffic Signals & Signs Crews Countywide	1/2016	0 3,422	3,993 571	3,993 3,993	3,993 3,993	3,993 3,993	3,993 3,993	3,993 3,993	23,958 20,536	0 0	23,958 23,958	670
64) 607940	Improvements on Arterial Roads Countywide	3/2013	762 762	500 500	500 500	0 0	0 0	0 0	0 0	1,000 1,000	0 0	1,762 1,762	1107,1116
65) 602780	Improvements to Intersections in RIF Distr.5 Road Impact Fee D5	1/2016	0 0	374 374	124 124	124 124	97 97	524 524	0 0	1,243 1,243	0 0	1,243 1,243	500
66) 602130	Improvements to Intersections in RIF Distr.6 Road Impact Fee D6	1/2016	0 0	299 299	134 134	134 134	134 134	134 134	0 0	835 835	0 0	835 835	500

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Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
				(In Thousands of Dollars)									
67)	Improvements to Intersections in RIF Distr.8	1/2016	0	466	214	214	214	214	0	1,322	0	1,322	500
608330	Road Impact Fee D8		0	466	214	214	214	214	0	1,322	0	1,322	
68)	Improv. to S Bayshore Dr from Darwin - Mercy	N/2017	475	39	0	3,000	3,000	0	0	6,039	0	6,514	500,1107,
601170	S Bayshore Dr from Darwin St to Mercy Way		475	2,639	2,000	1,400	0	0	0	6,039	0	6,514	1116
69)	Mast Arm Upgrades	1/2013	3,015	1,426	1,426	3,589	0	0	0	6,441	0	9,456	500, 670,
608510	Countywide		3,015	1,426	1,426	3,589	0	0	0	6,441	0	9,456	1083
70)	Resurface Arterial Streets - RIF Distr.5	1/2016	0	374	124	124	98	524	0	1,244	0	1,244	500
609900	Road Impact Fee D5		0	374	124	124	98	524	0	1,244	0	1,244	
71)	Resurface Arterial Streets - RIF Distr.6	1/2016	0	300	134	134	134	134	0	836	0	836	500
603520	Road Impact Fee D6		0	300	134	134	134	134	0	836	0	836	
72)	Resurface Arterial Streets - RIF Distr.8	1/2016	0	467	214	214	214	214	0	1,323	0	1,323	500
604810	Road Impact Fee D8		0	467	214	214	214	214	0	1,323	0	1,323	
73)	Special Taxing District Landsc.& Maintenance	N/2016	0	280	280	280	280	280	280	1,680	0	1,680	670
607910	Countywide		0	280	280	280	280	280	280	1,680	0	1,680	
74)	Traffic Control Devices - Signalization RIF D5	1/2016	0	374	124	124	97	524	0	1,243	0	1,243	500
601530	Road Impact Fee D5		0	374	124	124	97	524	0	1,243	0	1,243	
75)	Traffic Control Devices - Signalization RIF D6	1/2016	0	299	135	135	135	135	0	839	0	839	500
606280	Road Impact Fee D6		0	299	135	135	135	135	0	839	0	839	
76)	Traffic Control Devices - Signalization RIF D8	1/2016	0	466	214	214	214	214	0	1,322	0	1,322	500
603230	Road Impact Fee D8		0	466	214	214	214	214	0	1,322	0	1,322	
77)	Widen NW 138 St from I-75 to NW 107 Ave	1/2015	6,860	2,110	2,110	2,110	1,210	0	0	7,540	0	14,400	500,670
608480	NW 138 St from I-75 to NW 107 Ave		6,860	2,110	2,110	2,110	1,210	0	0	7,540	0	14,400	688

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Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source	
				Revenues										
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
(In Thousands of Dollars)														
78) 604250	Rickenbacker/WM Powell Bridge Str.Repairs Rickenbacker Causeway	1/2012	400 400	400 400	0 0	0 0	0 0	0 0	0  0 	400 400	0 0	800 800	 	440,3771
79) 6010780	Traffic Signal Loop Repairs Various Sites	2/2016	0 0	500 500	500 500	500 500	500 500	500 500	500  500 	3,000 3,000	0 0	3,000 3,000	 	670
80) 605680	Traffic Signal Materials Countywide	3/2025	0 0	600 600	600 600	600 600	600 600	600 600	600  600 	3,600 3,600	0 0	3,600 3,600	 	670
81) 607640	Venetian Bridge Planning and Design Venetian Causeway	1/2017	2,015 2,015	0 0	0 0	481 481	1,900 1,900	1,154 1,154	0  0 	3,535 3,535	0 0	5,550 5,550	 	440,500,1090, 3771,3780
82) 603890	Capital Infrastr.Improv. on Causeway System Rickenbacker Cswy	3/2012	693 693	500 500	200 200	200 200	200 200	200 200	200  200 	1,500 1,500	0 0	2,193 2,193	 	440
83) 603050	Improvements on Old Cutler Road from SW 87 Ave to SW 97 Ave on Old Cutler Rd	2/2013	5,450 5,450	2,436 2,436	0 0	0 0	0 0	0 0	0  0 	2,436 2,436	0 0	7,886 7,886	 	1116
84) 607680	Road & Bridge Emerg.Bridge Rep/Impr/Paint. Countywide	1/2017	0 0	200 200	200 200	200 200	200 200	200 200	200  200 	1,200 1,200	0 0	1,200 1,200	 	670
85) 608560	Rickenbacker C/Way Hobie N Side Barrier Rickenbacker Causeway	1/2018	0 0	0 0	0 0	0 0	150 150	1,850 1,850	0  0 	2,000 2,000	0 0	2,000 2,000	 	440
86) 604320	Improv. on Ponce De Leon Blvd Ponce De Leon Blvd from Salamanca Ave-Antiquera Ave	1/2017	0 55	0 1,030	0 544	0 544	2,200 27	0 0	0  0 	2,200 2,145	0 0	2,200 2,200	 	500
87) 609920	Countywide Infrastr. Improv. Stimulus Projects — Various Sites	—2/2013	16,522 16,522	6,178 6,178	2,000 2,000	0 0	0 0	0 0	0  0 	8,178 8,178	0 0	24,700 24,700	 	821
88) 609840	Road Impr. W 68 St. from W 19 Ct to W 17 Ct — City of Hialeah	—1/2012	1,100 1,100	244 244	0 0	0 0	0 0	0 0	0  0 	244 244	0 0	1,344 1,344	 	500

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				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
				(In Thousands of Dollars)									
89)	Widen Caribbean Blvd: Coral Sea Rd. SW 87 Ave.	2/2012	6,188	5,000	0	0	0	0	0	5,000	0	11,188	1116
608480	Caribbean Blvd. From Coral Sea Rd. to SW 87 Ave.		6,188	5,000	0	0	0	0	0	5,000	0	11,188	
90)	Widen NW 7 Ave. from NW 183 St. to 199 St.	1/2012	3,566	1,607	0	0	0	0	0	1,607	0	5,173	500
603800	NW 7 Ave from NW 183 St to NW 199 St		5,173	0	0	0	0	0	0	0	0	5,173	
91)	Causeway Bicycle Safety Projects	1/2018	1,187	1,000	802	910	920	929	938	5,499	0	6,686	440
603900	Rickenbacker Cswy and Crandon Blvd		1,187	1,000	802	910	920	929	938	5,499	0	6,686	
92)	Rights-of-way Acq. for constr. Of proj. in CD 12	3/2012	9,109	2,000	0	0	0	0	0	2,000	0	11,109	500,821,
6010570	Various Sites		9,109	2,000	0	0	0	0	0	2,000	0	11,109	1107,1116
93)	Improv. on Old Cutler Rd. - Resurf. Kendall Dr.	1/2012	261	179	0	0	0	0	0	179	0	440	500
608923	Old Cutler Rd from Kendall Dr to Red Rd		440	0	0	0	0	0	0	0	0	440	
94)	Conduct Feas. Study for Bridge @ SW 107 Ave	3/2012	0	0	0	0	50	0	0	50	0	50	500
606840	SW 107 Ave and SW 140 St		0	0	0	0	50	0	0	50	0	50	
95)	Design of Improv. to NE 16 Ave	1/2016	0	0	0	0	0	350	0	350	0	350	670
607530	NE 16 Ave from NE 123 St to NE 135 St		0	0	0	0	0	350	0	350	0	350	
96)	Design to Widen SW 152 St	1/2012	150	200	0	0	0	0	0	200	0	350	500
605990	SW 152 St from SW 157 Ave to 147 Ave		150	200	0	0	0	0	0	200	0	350	
97)	East Venetian Bridge Electrical Repairs	1/2012	181	182	0	0	0	0	0	182	0	363	440
601680	Venetian Cswy		181	182	0	0	0	0	0	182	0	363	
98)	Improvements to Cocoplum Circle	1/2012	185	10	0	0	0	0	0	10	0	195	500
608730	Lejeune Rd, Sunset Dr. Granada Blvd & Old Cutler Rd		195	0	0	0	0	0	0	0	0	195	
99)	Improv. to Intersections in RIF D2	1/2016	0	212	147	347	459	813	0	1,978	0	1,978	500
604470	Road Impact Fee District 2		0	212	147	347	459	813	0	1,978	0	1,978	

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Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source	
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
				(In Thousands of Dollars)										
100)	Improv. to Intersections in RIF D9	1/2016	0	307	180	180	180	180	0	1,027	0	1,027		500
6010670	Road Impact Fee District 9		0	307	180	180	180	180	0	1,027	0	1,027		
101)	Metrorail Bike Path (M-Path)	1/2014	332	962	106	0	0	0	0	1,068	0	1,400		14,1188
673150	Existing Metrorail Guideway Right-of-Way		700	540	160	0	0	0	0	700	0	1,400		
102)	NW 107 Ave/NW122 St Flyover Ramp	1/2012	300	683	0	0	0	0	0	683	0	983		500
605952	NW 107 Ave/NW 122 St		983	0	0	0	0	0	0	0	0	983		
103)	Resurface Arterial St. - RIF D 2	1/2016	0	212	147	347	460	813	0	1,979	0	1,979		500
608100	Road Impact Fee District 2		0	212	147	347	460	813	0	1,979	0	1,979		
104)	Resurface Arterial St. - RIF D 9	1/2016	0	307	180	180	180	180	0	1,027	0	1,027		500
605570	Road Impact Fee District 9		0	307	180	180	180	180	0	1,027	0	1,027		
105)	Rights-of-way Acq. for Con. Projects in RIF D-2	1/2016	0	20	20	20	20	20	0 	400	0	400		500
605950	Road Impact Fee District 2		0	20	20	20	20	20	0 	400	0	400		
106)	Rights-of-way Acq. for Con. Projects in RIF D-5	1/2016	0	20	20	20	20	20	0 	400	0	400		500
606090	Road Impact Fee District 5		0	20	20	20	20	20	0 	400	0	400		
107)	Rights-of-way Acq. for Con. Projects in RIF D-6	1/2016	0	20	20	20	20	1,020	0 	1,400	0	1,400		500
602950	Road Impact Fee District 6		0	20	20	20	20	1,020	0 	1,400	0	1,400		
108)	Rights-of-way Acq. for Con. Projects in RIF D-8	1/2016	0	20	20	20	20	20	0 	400	0	400		500
606170	Road Impact Fee District 8		0	20	20	20	20	20	0 	400	0	400		
109)	Rights-of-way Acq. for Con. Projects in RIF D-9	1/2016	0	20	20	20	20	20	0 	400	0	400		500
608540	Road Impact Fee District 9		0	20	20	20	20	20	0 	400	0	400		
110)	South Miami Avenue Area Study	1/2012	40	10	0	0	0	0	0	10	0	50		500
604970	City of Miami		50	0	0	0	0	0	0	0	0	50		

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TRAFFIC CIRCULATION







Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues						Six Year Totals	Future Years	Project Totals	Funding Source	
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
				(In Thousands of Dollars)										
111) 609080	Traffic Control Devices- Signalization RIF D 2 Road Impact Fee District 2	1/2016	0 0	212 212	146 146	346 346	459 459	814 814	0  0 	1,977 1,977	0 0	1,977 1,977	 	500
112) 602330	Traffic Control Devices- Signalization RIF D 9 Road Impact Fee District 9	3/2016	0 0	306 306	180 180	180 180	180 180	180 180	0  0	1,026 1,026	0 0	1,026 1,026		500
113) 606880	West Avenue Bridge over the Collins Canal West Avenue	N/2014	777 4,224	762 1,074	3,952 193	0 0	0 0	0 0	0 0	4,714 1,267	0 0	5,491 5,491	350,500, 821	
114) 603680	Widen SW 328 Street From US-1 to SW 187 Ave SW 328 St from US-1 to SW 187 Ave	1/2012	350 500	150 0	0 0	0 0	0 0	0 0	0 0	150 0	0 0	500 500	500	
Subtotals			190,795 205,842	107,866 102,209	125,149 121,988	47,694 46,638	32,792 27,619	42,349 42,349	23,731 23,731	379,581 364,534	8,733 8,733	579,109 579,109		
<u>Proposed Additions, 2012-13 Proposed Budget and Multi-Year Capital Plan</u>														
115) 609720	American with Disabilities Act Comp. Proj. Countywide	out	9,924 9,924	76 76	0 0	0 0	0 0	0 0	0 0	76 76	0 0	10,000 10,000	1187,13,14, 17,188	
116) 603700	Rickenbacker Cswy Bearcut Fish. Cat. Dem. Rickenbacker Cswy	out	280 480	240 40	0 0	0 0	0 0	0 0	0 0	240 40	0 0	520 520	440, 14, 17	
117) 607350	Improv. to Coral Way and Anderson Rd. Coral Way and Anderson Road	3/2017	0 0	0 0	0 0	0 0	0 0	200 200	0 0	200 200	0 0	200 200	500	
118) 6050261	Improvements to Intersections in RIF D 1 Road Impact Fee District 1	1/2014	0 0	0 0	0 0	0 0	0 0	234 234	0 0	234 234	0 0	234 234	500	
119) 606740	Improvements to Intersections in RIF D 3 Road Impact Fee District 3	1/2014	0 0	0 0	0 0	0 0	140 140	265 265	0 0	405 405	0 0	405 405	500	

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TRAFFIC CIRCULATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
120) 605870	Improvements to Intersections in RIF D 7 Road Impact Fee District 7	1/2014	0 0	0 0	0 0	0 0	172 172	115 115	0 0	287 287	0 0	287 287	500
121) 607530	Improv.to NE16 Ave.from NE 123 ST.-NE 135 St. NE 16 Ave from NE 123 St to NE 135 St	1/2016	0 0	0 0	0 0	0 0	350 350	900 900	3,100 3,100	4,350 4,350	0 0	4,350 4,350	670
122) 4530	Improv.to NE 2 Ave. rom NE 103 ST. -NE 115 St. NE 2 ave from NE 103 St to Ne 115 St	1/2016	0 0	0 0	0 0	0 0	512 512	0 0	0 0	512 512	0 0	512 512	500
123) 1640	Improv.to S Miami Ave.from SE 5 ST.-SE 15 Rd. S Miami Ave from SE 5 St to SE 15 Rd	1/2017	0 0	0 0	0 0	900 900	900 900	900 900	0 0	2,700 2,700	0 0	2,700 2,700	670
124) 601800	Intersect. Improv.at SW 122 Ave.and SW 104 St. SW 122 Ave and SW 104 St	1/2013	0 0	171 175	4 0	0 0	0 0	0 0	0 0	175 175	0 0	175 175	500
125) 607420	Intersect. Improv.at SW 127 Ave.and SW 72 St. SW 127 Ave and SW 72 St	1/2013	0 0	150 150	0 0	0 0	0 0	0 0	0 0	150 150	0 0	150 150	500
126) 601230	Intersect. Improv.at SW 137 Ave.and SW 72 St. SW 137 Ave and SW 72 St	1/2013	0 0	400 400	0 0	0 0	0 0	0 0	0 0	400 400	0 0	400 400	500
127) 608710	Intersect. Improv.at SW 147 Ave.and SW 72 St. SW 147 Ave and SW 72 St	1/2013	0 0	300 300	0 0	0 0	0 0	0 0	0 0	300 300	0 0	300 300	500
128) 6030081	Resurface Arterial Streets - RIF D1 Road Impact Fee District 1	1/2014	0 0	0 0	0 0	0 0	0 0	264 264	0 0	264 264	0 0	264 264	500
129) 603610	Resurface Arterial Streets - RIF D3 Road Impact Fee District 3	1/2017	0 0	0 0	0 0	0 0	140 140	266 266	0 0	406 406	0 0	406 406	500
130) 608680	Resurface Arterial Streets - RIF D7 Road Impact Fee District 7	1/2014	0 0	0 0	0 0	0 0	172 172	114 114	0 0	286 286	0 0	286 286	500

TABLE 10

FY 2012-13

TRAFFIC CIRCULATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
(In Thousands of Dollars)													
131) 608500	Resurface Miami Ave. from N 87 St. to N 105 St. North Miami ave from N 87 St to N 105 St	3/2016	0 0	0 0	0 0	0 0	550 550	0 0	0 0	550 550	0 0	550 550	500
132) 605940	Resurf.at NE 12 Ave.from NE 125 St.-NE 135 St. Ne 12 Ave from NE 125 St and NE 135 St	1/2013	0 0	135 135	0 0	0 0	0 0	0 0	0 0	135 135	0 0	135 135	500
133) 606980	Resurf. at NE 16 Ave. near NE 131 St. (RXR) NE 16 Ave near NE 131 St	1/2013	0 0	224 224	0 0	0 0	0 0	0 0	0 0	224 224	0 0	224 224	500
134) 605780	Southcom Bridge Relocation 3511 NW 91 Ave	2/2013	175 175	75 75	0 0	0 0	0 0	0 0	0 0	75 75	0 0	250 250	670
135) 606720	CDBG Infrastructure Improvements Countywide Countywide	3/2013	0 0	492 492	0 0	0 0	0 0	0 0	0 0	492 492	0 0	492 492	190
136) 604690	Const.SW 147 Ave.from SW 10 St.- SW 22 Ter. SW 147 Ave from SW 10 St to SW 22 Terr	3/2013	2,300 2,300	2,095 2,095	0 0	0 0	0 0	0 0	0 0	2,095 2,095	0 0	4,395 4,395	500, 670
137) 609590	Const.SW 157 Ave.from SW 52 St.- SW 184 St. SW 157 Ave from SW 184 St to SW 152 St	out	1,089 1,089	4,000 4,000	5,000 5,000	1,260 1,260	0 0	0 0	0 0	10,260 10,260	0 0	11,349 11,349	1116, 1107
138) 601110	Improv.On NE 2 Ave.from NE 20 St.- WLR Canal NE 2 Ave from NW 20 St to West Little River	3/2013	7,199 7,199	10,000 10,000	4,127 4,127	0 0	0 0	0 0	0 0	14,127 14,127	0 0	21,326 21,326	1116, 1107
139) 609570	Intersection Improv. SW 144 St. and SW 92 Ave. SW 144 St and 92 Ave	out	495 500	5 0	0 0	0 0	0 0	0 0	0 0	5 0	0 0	500 500	500
140) 609630	QNIP Infrastr. Improv. in the Unincorporated area UMSA	N/2017	0 3,226	3,226 0	0 0	0 0	0 0	0 0	0 0	3,226 0	0 0	3,226 3,226	1087, 1131, 1184,1217
141) 606990	Rights-of-way Acq. for Con.Projects in CD 2 Commission District 2	3/2012	1,025 1,025	700 700	0 0	0 0	0 0	0 0	0 0	700 700	0 0	1,725 1,725	1116

TABLE 10

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TRAFFIC CIRCULATION































Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
			(In Thousands of Dollars)										
142) 607930	Rights-of-way Acq. for Con.Projects in CD 8 Commission District 8	3/2013	3,874 3,874	575 575	812 812	0 0	0 0	0 0	0  0 	1,387 1,387	0 0	5,261 5,261	1116, 1107
143) 6010490	Rights-of-way Acq. for Con.Projects in CD 9 Commission District 9	3/2012	3,892 3,892	1,725 1,725	552 552	0 0	0 0	0 0	0  0 	2,277 2,277	0 0	6,169 6,169	1116, 1107
144) 605990	Widen SW 152 St.from SW 157 Av.-SW 147 Av. SW 152 St from 157 Ave to SW 147 ave	1/2012	150 363	213 2,020	0 1,200	0 1,200	5,700 1,280	0 0	0  0 	5,913 5,700	0 0	6,063 6,063	 1116
145) 603970	Illuminated Street Signs Various Sites	N/2013	5,470 5,470	290 290	0 0	0 0	0 0	0 0	0  0 	290 290	0 0	5,760 5,760	1116, 1107
146) 606460	Traffic Control Devices- Signalization RIF D 1 Road Impact Fee District 1	1/2017	0 0	0 0	0 0	0 0	0 0	265 265	0  0 	265 265	0 0	265 265	 500
147) 603120	Traffic Control Devices- Signalization RIF D 3 Road Impact Fee District 3	1/2017	0 0	0 0	0 0	0 0	140 140	265 265	0  0 	405 405	0 0	405 405	 500
158) 601470	Traffic Control Devices- Signalization RIF D 7 Road Impact Fee District 7	1/2017	0 0	0 0	0 0	0 0	173 173	115 115	0  0 	288 288	0 0	288 288	 500
149) 605500	Traffic Signal at Alton Rd. and 2 St. Alton Rd and 2 St	1/2013	170 170	24 24	0 0	0 0	0 0	0 0	0  0 	24 24	0 0	194 194	 500
150) 604940	Traffic Signal at Dickens Ave. and 72 St. Dickens Ave and 72 St	1/2013	85 85	12 12	0 0	0 0	0 0	0 0	0  0 	12 12	0 0	97 97	 500
151) 601020	Traffic Signal at Main Hwy and Commodore Plz Main Hwy and Commodore Plaza	1/2013	15 15	160 160	0 0	0 0	0 0	0 0	0  0 	160 160	0 0	175 175	 500
152) 606330	Traffic Signal at SW 112 Ave. and SW 236 St. SW 112 Ave and 236 St	1/2013	175 175	25 25	0 0	0 0	0 0	0 0	0  0 	25 25	0 0	200 200	 500

TABLE 10

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TRAFFIC CIRCULATION

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures							Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues										
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
				(In Thousands of Dollars)										
153)	Traffic Signal at SW 37 Ave. and SW 17 St.	1/2013	180	20	0	0	0	0	0	20	0	200	500	
606520	SW 37 Ave and SW 17 St		180	20	0	0	0	0	0	20	0	200		
Subtotals of Proposed Additions			36,498	25,333	10,495	2,160	8,949	3,903	3,100	53,940	0	90,438		
			40,142	23,713	11,691	3,360	4,529	3,903	3,100	50,296	0	90,438		
TOTALS			227,293	133,199	135,644	49,854	41,741	46,252	26,831	433,521	8,733	669,547		
			245,984	125,922	133,679	49,998	32,148	46,252	26,831	414,830	8,733	669,547		

* 1=Existing Deficiency; 2=Future Growth; 3=Combined/Other; N=Not-Applicable

Projects "strikethrough" are proposed deletions, 2012-13 Proposed Budget and Multi-Year Capital Plan

Source: Public Works and Waste Management Department (PWWM) and Department of Regulatory and Economic Resources (RER).

Data provided by the Office of Management and Budget (OMB).

TABLE 11

FY 2012-13

MASS TRANSIT

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
1) 6730101	Bus Enhancements Coutywide	3/2017	0 0	22,140 22,140	21,740 21,740	1,904 1,904	680 680	2,850 2,850	2,040 2,040	51,354 51,354	0 0	51,354 51,354	125, 821, 1116
2) 6733181	Central Control Overhaul 111 NW 1st St.	1/2014	14,540 14,540	11,740 11,740	0 0	0 0	0 0	0 0	0 0	11,740 11,740	0 0	26,280 26,280	821, 1116
3) 6730551	Security & Safety Equipment Countywide	N/2018	606 606	1,938 1,938	571 571	600 600	630 630	661 661	661 661	5,061 5,061	0 0	5,667 5,667	123, 688, 821
4) 6733001	Rail Vehicle Replacement Countywide	N/2019	59,176 59,176	25,881 25,881	39,552 39,552	75,986 75,986	106,033 106,033	56,510 56,510	698 698	304,660 304,660	11,950 11,950	375,786 375,786	1116
5) 679510	ADA Improvements & Equipment Countywide	3/2017	252 252	265 265	278 278	292 292	307 307	307 307	307 307	1,756 1,756	0 0	2,008 2,008	123
6) 6730531	Passenger Amenities &Transit Enhanc/ents Countywide	1/2017	545 545	475 475	479 479	484 484	489 489	494 494	499 499	2,920 2,920	0 0	3,465 3,465	123
7) 674190	Facility and Equipment Rehabilitation Countywide	3/2017	252 252	265 265	278 278	292 292	307 307	307 307	307 307	1,756 1,756	0 0	2,008 2,008	123
8) 6730051	Fare Collection Equipment Countywide	3/2013	59,154 59,154	1,494 1,494	0 0	0 0	0 0	0 0	0 0	1,494 1,494	0 0	60,648 60,648	1116
9) 6634160	Capitalization of Preventative Maintenance Various	N/2017	74,333 75,592	77,298 76,039	78,071 78,071	78,851 78,851	79,640 79,640	80,442 80,442	81,240 81,240	475,542 474,283	0 0	549,875 549,875	123, 688
10) 6733210	Earlington Heights (EH)/MIC Connector Earlington Heights Rail Station to MIA	3/2013	503,776 503,776	2,753 2,753	0 0	0 0	0 0	0 0	0 0	2,753 2,753	0 0	506,529 506,529	821, 1116
11) 6734671	NW 7 Ave & NW 62 St Passeng. Act. Center NW 7 Ave and 62 St	2/2014	7,696 7,697	1,850 1,849	300 300	300 300	149 149	0 0	0 0	2,599 2,598	0 0	10,295 10,295	125

TABLE 11

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MASS TRANSIT

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
12) 678220	Lehman Center Test Track for Metrorail 6601 NW 72 Ave	1/2014	7,614	7,959	2,714	0	0	0	0	10,673	0	18,287	1116
			7,614	7,959	2,714	0	0	0	0	10,673	0	18,287	
13) 678280	Palmetto Station Traction Power Substation Countywide	N/2013	9,303	7,500	0	0	0	0	0	7,500	0	16,803	123, 1116
			9,303	7,500	0	0	0	0	0	7,500	0	16,803	
14) 6710190	Earlington Heights (EH)/MIC Bus Plaza Earlington Heights Rail Station to MIA	2/2013	30,473	221	0	0	0	0	0	221	0	30,694	125, 688, 821
			30,473	221	0	0	0	0	0	221	0	30,694	
15) 675590	Mover Vehicle Replacement Ph. II (17 Cars) Various Sites	3/2013	37,333	129	0	0	0	0	0	129	0	37,462	1116
			37,333	129	0	0	0	0	0	129	0	37,462	
16) 6731191	Park and Ride Lot Kendall Dr Kendall and SW 127 Ave	2/2013	322	2,438	0	0	0	0	0	2,438	0	2,760	688, 821
			322	2,438	0	0	0	0	0	2,438	0	2,760	1116
17) 671610	Park and Ride Lot at SW 344 St S-Miami Dade Busway & SW 344 St	3/2014	8,073	2,643	91	0	0	0	0	2,734	0	10,807	123, 821, 1116
			8,071	2,645	91	0	0	0	0	2,736	0	10,807	
18) 6710900	Track & Guideway Rehabilitation Countywide	N/2016	25,285	7,430	5,910	5,549	1,525	0	0	20,414	0	45,699	1116
			25,284	7,430	5,911	5,549	1,525	0	0	20,415	0	45,699	
19) 671560	Bus and Bus Facilities 3300 NW 32 Ave	3/2015	2,408	1,757	2,002	107	0	0	0	3,866	0	6,274	125
			2,408	1,757	2,002	107	0	0	0	3,866	0	6,274	
20) 672310	Busway ADA Improvements SW 200th St & SW 88th St	3/2013	836	2,332	646	0	0	0	0	2,978	0	3,814	123, 688, 821, 1008
			836	2,332	646	0	0	0	0	2,978	0	3,814	
21) 678800	Graphics and Signage Upgrade Throughout Miami-Dade County	3/2014	5,512	1,450	0	0	0	0	0	1,450	0	6,962	123
			5,512	1,450	0	0	0	0	0	1,450	0	6,962	
22) 677200	Infrastructure Renewal Plan (IRP) Various Sites	1/2018	0	7,500	12,500	12,500	12,500	12,500	12,500	70,000	0	70,000	1116
			0	7,500	12,500	12,500	12,500	12,500	12,500	70,000	0	70,000	

TABLE 11

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MASS TRANSIT







Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source	
				Revenues										
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18					
				(In Thousands of Dollars)										
23) 675550	Kendall Enhanced Bus Service Kendall Dr	3/2015	2,023 2,023	2,590 2,590	678 678	1,318 1,318	0 0	0 0	0  0 	4,586 4,586	0 0	6,609 6,609	 	1116
24) 674560	Lehman Yard Rehab. & Expansion Ph. 1 6601 NW 72 Ave	3/2013	4,819 4,819	6,466 6,466	1,232 1,232	0 0	0 0	0 0	0  0	7,698 7,698	0 0	12,517 12,517		1116
25) 6710860	Metromover Bicentennial Park Station Ref. Bicentennial Park Station	3/2013	1,812 1,812	488 488	0 0	0 0	0 0	0 0	0 0	488 488	0 0	2,300 2,300		123, 688, 1116
26) 672360	Metromover Station Canopies & Escal. Repl. Various	1/2013	6,764 6,764	386 386	0 0	0 0	0 0	0 0	0 0	386 386	0 0	7,150 7,150		123
27) 671460	Transit Operations System (TOS) Repl. Proj. 111 NMW 1st St	3/2014	682 682	3,534 3,534	1,984 1,984	0 0	0 0	0 0	0 0	5,518 5,518	0 0	6,200 6,200		123
28) 672830	Bus Tracker & AVLS Upgrade (CAD/AVL) 111 NW First Street	3/2014	2,600 2,600	8,331 8,331	6,179 6,179	0 0	0 0	0 0	0 0	14,510 14,510	0 0	17,110 17,110		1116
29) 671620	Park & Ride Facility @ Quail Roost Dr. SW 184th St & Busway	1/2013	2,313 2,313	156 156	177 177	1,223 1,223	0 0	0 0	0 0	1,556 1,556	0 0	3,869 3,869		123, 507
30) 679870	Municipal Alloc. of ARRA Funding Various	2/2014	8,935 8,935	1,322 1,322	0 0	0 0	0 0	0 0	0 0	1,322 1,322	0 0	10,257 10,257		123
31) 676250	Mover Fiber Replacement Various	3/2013	2,234 2,234	524 524	441 441	0 0	0 0	0 0	0 0	965 965	0 0	3,199 3,199		123
32) 674220	Pedestrian Overpass @ University US 1 US 1 and Mariposa Ave.	N/2014	2,317 2,317	3,066 3,066	1,245 1,245	0 0	0 0	0 0	0 0	4,311 4,311	0 0	6,628 6,628		123, 821, 1116
33) 673800	Bus Replacement Countywide	3/2018	0 0	20,000 20,000	20,000 20,000	20,000 20,000	20,000 20,000	20,000 20,000	20,000 20,000	120,000 120,000	0 0	120,000 120,000		908

TABLE 11

FY 2012-13

MASS TRANSIT

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
			(In Thousands of Dollars)										
34)	Capital Expansion Reserve	3/2018	29,387	6,846	4,847	3,356	1,979	245	530	17,803	0	47,190	1116
675860	Various Sites		29,387	6,846	4,847	3,356	1,979	245	530	17,803	0	47,190	
35)	Metrorail Mainline Turnout Replacement	1/2012	767	380	0	0	0	0	0	380	0	1,147	123
672040	Various		767	380	0	0	0	0	0	380	0	1,147	
36)	Northeast Transit Hub Enhancements	3/2014	562	1,390	1,332	0	0	0	0	2,722	0	3,284	821, 1116
679230	163rd Street Mall & Aventura Mall		562	1,390	1,332	0	0	0	0	2,722	0	3,284	
Subtotals			911,937	242,557	203,247	202,762	224,239	174,316	118,782	1,165,903	11,950	2,089,790	
			913,194	241,299	203,248	202,762	224,239	174,316	118,782	1,164,646	11,950	2,089,790	
<u>Proposed Additions, 2012-13 Proposed Budget and MultiYear Capital Plan</u>													
37)	Electronic Signage InfoSys (ESIS) & WIFI Impl.	2/2013	1,156	2,603	88	0	0	0	0	2,691	0	3,847	123, 688, 821, 1008
676590	Various Sites		1,156	2,603	88	0	0	0	0	2,691	0	3,847	
38)	Fire Alarm Installation at Rail Stations	3/2014	1,500	1,500	0	0	0	0	0	1,500	0	3,000	1116
673050	Various		1,500	1,500	0	0	0	0	0	1,500	0	3,000	
39)	Mover Video Project	3/2014	488	114	96	0	0	0	0	210	0	698	123
677520	Various		488	114	96	0	0	0	0	210	0	698	
40)	Kendall Dr Signalization	N/2014	232	1,392	696	0	0	0	0	2,088	0	2,320	123
679060	Dadeland North Metrorail Station		232	1,392	696	0	0	0	0	2,088	0	2,320	
Subtotals of Proposed Additions			3,376	5,609	880	-	-	-	-	6,489	-	9,865	
			3,376	5,609	880	-	-	-	-	6,489	-	9,865	
TOTALS			915,313	248,166	204,127	202,762	224,239	174,316	118,782	1,172,392	11,950	2,099,655	
			916,570	246,908	204,128	202,762	224,239	174,316	118,782	1,171,135	11,950	2,099,655	

TABLE 11

FY 2012-13

MASS TRANSIT

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures Revenues					Six Year Totals	Future Years	Project Totals	Funding Source
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
			(In Thousands of Dollars)									

* 1=Existing Deficiency; 2=Future Growth; 3=Combined/Other; N=Not-Applicable

Projects "strikethrough" are proposed deletions, 2012-13 Proposed Budget and Multi-Year Capital Plan

Source: Miami-Dade Transit (MDT) and Department of Regulatory and Economic Department (RER).

Data provided by the Office of Management and Budget (OMB).

TABLE 12

FY 2012-13

WATER FACILITIES













































Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source	
				Revenues										
			2012/13	2013/14	2014/15	2015/16	2016/17	2017/18						
(In Thousands of Dollars)														
1) 9650021	South M-D Water Trans. Mains Improv. South Miami-Dade County	3/2017	0 0	0 0	0 0	5,900 5,900	6,500 6,500	1,100 1,100	0  0 	13,500 13,500	4,500 4,500	18,000 18,000	 	1170,1171
2) 9650031	Water T. Plant - Alexander Orr,Jr. Expansion 6800 S.W. 87 Ave.	3/2018	8,089 14,783	6,694 0	15,060 15,060	25,309 25,309	27,914 27,914	13,578 13,578	6,515  6,515 	95,070 88,376	331,395 331,395	434,554 434,554	 	495,1170, 1171,1266
3) 9650041	Water T.Plant - Hialeah/Preston Improv. 700 W. 2 Ave./1100 W. 2 Ave.	3/2017	2,784 2,884	100 0	2,301 2,301	17,139 17,139	27,069 27,069	10,990 10,990	1,625  1,625 	59,224 59,124	9,975 9,975	71,983 71,983	 	495,1171, 1170,1178
4) 9650051	Wellfield Improvements Systemwide	3/2014	0 0	0 0	500 500	0 0	0 0	0 0	0  0 	500 500	0 0	500 500	 	1171
5) 9651051	Water Main - Extensions Systemwide	1/2017	2,276 3,845	1,000 1,000	1,000 1,000	1,000 1,000	1,000 1,000	2,000 1,000	1,569  1,000 	7,569 6,000	0 0	9,845 9,845	 	496
6) 9654041	Central M-D Water Trans. Mains Improv. Central Miami-Dade County Area	3/2019	10,506 13,425	2,919 0	0 0	0 0	0 0	1,121 1,121	2,652  2,652 	6,692 3,773	16,080 16,080	33,278 33,278	 	1170,1171
7) 9654031	North M-D Water Trans. Main Improv. North Miami-Dade County Area	3/2017	2,500 4,275	1,775 0	691 691	4,738 4,738	2,810 2,810	1,335 1,335	0  0 	11,349 9,574	0 0	13,849 13,849	 	1170,1171
8) 9650161	W.T.P. Replacement & Renovations Water Treatment Plants	3/2018	8,948 10,051	1,874 771	1,700 1,700	7,077 7,077	6,700 6,700	5,249 5,249	3,245  3,245 	25,845 24,742	3,045 3,045	37,838 37,838	 	495,1171
9) 9650181	Water System Maintenance & Upgrades Systemwide	3/2017	37,587 46,551	18,490 9,526	17,500 17,500	20,000 20,000	20,000 20,000	20,000 20,000	20,000  20,000 	115,990 107,026	162,500 162,500	316,077 316,077	 	495,1171
10) 9653311	Water Distribution System Extension Enhanc. Systemwide	3/2019	12,433 16,348	3,915 0	11,693 11,693	40,449 40,449	30,998 30,998	26,518 26,518	41,807  41,807 	155,380 151,465	1,528,044 1,528,044	1,695,857 1,695,857	 	495,952, 1026,1170, 1171,1266
11) 9650141	Water Equipment & Vehicles Systemwide	N/2017	18,313 24,990	6,677 0	7,500 7,500	7,500 7,500	7,500 7,500	7,500 7,500	7,000  7,000 	43,677 37,000	55,000 55,000	116,990 116,990	 	495,1266

TABLE 12

FY 2012-13

WATER FACILITIES

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
12) 9650271	Water General Maintenance & Office Facilities Systemwide	N/2019	0 0	0 0	0 0	11,303 11,303	11,960 11,960	4,832 4,832	3,833 3,833	31,928 31,928	42,329 42,329	74,257 74,257	1171,1266
13) 9653461	Water System Fire Hydrant Installation Systemwide	1/2017	11,896 11,896	4,800 4,800	5,000 5,000	5,000 5,000	5,000 5,000	5,000 5,000	5,000 5,000	29,800 29,800	0 0	41,696 41,696	403
14) 9652001	Water Engineering Studies Systemwide	N/2014	225 225	0 0	25 25	0 0	0 0	0 0	0 0	25 25	0 0	250 250	1170,1171
15) 9654061	Safe Drink Water Act Mod-SWT Rule&D-DBP Systemwide	3/2019	14,249 20,384	5,003 0	2,244 1,112	76,965 76,965	58,489 58,489	44,642 44,642	184,339 184,339	371,682 365,547	285,694 285,694	671,625 671,625	1171,1180
16) 9652821	South Miami Heights W.T.P. & Wellfield 11800 SW 208 St.	3/2016	36,867 53,979	17,112 0	46,200 46,200	43,801 43,801	5,197 5,197	0 0	0 0	112,310 95,198	63,600 63,600	212,777 212,777	403,520, 1170,1171, 1178,1266
17) 9656780	Water Telemetering System Enhancements Systemwide	N/2018	0 0	0 0	433 433	433 433	433 433	433 433	433 433	2,165 2,165	0 0	2,165 2,165	1171
18) 9610960	W.T.P. Miscellaneous Upgrades Water Treatment Plants	3/2019	6,312 7,906	1,594 0	10,100 10,100	4,796 4,796	3,500 3,500	2,500 2,500	2,000 2,000	24,490 22,896	1,500 1,500	32,302 32,302	1170,1171, 1178
19) 963110	Automation of Water Treatment Plants Systemwide	N/2016	929 1,529	600 0	750 750	750 750	550 550	0 0	0 0	2,650 2,050	0 0	3,579 3,579	520,1170 1171
20) 963910	87 Ave Water Main (Medley) - (GOB) Various	3/2017	640 640	0 0	0 0	0 0	0 0	0 0	2,760 2,760	2,760 2,760	0 0	3,400 3,400	11,13,14, 1188
21) 964520	Florida Aquifer W.T.P. (Hialeah)-(GOB) Various	3/2017	9,500 9,500	500 500	0 0	0 0	0 0	0 0	0 0	500 500	0 0	10,000 10,000	11,1188
22) 964350	Needs Assessments Projects -(GOB) Various (Water 80%)	3/2018	4,682 4,788	582 476	3,499 3,499	3,194 3,194	1,031 1,031	5,922 5,921	5,738 5,738	19,965 19,858	0 0	24,646 24,646	11,13,14, 1188

TABLE 12

FY 2012-13

WATER FACILITIES

Project Number	Project Name and Location	Purpose* / Estimated Year of Completion	Prior Years	Expenditures						Six Year Totals	Future Years	Project Totals	Funding Source
				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
23)	NW 37 Ave Industrial Dev. Area -(GOB)	3/2017	312	298	500	1,631	2,370	0	0	4,798	0	5,110	11,13,14,
965520	NW 37th Ave and NW 36 St (Water 50%)		312	298	500	1,631	2,370	0	0	4,798	0	5,110	1188
24)	NW Wellfield Land Buffer Acq. -(GOB)	3/2018	2,708	0	0	0	0	0	1,292	1,292	0	4,000	11,13,14,
969080	Various		2,708	0	0	0	0	0	1,292	1,292	0	4,000	1188
25)	Perrine /Cutler Improv. -(GOB)	3/2017	3,529	1,426	0	0	0	1,241	0	2,667	0	6,196	11,14,17,
969830	Various (Water 30%)		3,580	1,375	0	0	0	1,241	0	2,616	0	6,196	1026,1188
26)	System Enhancements -(GOB)	3/2019	2,206	55	1,096	0	0	4,615	367	6,131	4,959	13,296	11,14,17,
966370	Various (Water 50%)		2,208	53	1,096	0	0	4,615	367	6,129	4,959	13,296	1188
27)	System Improvements Project -(GOB)	3/2018	3,452	0	0	0	0	28,116	9,533	37,649	0	41,101	11,13,14,17,
962830	Various (Water 50%)		3,452	0	0	0	0	28,116	9,533	37,649	0	41,101	1188
28)	Water Pipes & Infrastructure Projects	1/2017	13,984	2,141	1,000	1,000	1,994	0	0	6,135	0	20,119	495
967190	Countywide		20,119	0	0	0	0	0	0	0	0	20,119	
29)	Miami Springs Construction Fund - Water	3/2017	453	50	50	50	50	34	0	234	0	687	1219
965450	Miami Springs		687	0	0	0	0	0	0	0	0	687	
30)	WaterTP - Floridian Reverse Osmosis	3/2018	25,381	23,791	4,775	1,348	7,383	4,085	6,099	47,481	0	72,862	520,1267
966620	700 W 2nd Ave		46,172	3,000	4,775	1,348	7,383	4,085	6,099	26,690	0	72,862	1171
TOTALS			240,760	101,395	133,617	279,382	228,448	190,810	305,806	1,239,458	2,508,621	3,988,839	
			327,237	21,798	131,435	278,332	226,404	189,775	305,237	1,152,981	2,508,621	3,988,839	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined/Other; N=Not-Applicable

Source: Miami-Dade Water and Sewer Department (WASD) and Department of Regulatory and Economic Resources (RER).

Data provided by the Office of Management and Budget (OMB).

70.

CAPITAL IMPROVEMENTS ELEMENT LIST OF FUNDING SOURCES

Code

Federal Government

123 FTA Section 5307/5309 Formula Grant
124 Federal Aviation Administration
125 FTA Section 5309 Discretionary Grant
142 Army Corps of Engineers
150 Federal Transportation Grant
190 Comm. Dev. Block Grant
191 CDBG Reimbursements
198 FEMA Reimbursements
~~199 FEMA Hazard Mitigation Grant~~
1026 EPA Grant
1141 US Department of Homeland Security
1145 Transportation Security Administration Funds
1189 Improvement Fund
~~3770 Comm. Dev. Block Grant - Recovery~~

71.

Local Governments (Non-Miami-Dade County Sources)

350 Municipal Contribution
~~380 City of Coral Gables Contribution~~
~~1002 Other - Non County Sources~~
1106 Private Donations
~~1164 Commissioner Donations~~

72.

State of Florida

821 Florida DOT Funds
834 State Beach Erosion Control Funds
840 Florida Boating Improvement Fund
842 Recreation Development Assist. Prog.
885 Florida Inland Navigational District
1082 Florida Department of Environmental Protection (~~State of Florida~~)
1083 Florida Department of Economic Opportunity Community Affairs (~~State of Florida~~)
1090 FDOT - County Incentive Grant Program (~~State of Florida~~)
1180 Rock Mining Mitigation Fees
~~3711 FDOT Toll Revenue Credits~~

73.

County Proprietary Operations

403 Fire Hydrant Fund
406 Aviation Passenger Facility Charge

- 440 Causeway Toll Revenue
- 450 Waste Disposal Operating Fund
- 451 Waste Collection Operating Fund
- 470 Biscayne Bay Envir. Trust Fund
- 490 Wastewater Renewal Fund
- 495 Water Renewal & Replacement Fund
- ~~496 Water Special Construction Fund~~
- 497 Wastewater Special Construction Fund
- 1177 HLD Special Construction Fund
- 1178 Water Construction Fund
- ~~1179 Wastewater Construction Fund~~
- 3769 WASD Project Fund

Impact Fees/Exactions

- 500 Road Impact Fees
- 501 Park Impact Fees
- 507 Developer Fees/Donation
- 520 Water Connection Charges
- 521 Wastewater Connection Charges

74.

County Bonds/Debt

- 11 BBC GOB Series 2005A
- ~~12 BBC GOB Series 2008A~~
- 13 BBC GOB Series 2008B
- 14 BBC GOB Series 2008B-1
- 17 BBC GOB Series 2010B
- 18-25 BBC GOB Future Series Base
- ~~26 BBC GOB Future Series Option 1~~
- ~~27 BBC GOB Future Series Option 2~~
- ~~907 Sunshine State Financing~~
- 908 Lease Financing – County Bonds/Debt
- 914 Wastewater Revenue Bonds Series 1997
- 917 Tenant Financing
- 927 Safe Neigh. Parks (SNP) Proceeds
- ~~930 Safe Neigh. Parks (SNP) Challenge Grants~~
- 951 State Revolving Loan Wastewater Program
- 952 State Revolving Loan Water Program
- ~~961 Future Wastewater Revenue Bonds~~
- 965 Future Solid Waste Disp. Notes/Bonds
- ~~966 Bond Anticipation Notes~~
- ~~969 Water Revenue Bonds Series 1995~~
- ~~970 Wastewater Revenue Bonds Series 1995~~
- ~~972 Solid Waste System Rev. Bonds 1998~~
- ~~998 Future Water Revenue Bonds~~
- ~~999 Other – County Bonds/Debt~~
- 1000 Seaport Bonds/Loans (County Bonds/Debt)
- 1027 Solid Waste System Rev. Bond 2001 (County Bonds/Debt)

1087 QNIP Phase II UMSA Bond Proceeds
 1116 People's Transportation Plan Bond Program
 1131 QNIP Phase IV UMSA Bond Proceeds
~~1137 Capital Asset Acquisition Bond 2004B Proceeds~~
 1140 Solid Waste System Revenue Bonds, Series 2005
 1170 WASD Revenue Bonds Sold
 1171 Future WASD Revenue Bonds
 1184 QNIP Phase V UMSA Bond Proceeds
1187 Building Better Communities 2005 Series A GOB Bond
1188 Building Better Communities Future Series GOB Bond
1216 Building Better Communities GOB Interest
 1217 QNIP Interest
~~1221 WASD Water Commercial Paper~~
~~1222 WASD Wastewater Commercial Paper~~
 1225 Capital Asset Series 2002 Bond Proceeds
~~1227 Sunshine State Series 2001 Interest~~
~~1261 Water Construction – 2011 Bonds~~
~~1262 Wastewater Construction 2011 Bonds~~
~~1264 Wastewater Construction 2009 Bonds~~
~~1265 Water Construction 2009 Bonds~~
1267 Hialeah Reverse Osmosis Plant Construction Fund
 3763 Aviation Revenue Bonds
 3764 Double – Barreled GO Bonds
 3766 Capital Asset Series 2009A Bonds
 3771 Capital Asset Series 2010 Bonds
3780 Sunshine State Financing

75.

Other County Sources

620 Departmental Trust Funds
 630 Stormwater Utility
 640 Interest Earnings
 650 Capital Outlay Reserve
 660 Endangered Lands Voted Millage
 670 Secondary Gas Tax
 688 Capital Improvements Local Option Gas Tax
 1008 Operating Revenue
1043 Future Financing
 1107 Chapter County Transit System Surtax
~~1133 QNIP Phase III Pay As You Go~~
1219 Miami Springs Water Construction Fund
1220 Miami Springs Wastewater Construction Fund
1266 WASD Future Funding
3782 1995 Sports Facility Bond Proceeds
3783 1995 Sports Facility Bond Interest
3784 Utility Service Fee

**APPLICATION NO. 10
EDUCATIONAL ELEMENT**

**APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, Suite 1210
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Department Director
Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, 29th Floor
Miami, Florida 33128-1972

By:  October 31, 2012
Jack Osterholt, Deputy Mayor/Department Director

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Educational Element on pages X-1 through X-16 in the "Adopted Components of the Comprehensive Development Master Plan" dated October 19, 2011, as amended, as amended, as follows on the next pages.¹ This Application proposes amendments to the entire Educational Element, which consists of an Introduction, a set of Goals, Objectives, and Policies, and Monitoring Program with Evaluation Assessment Review, Goals and Objectives. Additionally, a summary of all proposed changes by reference paragraph is included in Section 4 (Reasons for Changes).

The above presents the cover of the application as filed and included in the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated March 27, 2013, where the above referenced Section 4 can be found. Thereafter beginning on page X-1 is a presentation of the application as ultimately adopted by the Board of County Commissioners at the October 2, 2013 public hearing as discussed in the Introduction and Summary of Actions sections to this report on pages i and iii, respectively. As presented herein, underlined words are additions to and words with ~~strike through~~ are deletions from the Element text. All other words exist in the Element and remain unchanged.

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Paragraph
Reference
Number
1.

EDUCATIONAL ELEMENT

Introduction

In 1996, Miami-Dade County adopted the Educational Element under the provisions of the state growth management law that permitted the adoption of optional elements. The Educational Element was amended in 1999 to address the 1998 requirement of the state growth management law requiring local government comprehensive plans to include criteria providing for public schools proximate to urban residential areas and encouraging the collocation of public schools with other public facilities such as parks, libraries and community centers. In 2002, Florida Statutes were again revised requiring district schools boards and the County and municipalities to enter into an Interlocal Agreement for Public Facility Planning. Miami-Dade County and Miami-Dade County Public Schools entered into the Interlocal Agreement for Public Facility Planning. The Educational Element was further amended in 2005 as result of recommendations in the Evaluation and Appraisal Report (EAR) adopted in 2003. The Interlocal Agreement provides procedures for the County and Miami-Dade County Public Schools in coordinating land use and public school facilities planning.

In response to the legislative requirements of the 2005 Growth Management Act the Educational Element and Interlocal Agreement were extensively revised in 2008. The requirements included the adoption of a public school educational element, a level of service standard for public schools, a concurrency management program, proportionate share mitigation criteria and revisions to existing Interlocal Agreement for Public Facility Planning between Miami-Dade County and Miami-Dade County Public Schools. The County finalized the adoption of these criteria in 2009.

This Educational Element includes the goal, objectives and policies, the level of service (LOS) standards, and the procedures for monitoring and evaluating the element.

2. **GOAL**

DEVELOP, OPERATE, AND MAINTAIN A SYSTEM OF PUBLIC EDUCATION BY MIAMI-DADE COUNTY PUBLIC SCHOOLS, IN COOPERATION WITH THE COUNTY AND OTHER APPROPRIATE GOVERNMENTAL AGENCIES, WHICH WILL STRIVE TO IMPROVE THE QUALITY AND QUANTITY OF PUBLIC EDUCATIONAL FACILITIES AND EDUCATIONAL PROGRAMS AVAILABLE TO THE CITIZENRY OF MIAMI-DADE COUNTY, FLORIDA.

3. **Objective EDU-1**

Work towards the reduction of the overcrowding which currently exists in the Miami-Dade County Public Schools, while striving to attain an optimum level of service pursuant to Objective EDU-2. Provide additional solutions to overcrowding so that ~~countywide~~ enrollment in Miami-Dade County's public schools will meet state requirements for class size ~~by September 1, 2010~~.

Paragraph
Reference
Number

Policies

4. EDU-1A. Miami-Dade County shall ~~E~~cooperate with the Miami-Dade County Public Schools in their efforts to continue to provide new student stations through the Capital Outlay program, in so far as funding is available.
5. EDU-1B. Miami-Dade County shall ~~E~~collect impact fees from new development for transfer to the Miami-Dade County Public Schools to offset the impacts of these additional students on the capital facilities of the school system.
6. EDU-1C. Miami-Dade County shall ~~E~~cooperate with the Miami-Dade County Public Schools in their efforts to develop and implement alternative compact educational facilities such as ~~primary learning centers~~ early childhood centers which can be constructed on small parcels of land and relieve overcrowding at elementary schools, in so far as funding and rules permit.
7. EDU-1D. Miami-Dade County shall ~~E~~cooperate with the Miami-Dade County Public Schools in their efforts to provide public school facilities to the students of Miami-Dade County, which operate at optimum capacity, in so far as funding available. Operational alternatives may be developed and implemented, where appropriate, which mitigate the impacts of overcrowding while maintaining the instructional integrity of the educational program.
8. EDU-1E. Miami-Dade County shall ~~E~~cooperate with the Miami-Dade County Public Schools in their efforts to maintain and/or improve the established level of service (LOS), for Public Educational Facilities, as established for the purposes of school concurrency.
- EDU-1F. The Miami-Dade County School Board (School Board) comments shall be sought and considered on comprehensive plan amendments and other land use and zoning decisions which could impact the school district, in order to be consistent with the terms of the state mandated Interlocal Agreement pursuant to Sections 1013.33 and 163.31777, Florida Statutes.
9. EDU-1G. Capital improvement programming by the Miami-Dade County Public Schools should be based on future enrollment projections and demographic shifts and targeted to enhance the effectiveness of the learning environment. The future enrollment projections should utilize student population projections based on information produced by the demographic, revenue, and education estimating conferences pursuant to Section 216.136, Florida Statutes, where available, as modified by the School Board based on development data and agreement with the local governments, the State Office of Educational Facilities and the State SMART Schools Clearinghouse. The School Board may request adjustment to the estimating conferences' projections to reflect actual enrollment and development trends. In formulating such a request, the School Board will coordinate with the Cities and County regarding development trends and future population projections.

Paragraph
Reference
Number

10. EDU-1H. It is the policy of Miami-Dade County that the Miami-Dade County Public Schools should give priority to the Urban Infill Area (UIA) identified in CDMP Capital Improvements Element Figure 1 when allocating resources toward the attainment of the level of service objective for public educational facilities (Objective EDU-1), followed by more recently developed and newly developing areas outside the UIA and within the Urban Development Boundary (UDB).
- EDU-1I. Miami-Dade County will through the Staff Working Group of the Interlocal Agreement for Public School Facility Planning coordinate with Miami-Dade County Public Schools, and applicable Cities to review annually the Educational Element and school enrollment projections.

Objective EDU-2

11. **The Miami-Dade County shall coordinate new residential development with the future availability of public school facilities¹ consistent with the adopted level of service standards for public school concurrency, to ensure the inclusion of those projects necessary to address existing deficiencies in the 5-year schedule of capital improvements, and meet future needs based upon achieving and maintaining the adopted level of service standards throughout the planning period.**

Policies

12. EDU-2A ~~Beginning January 1, 2008, t~~The adopted level of service (LOS) standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) capacity (with relocatable classrooms). This LOS standard, except for magnet schools, shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by the Miami-Dade County Public Schools².
- The adopted LOS standard for Magnet Schools is 100% utilization of FISH (With Relocatable Classrooms), which shall be calculated on a districtwide basis.
- EDU-2B. It is the goal of Miami-Dade County Public Schools and Miami-Dade County for all public school facilities to achieve 100% utilization of Permanent FISH (No Relocatable Classrooms) by January 1, 2018. To help achieve the desired 100% utilization of Permanent FISH by 2018, Miami-Dade County Public Schools should continue to decrease the number of relocatable classrooms over time. Public

¹ Level of Service standards for public school facilities apply to those traditional educational facilities, owned and operated by the Miami-Dade County Public Schools that are required to serve the residential development within their established Concurrency Service Area. Level of Service standards do not apply to charter schools. However, the actual enrollment (October Full Time Equivalent (FTE) of both charter and magnet schools as a percentage of the total district enrollment will be credited against the impact of development.

² Relocatable classrooms may be used by the Miami-Dade County Public Schools as an operational solution to achieve the level of service standard during replacement, remodeling, renovation or expansion of a public school facility.

school facilities that achieve 100% utilization of Permanent FISH capacity should, to the extent possible, no longer utilize relocatable classrooms, except as an operational solution.

13. ~~By December 2010, Miami-Dade County in cooperation with Miami-Dade County Public Schools will assess the viability of modifying the adopted LOS standard to 100% utilization of Permanent FISH (No Relocatable Classrooms) for all CSAs.~~

EDU-2C. In the event the adopted LOS standard of a CSA cannot be met as a result of a proposed development's impact, the development may proceed provided at least one of the following conditions is met:

- a) The development's impact can be shifted to one or more contiguous CSAs that have available capacity, subject to such provisions in the Interlocal Agreement for Public School Facility Planning with Miami-Dade County Public Schools that may limit the shifting of impacts to those facilities, located, either in whole or in part, within the same Geographic Areas (Northwest, Northeast, Southwest, or Southeast, see Figure 1A through 1D) as the proposed development; or
- 14. b) The development's impact is mitigated, proportionate to the demand for public schools it created, through a combination of one or more appropriate proportionate share mitigation options, as defined in Section 163.3180 (13)(e)4, Florida Statutes, and subject to such provisions in the Interlocal Agreement for Public School Facility Planning with Miami-Dade County Public Schools as may further define the available proportionate share mitigation options. The intent of these options is to provide for the mitigation of residential development impacts on public school facilities, guaranteed by a legal binding agreement, through mechanisms such as: contribution of land; the construction, expansion, or payment for land acquisition or construction of a permanent public school facility; or, the creation of a mitigation bank based on the construction of a permanent public school facility in exchange for the right to sell capacity credits. The proportionate share mitigation agreement is subject to approval by Miami-Dade County School Board and Miami-Dade County Board of County Commission and must be identified in the Miami-Dade County Public Schools Facilities Work Program.
- c) The development's impacts are phased to occur when sufficient capacity will be available.

If none of the above conditions is met, the development shall not be approved. It is provided, however, that nothing in this element or in the Interlocal Agreement for Public School Facility Planning shall be construed or applied to effect a permanent or temporary taking of private property in violation of the United States Constitution or the Florida Constitution, to result in the unlawful abrogation of vested rights or other violation of law, to require the payment of compensation for impacts on private property, or to modify or eliminate any remedy available to prevent or rectify a taking, abrogation of vested rights, or violation of law.

EDU-2D. Concurrency Service Areas (CSA) shall be delineated to: 1) maximize capacity

utilization of the facility, 2) limit maximum travel times and reduce transportation costs, 3) acknowledge the effect of court-approved desegregation plans, 4) achieve socio-economic, racial, cultural and diversity objectives, and 5) achieve other relevant objectives as determined by the School Board's policy on maximization of capacity. Periodic adjustments to the boundary or area of a CSA may be made by the School Board to achieve the above stated factors. Other potential amendments to the CSAs shall be considered annually at the Staff Working Group meeting to take place each year no later than April 30 or October 31, consistent with Section 9 of the Interlocal Agreement for Public School Facility Planning.

15. EDU-2E. ~~The~~ Miami-Dade County through the implementation of the concurrency management system and Miami-Dade County Public School Facilities Work Program for educational facilities, shall ensure that existing deficiencies are addressed and the capacity of schools is sufficient to support residential development at the adopted level of service (LOS) standards throughout the planning period in the 5-year schedule of capital improvements.

EDU-2F. The Miami-Dade County Public Schools Facilities Work Program will be evaluated on an annual basis to ensure that the level of service standards will continue to be achieved and maintained throughout the planning period.

Objective EDU-3

Obtain suitable sites for the development and expansion of public educational facilities.

Policies

EDU-3A. It is the policy of Miami-Dade County that the Miami-Dade County Public Schools shall not purchase sites for schools nor build new schools outside of the Urban Development Boundary (UDB), and that new elementary schools constructed should be located at least 1/4 mile inside the UDB; new middle schools should be located at least 1/2 mile inside the UDB, and; new senior high schools should be located at least one mile inside the UDB. In substantially developed areas of the County where suitable sites in full conformance with the foregoing are not available and a site or portion of a site for a new school must encroach closer to the UDB, the majority of the site should conform with the foregoing location criteria and the principal school buildings and entrances should be placed as far as functionally practical from the UDB. The same criteria of this paragraph that apply to public schools also pertain to private schools.

EDU-3B. In the selection of sites for future educational facility development, the County encourages the Miami-Dade County Public Schools to consider whether a school is in close proximity to residential areas and is in a location that would provide a logical focal point for community activities.

EDU-3C. Where possible, the Miami-Dade County Public Schools should seek sites which are adjacent to existing or planned public recreation areas, community centers, libraries, or other compatible civic uses for the purpose of encouraging joint use facilities or the creation of logical focal points for community activity.

16. EDU-3D. The Miami-Dade County acknowledges and concurs that, when selecting a site, the Miami-Dade County Public Schools will consider if the site meets the minimum size criteria as recommended by the State Department of Education or as determined to be necessary for an effective educational environment.
- EDU-3E. When considering a site for possible use as an educational facility, the Miami-Dade County Public Schools should review the adequacy and proximity of other public facilities and services necessary to the site such as roadway access, transportation, fire flow and portable water, sanitary sewers, drainage, solid waste, police and fire services, and means by which to assure safe access to schools, including sidewalks, bicycle paths, turn lanes, and signalization.
- EDU-3F. When considering a site for possible use as an educational facility the Miami Dade County Public Schools should consider whether the present and projected surrounding land uses are compatible with the operation of an educational facility.
- EDU-3G. Miami-Dade County shall encourage and cooperate with the Miami-Dade County Public Schools in their effort for public school siting reviews to help accomplish the objectives and policies of this element and other elements of the CDMP. The County shall cooperate with the Public Schools to establish provisions for a scoping or pre-application meeting as part of the educational facilities review process, if determined to be warranted.
- EDU-3H. Miami-Dade County will continue to cooperate with Miami-Dade County Public Schools in utilizing Miami-Dade County Public Schools as emergency shelters during county emergencies.

Objective EDU-4

Miami-Dade County Public Schools, in conjunction with the County and other appropriate agencies, will strive to improve security and safety for students and staff.

Policies

17. EDU-4A. Miami-Dade County shall ~~E~~continue to cooperate with the Miami-Dade County Public Schools to develop and/or implement programs and policies designed to reduce the incidence of violence, weapons and vandalism on school campuses. Encourage the design of facilities, which ~~do not encourage~~ discourages criminal behavior and provides clear sight lines from the street.
18. EDU-4B. Miami-Dade County shall ~~E~~continue to cooperate with the Miami-Dade County Public Schools to develop and/or implement programs and policies designed to reduce the number of incidents related to hazardous conditions as reported by the Environmental Protection Agency (EPA), the fire marshal, the State Department of Education (DOE), Florida Department of Environmental Protection, the Division of Environmental Resources Management of the Department of Regulatory and Economic Resources, and other appropriate sources.
19. EDU-4C. Miami-Dade County shall ~~E~~continue to cooperate with the Miami-Dade County

Public Schools to provide for the availability of alternative programs for at-risk students at appropriate public educational facilities.

20. EDU-4D. Miami-Dade County shall ~~C~~oordinate with the Miami-Dade County Public Schools and municipalities to provide for pedestrian, bicyclist and traffic safety in the ~~area of schools~~ areas, and signalization for educational facilities.
21. EDU-4E. Miami-Dade County shall ~~C~~oordinate with the Miami-Dade County Public Schools' Division of School Police and other law enforcement agencies, where appropriate, to improve and provide for a secure learning environment in the public schools and their vicinity.

Objective EDU-5

Continue to develop programs and opportunities to bring the schools and community closer together.

Policies

22. EDU-5A. Miami-Dade County shall ~~C~~ooperate with the Miami-Dade County Public Schools in their efforts to provide "full service" schools, parent resource centers, adult and community schools and programs as appropriate.
23. EDU-5B. Miami-Dade County shall ~~C~~ooperate with the Miami-Dade County Public Schools in their efforts to continue to provide opportunities for community and business leaders to serve on committees and task forces, which relate to the development of improved provision of public educational facilities and programs.
24. EDU-5C. Miami-Dade County shall ~~C~~ooperate with the Miami-Dade County Public Schools to continue to work with the development industry to encourage partnerships in the provision of sites and educational facilities including early childhood centers.
25. EDU-5D. Miami-Dade County shall ~~C~~ooperate with the Miami-Dade County Public Schools through agreement with appropriate agencies to increase medical, psychological, and social services for children and their families as appropriate.

Objective EDU-6

Miami-Dade County Public Schools will continue to enhance effectiveness of the learning environment.

Policies

- EDU-6A. Miami-Dade County Public Schools is encouraged to continue the design and construction of educational facilities which create the perception of feeling welcome, secure and positive about the students' school environment and experiences.

- EDU-6B. The Miami-Dade County Public Schools is encouraged to continue to design and construct facilities which better provide student access to technology designed to improve learning, such as updated media centers and science laboratories.
- 26. EDU-6C. The Miami-Dade County Public Schools is encouragedd to continue to improve existing educational facilities, in so far as funding is available, through renovation and expansion to better accommodate increasing enrollment, new educational programs and other activities, both curricular and extra-curricular.

Objective EDU-7

- 27. **The School Board, the County, and other appropriate jurisdictions and agencies shall establish and implement mechanisms for on-going coordination and communication, to ensure the adequate provision of public educational facilities.**

Policies

- 28. EDU-7A. ~~The Miami-Dade~~ County shall coordinate and cooperate with the Miami-Dade County Public Schools, the State, municipalities and other appropriate agencies to develop or modify rules and regulations in order to simplify and expedite proposed new educational facility developments and renovations.
- EDU-7B. The location of future educational facilities should occur where capacity of other public facilities and services is available to accommodate the infrastructure needs of the educational facility.
- EDU-7C. The Miami-Dade County Public Schools should coordinate school capital improvement plans with the planned capital improvement projects of other County and municipal agencies.
- 29. EDU-7D. ~~The Miami-Dade~~ County shall cooperate with the Miami-Dade County Public Schools in their efforts to ensure that they are not obligated to pay for off-site infrastructure in excess of their fair share of the costs.
- 30. EDU-7E. ~~The Miami-Dade~~ County and Miami-Dade Public Schools shall periodically review the Educational Facilities Impact Fee Ordinance to strive to ensure that the full eligible capital costs associated with the development of public school capacity (new schools and expansion of existing ones) are identified when updating the impact fee structure. Pursuant to the terms of the state mandated Interlocal Agreement, the County and School Board shall annually at least every three years perform a review of the Ordinance, its formula, the Educational Facilities Impact Fee methodology and technical report, in order to make recommendations for revisions to the Board of County Commissioners.
- EDU-7F. Miami-Dade County and the Miami-Dade County Public Schools will annually review the Educational Element and the County will make amendments, if necessary.
- 31. EDU-7G. ~~The Miami-Dade~~ County shall seek to coordinate with the Miami-Dade County Public Schools in formalizing criteria pursuant to the Interlocal Agreement for Public Facility Planning between Miami-Dade County and Miami-Dade County

Public Schools, for appropriate sharing of responsibility for required off-site facility improvements attributable to construction of new public schools or expansion of existing ones. The criteria should be prepared prior to the next full review of the School Impact Fee Ordinance.

- 32. EDU-7H. ~~The~~ Miami-Dade County shall coordinate with the Miami-Dade County Public Schools and local governments to eliminate infrastructure deficiencies surrounding existing school sites.
- 33. EDU-7I. ~~The~~ Miami-Dade County and the Miami-Dade County Public Schools shall coordinate efforts to ensure the availability of adequate sites for the required educational facilities.
- 34. EDU-7J. ~~The~~ Miami-Dade County and the Miami-Dade County Public Schools shall coordinate the appropriate roles and responsibilities of affected governmental jurisdictions in ensuring the timely, orderly and efficient provision of adequate educational facilities.
- EDU-7K. Miami-Dade County will account for the infrastructure needs of new, planned or expanded educational facilities when formulating and implementing its own capital improvement plans.

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MONITORING AND EVALUATION PROGRAM

35. In order to enable the preparation of the periodic Evaluation and Appraisal Report (EAR) as required by Section 163.3191, Florida Statutes (F.S.), and ~~Rule 9J-5.0053, F.A.C.~~, this section ~~will~~ will ~~outlines~~ the procedures for ~~the~~ monitoring and evaluating of the Element and its implementation.

Monitoring Requirements

36. The primary mechanism to monitor progress in achieving the objectives and policies in this Element is the collection and update of appropriate baseline data. ~~Further, as required by the State Requirements for Educational Facilities,~~ at least once every five (5) years the School Board shall arrange for an educational plant survey to be conducted. This plant survey will include data regarding existing facilities and a five (5) year projection of student population. The written report from this survey shall include the following:

Inventory	An inventory of existing ancillary and educational plants and auxiliary facilities.
Student Population	An analysis of past and projected student population.
Capital Outlay	An analysis of expenditures and projected capital outlay funds.
Facilities	Statements of proposed types of facilities, grade structure, and list student capacity.
Funding	A proposed funding plan.

The information obtained from the educational plant survey will be used to generally monitor the progress of the objectives and policies contained in the Educational Element and will provide specific indicators for Objective EDU-1 and Objective EDU-4.

The enforcement or adoption of interlocal agreements shall be explored as a means to help implement components of the Educational Element, and to coordinate the efficient provision of public educational facilities. The performance of any agreements related to objectives of this element will be monitored as they are set in place.

Objective EDU-1 policies relating to the maintenance and improvement of specific level of service for public educational facilities, as specified in the Educational Facilities Impact Fee Ordinance, shall be reviewed annually. Each year, the Miami-Dade County Public Schools will compare the official enrollment of the school system with the number of student stations available to determine the current operating LOS.

Objective EDU-2 will be measured through an annual review of the latest adopted Miami-Dade County Public Schools Facility Work Program to determine if the adopted concurrency level of service standard is being achieved. The number of development orders approved, those

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disapproved and those that have achieved LOS standards through mitigation options will also be reviewed.

Objective EDU-3 will be monitored through the annual inventory and assessment by the Miami-Dade County Public Schools of School Board owned property. The number of new sites shall be reported annually and in the full review period reported in the EAR.

Objective EDU-4 will be monitored through the review and analysis of the statistics relating to school safety, as compiled annually, by the Miami-Dade County Public Schools' Division of Police. A review and analysis of new and existing reactive and proactive safety and crime prevention programs will also be conducted on an annual basis.

Objective EDU-5 shall be monitored by the Miami-Dade County Public Schools by reporting and reviewing the progress and number of new and existing community oriented programs, including an enrollment analysis, by age and ethnicity, of adult, community and vocational programs.

37. **Objective EDU-6** shall be monitored by the Miami-Dade County Public Schools by reporting the number of educational facility enhancements such as media centers, art/music suites, and science laboratories, computer laboratories, classroom renovations, systems replacement, site improvements, etc.

Objective EDU-7 will be addressed by implementing and tracking the development of appropriate mechanisms, including interlocal agreements and coordination efforts, which serve to expedite the provision or enhancement of public educational facilities.

Monitoring methods may be added or deleted as circumstances and criteria evolve. Any significant modifications to the monitoring process will be dealt with, as appropriate, through the Comprehensive Development Master Plan amendment process.

Evaluation

Available data regarding the various public educational facilities will be used to assess progress on specific objectives. In order to evaluate the level of service being provided, student capacity totals will be reviewed in comparison to student enrollment to determine the status of the current level of service being provided. Similarly, performance in terms of achieving other objectives can also be analyzed by tracking the number of completed capital projects, as well as the development and implementation of other programs associated with each objective. Results of these calculations and measures will be analyzed and changing circumstances and opportunities will be considered.

Any actions, changes or modifications to the Goal, Objectives, and Policies will be explained in accordance with the results of this process of continued monitoring and evaluation. Any necessary changes will be made through the Comprehensive Development Master Plan amendment process.

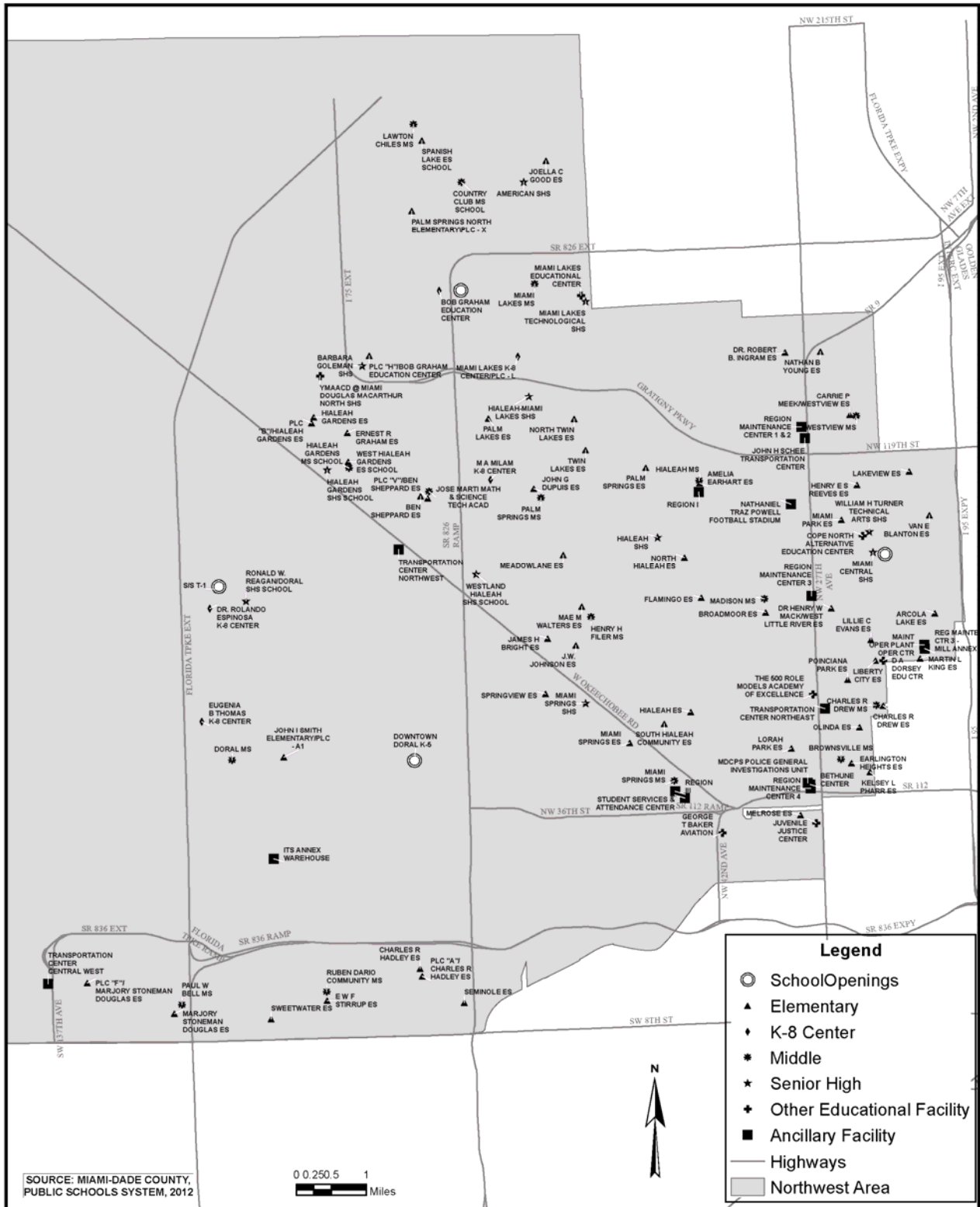
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38. **Future Conditions Maps**

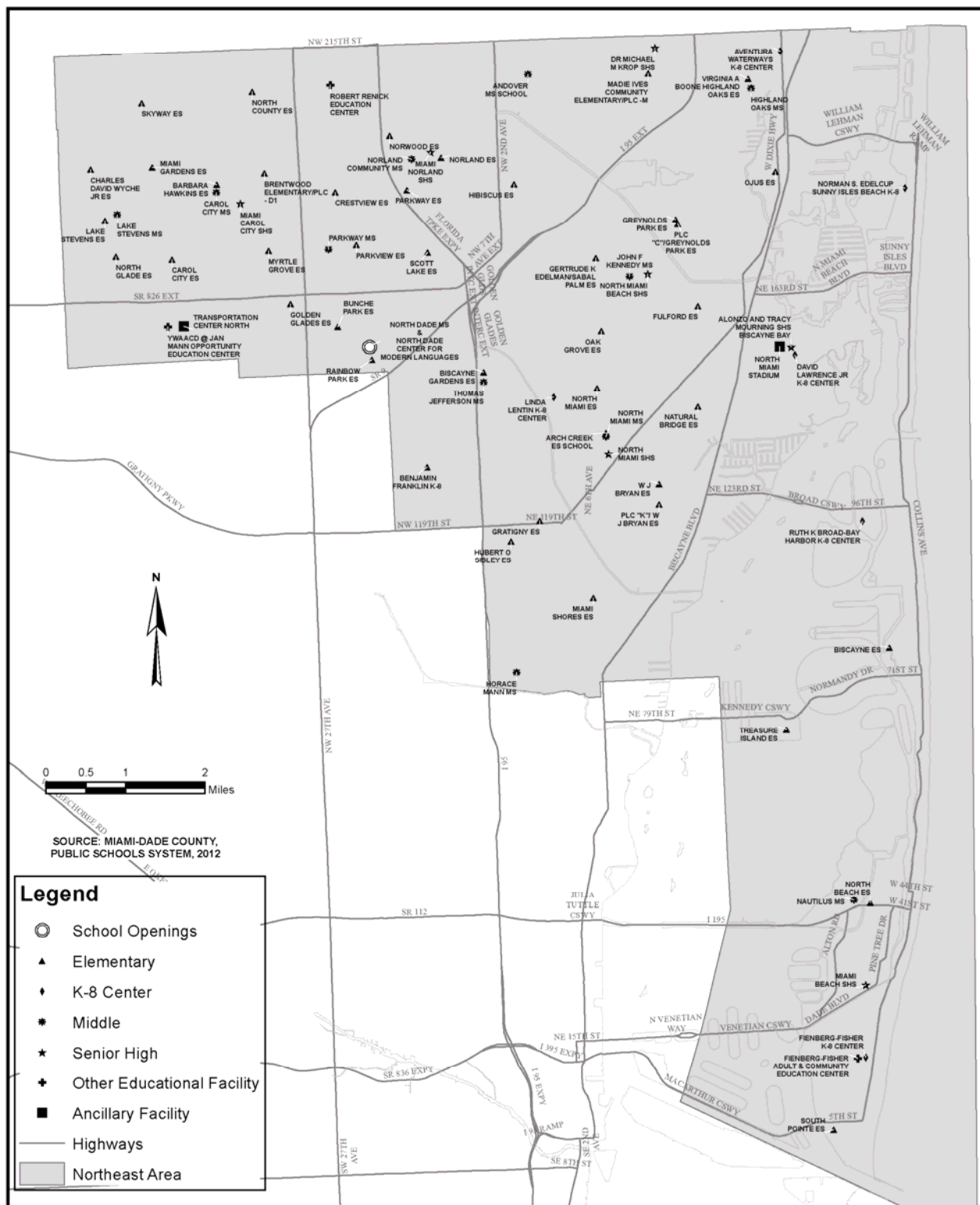
~~Consistent with Section 163.3177(12)(g), Florida Statute, maps~~ Maps showing existing and future conditions are included in the element. A map series (Figures 1A through 1D) has been included which indicates the location of public schools and ancillary facilities over the planning period (2008~~11~~ through 2013~~6~~). Public schools are depicted using four areas of the County that are generally equivalent to the proposed Educational Impact Fee Benefit District. Figures 1A through 1D indicate the current public school and ancillary facility locations and the location of public school and ancillary facilities anticipated by December 31, 2013~~6~~. Map locations of future public school facilities are general and do not prescribe a land use on a particular parcel of land.

39. REPLACE EXISTING FIGURES 1A, 1B, 1C AND 1D WITH NEW FIGURES 1A, 1B, 1C AND 1D (See below Figures)

Proposed, Existing, and Ancillary Educational Facilities Located in the Northwest Area - 2011-2016



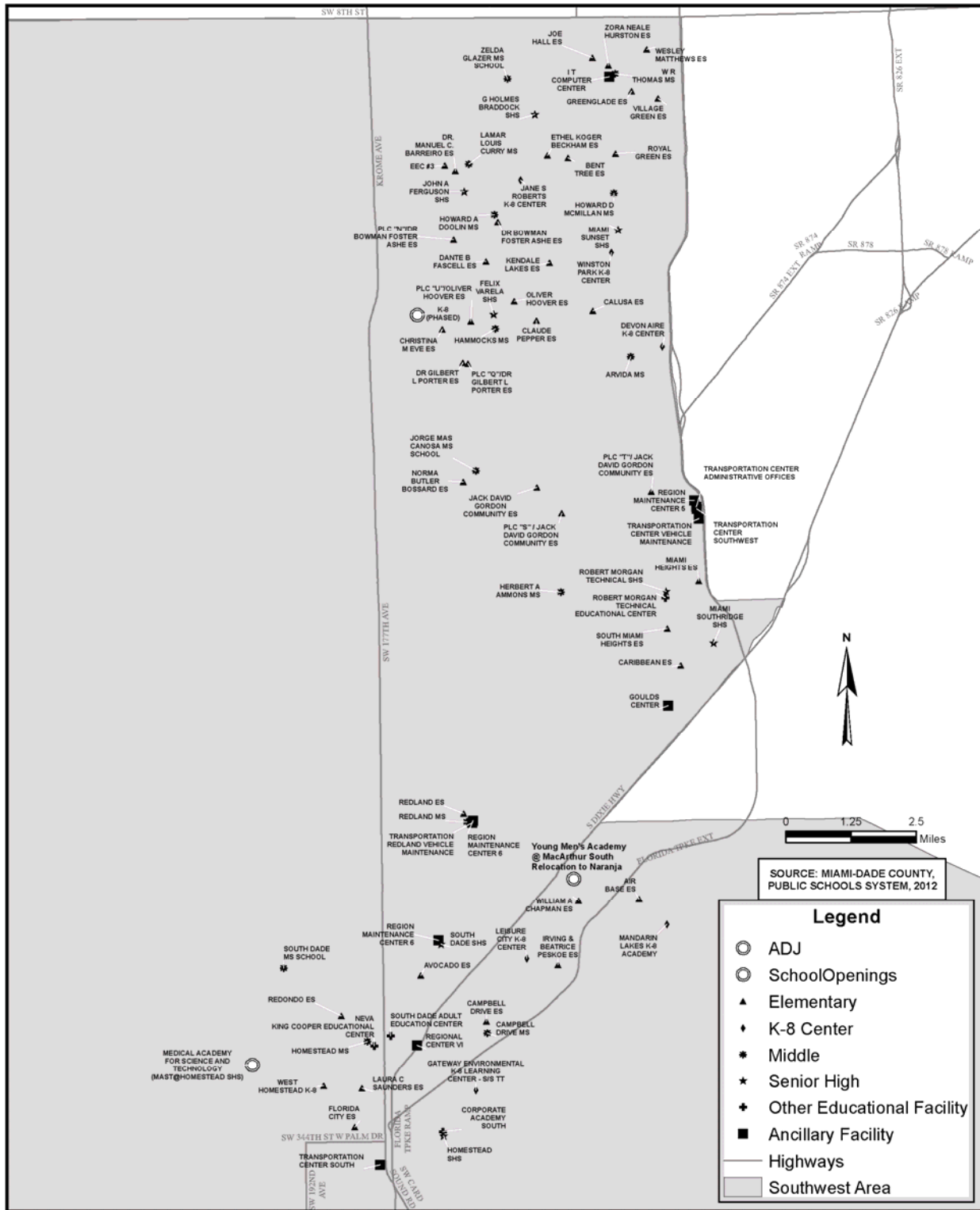
**Proposed, Existing, and Ancillary Educational Facilities
Located in the Northeast Area - 2011-2016**



Date Saved: 6/5/2012

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Proposed, Existing, and Ancillary Educational Facilities Located in the Southwest Area - 2011-2016



**APPLICATION NO. 11
ECONOMIC ELEMENT**

**APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, Suite 1210
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Department Director
Department of Regulatory and Economic Resources
111 NW 1 Street, 29th Floor
Miami, Florida 33128-1972

By:  October 31, 2012
Jack Osterholt, Deputy Mayor/Department Director

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Economic Element on pages XI-1 through XI-12 in the "Adopted Components of the Comprehensive Development Master Plan" dated October 19, 2011, as amended, as follows on the following pages.* This Application proposes amendments to the entire Economic Element, which consists of an Introduction, a set of Economic Element Goals, Objectives, and Policies, and Monitoring Program. Additionally, a summary of all proposed changes by reference paragraph is included in Section 4 (Reasons for Changes).

The above presents the cover of the application as filed and included in the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan* report dated March 27, 2013, where the above referenced Section 4 can be found. Thereafter beginning on page XI-1 is a presentation of the application as ultimately adopted by the Board of County Commissioners at the October 2, 2013 public hearing as discussed in the Introduction and Summary of Actions sections to this report on pages i and iii, respectively. As presented herein, underlined words are additions to and words with ~~strikethrough~~ are deletions from the Element text. All other words exist in the Element and remain unchanged.

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ECONOMIC ELEMENT

Introduction

The overarching aims of the Economic Element are to expand and further diversity the Miami-Dade economy, provide employment for all who want to work, and increase income and wealth. More specifically, the Element provides a set of goals and associated objectives and policies that will enhance Miami-Dade County government's contribution to the economic development of the area. The Element will serve as the general policy framework for economic development decisions and it will be the guide for operational activities, which influence economic development.

The Local Government Comprehensive Planning and Land Development Regulation Act (Ch. 163, Part 2, F.S.) authorized local governments to include an economic element as an optional element in their comprehensive plans. Since the passage of the initial growth management legislation in 1972, Miami-Dade County had traditionally considered economic issues in the formulation of its comprehensive plan, particularly in the land use and the service and facility provisions of the Plan. Prior to the growth management law, the General Land Use Master Plan in 1965 did contain an economic element which focused on improving the industrial mix, creating more and better jobs, and increasing incomes and wealth. The current law [163.3177(7)(j) F.S.] provides a very general description of the economic element: "The comprehensive plan may include the following additional elements..."

- (J) *An economic element setting forth principles and guidelines for the commercial and industrial development, if any, and the employment and personnel utilization within the area. The element may detail the type of commercial and industrial development sought, correlated to the present and projected employment needs of the area and to other elements of the plans, and may set forth methods by which a balanced and stable economic base will be pursued.*

The Act goes on to say that, "All elements of the comprehensive plan, whether mandatory or optional, shall be based upon data appropriate to the element involved." In addition, an economic element must be consistent with the other elements of the plan and generally conform to a similar format. In late 1997, the Board of County Commissioners requested that an economic element be prepared. Work on the element commenced in fiscal 1999-2000, when funding was secured. A draft of the proposed Element was completed and distributed for comment in August 2001. Many of those comments were incorporated and the Components for Adoption were filed in the October, 2001 CDMP Amendment Cycle. However, the Element was not transmitted in order to allow time to make several changes that the Board of County Commissioners requested. During the interim between that action and refiling in April 2003, staff updated much of the support material and revised objectives and policies that were outdated or not in accord with Board of County Commission actions. In addition, the extra time allowed for coordination with the County's Strategic Planning process and the receipt of input from the Social and Economic Development Council. The latter is an advisory group established by the Board of County Commissioners shortly after the September 11, 2001 terrorist attacks.

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The Element is consistent with the other elements of the Comprehensive Development Master Plan (CDMP) and generally conforms to their format. It builds upon ten carefully selected industry groups arising from a previous major economic development initiative, known as One Community/One Goal.

In addition to these industry components, the Element support previous local economic development planning efforts. These plans were reviewed to identify needs for County governmental action to support or assist in their implementation. Augmenting the plan reviews, suggestions and guidance was sought through meeting with ten municipalities and more than thirty economic development agencies and organizations.

As with all CDMP elements, there is also a major set of supporting materials. These Support Components are not adopted but still are an integral part of the Economic Element. Volume I contain only the material known as Data, Analysis and Information, the remaining support items are found in Volume II. At the end of the Goals, Objectives and Policies, there is a section setting forth the Monitoring Program.

GOAL I

CREATE A CULTURE WITHIN WHICH COUNTY DEPARTMENTS INCORPORATE SOCIO-ECONOMIC CONSIDERATIONS INTO THEIR BUSINESS PLANS.

Objective ECO-1

Establish executive level procedures and complementary administrative structure to guide, review, evaluate and monitor Miami-Dade County planning activities impacting socio-economic development. These activities may encompass physical, economic, financial and/or budgetary, business and social service aspects of County government related to socio-economic development.

Policies

- ECO-1A. Consolidate all socio-economic development planning and related functions into one unified, proactive organizational structure.
- ECO-1B. The Comprehensive Development Master Plan and Miami-Dade County's Strategic Plan shall be the principal planning instruments guiding overall socio-economic development.
- ECO-1C. An administrative mechanism will be created and charged with the coordination, evaluation, integration and monitoring of countywide and community social and economic development plans and activities, including commercial/industrial land use decisions and County infrastructure prioritization with municipalities.

Objective ECO-2

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Modify the Miami-Dade County organizational structure as necessary to achieve good communication and coordination with all relevant public and private economic development entities.

Policies

- ECO-2A. The County will develop a public information program to disseminate socio-economic development initiatives.
- ECO-2B. The County will utilize a website that provides socio-economic development data, information, and access to Miami-Dade departments and other local business assistance entities.

Objective ECO-3

County's initiatives and programs to promote economic growth and diversification of the County's economic base should also acknowledge broadly accepted socio-economic development goals, such as the amelioration of poverty, the promotion of economic mobility and self-sufficiency, and access to affordable housing, in balance with other CDMP goals.

Policies

- ECO-3A. Administrative procedures will be established for achieving coordination and integration of countywide and community socio-economic development efforts.¹
1. ECO-3B. The County's community development programs shall be based on plans adopted by the Board of County Commissioners, such as the County's Strategic Plan, ~~the Empowerment Zone Strategic Plan~~, the Urban Economic Revitalization Plan for the Targeted Urban Areas, and the ~~OCED~~ Consolidated Plan.

GOAL II

PROVIDE PUBLIC INFRASTRUCTURE WHICH CONTRIBUTES TO ALL AREAS OF MIAMI-DADE COUNTY WITHIN THE UDB IN ATTAINING THEIR SOCIO-ECONOMIC DEVELOPMENT POTENTIAL COMPATIBLE WITH OTHER CDMP GOALS.

2. Objective ECO-4

Develop ~~a~~ an initial consolidated infrastructure plan ~~within one year~~, including streets and highways, water and sewer capacity, drainage and fire facilities, and other components especially advanced technology, such as fiber optics, appropriate to enhance socio-economic development.

¹ Countywide efforts are defined as those which are aimed at achieving some end, e.g. employment growth, throughout the County. This is in contrast to those efforts to achieve some purpose in a subarea or community within the County.

Policies

3. ECO-4A. The County ~~Manager~~ will consider directing an appropriate executive office to review and evaluate infrastructure improvement and expansion plans, putting major emphasis on socio-economic development.
- ECO-4B. Place high priority on acquiring adequate funding to carry out all projects of the current adopted Long Range Transportation Plan.
- ECO-4C. Miami-Dade County will program infrastructure improvements in municipalities taking into account their socio-economic development priorities and overall County priorities.
- ECO-4D. Infrastructure prioritization should consider needs of existing and target industries in industrial areas that do or can support these industries, especially along trade corridors and around trade hubs.

Objective ECO-5

The County will establish strong regional linkages with Southeast Florida governments to plan for and coordinate infrastructure impacting economic development.²

Policies

4. ECO-5A. The County will support regional infrastructure initiatives with emphasis on economic development and will participate in the ~~newly formed~~ Regional Transportation Authority.
5. ECO-5B. The Department of ~~Planning and Zoning~~ Regulatory and Economic Resources and other County departments, as appropriate, will work with the South Florida Regional Planning Council in planning for regional cooperative efforts important for economic development.

6. **Objective ECO-6**

Seek to increase middle-income housing by at least 200 units annually through County-administered programs ~~over the next ten years~~, while also seeking to meet lower income critical needs.³

² Where reference is made to a specific time period, the start date will be the beginning of FY 2004/05, October 1, 2004.

³ Affordable to households with incomes between 80 and 120 percent of County MFI.

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Policies

7. ECO-6A. ~~Within two years,~~ Establish a program which involves private sector developments in the provision of low and moderate-income housing will be implemented.

Objective ECO-7

The County should develop a set of guidelines for close coordination between Miami-Dade socio-economic development functions and the primary local organizations having business attraction, expansion and retention program responsibilities, as well as with other non-local institutions, organizations and individuals interested in the economic development of the area.

Policies

- ECO-7A. Miami-Dade County's strategy for meeting countywide employment needs for the next several years should be to emphasize its strengths in international commerce, health services, the visitor industry, and aviation-related activities, and endeavor to expand in the areas of biomedical, film and entertainment, financial services, information technology and telecommunications, while simultaneously promoting the creation and development of small and medium-sized, labor intensive enterprises geared to the socio-economic needs and opportunities of specific neighborhoods and locations meant to serve a diversity of markets.
- ECO-7B. Encourage local business development organizations to continue to maintain and increase, when warranted, performance-based incentives to local prioritized industries and to businesses that are expanding within the State of Florida.
8. ~~ECO-7C. The County should explore providing relief from development fees (or a percentage thereof) and postpone fee payment until loan closing for those projects within the Empowerment Zone that meet the specified job creation, business development, or affordable housing production goals established.~~
9. ECO-7C.~~D~~. The County shall increase appropriate support to local, national and international marketing, which promotes Miami-Dade County and community assets, especially focused on the prioritized industries.
10. ECO-7D.~~E~~. The County, in cooperation with the Beacon Council, will continue to implement the Targeted Jobs Incentive Fund program.
11. ECO-7E.~~F~~. The County should explore ways to support the non-profit sector and the local cultural community in order to enhance their contribution to the base economy.
12. ECO-7F.~~G~~. ~~Within one year, t~~The County in cooperation with the Beacon Council, chambers of commerce and similar institutions, organizations and individuals will formulate a comprehensive incentive plan for application to business retention.

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13. ECO-7G.H. Any redevelopment option chosen for the conveyed land at the former Homestead Air Force Reserve Base should not inhibit continued operations of military and Homeland Security units stationed at Homestead Air Reserve Base.

14. **Objective ECO-8**

~~Establish, within two years, utilizing county, state, and national agencies and capabilities,~~ a Small Business Assistance and Entrepreneurial Program focused on management, financial planning and technology application utilizing county, state, and national agencies and capabilities.

Policies

15. ECO-8A. County direct business assistance and training should be targeted to small businesses, especially those located in the Empowerment Enterprise Zone and Neighborhood Revitalization Strategy Areas or in the Targeted Urban Areas.
- ECO-8B. The County will consolidate existing business assistance programs including business training and activities into one office which primarily promotes small business.
- ECO-8C. The County shall identify a range of public and private capital access opportunities to provide credit to existing and prospective local entrepreneurs, and will offer information and guidance on how to utilize them.

Objective ECO-9

Miami-Dade County, as a major employer, should promote and publicize the services of the primary workforce development agencies, and local colleges and universities.

Policies

- ECO-9A. The County should establish partnerships with major workforce development agencies to assess, create, and implement targeted training programs based on employer needs.
- ECO-9B. In its contracting with private businesses and other employers, Miami-Dade County will consider including a first choice hiring agreement requesting that the Training and Employment Council of South Florida have the first opportunity for work force requisition and training needs.

Objective ECO-10

The County will formulate an economic development industrial strategy and corresponding flexible plan with associated policies, which is subject to appropriate monitoring and revision.

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Policies

16. ECO-10A. Utilizing the quantitative tools as at its disposal, relevant and credible literature, expert opinions of individuals and organizations, including existing plans, the County will develop, ~~within one year~~, a strategy and plan to expand and diversify the local economy through the pursuit of a newly identified list of priority industries.

GOAL IV

INSTITUTE A BUSINESS SUPPORT FUNCTION TO FACILITATE RELATIONS BETWEEN THE LOCAL BUSINESS COMMUNITY AND WITH MIAMI-DADE COUNTY WITH RESPECT TO BUSINESS DEVELOPMENT, PERMITTING, REGULATION, AND BUSINESS PROBLEM RESOLUTION ACTIVITIES.

17. **Objective ECO-11**

Establish, ~~within one year~~, a business assistance function within the County administration.

Policies

- ECO-11A. The business assistance entity will aid existing businesses with retention and expansion issues, and provide similar assistance to start-up or relocating businesses.
- ECO-11B. The business assistance entity will provide chambers of commerce and other business and economic development organizations with information for publication, including: contact information, a listing of business incentives, available financing, networking opportunities, special events, training programs, and profiles of business leaders and recent expansions.
18. **Objective ECO-12**

All business licensing, permitting and other business regulations pertaining to Miami-Dade County should be fairly enforced according to a set of guidelines and policies that simplify the process ~~to be developed within two years in a manner selected by the County Manager.~~

Policies

- ECO-12A. The County will continue to evaluate and streamline current County processes for permitting, licensing, and other start-up or expansion regulatory requirements.
- ECO-12B. County departments shall continue to identify areas of inefficiency or activities and timelines that drive up costs for businesses in their interactions with the County.

GOAL V

MAINTAIN AND EXPAND MIAMI-DADE COUNTY AIRPORTS AND SEAPORTS TO SEEK EXCELLENCE IN COMPETITIVENESS IN CAPACITY UTILIZATION, SECURITY, CUSTOMER SERVICE AND ENVIRONMENTAL SENSITIVITY AMONG CARGO AND PASSENGER FACILITIES WORLDWIDE.

Objective ECO-13

Develop and operate Miami-Dade County's aviation facilities in a manner that enhances competitiveness while maintaining their position as one of the leading economic generators in South Florida, with continuous improvement in safety, security, customer service and environmental responsibility.

Policies

- ECO-13A. Develop a business plan that is competitive with other domestic airports with a similar passenger base.
- 19. ECO-13B. Pursue vigorously all milestones of the ~~\$4.8 billion~~ Capital Improvement Program (CIP) to continue to positively impact the South Florida economy.
- ECO-13C. Strive to meet or exceed all federal, Department of Homeland Security and Federal Aviation Administration, safety and security guidelines.
- ECO-13D. Continue to enhance the customer service program to meet user expectations by achieving the highest possible level of service that can be provided.
- ECO-13E. Continue with the implementation of the mitigation procedures for the system of airports to be sensitive to communities and the environment.

20. Objective ECO-14

Seek to maintain and expand the ~~Port of Miami-Dade's~~ PortMiami status as the world's leading cruise homeport and Florida's largest container port.

Policies

- ECO-14A. Conduct an analysis to determine how Miami's costs compare competitively and determine if there are some regulations or requirements that add to costs and could be subject to change.
- 21. ECO-14B. Identify options and develop plans for expansion of the ~~Seaport~~ PortMiami with emphasis on intermodal transportation improvements on and off the Port, both land and marine based.
- 22. ECO-14C. Ensure efficient transportation connections for both passengers and cargo to and

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from the Miami International Airport and ~~Port of Miami-Dade~~ PortMiami and their primary market areas.

Monitoring Program

23. In order to enable the preparation of the periodic Evaluation and Appraisal Report (EAR) as required by Section 163.3191, F.S., ~~the Minimum Criteria Rule (Rule 9J-5, F.A.C.) requires that local comprehensive plans must contain adopted procedures for monitoring and evaluating the Plan and its implementation (Sections 9J-5.005[1][c][3], and 9J-5.005 [7], F.A.C.). The section of Rule 9J-5, F.A.C. pertaining to minimum standards for optional elements was repealed in 2001, but the general requirements for comprehensive plan elements still apply.~~ Hence, a Monitoring Program is included. There are no Level of Service standards for this element.

This section outlines the substantive features of Miami-Dade County's monitoring program pertinent to the objectives, policies, and parameters referenced in this Element. It should be understood that the proposed program may be refined over time, as more experience is gained. Undoubtedly, by the time that the next EAR, which would include this Element, is prepared the measures and procedures outline herein will have been modified somewhat to reflect practical considerations.

24. The administrative requirements for monitoring and preparation of the EAR as outline in ~~Section 9J-5.005(7), F.A.C.~~ are not repeated here. They are outlined only in the Land Use Element to avoid redundancy. The reader is referred to that Element for a summary of those procedural requirements.

Evaluation Assessment Review

25. For the purpose of evaluating and assessing the implementation of the Economic Element ~~in approximately Year 2010~~, each objective will be reviewed as follows to monitor the degree to which it has been reached.⁴
26. **Goal I, Objective ECO-1**
Ascertain whether the socio-economic development coordinating functions are established ~~after one year.~~
27. **Goal I, Objective ECO-2**
~~Determine at the end of two years,~~ if appropriate organizational change has been implemented.
28. **Goal I, Objective ECO-3**
~~At the end of every three years,~~ Pprepare an assessment of County economic development programs to determine progress in achieving this objective.
29. **Goal I, Objective ECO-4**
Ascertain the status of the recommended plan ~~at the end of one year.~~

⁴ ~~Where reference is made in this Element to a time period, the interval will commence upon the effective date of the Element.~~

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30. **Goal I, Objective ECO-6**
Calculate the degree of increase in the share of middle-income housing provided by County housing programs ~~at the end of five years.~~
31. **Goal I, Objective ECO-7**
Ascertain if the guidelines were developed ~~at the end of two years.~~
32. **Goal I, Objective ECO-8**
Determine if the proposed program is established ~~after two years.~~
33. **Goal I, Objective ECO-9**
Determine if the steps taken establish the recommended County role ~~at the end of one year.~~
34. **Goal I, Objective ECO-10**
~~At the end of one year,~~ Ddetermine if the industrial strategy and plan are in place.
35. **Goal I, Objective ECO-11**
Determine if the new function is established ~~after one year.~~
36. **Goal I, Objective ECO-12**
Ascertain if the called-for guidelines were prepared and if relevant policy changes were made ~~at the end of two years.~~
37. **Goal I, Objective ECO-13**
Evaluate changes in the operations-capacity ratios of the major aviation facilities in Miami-Dade County for the years ~~2005 and~~ 2015 and 2020.
38. **Goal I, Objective ECO-14**
Determine if the ~~Port of Miami~~ PortMiami still retains the premier rankings as a cruise port and container port ~~at the end of five years.~~