



OFFICE OF THE MAYOR MIAMI-DADE COUNTY, FLORIDA

CARLOS A. GIMENEZ

MAYOR

June 19, 2013

Florida Department of Economic Opportunity
Attn: Ray Eubanks, Plan Review Administrator
Bureau of Community Planning
Caldwell Building
107 East Madison Street, MSC 160
Tallahassee, FL 32399-6545

Subject: State Coordinated Review of the Proposed October 2012 Cycle Evaluation and Appraisal Report-Based Applications (EAR-Based Application Nos. 1 through 11) to Amend the Comprehensive Development Master Plan for Miami-Dade County, Florida

Dear Mr. Eubanks:

With this letter, I am officially transmitting eleven (11) EAR-Based applications to amend Miami-Dade County's Comprehensive Development Master Plan (CDMP), for your State Coordinated Review, pursuant to Chapter 163.3184(4), Florida Statutes (F.S.). The eleven EAR-Based CDMP amendment applications were filed by the Department of Regulatory and Economic Resources (Department) to implement recommendations contained in the County's "Adopted 2010 Evaluation and Appraisal Report" (adopted in March 2011 by Miami-Dade Board of County Commissioners; Resolution No. 213-11). The eleven EAR-Based Applications are contained in the Staff Applications report attached as Exhibit 6 with additional information and analyses included in the Initial Recommendations report attached as Exhibit 7.

These transmitted EAR-Based applications were the subject of public hearings conducted by the Planning Advisory Board, acting as the Local Planning Agency, on April 15, 2013 that was continued to May 6, 2013, and by the Miami-Dade Board of County Commissioners (Commission) on May 22, 2013 (see Resolution No. 405-13 attached as Exhibit 1). The EAR-Based CDMP amendment applications in this package are currently scheduled for a subsequent public hearing and final action by the Commission in October 2013.

The EAR-Based applications are serially numbered after eleven of the twelve adopted CDMP Elements, from Application No. 1 for the Land Use Element through to Application No. 11 for the Economic Element. Each application proposes changes to the text and maps contained in the CDMP element or component it addresses. The following is a list of the eleven EAR-Based CDMP amendment applications and the CDMP element addressed by each application.

- Application No. 1: CDMP Preface and Land Use Element (*including the Adopted 2015 and 2025 Land Use Plan map*)
- Application No. 2: Transportation Element (*including the six sub-elements*)
- Application No. 3: Housing Element
- Application No. 4: Conservation, Aquifer Recharge and Drainage Element
- Application No. 5: Water, Sewer & Solid Waste Element
- Application No. 6: Recreation and Open Space Element

Mr. Ray Eubanks
Florida Department of Economic Opportunity
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Application No. 8: Intergovernmental Coordination Element
Application No. 9: Capital Improvements Element
Application No. 10: Educational Element
Application No. 11: Economic Element

It should be noted that in addition to changes to the Land Use Element text and map series, Application No. 1 proposes changes to the CDMP Adopted 2015 and 2025 Land Use Plan (LUP) map. These LUP map changes include designation of a new Community Urban Center, updates to the LUP map roadway network, modifications to the boundaries of the four existing Urban Expansion Areas, expansion of the Urban Development Boundary and an associated LUP map designation change for property in unincorporated Miami-Dade County, and numerous LUP map changes for properties in incorporated areas of the County. The changes the County's LUP map for properties in the incorporated areas seek to best reflect the future land use designations of those properties as adopted by each municipality.

A copy of this transmittal letter, the proposed EAR-Based amendments package with support documents upon which the recommendations regarding the proposed amendments were based and other relevant items accepted by the Commission, were submitted simultaneously on the same date to the other reviewing agencies identified in the list of recipients for this correspondence. The proposed CDMP EAR-Based amendments in this submittal do not impact any area of critical state concern.

A listing of the support documents and other required information regarding the proposed EAR-Based CDMP amendment applications including additional information received by the Commission at its public hearing is enclosed herein as "Attachment A". A copy of the County's adopted CDMP and the Adopted 2015-2025 LUP map, incorporating all previously adopted amendments, have previously been sent to each of the reviewing agencies listed in Chapter 163.3184(1), F.S. The County's CDMP and associated CDMP Adopted 2015-2025 LUP map, the "Application" and the "Initial Recommendations" reports for the October 2012 Cycle EAR-Based Applications to Amend the CDMP can be found at <http://www.miamidade.gov/business/cdmp-ear.asp>.

For additional information or clarification regarding this transmittal, please contact Mark R. Woerner, AICP, Assistant Director for Planning, Miami-Dade County Department of Regulatory and Economic Resources, Stephen P. Clark Center, 111 NW 1 Street, 12th floor, Miami, Florida 33128, or by phone at (305) 375-2835, fax (305) 375-1091 or e-mail mwoerner@miamidade.gov.

Thank you for your time and consideration.

Sincerely,



Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

Mr. Ray Eubanks
Florida Department of Economic Opportunity
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Enclosures: Attachment A

c: Rachel M. Kalin, South Florida Regional Planning Council²
Phil Steinmiller, Planning Manager, District Six, Florida Department of Transportation¹
Terry Manning, AICP, Senior Planner, Intergovernmental Coordination Section, South
Florida Water Management District¹
Comprehensive Plan Review, Office of Policy and Budget, Florida Department of
Agriculture and Consumer Services²
Conservation Planning Services, Florida Fish and Wildlife Conservation Commission²
Jim Quinn, Environmental Manager, Office of Intergovernmental Programs, Florida
Department of Environmental Protection²
Susan Harp, Historic Preservation Planner, Bureau of Historic Preservation, Florida
Department of State²
Tracy D. Suber, Educational Consultant-Growth Management Liaison, Office of Educational
Facilities, Florida Department of Education²
Larry Ventura, Chief, Environmental Flight, Homestead Air Reserve Base²

c: w/o attachment:

Honorable Rebeca Sosa, Chairwoman and Members, Board of County Commissioners
Craig Collier, Assistant County Attorney

Footnotes: 1=Hard copy sent; 2=CD copy sent

ATTACHMENT A

List of Support Documents and Other Required/Additional Information or Items Received at the Commission's Public Hearing for the October 2012 Cycle EAR-Based CDMP Amendment Applications

- Exhibit 1:** Resolution No. 405-13 pertaining to the October 2012 Cycle EAR-Based Applications to amend the CDMP; instructing the County Manager whether or not to transmit the EAR-Based applications to the State Land Planning Agency; requesting the State Land Planning Agency to review the applications; reserving the right to take final action at a later date; and declaring intent to conduct one or more subsequent public hearings. *(Special Item 4; May 22, 2013). Contains Commission's transmittal instructions and actions on Application Nos. 1 through 11;*
- Exhibit 2:** Minutes of the Miami-Dade Board of County Commissioners. *Contains the minutes of the Commission's public hearing on the EAR-Based CDMP amendment applications held Wednesday, May 22, 2013;*
- Exhibit 3:** Resolution of the Planning Advisory Board, acting as the Local Planning Agency, (Resolution No. 13-2A - for Application Nos. 2, 3, 4, 5, 6, 7, 9, 10 and 11; and Resolution No. and 13-2B - for Application Nos. 1 and 8) issuing recommendations to the Board of County Commissioners regarding transmittal to the State Land Planning Agency of the October 2012 Cycle EAR-Based CDMP Amendment Applications, and adopting recommendations as to subsequent action. *(April 15, 2013 and May 6, 2013, respectively);*
- Exhibit 4:** Minutes of the Planning Advisory Board, acting as the Local Planning Agency, of the public hearing held April 15, 2013, and continued to May 6, 2013, addressing the October 2012 Cycle EAR-Based CDMP Amendment Applications;
- Exhibit 5:** Additional Information/Items received at or before the Commission's public hearing:
- Memo dated April 29, 2013, from Kimberly Ogren presenting comments for consideration by the Planning Advisory Board at its May 6, 2013, public hearing to address EAR-Based Application Nos. 1 and 8;
 - Resolution No. CC-5-01-13 adopted by the Country Club of Miami Community Council (CC5) addressing Parcel No. 296 in Part C of Application No. 1;
 - PowerPoint presentation made by the Department of Regulatory and Economic Resources at the Board of County Commissioners' public hearing on May 22, 2013;
 - PowerPoint presentation titled "October 2012 Cycle EAR-Based CDMP Amendments" made by Jeff Bercow of Bercow Radell and Fernandez to the Planning Advisory Board at its April 15, 2013, public hearing;
 - PowerPoint presentation titled "Parcel No. 294 Green City Miami-Dade" made by Eric Valle to the Planning Advisory Board at its April 15, 2013, public hearing;
 - PowerPoint presentation made by Sarah Fain to the Planning Advisory Board at its April 15, 2013, public hearing;

Exhibit 5: (cont'd)

- Letter from the Department of the Air Force dated May 8, 2013, expressing appreciation for the Planning Advisory Board's recommendations on *EAR-Based amendment* Application No. 1; and on Application No. 5 (non-Ear-Based amendment, which is packaged separately);
- Letter from the Department of the Air Force dated April 8, 2013; proposing changes to EAR-Based Application No. 1;
- Letter dated May 17, 2013, submitted by Felix Lasarte addressing EAR-Based Application No. 1;
- Letter dated May 6, 2013, submitted by Felix Lasarte addressing EAR-Based Application No. 1;
- Letter from the Miami River Commission dated May 8, 2013, addressing Policy PMR-1A in Part E, Port of Miami River Subelement, on EAR-Based Application No. 2; and

Exhibit 6: 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; and

Exhibit 7: Report titled "Initial Recommendations October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan" dated April 2013.

MEMORANDUM

Special Item No. 4


TO: Honorable Chairwoman Rebeca Sosa
and Members, Board of County Commissioners

DATE: May 22, 2013

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

SUBJECT: Resolution pertaining to
October 2012 Cycle Applications
based on the adopted 2010
Evaluation and Appraisal Report
requesting amendments to the
Comprehensive Development
Master Plan
Resolution No. R-405-13

The accompanying resolution related to the Miami-Dade Comprehensive Development Master Plan (CDMP) was prepared by the Regulatory and Economic Resources Department. Pursuant to Rule 5.05(b)(1) of the County Commission's Rules of Procedure, private Master Plan applications are exempt from the requirement of Commissioner sponsorship. This item contains only Department applications. Accordingly, the Department applications are sponsored by Chairwoman Rebeca Sosa.



R. A. Cuevas, Jr.
County Attorney


RAC/jls

Memorandum



Date: May 22, 2013

To: Honorable Chairwoman Rebeca Sosa
And Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor 

Subject: Resolution and Public Hearing for the Transmittal to the State and Regional Agencies of the October 2012 Cycle Evaluation and Appraisal Report Based Applications to Amend the Comprehensive Development Master Plan.

Recommendation

It is recommended that the Board of County Commissioners take action on the attached resolution (Special Item No. 4) after the public hearing on the October 2012 Cycle Applications to Amend the Comprehensive Development Master Plan (CDMP) scheduled for Wednesday, May 22, 2013 at 9:30 AM in the Commission Chamber. This resolution provides for the transmittal of the Adopted 2010 Evaluation and Appraisal Report (EAR) based applications filed in the October 2012 CDMP Amendment Cycle, to the State Land Planning Agency and other state and regional agencies (reviewing agencies) for review and comment pursuant to Section 163.3191, Florida Statutes.

Scope

The CDMP is a broad-based countywide policy-planning document created to guide future growth and development, to ensure the adequate provision of public facilities and services for existing and future populations in Miami-Dade County, and to maintain or improve the quality of the natural and man-made environment in the County. While the adopted text of the CDMP generally applies countywide, individual, site-specific Land Use Plan map amendments may have localized impact on one or more Commission Districts such as the Land Use Plan map amendments proposed for Parcel Nos. 292 through 296 in Part C of Application No. 1. Parcel Nos. 1 through 291 are located within various municipalities; Parcel Nos. 292 and 293 are located within Commissioner Moss' District 9 and in Commissioner Bell's District 8; Parcel No. 294 is located within Commissioner Zapata's District 11; and Parcel Nos. 295 and 296 are located within Commissioner Diaz's District 12. Application No. 1, Parts A and B, and Application Nos. 2 through 11 are CDMP text amendments that apply countywide.

The changes proposed for Parcel Nos. 292, 293, 294 and 295 are to remove these parcels from within the applicable Urban Expansion Areas depicted on the CDMP adopted 2015 and 2025 Land Use Plan map and do not involve any change to the land use designations of these parcels.

Fiscal Impact

Fiscal impact means the cost to the County of implementing the activities or actions that would be incurred after approval of the ordinance. Ordinance No. 94-238 requires a statement of fiscal impact on all activities and actions resulting from approval of an ordinance. In addition, Ordinance No. 01-163 requires the review procedures for amendments to the CDMP to include,

for any proposed land use change, a written evaluation of the estimated incremental and cumulative impact to Miami-Dade County for bringing such public infrastructure to the area, as well as, annual operating costs. Also, in accordance with Resolution No. 530-10, County departments are required to include detailed financial costs and budgetary impact analysis for items that have a fiscal impact to the County. Information on the fiscal impacts from the referenced EAR-Based CDMP amendment applications is contained in Appendix D of the document titled, "Initial Recommendations October 2012 EAR-Based Applications To Amend The Comprehensive Development Master Plan," dated April 2013.

Fiscal impacts from approved CDMP Land Use Plan map amendments vary depending on the type of request and location. For example, proposals involving non-residential developments have less impact on public infrastructure and services than proposals involving residential developments. Application No. 1 of the EAR-Based amendments addresses the CDMP Land Use Element and proposes a single land use change to property in unincorporated Miami-Dade County (identified as Parcel No. 296 in Part C of Application No. 1). The land use change for Parcel 296, which proposes to include a ±521-acre site within the Urban Development Boundary and redesignate the site to "Restricted Industrial and Office", is the only proposed Land Use Plan map amendment that would generate a fiscal impact to the County. According to Miami-Dade Water and Sewer Department, if the proposed land use change for Parcel 296 were approved and the entire site developed with 11,347,380 square feet of warehouse uses (this development scenario includes filling all ±231 acres of lakes within the site), the annual operating and maintenance costs for water and sewer service are estimated at \$134,728. However, it is unlikely that the entire lake acreage would be filled as the lakes provide required drainage for approved development in the area. Accordingly, if the site were developed with 6,708,240 square feet of warehouse uses (this development scenario includes filling ±35 acres of lakes as previously approved for filling), the annual operating and maintenance costs for water and sewer service are estimated at \$76,922.

EAR-Based Application No. 1, Part C, proposes numerous changes (total 284 land use changes) to the CDMP Adopted 2015 and 2025 Land Use Plan map, of which only one proposed land use change affects property within unincorporated Miami-Dade County and would generate a fiscal impact to the County. This proposed land use change is identified as Parcel 296 in Part C of the Application. The remaining 283 proposed land use changes are to properties within municipalities and thereby would not generate a fiscal impact to the County. The land use changes for properties within municipalities are proposed only to reflect the most current adopted municipal comprehensive plan designations of the properties on the County's Land Use Plan map. Therefore, with the exception of the land use change proposed for Parcel 296 in Part C of Application No. 1, as discussed above, the EAR-Based Application Nos. 1 through 11 are generally text amendment requests and do not impose a fiscal impact to the County.

Track Record/Monitor

Amendments to the CDMP do not involve contracts so a Track Record/Monitor is not applicable.

Background

Two sets of applications were filed in the October 2012 CDMP Amendment Cycle, totaling 16 applications. The first set comprising five applications (Application Nos. 1, 2, 3, 4 and 5) is

Honorable Chairman Rebeca Sosa
And Members, Board of County Commissioners
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addressed in a separate memo and resolution (Special Item No. 2). The second set of Applications comprises eleven applications filed based on the Adopted 2010 Evaluation and Appraisal Report (EAR-Based Application Nos. 1 through 11) and is addressed in this memo and in the attached resolution (Special Item No. 4). The EAR-Based applications are serially numbered after eleven of the twelve adopted CDMP Elements, from Application No. 1 for the Land Use Element to Application No. 11 for the Economic Element. Each application contains proposed changes to the text and maps contained in the respective element, as applicable. For example, Application No 1 proposes numerous changes to the Land Use Element text, updates to the map series within the text and numerous changes to the Adopted 2015 and 2025 Land Use Plan map. The attached resolution provides for transmittal to the reviewing agencies of the referenced EAR-Based CDMP amendment applications.

It is anticipated that the State Land Planning Agency will coordinate the reviews of the transmitted applications with the reviewing agencies and issue its comments in an Objections, Recommendations and Comments report in August 2013. Preceding the final hearing by the Board, the Department of Regulatory and Economic Resources (Department) will address and respond to any objections raised by the State Land Planning Agency in its comments, and may issue final recommendations. The Board will conduct a final public hearing on the pending October 2012 Cycle EAR-Based Applications to Amend the CDMP in or about October 2013.

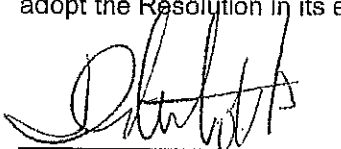
Community Council and Local Planning Agency Recommendations

The recommendations of the affected community council and of the Planning Advisory Board, acting as the Local Planning Agency, on the proposed October 2012 Cycle EAR-Based Amendment Applications are contained in their respective resolutions and in the updated "Summary of Recommendations" matrix included in the agenda package for the Board's scheduled public hearing.

Resolution Format

As provided in the County Code, transmittal instructions are to be issued by Resolution. Section 1 of the attached resolution contains spaces where the Board's adopted transmittal instructions will be entered for each individual application to amend the CDMP. Transmittal instructions shall be "Transmit" or "Do Not Transmit." Transmittal does not constitute adoption of an application. However, denial of transmittal in effect denies any further consideration of an application during this October 2012 Cycle of Amendments. To transmit any application, County Code requires the affirmative vote of a majority (7) of the County Commissioners in office. Section 2 of the Resolution requests the State Land Planning Agency to coordinate the review of the transmitted application by the reviewing agencies and issue the appropriate Objections, Recommendations and Comments report to address the October 2012 Cycle EAR-Based Applications to Amend the CDMP.

After the Board adopts its entries to Section 1 of the Resolution, it must take a final vote to adopt the Resolution in its entirety, incorporating the foregoing entries.



Jack Osterholt
Deputy Mayor



MEMORANDUM

(Revised)

TO: Honorable Chairwoman Rebeca Sosa
and Members, Board of County Commissioners

DATE: May 22, 2013

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

SUBJECT: Special Item No. 4

Please note any items checked.

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

Approved _____ Mayor
Veto _____
Override _____

Special Item No. 4
05-22-13

RESOLUTION NO. R-405-13

RESOLUTION PERTAINING TO OCTOBER 2012 CYCLE APPLICATIONS BASED ON THE ADOPTED 2010 EVALUATION AND APPRAISAL REPORT REQUESTING AMENDMENTS TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN; INSTRUCTING THE MAYOR WHETHER OR NOT TO TRANSMIT APPLICATIONS TO THE STATE LAND PLANNING AGENCY; REQUESTING STATE LAND PLANNING AGENCY TO REVIEW APPLICATIONS; RESERVING THE RIGHT TO TAKE FINAL ACTION AT A LATER DATE; AND DECLARING INTENT TO CONDUCT ONE OR MORE SUBSEQUENT PUBLIC HEARINGS

WHEREAS, pursuant to Section 163, Part 2, Florida Statutes, the Comprehensive Development Master Plan (CDMP) for Miami-Dade County was adopted by the Miami-Dade Board of County Commissioners (Board) in 1988; and

WHEREAS, Section 2-116.1 of the Code of Miami-Dade County, Florida, provides procedures for amending the CDMP, which comply with the requirements of the foregoing State Statutes; and

WHEREAS, pursuant to Section 163.3191, Florida Statutes, Miami-Dade County is required to evaluate its CDMP at least once every seven years to determine if plan amendments are needed to reflect changes in state requirements, to notify the State Land Planning Agency of its determination and within one year of such notification to transmit the needed plan amendments for review; and

WHEREAS, the State Land Planning Agency established December 1, 2012, as the date by which Miami-Dade County was required to notify the State Land Planning Agency of its determination of whether plan amendments are needed, pursuant to Section 163.3191 Florida Statutes; and

5

WHEREAS, Miami-Dade County evaluated the CDMP and determined that amendments are needed to substantially update elements of the CDMP as recommended in the Adopted 2010 Evaluation and Appraisal Report, and notified the State Land Planning Agency of such determination by letter dated November 21, 2012; and

WHEREAS, eleven applications (Application Nos. 1 through 11) were filed in the October 2012 CDMP Amendment Cycle by the Department of Regulatory and Economic Resources (Department) principally to implement the recommendations of the Adopted 2010 Evaluation and Appraisal Report; and

WHEREAS, the eleven Evaluation and Appraisal Report (EAR) based applications are serially numbered after eleven of the twelve adopted CDMP elements, from Application No. 1 addressing the Land Use Element through to Application No. 11 addressing the Economic Element, and are contained in a report titled "Staff Applications, October 2012 Cycle EAR-Based Applications To Amend the Comprehensive Development Master Plan", dated March 27, 2013, with a supplemental "Errata" dated April 11, 2013 and revised April 29, 2013; and

WHEREAS, Application Nos. 1 through 11 proposes revisions to the text and maps series contained within the applicable CDMP Elements, and Part C of Application No. 1 proposes numerous changes to the CDMP adopted 2015 and 2025 Land Use Plan map; and

WHEREAS, the Department published its initial recommendations addressing the referenced Applications in a report titled "Initial Recommendations, October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan" dated April 2013; and

WHEREAS, affected Country Club of Miami Community Council (5) has conducted an optional public hearing pursuant to Section 2-116.1(3)(e), Code of Miami-Dade County, to address the Land Use Plan map change proposed for Parcel 296 in Part C of Application No. 1

that would directly impact its council area and issued a recommendation to the Planning Advisory Board and the Board; and

WHEREAS, the Planning Advisory Board, acting as the Local Planning Agency, conducted a duly noticed public hearing on April 15, 2013, to address the October 2012 Cycle EAR-Based Applications, the recommendations of the Department and the affected Community Council, to formulate recommendations regarding the transmittal of the October 2012 Cycle EAR-Based Amendment Applications to the State Land Planning Agency and other state and regional agencies (reviewing agencies) for review and comment pursuant to Section 163.3184, Florida Statutes; and

WHEREAS, at its April 15, 2013, public hearing, the Planning Advisory Board, acting as the Local Planning Agency, made recommendations to the Board regarding transmittal to the reviewing agencies of EAR-Based Amendment Application Nos. 2, 3, 4, 5, 6, 7, 9, 10 and 11, and subsequent final action to be taken on the transmitted applications; and

WHEREAS, the April 15, 2013 public hearing was continued to May 6, 2013, at which time the Planning Advisory Board, acting as the Local Planning Agency, made recommendations to the Board regarding transmittal to the reviewing agencies of EAR-Based Amendment Application Nos. 1 and 8, and subsequent final action to be taken on the transmitted applications; and

WHEREAS, all existing lawful uses and zoning in effect prior to an amendment to the CDMP are deemed to remain consistent with this Plan as amended unless the Board, in conjunction with a particular zoning action, finds such pre-existing zoning or uses to be inconsistent with the CDMP based upon a planning activity or study addressing the criteria set forth in this Plan; and

WHEREAS, the approval of an amendment to the CDMP does not assure favorable action upon any application for zoning or other land use approval but is part of the overall land use policies of the County; and

WHEREAS, any application for zoning or other land use approval involves the application of the County's overall land use policies to the particular request under consideration; and

WHEREAS, the County's overall land use policies include, but are not limited to, the CDMP in its entirety and the County's land development regulations; and

WHEREAS, this Board desires to further evaluate, without prejudice, those EAR-Based Applications filed for review and action during the October 2012 CDMP Amendment Cycle that are hereby transmitted,

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

Section 1. The Board, having considered the following applications requesting amendments to the CDMP, hereby directs the Mayor to act in accordance with the transmittal instructions set forth in this section for such applications. For any such application where the instruction is to transmit, pursuant to Section 2-116.1(3)(g), Miami-Dade County Code, the Board directs the Mayor to transmit the application to the reviewing agencies along with all other materials pursuant to Section 163.3184, Florida Statutes.

Application Number	Applicant/Representative Miami-Dade County Department of Regulatory and Economic Resources/Jack Osterholt, Deputy Mayor/Director REQUESTED CHANGES TO THE CDMP ELEMENTS	Transmittal Instruction and/or Recommended Action
1*	Land Use Element Part A: Revise the CDMP Preface Part B: Revise the Introduction, Goals, Objectives, Policies and monitoring Program Part C: Revise the CDMP Adopted 2015 and 2025 Land Use Plan Map for consistency with the 2025 and 2030 time horizons and as presented on figures A through T and the accompanying Table 1, List of Proposed Land Use Plan Map Changes for Parcel Nos. 1 through 296*, and Table 2, Proposed Roadway Changes	Transmit as Recommended by Staff
2	Transportation Element Part A: Revise the Element Introduction, Goals, Objectives, Policies, and Monitoring Program Part B: Traffic Circulation Subelement Revise the Introduction, Goals, Objectives, Policies, Map Series and Monitoring Program Part C: Mass Transit Subelement Revise the Introduction, Goals, Objectives, Policies, Map Series and Monitoring Program Part D: Aviation Subelement Revise the Introduction, Goals, Objectives, Policies, Map Series and Monitoring Program Part E: Port of Miami River Subelement Revise the Introduction, Goals, Objectives, Policies, Associated Map and Monitoring Program Part F: Port of Miami Master Plan Subelement Revise the Introduction, Goals, Objectives, Policies, Associated Map and Monitoring Program	Transmit as Recommended by Staff
3	Housing Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	Transmit as Recommended by Staff

Application Number	Applicant/Representative Miami-Dade County Department of Regulatory and Economic Resources/Jack Osterholt, Deputy Mayor/Director REQUESTED CHANGES TO THE CDMP ELEMENTS	Transmittal Instruction and/or Recommended Action
4	Conservation, Aquifer Recharge and Drainage Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	Transmit with Change and Adopt (change includes retaining the word "premature" in existing Policy CON-6D and delete new Policy CON-6E
5	Water, Sewer, & Solid Waste Element Part A: Water and Sewer Subelement Revise the Introduction, Goals, Objectives, Policies, Associated Table and Monitoring Program Part B: Solid Waste Subelement Revise the Introduction, Goals, Objectives, Policies and Monitoring Program	Transmit as Recommended by Staff
6	Recreation and Open Space Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	Transmit as Recommended by Staff
7	Coastal Management Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	Transmit as Recommended by Staff
8	Intergovernmental Coordination Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	Transmit as Recommended by Staff
9	Capital Improvements Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	Transmit as Recommended by Staff
10	Educational Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	Transmit as Recommended by Staff
11	Economic Element Revise the Introduction, Goals, Objectives, Policies, and Monitoring Program	Transmit as Recommended by Staff

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

Section 2. The Board hereby requests the reviewing agencies to review all transmitted applications pursuant to Section 163.3184(3), Florida Statutes.

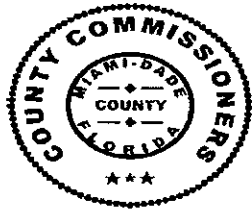
Section 3. The Board hereby reserves its right to take final action without prejudice at a later date to adopt, adopt with changes, or not adopt any and all pending applications and proposals following receipt of the Objections, Recommendations and Comments by the State Land Planning Agency, and following one or more public hearings by this Board, all as authorized by Section 163.3184, Florida Statutes, and Section 2-116.1, Code of Miami-Dade County, Florida.

Section 4. The Board declares its intention to advertise and conduct one or more public hearings in year 2013 to address the pending October 2012 Cycle EAR-Based Applications to amend the CDMP.

The foregoing resolution was offered by Commissioner **José "Pepe" Diaz**,
who moved its adoption. The motion was seconded by Commissioner **Rebeca Sosa**
and upon being put to a vote, the vote was as follows:

	Rebeca Sosa, Chairwoman	aye
	Lynda Bell, Vice Chair	aye
Bruno A. Barreiro	absent	Esteban L. Bovo, Jr. aye
Jose "Pepe" Diaz	aye	Audrey M. Edmonson absent
Sally A. Heyman	absent	Barbara J. Jordan aye
Jean Monestime	aye	Dennis C. Moss nay
Sen. Javier D. Souto	absent	Xavier L. Suarez absent
Juan C. Zapata	aye	

The Chairperson thereupon declared the resolution duly passed and adopted this 22nd day of May, 2013. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.



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

HARVEY RUVIN, CLERK

By: ***Christopher Agrippa***
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

A handwritten signature in cursive script, appearing to be "CAC".

Prepared by:
Craig Coller

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

I, **HARVEY RUVIN**, Clerk of the Circuit and County Courts, in and for Miami-Dade County, Florida, and Ex-Officio Clerk of the Board of County Commissioners of said county, **DO HEREBY CERTIFY** that the above and foregoing is a true and correct copy of Resolution No. R-405-13, adopted by the Miami-Dade County Board of County Commissioners, at its meeting of May 22, 2013, as appears of record.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this
6th day of June, A.D., 2013.



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

By: _____

Deputy Clerk



DRAFT
Miami-Dade Board of County Commissioners
Minutes

Comprehensive Development Master Plan

Wednesday, May 22, 2013

9:30:00 AM

Commission Chambers

[Legislative Survey](#)

[Disclaimer](#)

[Minutes Definitions](#)

Members Present:	Barbara J. Jordan; Jean Monestime; Audrey M. Edmonson; Rebeca Sosa; Xavier L. Suarez; Lynda Bell; Dennis C. Moss; Sen. Javier D. Souto; Juan C. Zapata; Jose "Pepe" Diaz; Esteban L. Bovo, Jr.
Members Absent:	Bruno A. Barreiro
Members Late:	None
Members Excused:	Sally A. Heyman
Members Absent County Business:	None

1. **MINUTES PREPARED BY:**

REPORT: *Judy Marsh,*
Commission Reporter, (305)
375-1967
- 1A **INVOCATION AS PROVIDED IN RULE 5.05 (G)**
- 1B **PLEDGE OF ALLEGIANCE**
- 1C **ROLL CALL**

OCTOBER 2012 CDMP AMENDMENT CYCLE:
REGULAR APPLICATIONS

PUBLIC HEARING

Special Item No. 1

[130722](#) Ordinance

ORDINANCE RELATING TO
MIAMI-DADE COUNTY
COMPREHENSIVE
DEVELOPMENT MASTER
PLAN ACTING UPON SMALL-
SCALE AMENDMENT
APPLICATIONS FILED IN
OCTOBER 2012 CYCLE TO
AMEND, MODIFY, ADD TO OR
CHANGE COMPREHENSIVE
DEVELOPMENT MASTER
PLAN; PROVIDING
SEVERABILITY, EXCLUSION
FROM THE CODE AND AN
EFFECTIVE DATE(Regulatory
and Economic Resources)

Adopted
Ordinance 13-45
Mover: Dennis C. Moss
Seconder: Jose "Pepe" Diaz
Vote: 9 - 0
Absent: Jordan , Heyman , Barreiro , Suarez

REPORT: *Application No. 1*
It was moved by Commissioner
Monestime that Application No.
1 be adopted as a small-scale
amendment with acceptance of
the proffered declaration of
restrictions, as recommended
by staff. This motion was
seconded by Commissioner
Diaz, and upon being put to a
vote, passed by a vote of 10-0
(Commissioners Barreiro,
Heyman and Jordan were
absent).

Application No. 2
(See report under Special Item
No. 2, Legislative File No.
130954)

Application No. 3
It was moved by Commissioner
Moss that Application No. 3 be
adopted as a small-scale
amendment, as recommended
by staff. This motion was
seconded by Commissioner
Bell, and upon being put to a
vote, passed by a vote of 9-0
(Commissioners Barreiro,
Heyman, Jordan and Suarez
were absent).

5/7/2013 *Adopted on first reading*
by the Board of County
Commissioners

5/7/2013 *Tentatively scheduled for*
a public hearing by the Board of
County Commissioners

Special Item No. 2

130954 Resolution

RESOLUTION PERTAINING TO OCTOBER 2012 CYCLE APPLICATIONS REQUESTING AMENDMENTS TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN; INSTRUCTING THE MAYOR WHETHER OR NOT TO TRANSMIT APPLICATIONS TO THE STATE LAND PLANNING AGENCY; REQUESTING STATE LAND PLANNING AGENCY TO REVIEW APPLICATIONS; RESERVING THE RIGHT TO TAKE FINAL ACTION AT A LATER DATE; AND DECLARING INTENT TO CONDUCT ONE OR MORE SUBSEQUENT PUBLIC HEARINGS(Regulatory and Economic Resources)

*Adopted
Resolution R-404-13
Mover: Dennis C. Moss
Seconder: Audrey M. Edmonson
Vote: 8 - 0
Absent: Jordan , Heyman , Barreiro ,
Suarez , Souto*

REPORT: *Application No. 2
It was moved by Commissioner Moss that Application No. 2 be denied as a small-scale application and converted to a standard application and be transmitted to the State Land Planning Agency. This motion was seconded by Commissioner Diaz, and upon being put to a vote, passed by a vote of 9-0 (Commissioners Barreiro, Heyman, Jordan and Suarez were absent).*

*Application No. 3
(See report under Special Item No. 1, Legislative File No. 130722)*

*Application No. 4
It was moved by Commissioner Monestime that Application No. 4 be transmitted to the State Land Planning Agency with change and adopted. This motion was seconded by Commissioner Diaz, and upon being put to a vote, passed by a vote of 9-0 (Commissioners Barreiro, Heyman, Jordan and Suarez were absent).*

*Application No. 5
It was moved by Commissioner Moss that Application No. 5 be transmitted to the State Land Planning Agency with change and adopted. This motion was seconded by Commissioner Edmonson, and upon being put to a vote, passed by a vote of 8-0 (Commissioners Barreiro, Bovo, Heyman, Jordan and Suarez were absent).*

ITEM FOR FIRST READING

Special Item No. 3

130955 Ordinance

ORDINANCE RELATING TO MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING DISPOSITION OF APPLICATIONS FILED IN OCTOBER 2012 CYCLE TO AMEND, MODIFY, ADD TO OR CHANGE COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING SEVERABILITY, EXCLUSION FROM THE CODE AND AN EFFECTIVE DATE(Regulatory and Economic Resources)

OCTOBER 2012 CDMP AMENDMENT CYCLE: EVALUATION AND APPRAISAL REPORT BASED APPLICATIONS

PUBLIC HEARING

Special Item No. 4

130956 Resolution Rebeca Sosa

RESOLUTION PERTAINING TO OCTOBER 2012 CYCLE APPLICATIONS BASED ON THE ADOPTED 2010 EVALUATION AND APPRAISAL REPORT REQUESTING AMENDMENTS

*Adopted
Resolution R-405-13
Mover: Jose "Pepe" Diaz
Seconder: Rebeca Sosa
Vote: 7 - 1
No: Moss
Absent: Edmonson , Heyman , Barreiro ,*

TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN; INSTRUCTING THE MAYOR WHETHER OR NOT TO TRANSMIT APPLICATIONS TO THE STATE LAND PLANNING AGENCY; REQUESTING STATE LAND PLANNING AGENCY TO REVIEW APPLICATIONS; RESERVING THE RIGHT TO TAKE FINAL ACTION AT A LATER DATE; AND DECLARING INTENT TO CONDUCT ONE OR MORE SUBSEQUENT PUBLIC HEARINGS(Regulatory and Economic Resources)

Suarez , Souto

REPORT: *The County Commission adopted the foregoing resolution, transmitting to the State Land Planning Agency EAR-Based Applications Nos. 1 through 11 as recommended by staff and with changes to EAR-Based Application No. 4.*

ITEM FOR FIRST READING

Special Item No. 5

130957 **Ordinance** **Rebeca Sosa**

ORDINANCE RELATING TO MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING DISPOSITION OF APPLICATIONS FILED IN OCTOBER 2012 CYCLE BASED ON THE ADOPTED 2010 EVALUATION AND APPRAISAL REPORT TO AMEND, MODIFY, ADD TO OR CHANGE COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING SEVERABILITY, EXCLUSION FROM THE CODE AND AN EFFECTIVE DATE(Regulatory and Economic Resources)

*Adopted on first reading
Public Hearing: No Date Certain
Mover: Jose "Pepe" Diaz
Seconder: Lynda Bell
Vote: 8 - 0
Absent: Edmonson , Heyman , Barreiro ,
Suarez , Souto*

ADJOURNMENT

6/4/2013

Agenda Key: 3344

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RESOLUTION NO. 13-2A

RESOLUTION OF THE MIAMI-DADE COUNTY PLANNING ADVISORY BOARD ACTING AS THE LOCAL PLANNING AGENCY (LPA) ISSUING RECOMMENDATIONS TO THE BOARD OF COUNTY COMMISSIONERS REGARDING TRANSMITTAL TO THE STATE LAND PLANNING AGENCY OF THE STANDARD OCTOBER 2012 CYCLE APPLICATIONS BASED ON THE ADOPTED 2010 EVALUATION AND APPRAISAL REPORT RECOMMENDATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN, AND ADOPTING RECOMMENDATIONS AS TO SUBSEQUENT ACTION

WHEREAS, pursuant to Chapter 163, Part II, Florida Statutes (F.S.), the Comprehensive Development Master Plan (CDMP) for Miami-Dade County was adopted by the Miami-Dade Board of County Commissioners (Commission) in 1988; and

WHEREAS, pursuant to Section 163.3191, F.S., Miami-Dade County is required to evaluate the CDMP at least once every seven years to determine if plan amendments are needed to reflect changes in state requirements, to notify the State Land Planning Agency of its determination, and within one year of such notification, to transmit the needed plan amendments for review; and

WHEREAS, Miami-Dade County evaluated the CDMP and determined that amendments are needed and such amendments are recommended in the County's Adopted 2010 Evaluation and Appraisal Report (EAR); and

WHEREAS, Section 2-116.1 of the Code of Miami-Dade County, Florida, provides procedures for amending the CDMP which comply with the requirements of the Florida Statutes referenced above; and

WHEREAS, Eleven (11) CDMP amendment applications (Application Nos. 1 through 11 collectively referred to as EAR-based CDMP amendments) were filed by the Department of

Regulatory and Economic Resources (Department) to substantially amend and update eleven of the twelve adopted CDMP elements; and

WHEREAS, the eleven EAR-based CDMP amendment applications are contained in the document titled "Staff Applications October 2012 Cycle EAR-Based Applications To Amend The Comprehensive Development Master Plan" dated March 27, 2013; and

WHEREAS, the Department has published its initial recommendations addressing EAR-based amendment Applications Nos. 1 through 11 in the report titled "Initial Recommendations October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan" dated April 2013; and

WHEREAS, the affected Community Councils have conducted optional public hearings pursuant to Section 2-116.1 (3)(e), Code of Miami-Dade County, Florida to address the CDMP Land Use Plan (LUP) map changes included in Part C of Application No. 1 that would directly impact their respective council areas and issued recommendations to the Planning Advisory Board and the Commission; and

WHEREAS, the Planning Advisory Board, acting as the Local Planning Agency, conducted a duly noticed public hearing on April 15, 2013, to address the EAR-based CDMP amendment Application Nos. 1 through 11 filed in the October 2012 Cycle of Amendments, to address transmittal of the referenced EAR-based CDMP amendment applications to the State Land Planning Agency and other state and regional agencies (the reviewing agencies) for review and comment, and to address the subsequent action by the Commission on the referenced EAR-based CDMP amendment applications.

WHEREAS, at the April 15, 2013, public hearing, the Planning Advisory Board, acting as the Local Planning Agency, made recommendations to the Commission on EAR-based

Application Nos. 2, 3, 4, 5, 6, 7, 9, 10 and 11, and continued the public hearing to May 6, 2013, at which time the Planning Advisory Board formulated its recommendations on EAR-based Application Nos. 1 and 8.

NOW, THEREFORE, BE IT RESOLVED BY THE MIAMI-DADE COUNTY PLANNING ADVISORY BOARD ACTING AS THE LOCAL PLANNING AGENCY, that:

This Agency hereby makes the following recommendations to the Commission regarding transmittal to the reviewing agencies of EAR-Based CDMP amendment Application Nos. 2, 3, 4, 5, 6, 7, 9, 10 and 11 (recommended changes to the applications are contained in the attached document titled "Attachment to Resolution No. 13-2A" dated April 15, 2013, and made part of this resolution); and the recommendations regarding the subsequent actions by the Commission.

Appl. No.	Applicant/Representative Miami-Dade County Department of Planning and Zoning/ Jack Osterholt, Director REQUESTED STANDARD AMENDMENTS TO THE CDMP	<ul style="list-style-type: none">• Transmittal Recommendation• Recommendation as to Subsequent Action
2	Miami-Dade County Department of Regulatory and Economic Resources /Jack Osterholt, Deputy Mayor/Director <u>Requested CDMP text Amendment</u> Part A: Revise the Transportation Element Introduction and Goals, Objectives and Policies; Part B: Revise the Traffic Circulation Subelement; Part C: Revise the Mass Transit Subelement; Part D: Revise the Aviation Subelement; Part E: Revise the Port of Miami River Subelement; Part F: Revise the Port of Miami Master Plan Subelement	 Transmit with Change and Adopt (see "Attachment to Resolution No. 13-2A" for changes)

The motion to recommend Transmit with Change and Adopt (see "Attachment to Resolution No. 13-2A" for changes) was moved by Board Member Ogren. Board Member Vazquez seconded the motion. The motion passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	No	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William A. Riley, Vice Chair, Absent
 Wayne Rinehart, Chair, Yes

Appl. No.	Applicant/Representative	Requested CDMP text Amendment	Transmit and Adopt
	Miami-Dade County Department of Planning and Zoning/ Jack Osterholt, Director		
	• Transmittal Recommendation		
	• Recommendation as to Subsequent Action		
3	REQUESTED STANDARD AMENDMENTS TO THE CDMP		
	Miami-Dade County Department of Regulatory and Economic Resources /Jack Osterholt, Deputy Mayor/Director		
	<u>Requested CDMP text Amendment</u>		
	Revise the Housing Element, on pages III-1 through III-10 in the "Adopted Components of the October 2006 Edition of the Comprehensive Development Master Plan" as amended through October 19, 2011.		

The motion to recommend Transmit and Adopt was moved by Board Member Vazquez. Board Member Bao-Garciga seconded the motion. The motion passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
 Wayne Rinehart, Chair, Yes

Appl. No.	Applicant/Representative Miami-Dade County Department of Planning and Zoning/ Jack Osterholt, Director	<ul style="list-style-type: none"> • Transmittal Recommendation • Recommendation as to Subsequent Action
4	<p>REQUESTED STANDARD AMENDMENTS TO THE CDMP</p> <p>Miami-Dade County Department of Regulatory and Economic Resources /Jack Osterholt, Deputy Mayor/Director</p> <p><u>Requested CDMP text Amendment</u> Revise the Conservation, Aquifer Recharge and Drainage Element on pages IV-1 through IV-24 in the "Adopted Components of the October 2006 Edition of the Comprehensive Development Master Plan" as amended through October 19, 2011.</p>	<p>Transmit with Change and Adopt (see "Attachment to Resolution No. 13-2A" for changes)</p>

The motion to recommend Transmit with Change and Adopt (see "Attachment to Resolution No. 13-2A" for changes) was moved by Board Member Leal. Board Member Muñoz seconded the motion. The motion unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Appl. No.	Applicant/Representative Miami-Dade County Department of Planning and Zoning/ Jack Osterholt, Director	<ul style="list-style-type: none"> • Transmittal Recommendation • Recommendation as to Subsequent Action
5	<p>REQUESTED STANDARD AMENDMENTS TO THE CDMP</p> <p>Miami-Dade County Department of Regulatory and Economic Resources /Jack Osterholt, Deputy Mayor/Director</p> <p><u>Requested CDMP text Amendment</u> Revise the Water, Sewer, & Solid Waste Element on pages V-1 through V-20 in the "Adopted Components of the October 2006 Edition of the Comprehensive Development Master Plan" as amended through October 19, 2011.</p>	<p>Transmit and Adopt</p>

The motion to recommend Transmit and Adopt was moved by Board Member Huembes. Board Member Ascencio-Savola seconded the motion. The motion passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent

Wayne Rinehart, Chair, Yes

	Applicant/Representative Miami-Dade County Department of Planning and Zoning/ Jack Osterholt, Director	<ul style="list-style-type: none">• Transmittal Recommendation• Recommendation as to Subsequent Action
Appl. No.	REQUESTED STANDARD AMENDMENTS TO THE CDMP	
6	Miami-Dade County Department of Regulatory and Economic Resources /Jack Osterholt, Deputy Mayor/Director	
	<u>Requested CDMP text Amendment</u> Revise the Recreation and Open Space Element, on pages VI through VI-20 in the “Adopted Components of the October 2006 Edition of the Comprehensive Development Master Plan” as amended through October 19, 2011.	Transmit and Adopt

The motion to recommend Transmit and Adopt was moved by Board Member Ascencio-Savola. Board Member James seconded the motion. The motion passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent

Wayne Rinehart, Chair, Yes

Appl. No.	Applicant/Representative Miami-Dade County Department of Planning and Zoning/ Jack Osterholt, Director	<ul style="list-style-type: none"> • Transmittal Recommendation • Recommendation as to Subsequent Action
	REQUESTED STANDARD AMENDMENTS TO THE CDMP	
7	Miami-Dade County Department of Regulatory and Economic Resources /Jack Osterholt, Deputy Mayor/Director <u>Requested CDMP text Amendment</u> Revise the Coastal Management Element, on pages VII-1 through VII-22 in the "Adopted Components of the October 2006 Edition of the Comprehensive Development Master Plan" as amended through October 19, 2011.	Transmit with Change and Adopt (change includes striking out the word "refined" in Policy CM-9H)

The motion to recommend Transmit with Change and Adopt (change includes striking out the word "refined" in Policy CM-9H) was moved by Board Member DiPace. Board Member Bao-Garciga seconded the motion. The motion unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Appl. No.	Applicant/Representative Miami-Dade County Department of Planning and Zoning/ Jack Osterholt, Director	<ul style="list-style-type: none"> • Transmittal Recommendation • Recommendation as to Subsequent Action
	REQUESTED STANDARD AMENDMENTS TO THE CDMP	
9	Miami-Dade County Department of Regulatory and Economic Resources /Jack Osterholt, Deputy Mayor/Director <u>Requested CDMP text Amendment</u> Revise the Capital Improvements Element on pages IX-1 through IX-94 in the "Adopted Components of the October 2006 Edition of the Comprehensive Development Master Plan" as amended through October 19, 2011.	Transmit with Change and Adopt (to include that the County explore the feasibility of establishing public-private partnerships for public mass transit improvements to enable 15 minutes headways within the Urban Infill Area and 30 minutes headways outside Urban Infill Area by 2020)

The motion to recommend Transmit with Change and Adopt (to include that the County explore the feasibility of establishing public-private partnerships for public mass transit improvements to enable 15 minutes headways within the Urban Infill Area and 30 minutes headways outside Urban Infill Area by 2020) was moved by Board Member Bared. Board Member DiPace seconded the motion. The motion passed 12 to 1 as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	No	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Appl. No.	Applicant/Representative Miami-Dade County Department of Planning and Zoning/ Jack Osterholt, Director REQUESTED STANDARD AMENDMENTS TO THE CDMP	<ul style="list-style-type: none"> • Transmittal Recommendation • Recommendation as to Subsequent Action
10	Miami-Dade County Department of Regulatory and Economic Resources /Jack Osterholt, Deputy Mayor/Director <u>Requested CDMP text Amendment</u> Revise the Educational Element on pages X-1 through X-16 in the "Adopted Components of the October 2006 Edition of the Comprehensive Development Master Plan" as amended through October 19, 2011.	Transmit and Adopt

The motion to recommend Transmit and Adopt was moved by Board Member DiPace. Board Member Huembes seconded the motion. The motion passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Appl. No.	Applicant/Representative	REQUESTED STANDARD AMENDMENTS TO THE CDMP	Transmittal Recommendation as to Subsequent Action
11	Miami-Dade County Department of Regulatory and Economic Resources /Jack Osterholt, Deputy Mayor/Director		
	<u>Requested CDMP text Amendment</u>		Transmit and Adopt
	Revise the Economic Element on pages XI-1 through XI-12 in the "Adopted Components of the October 2006 Edition of the Comprehensive Development Master Plan" as amended through October 19, 2011.		

The motion to recommend Transmit and Adopt was moved by Board Member Ascencio-Savola. Board Member DiPace seconded the motion. The motion passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

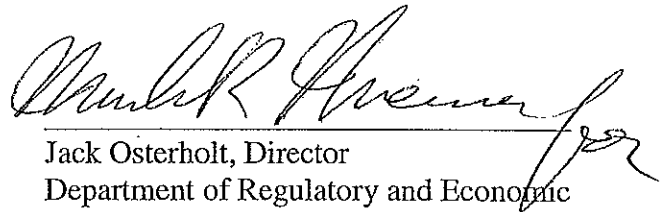
William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

The motion to adopt the to "Adopt" the preliminary votes for Application Nos. 2, 3, 4, 5, 6, 7, 9, 10, and 11; and to continue the public hearing on May 6, 2013, was moved by Board Member Leal. Board Member Bao-Garciga seconded the motion. The motion passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

The above action was taken by the Planning Advisory Board, acting as the Local Planning Agency, at public hearing on April 15, 2013, and is certified correct by Jack Osterholt, Executive Secretary to the Planning Advisory Board.



Jack Osterholt, Director
Department of Regulatory and Economic
Resources

ATTACHMENT TO RESOLUTION 13-2A
CHANGES TO THE OCTOBER 2012 EAR-BASED AMENDMENTS
RECOMMENDED BY THE MIAMI-DADE COUNTY PLANNING ADVISORY BOARD

April 15, 2013

Changes to Application Nos. 2, 3, 4, 5, 6, 7, and 9 of the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan*, dated March 27, 2013, recommended by the Miami-Dade County Planning Advisory Board (acting as the Local Planning Agency) on April 15, 2013. Changes are shown in double ~~striketrough~~ for deletions and underlining for additions.

APPLICATION NO. 2 TRANSPORTATION ELEMENT

PART E - PORT OF MIAMI RIVER SUBELEMENT

Page 97, Policy PMR-1A. Delete Policy.

~~PMR-1C. 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.~~

Pages 97 and 98, Policy PMR-1C. Revise policy as follows:

PMR-1C. Miami-Dade County shall work to improve the economic vitality of the Port of Miami River in cooperation with other concerned agencies and organizations, and business and property owners.

Page 98. Policy PMR-2C. Revise policy as follows:

PMR-2C. Miami-Dade County shall work with the Miami River Commission, the Miami River Marine Group, and other concerned agencies and organizations, and business and property owners, to improve the vitality of the Port of Miami River and to minimize traffic conflicts on adjacent roadways.

PART F - PORTMIAMI SUBELEMENT

Page 112, PortMiami Subelement Goal. Revise goal as follows:

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 AND MITIGATING FOR ANY DETRIMENTAL EFFECTS ON THE ENVIRONMENT, THE COMMUNITY AND NATURAL RESOURCES, AND ENHANCES THE ECONOMY OF THE COUNTY, REGION AND STATE.

APPLICATION NO. 3 HOUSING ELEMENT

No changes recommended.

APPLICATION NO. 4 CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT

Page 13, Policy CON-6D, retain the word "premature". Revise policy as follows:

CON-6CD. 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.

Delete new policy CON-6E, paragraph reference number 35.

~~CON-6E. Areas in Miami-Dade County having soils with good potential for agricultural use without additional drainage of wetlands shall be protected from urban encroachment.~~

APPLICATION NO. 5 WATER, SEWER, AND SOLID WASTE ELEMENT

No changes recommended.

APPLICATION NO. 6 RECREATION AND OPEN SPACE ELEMENT

No changes recommended.

APPLICATION NO. 7 COASTAL MANAGEMENT ELEMENT

In Policy CM-9H, strikeout word "refined". Revise as follows:

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.

APPLICATION NO. 9 CAPITAL IMPROVEMENTS ELEMENT.

Page 4, under Objective CIE-1, add a new policy. Revise as follows:

CIE-1I. The County shall by 2020 explore the possibilities of public-private partnerships in order to implement transit-related projects.

Page 8, under Mass Transit subheading. Revise text as follows:

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 to 15-minute headways inside the Urban Infill Area (UIA); 30-minute headways between the UIA and UDB; and an average route spacing of one mile provided that....

APPLICATION NO. 10 EDUCATIONAL ELEMENT

No changes recommended.

APPLICATION NO. 11 ECONOMIC ELEMENT

No changes recommended.

RESOLUTION NO. 13-2B

RESOLUTION OF THE MIAMI-DADE COUNTY PLANNING ADVISORY BOARD ACTING AS THE LOCAL PLANNING AGENCY (LPA) ISSUING RECOMMENDATIONS TO THE BOARD OF COUNTY COMMISSIONERS REGARDING TRANSMITTAL TO THE STATE LAND PLANNING AGENCY OF THE STANDARD OCTOBER 2012 CYCLE APPLICATIONS BASED ON THE ADOPTED 2010 EVALUATION AND APPRAISAL REPORT RECOMMENDATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN, AND ADOPTING RECOMMENDATIONS AS TO SUBSEQUENT ACTION

WHEREAS, pursuant to Chapter 163, Part II, Florida Statutes (F.S.), the Comprehensive Development Master Plan (CDMP) for Miami-Dade County was adopted by the Miami-Dade Board of County Commissioners (Commission) in 1988; and

WHEREAS, pursuant to Section 163.3191, F.S., Miami-Dade County is required to evaluate the CDMP at least once every seven years to determine if plan amendments are needed to reflect changes in state requirements, to notify the State Land Planning Agency of its determination, and within one year of such notification, to transmit the needed plan amendments for review; and

WHEREAS, Miami-Dade County evaluated the CDMP and determined that amendments are needed and such amendments are recommended in the County's Adopted 2010 Evaluation and Appraisal Report (EAR); and

WHEREAS, Section 2-116.1 of the Code of Miami-Dade County, Florida, provides procedures for amending the CDMP which comply with the requirements of the Florida Statutes referenced above; and

WHEREAS, Eleven (11) CDMP amendment applications (Application Nos. 1 through 11 collectively referred to as EAR-based CDMP amendments) were filed by the Department of

Regulatory and Economic Resources (Department) to substantially amend and update eleven of the twelve adopted CDMP elements; and

WHEREAS, the eleven EAR-based CDMP amendment applications are contained in the document titled "Staff Applications October 2012 Cycle EAR-Based Applications To Amend The Comprehensive Development Master Plan" dated March 27, 2013; and

WHEREAS, the Department has published its initial recommendations addressing EAR-based amendment Applications Nos. 1 through 11 in the report titled "Initial Recommendations October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan" dated April 2013; and

WHEREAS, the affected Community Councils have conducted optional public hearings pursuant to Section 2-116.1 (3)(e), Code of Miami-Dade County, Florida to address the CDMP Land Use Plan (LUP) map changes included in Part C of Application No. 1 that would directly impact their respective council areas and issued recommendations to the Planning Advisory Board and the Commission; and

WHEREAS, the Planning Advisory Board, acting as the Local Planning Agency, conducted a duly noticed public hearing on April 15, 2013, to address the EAR-based CDMP amendment Application Nos. 1 through 11 filed in the October 2012 Cycle of Amendments, to address transmittal of the referenced EAR-based CDMP amendment applications to the State Land Planning Agency and other state and regional agencies (the reviewing agencies) for review and comment, and to address the subsequent action by the Commission on the referenced EAR-based CDMP amendment applications.

WHEREAS, at the April 15, 2013, public hearing, the Planning Advisory Board, acting as the Local Planning Agency, made recommendations to the Commission on EAR-based

Application Nos. 2, 3, 4, 5, 6, 7, 9, 10 and 11, and continued the public hearing to May 6, 2013, at which time the Planning Advisory Board formulated its recommendations on EAR-based Application Nos. 1 and 8.

NOW, THEREFORE, BE IT RESOLVED BY THE MIAMI-DADE COUNTY PLANNING ADVISORY BOARD ACTING AS THE LOCAL PLANNING AGENCY, that:

This Agency hereby makes the following recommendations to the Commission regarding transmittal to the reviewing agencies of EAR-Based CDMP amendment Application Nos. 1 and 8 (recommended changes to the applications are contained in the attached document titled "Attachment to Resolution No. 13-2B" dated May 6, 2013, and made part of this resolution); and the recommendations regarding the subsequent actions by the Commission.

Appl. No.	Applicant/Representative Miami-Dade County Department of Planning and Zoning/ Jack Osterholt, Director REQUESTED STANDARD AMENDMENTS TO THE CDMP	• Transmittal Recommendation • Recommendation as to Subsequent Action
1	<u>Requested CDMP Amendment</u> Part A: Revise the CDMP Preface; Part B: Revise the Land Use Element Goals, Objectives, Policies, and text including the Element Introduction and Monitoring Program; Part C: Revise the CDMP Adopted 2015-2025 Land Use Plan map: for consistency with the proposed 2020 and 2030 CDMP time horizons, to update the roadway network, to modify the Urban Expansion Area boundaries, and to change the land use designation on numerous parcels.	Transmit with Change and Adopt (see "Attachment to Resolution No. 13-2B" for changes)

The motion to recommend Transmit with Change and Adopt (see "Attachment to Resolution No. 13-2B" for changes) was moved by Board Member Wilson. Board Member Muñoz seconded the motion. The motion passed 10 to 3 as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	No	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	No
Horacio Huembes	No	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William A. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Appl. No.	Applicant/Representative Miami-Dade County Department of Planning and Zoning/ Jack Osterholt, Director REQUESTED STANDARD AMENDMENTS TO THE CDMP	<ul style="list-style-type: none"> • Transmittal Recommendation • Recommendation as to Subsequent Action
8	Miami-Dade County Department of Regulatory and Economic Resources /Jack Osterholt, Deputy Mayor/Director <u>Requested CDMP text Amendment</u> Revise the Intergovernmental Coordination Element on pages VIII-I through VIII-19 in the "Adopted Components of the October 2006 Edition of the Comprehensive Development Master Plan" as amended through October 19, 2011.	Transmit and Adopt


The was no preliminary vote on Application No. 8

The motion to recommend "Transmit with Change and Adopt" incorporating the preliminary vote on Application No. 1 made on April 15, 2013, and "Transmit and Adopt" Application No. 8 was moved by Board Member Vazquez. Board Member James seconded the motion. The motion passed 6 to 2 as follows:

Carla Ascencio-Savola	Absent	Raymond Marin	Absent
Jose Bared	Absent	Robert Meador	Yes
Peter DiPace	Absent	Javier Muñoz	No
Aida G. Bao-Garciga	No	Kimberly Ogren	Absent
Horacio Huembes	Absent	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Absent

William A. Riley, Vice Chair, Yes
Wayne Rinehart, Chair, Yes

The above action was taken by the Planning Advisory Board, acting as the Local Planning Agency, at the conclusion of its April 15, 2013, public hearing continued to May 6, 2013, and is certified correct by Jack Osterholt, Executive Secretary to the Planning Advisory Board.


Jack Osterholt, Director
Department of Regulatory and Economic
Resources

ATTACHMENT TO RESOLUTION 13-2B
CHANGES TO THE OCTOBER 2012 EAR-BASED AMENDMENTS
RECOMMENDED BY THE MIAMI-DADE COUNTY PLANNING ADVISORY BOARD
May 6, 2013

Changes to Application No. 2 of the *Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan*, dated March 27, 2013, recommended by the Miami-Dade County Planning Advisory Board (acting as the Local Planning Agency) on May 6, 2013. Changes are shown in double ~~strike through~~ for deletions and underlining for additions.

APPLICATION NO. 1 LAND USE ELEMENT

Part C - Proposed changes to the Adopted 2015 and 2025 Land Use Plan Map

- Page 147, Figure L, Parcel 294. Revise boundaries of Parcel 294 in Figure L (2025 Urban Expansion Area) map as follows:

Adjust the southern boundary of Parcel 294, area to be removed from within the Urban Expansion Area (UEA) to SW 64 Street instead of SW 72 Street. Expand the UEA to include the area south of the UEA from SW 112 Street to SW 152 Street and between Krome Avenue/SW 177 Avenue and the 2015 Urban Development Boundary (UDB).

- Include in Part C, a ±3-acre parcel (folio number 30-4004-022-0020) owned by Leonard Hayet and located on the east side of Fontainebleau Blvd. and north of West Flagler Street, and re-designate the property from "Office/Residential" to "Business and Office" on the Adopted 2015 and 2025 Land Use Plan map.

APPLICATION NO. 8 INTERGOVERNMENTAL COORDINATION ELEMENT

No changes recommended.

MINUTES

**Miami-Dade County Planning Advisory Board
Acting as the Local Planning Agency**

**Public Hearing on the October 2012 EAR-Based Applications to
Amend the Comprehensive Development Master Plan**

Stephen P. Clark Center
111 NW 1 Street, Commission Chambers
Miami, Florida 33128

April 15, 2013

Planning Advisory Board Members

Wayne Rinehart, Chair	Serafin Leal
William W. Riley, Vice Chair - Absent	Raymond Marin - Absent
Carla Ascencio-Savola – Absent*	Robert Meador
Jose Bared	Javier Muñoz
Aida Bao-Garciga	Kimberly Ogren
Peter DiPace	Georgina Santiago - Absent
Horacio C. Huembes – Absent*	Jesus R. Vazquez
Joseph James	Paul Wilson

Ivan Rodriguez, Miami-Dade Public Schools (non-voting) – Absent*
Larry Ventura, Homestead Air Reserve Base (non-voting)

Department of Regulatory and Economic Resources Staff Present

Mark R. Woerner, AICP, Assistant Director for Planning
Eric Silva, Assistant Director, Development Services
Manny Armada, Chief, Research
Gianni Lodi, Section Supervisor, Community Planning
Garett Rowe, Section Supervisor, Metropolitan Planning
Bob Schwarzeich, Section Supervisor, Demographics
Helen Brown, Principal Planner, Metropolitan Planning
Mark Dorsey, Principal Planner, Metropolitan Planning
Dickson Ezeala, Principal Planner, Metropolitan Planning
Danny Martinez, Principal Planner, Research
Frank McCune, Senior Planner, Metropolitan Planning
Noel Stillings, Senior Planner, Metropolitan Planning
Rommel Vargas, Senior Planner, Metropolitan Planning
Abby Diaz, Planning Technician

Other County Staff Present

Dennis Kerbel, CAO	John Bowers, PROS
Craig Coller, CAO	Michelle Glenn, PWWM
Nilia Cartaya, MDT	Christine Velazquez, DERM
Lauren Morse, CAO	Douglas Robinson, MDT
Jose Ramos, MDAD	Felix Pereira, POM
Charles LaPradd, RER	Maria Valdes, WASD

I. Opening Remarks

* PAB Member was present after roll call

The second part of the public hearing began at 11:40 AM. Planning Advisory Board (PAB) Chair Wayne Rinehart asked Mark R. Woerner, Assistant Director for Planning, with the Department of Regulatory and Economic Resources (Department) to present the October 2012 Cycle Evaluation and Appraisal Report (EAR-Based) Amendment Application Nos. 1 through 11.

II. Staff Presentation

Introductory Remarks

Mr. Woerner outlined that the 11 applications were filed as a result of the adopted 2010 Evaluation and Appraisal Report. He then provided a general overview of the main guiding principles of the CDMP and what the Plan has accomplished since its initial adoption in 1974, which include Growth Management, Provision of Public Services, Environmental Protection, Development Pattern, Transportation, Economic and Social Needs, and Governmental Regulation and Administration. He explained that the Plan has sought to manage and accommodate population growth while preserving the natural environment and acknowledged that County residents live on approximately $\frac{1}{4}$ of the County's land area and the rest of the land areas are national parks, conservation areas or environmentally sensitive areas such as wellfield protection areas and the like. Mr. Woerner explained that the Plan seeks to achieve a harmonious relationship between County residents and the environment ensuring a healthy and aesthetically pleasing surrounding and to educate County residents on protecting the environment. He stated that the Plan seeks to achieve the best distribution of land uses to meet the physical, social, cultural and economic needs of present and future residents of the County in a manner that would improve the quality of the natural and man-made environment.

Mr. Woerner stated that the CDMP plans for the mobility toward reducing travel time and costs, while enhancing safety and comfort of the traveling public, through the provision of an efficient, well-balanced and integrated transportation system. He added that the CDMP seeks to foster economic growth and promote social programs that would improve the quality of life for Miami-Dade County residents. Mr. Woerner stated that if the CDMP were to be re-written, most of the guiding principles would be included in its goals and policies. He suggested that at the next CDMP update, the County should take a more holistic assessment of the Comprehensive Plan in order to confirm the validity of the above-mentioned guiding principles and to introduce new ideas into the Plan. Mr. Woerner indicated that the guiding principles are good concepts well worth pursuing, despite the socio-economic and cultural changes occurring in the County. He then introduced Garrett Rowe, Section Supervisor at the Planning Division of the Department to present Application No. 1.

Application No. 1

Mr. Rowe introduced Application No. 1 as an amendment to the Land Use Element. He explained that the subject application is presented in four parts: Part A addresses the CDMP Preface; Part B addresses CDMP Goals, Objectives, Policies and interpretive text, and the map series contained within the Land Use Element; Part C addresses the CDMP Adopted 2015-2025 Land Use Plan (LUP) map changes, including updating the County's roadway network, which is based on the County's Long-Range Transportation Plan, and other land use changes in the County's unincorporated area; and Part D provides a summary of the reasons for the proposed changes to the Land Use Element. He summarized the primary policy revisions made to the CDMP; he stated that Policy LU-1P was revised to promote agritourism and that the Policy LU-8G criteria for expanding the Urban Development Boundary (UDB) were revised for clarity and improved applicability. Mr. Rowe indicated that new policies were added to the Land Use Element, some of which are statutory requirements, to encourage regulations that promote

bicycle and pedestrian facilities (Policy LU-1T); address climate change and its impact to the environment (Policies LU-3E through LU-3M); protect recreational and working waterfronts (Policy LU-3R); support Comprehensive Everglades Restoration Plan (CERP) and restoration projects (Policy LU-3S); provide additional criteria for expanding the UDB (Policy LU-8H); provide for land use studies to be conducted related to the Urban Expansion Area (Policy LU-8I); provide for an update to the CDMP Guidelines for Urban Form (Policy LU-9V) and provide incentives to promote infill development (Policy LU-12E).

Mr. Rowe highlighted some of the proposed amendments to the CDMP interpretive text. He stated that new language was added to the "Hotels and Motels" text to allow bed and breakfast in residential communities; new language in the "Hospitals in Residential Communities" text would allow outpatient health facilities along major roadways; and new language to the "Water" text acknowledges that man-made water bodies may be filled and developed. Mr. Rowe presented proposed changes to the CDMP Adopted 2015-2025 LUP map to adjust the 2015 Urban Expansion Area boundaries by excluding lands with development constraints from the UEAs. He outlined the constraints including location of UEA lands within CERP project footprints, the Coastal High Hazard Area, future wetlands and CERP water management areas, Homestead Air Reserve Base (HARB) noise contour-designated areas, Everglades buffer areas, and the Northwest Wellfield Protection Area. Mr. Rowe presented a proposal to expand the UDB to include the area west of the Florida Turnpike and north of SR 826 to add 521 acres within the boundary; to add a new Urban Center at SR 826 and Bird Road; and to change for the LUP map designation of 283 parcels within municipalities to reflect the future land use plan designations of the municipalities for the identified parcels.

Guillermo Olmedillo addressed staff recommendation to remove $\pm 1,500$ acres [Parcel 294] between Bird Road/SW 42 Street and Sunset Drive/SW 72 Street from within the Urban Expansion Area. He stated that he represents a client that owns over 500 acres in the UEA and some of the acreage would be impacted by the proposed UEA adjustment. He suggested that the northern boundary line be moved south to SW 64 Street instead of SW 72 Street because the CERP footprint ends at SW 64 Street and this revision would not impact his client's property. Mr. Olmedillo argued that the portion of the UEA between SW 64 Street and SW 72 Street and between SW 167 Avenue and SW 177 Avenue meets the required County criteria as an area that should be targeted for urban expansion when the need to expand is warranted. He added that the required infrastructure is currently in place in areas adjacent to the subject expansion area noting that the subject expansion area is within one mile of extraordinary transit service or where extraordinary transit service can be extended. He added that the supply of residential land in the South Central Planning Analysis Tier, where the subject urban expansion area is located, would deplete in 2019, one of the earliest projected depletion year for residential land of all the Planning Analysis Tiers in the County. Mr. Olmedillo then introduced Eric Valle to present the vision for development of the UEA property.

Eric Valle, from Valle Valle and Partners, explained the vision for the development of his client's property within the UEA. He outlined that the vision is for a "Green City" concept, which includes a self-sustainable, eco-friendly, walkable and interconnected town. Mr. Valle expressed hope that the proposed "Green City" concept would be a model development for the County.

Board Member Vazquez inquired staff about the reason for moving the northern boundary in the subject UEA to SW 72 Street instead of SW 64 Street. Mr. Rowe explained that staff considered protecting areas within the West Wellfield Protection Area and the Everglades Buffer Areas from development. He added that staff is not opposed to adjusting the northern boundary as requested by Mr. Olmedillo.

Jeffrey Bercow, Attorney from Bercow Radell and Fernandez, addressed the current criteria in the CDMP for expanding the UDB, noting that in the past, the boundary line was expanded to areas that were not within urban expansion areas, and areas within urban expansion areas were not given special consideration and were denied for expansion. He added that he fully supports staff revisions to Policy LU-8G where the text was modified to state that agriculture designated lands shall be avoided for urban development except if located within urban expansion areas. Mr. Bercow added that he supports staff recommendation to reduce the expansion areas from four to three and significantly reduce the acreages of the remaining urban expansion areas. Mr. Bercow stated that although he supports staff recommendations on the additional criteria for expanding the UDB [new Policy LU-8H], he was concerned that the significant reduction of urban expansion areas would inhibit future urban expansion given the proposed new requirement that residential UDB expansion to include places of employment, shopping facilities, schools, parks and other public facilities. He suggested expanding the southern boundary of the UEA, impacted by Parcel 294, from SW 112 Street to Coral Reef Drive (SW 152 Street). He argued that this proposed expansion to the UEA would give the County more flexibility and an additional option for urban expansion.

Leonard Hayet requested that property he and others own within the Fontainebleau Park Plaza at the northeast corner of Flagler Street and Fontainebleau Boulevard be included in the application and re-designated to "Business and Office" CDMP Adopted 2015-2025 LUP map because adjacent properties are already designated for commercial uses.

The PAB proceeded to address the population projections and land use capacity portion of the subject application. Robert Schwarzreich of the Research Section of the Department explained the procedures and purposes of countywide population projections. He explained that these projections are needed for future growth trends for comprehensive planning purposes. He added that these projections are based on past population trends and reasonable assumptions about the future, and are not population estimates. Mr. Schwarzreich explained that the Department uses the component method for projecting countywide population, which includes natural births minus deaths, net domestic migration and net immigration. He pointed out that the Department bases its population projections on reliable sources such as the Bureau of Vital Statistics, the Internal Revenue Service and the American Community Survey. He stated that County population data from the past 20 years were analyzed and projected 30 years into the future. Mr. Schwarzreich explained that slow growth between 2010 and 2015 was assumed with a decreasing birth rate, and that County population would increase after 2015. He noted, however, that County population growth rate have slowed down since 1950 and noted that current population projections are below from the 2007 projections because of the slow growth rate in migration. Mr. Schwarzreich stated that County population projections have been higher than the Bureau of Economic and Business Research (BEBR) because the County has better knowledge of local countywide conditions. He noted that BEBR population estimates are for state funding purposes and revenue sharing. He clarified concerns from the development community regarding countywide population estimates, immigration data and domestic migration data. Mr. Schwarzreich stated that County demographic data is based on professionally accepted standards and are not based on one or two years of historical data; the state has never challenged the County's adopted population projections; and the County's population projections have always been close aligned to BEBR's population projections. He stated that the County was able to successfully challenge the U.S. Census population estimates, which resulted in increases in federal revenue allocations for the County.

Graham Penn, Attorney with Bercow Radell and Fernandez, expressed two concerns with the population data used by the County in generating its population projection, specifically the domestic migration and immigration components. He pointed out that the County's domestic

migration data mirrors that of the Internal Revenue Service (IRS) except for the 2009-2010 time period where the data used by the County varies significantly from the IRS data. Mr. Graham recommended that the most current IRS data be used. He then pointed out that the County's immigration numbers vary from the Census Bureau numbers American Community Survey numbers for immigration during the 2010-2011 time period. He then outlined the differences in the County's prior and current population estimates are significantly different. He then requested the PAB recommend that the County use the most "current numbers" in their population projections for the net domestic migration and the net immigration components of the projections.

Barbara Falsey, President of the Urban Environment League, recommended against the use of an outlier population figure as a base in generating population projections and suggested taking an average of the last four years as a better alternative when dealing with outlier numbers. She urged the PAB to accept the staff recommendation as staff has done a good job in developing its population projections over the years and has no vested interest in underestimating or overestimating population estimates and projections.

Celeste De Palma, representing the Tropical Audubon Society, stressed the importance of recognizing the significance of the environment, particularly the role the environment plays in the County's water supply. She emphasized the protection of agricultural areas because these areas provide a buffer between the urbanized areas and the everglades. Ms. De Palma explained that tourists visit South Florida because of its environmental resources. She added that 89 million tourists visited South Florida last year, and that 65% came for ecotourism activities such as to visit the everglades, local beaches, and for diving. She urged the PAB to be cautious of individuals that seek to move the UDB when the need to move the boundary is not demonstrated or warranted.

Board Member Wilson made a motion to Transmit with Changes and Adopt. Changes to the proposed amendment are as follows:

- Move the northern boundary line of the Urban Expansion Area (addressed by Parcel 294) south from Bird Road/SW 42 Street to SW 64 Street rather than SW 72 Street as proposed by staff;
- Move the southern boundary line of the Urban Expansion Area (addressed by Parcel 294) south from SW 112 Street to SW 152 Street; and
- Include the parcel within the Fontainebleau Park Plaza owned by Leonard Hayet and re-designate the parcel to "Business and Office".

The motion was seconded by Board Member Muñoz. This motion was voted upon and passed 10 to 3 as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	No	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	No
Horacio Huembes	No	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Board Member Bared made a motion directing staff to review and account for the population data presented by Mr. Penn. The motion was seconded by Board Member James. This motion was voted upon and passed 8 to 4 as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Absent
Peter DiPace	No	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	No
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	No

William H. Riley, Vice Chair, Absent

Wayne Rinehart, Chair, No

Board Member Ogren explained her concept of what a comprehensive plan should include as the basis for her comments on the Land Use Element. She expressed that the new climate change policies do not go far enough and their implementation should be accelerated to occur sooner than the stated target dates. She expressed concerns that the new policy LU-8H emphasizes more of the type of development we do not want rather than what we do want and expressed concerns with some of the wording and requirements of the policy. Board Member Ogren also expressed that proposed Policy LU-12E should be strengthened.

Following discussion on how to address the revisions suggested by Board Member Ogren, Board Member Bao-Garciga made a motion to continue the public hearing to May 6, 2013 at which time the PAB would conclude its consideration of Application No. 1. The motion was seconded by Board Member Munoz. This motion was voted upon and passed as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Absent
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent

Wayne Rinehart, Chair, Yes

Application No. 2

Gianni Lodi, Section Supervisor at the Department, presented staff Application No. 2, explaining that the application consists of six parts: 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 - Port of Miami Subelement.

Part A - Transportation Element

Mr. Lodi indicated that the major changes to this Element are revisions to the existing Goal, Objective TE-1 and Policies TE-1G and TE-1H to address climate change and to incorporate adaption strategies. In addition, he said the Department is proposing new Objectives and Policies for the development of a "Complete Street" program (Objective TE-4) and the evaluation of multimodal corridors for designation on the CDMP Adopted 2015-2025 LUP map as "Activity Corridors" (Objective TE-5).

Part B – Traffic Circulation Subelement

Mr. Lodi indicated that the major changes to this Subelement are revisions to Objective TC-1 to require that all roadways in Miami-Dade County operate at their adopted LOS standard or better rather than LOS C, which is unattainable; other revisions include changes to Policy TC-1B, the County's adopted LOS standards, to reflect changes made by the Florida Department of Transportation (FDOT) to the LOS standards for State roadways outside the Urban Development Boundary (UDB). He noted that new policies were also added to this Subelement to require the development of a "Complete Street" program (Policy TC-3C); the requirement that designs of new roadways incorporate elements that support transit usage (TC-3D); the incorporation of strategies that facilitates shift in travel modes from automobile to pedestrian, bicycle and transit modes (TC-4F); encourage interconnectivity between neighborhoods, services, schools and parks, and discourage cul-de-sac and walled-in subdivisions (TC-5D); and to require transportation agencies to consider extending their planning horizons to address climate change impacts (TC-7E).

Part C – Mass Transit

Mr. Lodi explained that Miami-Dade Transit Department (MDT) requested to change the headway in Policy MT-1A from 30 to 60 minutes due to the lack of funding to provide the mandated 30-minute headways during the peak hours. He also indicated that new policies are added to this Subelement to require MDT to coordinate with other county and transportation agencies when planning transit system improvements (Policy MT-2D); to address climate change (Policy MD-2D); to consider other funding sources (Policies MT-3C and MT-3D); to require FDOT and MDX to incorporate and provide transit facilities when designing and building their facilities (Policy MT-4C); and to coordinate transit services with municipalities (Policies MT-6F and MT-8F). Mr. Lodi indicated that a new Figure 3, "Premium Transit Corridors 2020-2030," was added to the Future Mass Transit Map series.

Part D- Aviation Subelement

Mr. Lodi stated that the Goal was revised and Objectives and Policies consolidated to simplify and clarify language and functions of airports. Policies AV-7C and AV-8F were revised to address compatibility of land uses and development with Homestead Air Reserve Base. In addition to these changes, the Aviation Department is proposing new Policies AV-6C, AV-6D and AV-6E to provide for revenue-generating opportunities and to allow uses compatible with airport operations.

Part E - Port of Miami River Subelement

Mr. Lodi indicated that the major changes to this Subelement are the proposed amendments to Policies PMR-1A, PRM-2A and PMR-3A. He stated that Policy PMR-1A promotes actions which maintain and enhance marine industrial activities along the entire Miami River. However, he said, the Department is recommending the deletion of Policy PMR-1A because the policy was originally established to provide for a marine industrial/commercial zoning district, which was prepared and presented as an Ordinance to the Commission several years ago and failed to be adopted. The Department then prepared the Palmer Lake Charrette Area Plan for this area, which was approved by the Commission, and the implementing zoning district regulations, soon to be adopted by the Commission for adoption. He indicated that Policy PMR-1B provides the same protection for marine uses on the Miami River as Policy PMR-1A.

Mr. Lodi noted that revisions to Policy PMR-2A language reflect the existence of the Miami River Corridor Multimodal Transportation Plan and the need for the County and Miami River Commission to monitor its implementation. Mr. Lodi noted that the revisions to Policy PMR-3A call for the removal of polluted sediments from the tributaries of the Miami River.

Board Member Bared recommended that any policy, such as Policies PRM-1C and PRM-2C in the Port of Miami Subelement, that makes references to the County working with groups such as the Miami River Commission or the Miami River Marine Group, include residents and local business owners in the County's stakeholder outreach effort.

Part F – Port of Miami Subelement

Mr. Lodi stated that the Seaport Department revised and updated the entire Port of Miami Master Plan Subelement as recommended by the Adopted 2010 Evaluation and Appraisal Report. He explained that the major changes to the Subelement are reflected in the new Policies PM-4D and PM-4H as well as in new Figure 1, "Port of Miami Master Plan Development." Mr. Lodi further explained that new Policy PM-4D updates references to the Dredge Materials Management Plan, and that new Policy PM-4H incorporates climate change adaptation and mitigation strategies in the development of the Port's projects and long range plans. He indicated that new Figure 1 reflects the Port's recently updated Master Development Plan.

Board Member Ogren expressed concerns regarding the language in some of the Port of Miami Subelement policies. She recommended the use of stronger language in the text and suggested inserting the words "and mitigating for" in the proposed new Goal.

Being no further discussion by the PAB on the proposed amendment, Board Member Ogren made a motion to Transmit with Change and Adopt (changes to Policies PMR-1C and PMR 2C to ensure that as the County works with agencies and organizations to improve the economic vitality of the Port of Miami and address traffic issues on adjacent roadways; to include businesses and property owners that are affected by development and redevelopment along the banks of the Miami River west of NW 27 Avenue; and to add the phrase "and mitigating for" to the proposed new Goal. The motion was seconded by Board Member Vazquez. This motion was voted upon and passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Application No. 3

Robert Schwarzreich, Section Supervisor from the Research Section at the Department, provided an overview of the proposed revisions to Application No. 3, which updates the supply of developable land in the County. He stated that policies were revised to reduce barriers such as liens, encumbrances and other obstacles that inhibit the development of affordable housing; to encourage the development of housing units through infill and expansion of redevelopment opportunities; improve procedures to preserve government assisted affordable housing; and promote housing design that supports conservation and preservation of areas with specific historic, architectural and cultural value. Board Member Ogren stated that the Housing Element has no policies relating to workforce housing. Mr. Woerner explained that the County adopted a work force housing ordinance; however, the provision is voluntary. Mr. Woerner added that in

urban centers, work force housing is mandatory at a rate of 12.5 percent in the core. A Board Member questioned the new policy that reduces barriers such as liens on private property. Mr. Schwarzreich explained that this provision applied only to government owned property.

Being no further discussion by the PAB on the proposed amendment, Board Member Vazquez made a motion to Adopt and Transmit. The motion was seconded by Board Member Bao-Garciga. This motion was voted upon and passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Application No. 4

Noel Stillings, Senior Planner at the Department, presented an overview of Application No. 4 identifying policy revisions that address climate change, recommendations to reduce greenhouse gasses, and the inclusion of the exotic plants and nuisance pests listed in the County Code and Landscape Design manual. New policies include coordination with municipalities regarding beach water quality, consideration of sea level rise when planning new facilities, protecting agricultural land and the agricultural industry, and protecting natural resources when approving rock mining.

Chair Rinehart questioned Policy CON-6E which reads "Areas in Miami-Dade County having soils with good potential for agricultural use without additional drainage of wetlands should be protected from urban encroachment." Chair Rinehart asked if the statement includes land within the Urban Development Boundary. Ms. Stillings responded it applies to land inside and outside the UDB and relates to a long term strategy for agricultural land outside the UDB. Chair Rinehart requested that a board member make a motion to strike Policy CON-6E.

Board Member Leal made a motion to Transmit and Adopt Application No. 4 and amend Policy CON-6E to apply to areas outside of the UDB; the motion was second by Board Member Munoz. Upon discussion, Mr. Woerner recommended to withdraw Paragraph No. 35 as being the same language as Paragraph No. 33 (Policy CON-6D), and recommended retaining the word "premature" in the original language. The motion was amended to delete Policy CON-6E and to retain the word "premature" in Policy CON-6D. This motion was voted upon and passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Application No. 5

Noel Stillings, Senior Planner at the Department, presented Application No. 5 identifying revisions to Policy WS-3F addressing climate change and sea level rise; and the introduction of new Policy WS-4H to coordinate with appropriate agencies to monitor septic tanks and to connect users to public sewer systems impacted by sea level rise.

Being no further discussion by the PAB on the proposed amendment, Board Member Huembes made a motion to Transmit and Adopt the Application. The motion was seconded by Board Member Ascencio-Savola. This motion was voted upon and passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Application No. 6

Rommel Vargas, Senior Planner at the Department, summarized the main revisions made to the CDMP Recreation and Open Space (ROS) Element. He stated that Policy ROS-1 was revised to provide for a comprehensive system of public and private sites for recreation, public spaces, natural preserves, cultural areas and greenways, which would provide County residents with a more diversified recreational experience thus improving their quality of life. He added that Policy ROS-6 was also revised to include the "Natural Areas Management Plan" as a primary guide for the management and restoration of natural areas. Mr. Vargas explained the "Equity Access Criteria" concept introduced in the ROS Element, stating that in order to encourage equitable access to park services and facilities, the "Equity Access Criteria" was developed. The purpose of the criteria is to provide all residents of the County with equal access to all of the recreational activities provided by the County as well as to its park facilities. He added that a series of other policies were revised in the ROS Element as follows: include the "Equity Access Criteria" in the selection of new park sites (Policy ROS-5B); require a "Community Needs Assessment and Leisure Interest Survey" (Policy ROS-7A). He explained that the purpose of the survey is to assess the needs and priorities of county residents and tourists in the delivery of park services and facilities. He added that is a survey performed once prior to the completion of Evaluation and Appraisal Reports. Mr. Vargas stated that other policy revisions allow the countywide evaluation of neighborhoods to be performed "on an on-going basis" (Policy ROS-8A); and require the development of an implementation plan for the "Equity Access Criteria" concept (Policy ROS-8B). Mr. Vargas indicated that new policies in the ROS Element include: Policy ROS-4E which provides for the County to seek grants from federal, state and the private sector for the acquisition and improvement of parks and new text that introduce the "Equity Access Criteria concept."

Board Member Muñoz asked if the provision for park interconnectivity is reflected in the County code. John Bowers from the Parks and Recreation Department stated that most of the concepts and the provisions for an interconnected system of parks through greenways and "Complete Streets" are in the CDMP. Board Member Ascencio-Savola inquired about funding availability for greenways planned to run parallel to railways. Mr. Bowers stated that the County receives

grants from FDOT because greenways offer an alternative to the use of automobile, and that the Parks and Recreation Department is currently in pursuit of funding opportunities. Being no further discussion by the PAB on the proposed amendment, Board Member Ascencio-Savola made a motion to Transmit and Adopt. The motion was seconded by Board Member James. This motion was voted upon and passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Application No. 7

Noel Stillings, Senior Planner at the Department, presented Application No. 7 identifying policy changes to indicate that appropriate materials be used for creating artificial reefs, that marinas and water-dependent facilities provide a hurricane contingency plan as a condition of yearly operating permit, lists County programs such as the Emergency Evacuation Assistance Program, and references sea level rise projections refined by the Southeast Florida Regional Climate Change Compact. A new policy includes continued restoration of coastal habitat for wildlife.

Board Member DiPace questioned the word "refined" in Policy CM-9H and whether the County will use sea level rise projections provided by the Southeast Florida Regional Climate Change Compact or data provided by the National Oceanic and Atmospheric Administration (NOAA) and other Federal agencies; he suggested that the word "shall" be used instead. Mr. Woerner said the counties in the Regional Climate Change Compact use their own vulnerability and sea level rise predictions, but these predictions are supported by the federal agencies analysis. He said the text attempted to show that the numbers are based on both the federal and local agencies; the wording is awkward and will be removed from the policy, or the policy will be reworded to show that the County is working with both federal and local agencies.

Being no further discussion by the PAB on the proposed amendment, Board Member DiPace made a motion to Transmit and Adopt with Change to strike out word "refined" in Policy CM-9H. The motion was seconded by Board Member Bao-Garciga. This motion was voted upon and passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Application No. 8

Helen Brown, Principal Planner at the Department, presented an overview of the major revisions to Application 8, Intergovernmental Coordination Element, which include: in Policy ICE-1H, the Joint Miami-Dade County Public Schools and Board of County Commissioners Overcrowding Work Group is being deleted as it no longer exists and is being replaced with the Educational Compact; in Policy ICE-6B the process for resolving disputes or conflicts between coastal local government and public agency seeking a site for dredged spoils is being revised to occur at time of permitting; new Policy ICE-5F recognizing the County's participation in the Southeast Florida Regional Climate Change Compact; and new Policy ICE-5G requiring County departments to include climate change mitigation and adaptation strategies in their master plans and strategic business plans.

Board Member Ogren concurred with the staff recommendation on the element. She recommended delaying a vote on the subject application until after the Land Use Element is addressed at the continuation of this meeting on Monday, May 6, 2013, as revisions to the Land Use Element may impact the Intergovernmental Coordination Element Application. Members agreed to further consider the application along with Application No. 1 on May 6, 2013.

Application No. 9

Robert Schwarzeich, Section Supervisor from the Research Section at the Department, provided an overview of proposed revisions to Application No. 9, which include updating the Capital Improvements Table; change Policy CIE-3C as follows: change the LOS standard from D to C for all roadways outside the UDB; require LOS standard be consistent with adopted FDOT standards; revise mass transit LOS standard from 30 to 60 minute headways; in the Programs section, Concurrency Management Program, provide transportation concurrency exception to public transit facilities; and a new Policy CIE-3D, prioritizing allocation of available infrastructure resources to meet needs of urban centers.

Members expressed concerns with revising the Mass Transit LOS standard from 30 to 60 minute headways. After much discussion, which included impact fees, taxing districts, matching funds, public private partnerships, etc., it was revealed that the primary reason for this proposed revision in transit headway is due to lack of adequate funding sources. The members discussed the importance and need for more investments in mass transit in the County.

Being no further discussion by the PAB on the proposed amendment, Board Member Bared made a motion to Transmit with Change and Adopt (to include that the County explore the feasibility of establishing public-private partnerships for public mass transit improvements to enable 15 minutes headways within the Urban Infill Area and 30 minutes headways outside Urban Infill Area by 2020). The motion was seconded by Board Member DiPace. This motion was voted upon and passed 12 to 1 as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	No	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Application No. 10

The PAB and the public had no comments on the proposed amendment, Board Member DiPace made a motion to Transmit and Adopt. The motion was seconded by Board Member Huembes. This motion was voted upon and passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent

Wayne Rinehart, Chair, Yes

Application No. 11

Robert Schwarzsreich, Section Supervisor from the Research Section at the Department, indicated that there were no major changes and a broad analysis to change the element was to be undertaken through the Deputy Mayor's Office. Board Member Ogren raised questions concerning the needs of our major industries and small businesses as well for workforce development. In addition, she had concerns regarding the broad issues surrounding growth and development as they impact land use decisions.

Being no further discussion by the PAB on the proposed amendment, Board Member Ascencio-Savola made a motion to Transmit and Adopt. The motion was seconded by Board Member DiPace. This motion was voted upon and passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent

Wayne Rinehart, Chair, Yes

III. Overall Resolution and Continuance of the Public Hearing

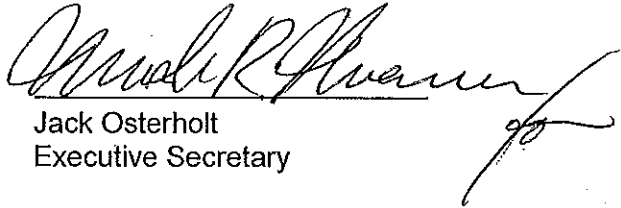
Board Member James made a motion to "Adopt" the preliminary votes for Application Nos. 2, 3, 4, 5, 6, 7, 9, 10, and 11; and to continue the public hearing to May 6, 2013 at 2:00 PM to address Application Nos. 1 and 8. Board Member Bao-Garciga seconded the motion and it passed unanimously as follows:

Carla Ascencio-Savola	Yes	Raymond Marin	Absent
Jose Bared	Yes	Robert Meador	Yes
Peter DiPace	Yes	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Yes
Horacio Huembes	Yes	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Yes

William H. Riley, Vice Chair, Absent
Wayne Rinehart, Chair, Yes

Being no further business before the Board, at 5:39 PM Chair Rinehart declared the public duly continued to May 6, 2013, beginning at 2:00 PM.

Respectfully submitted,


Jack Osterholt
Executive Secretary

MINUTES

Miami-Dade County Planning Advisory Board Acting as the Local Planning Agency

**Public Hearing on the October 2012 EAR-Based Applications to
Amend the Comprehensive Development Master Plan**

**Stephen P. Clark Center
111 NW 1 Street, Commission Chambers
Miami, Florida 33128**

May 6, 2013

(Continued from April 15, 2013, Public Hearing)

Planning Advisory Board Members

Wayne Rinehart, Chair
William W. Riley, Vice Chair
Carla Ascencio-Savola - Absent
Jose Bared - Absent
Aida Bao-Garciga
Peter DiPace - Absent
Horacio C. Huembes - Absent
Joseph James

Serafin Leal
Raymond Marin - Absent
Robert Meador
Javier Muñoz
Kimberly Ogren - Absent
Georgina Santiago - Absent
Jesus R. Vazquez
Paul Wilson - Absent

Ivan Rodriguez, Miami-Dade Public Schools (non-voting)
Larry Ventura, Homestead Air Reserve Base (non-voting)

Department of Regulatory and Economic Resources Staff Present

Manny Armada, Chief, Research
Gianni Lodi, Section Supervisor, Community Planning
Garett Rowe, Section Supervisor, Metropolitan Planning
Bob Schwarzeich, Section Supervisor, Demographics
Napoleon Somoza, Section Supervisor, Metropolitan Planning
Helen Brown, Principal Planner, Metropolitan Planning
Kimberly Brown, Principal Planner, Metropolitan Planning
Mark Dorsey, Principal Planner, Metropolitan Planning
Dickson Ezeala, Principal Planner, Metropolitan Planning
Frank McCune, Senior Planner, Metropolitan Planning
Noel Stillings, Senior Planner, Metropolitan Planning
Rommel Vargas, Senior Planner, Metropolitan Planning

Other County Staff Present

Craig Coller, CAO
Nilia Cartaya, MDT
Charles LaPradd, RER
John Bowers, PROS

Michelle Glenn, PWWM
Christine Velazquez, DERM
Maria Valdes, WASD

The public hearing began at 2:10 PM. Planning Advisory Board (PAB) Chair Wayne Rinehart welcomed the public to the hearing on the October 2012 Cycle Evaluation and Appraisal (EAR)-Based Application Nos. 1 and 8 to amend the Comprehensive Development Master Plan (CDMP). He stated that today's public hearing is a continuation of the April 15, 2013, public hearing.

II. Staff Presentation

Application No. 1

Chair Rinehart asked if the PAB had comments on the preliminary recommendations made to Application No. 1 to move the northern boundary line of the 2015 Urban Expansion Area (addressed by Parcel 294) south from Bird Road/SW 42 Street to SW 64 Street and move the southern boundary line of the Urban Expansion Area from SW 112 Street to SW 152 Street; and include parcel within the Fontainebleau Park Plaza owned by Leonard Hayet into the application and re-designate the parcel to "Business and Office." He also asked if the PAB had any comments on the proposed revisions to Application No. 1 submitted in writing by Board Member Ogren. Board Members had no comments.

Board Member James made a motion to recommend staff to take into consideration, in their final recommendation to the Board of County Commissioners (Commission), the written recommendations on Application No. 1 submitted by Board Member Ogren. Board Member Bao-Garciga seconded the motion. This motion was voted upon and passed unanimously as follows:

Carla Ascencio-Savola	Absent	Raymond Marin	Absent
Jose Bared	Absent	Robert Meador	Yes
Peter DiPace	Absent	Javier Muñoz	Yes
Aida G. Bao-Garciga	Yes	Kimberly Ogren	Absent
Horacio Huembes	Absent	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Absent

William H. Riley, Vice Chair, Yes
Wayne Rinehart, Chair, Yes

Application No. 8

Chair Rinehart expressed regret that Board Member Ogren was not present at the public hearing to provide details of her recommendations on Application Nos. 1 and 8. Board Member Bao-Garciga asked if staff could provide a recommendation as to how Board Member Ogren's written recommendations could be implemented. Mr. Rowe stated that the public hearing is the only opportunity for the PAB to make comments and recommendations to the Commission on the EAR-Based Amendments. He added that Board Member Ogren's proposed revisions to Application Nos. 1 and 8 are not detailed enough for staff to make a determination as to how to implement her recommendations on the referenced applications and that her proposed revisions require additional research in order for staff to provide an informed assessment on Board Member Ogren's proposed revisions.

The PAB did not have a preliminary vote on Application No. 8

III. Overall Resolution

Board Member Vazquez made a motion to recommend "Transmit with Change and Adopt" Application No. 1 incorporating the preliminary vote on the application made on April 15, 2013, and "Transmit and Adopt" Application No. 8. Board Member James seconded the motion and it passed 6 to 2 as follows:

Carla Ascencio-Savola	Absent	Raymond Marin	Absent
Jose Bared	Absent	Robert Meador	Yes
Peter DiPace	Absent	Javier Muñoz	No
Aida G. Bao-Garciga	No	Kimberly Ogren	Absent
Horacio Huembes	Absent	Georgina Santiago	Absent
Joseph James	Yes	Jesus R. Vazquez	Yes
Serafin Leal	Yes	Paul Wilson	Absent

William H. Riley, Vice Chair, Yes
Wayne Rinehart, Chair, Yes

IV. Discussion

Board Member Bao-Garciga expressed concern with the recommendations of the PAB on Application Nos. 1 and 8, stating that she was under the impression that the purpose of the public hearing was for staff to provide feedback on Board Member Ogren's proposed revisions to the referenced applications. Mr. Rowe explained that staff would discuss Board Member Ogren's proposed revisions at today's public hearing if those revisions were more detailed and specific. He stated that her proposed revisions do not provide specific language that could be incorporated into Application Nos. 1 and 8. Board Member Meador asked if Board Member Ogren's proposed revisions could be considered by the Board of County Commissioners at the May 22, 2013, public hearing. Mr. Rowe stated that they will be provided to the Commission and that they can be considered by the Commission.

V. Old Business

None

ADJOURNMENT

Being no further business before the Board, Chair Rinehart adjourned the meeting at 2:27 PM.

Respectfully submitted,



Jack Osterholt
Executive Secretary

EXHIBIT 5

October 2012 Cycle EAR-Based Amendments
BCC Hearing May 22, 2013
Miami-Dade County

**ADDITIONAL INFORMATION/ITEMS RECEIVED
AT OR BEFORE THE COMMISSION'S PUBLIC HEARING:**

- Memo dated April 29, 2013, from Kimberly Ogren presenting comments for consideration by the Planning Advisory Board at its May 6, 2013, public hearing to address EAR-Based Application Nos. 1 and 8;
- Resolution No. CC-5-01-13 adopted by the Country Club of Miami Community Council (CC5) addressing Parcel No. 296 in Part C of Application No. 1;
- PowerPoint presentation made by the Department of Regulatory and Economic Resources at the Board of County Commissioners' public hearing on May 22, 2013;
- PowerPoint presentation titled "October 2012 Cycle EAR-Based CDMP Amendments" made by Jeff Bercow of Bercow Radell and Fernandez to the Planning Advisory Board at its April 15, 2013, public hearing;
- PowerPoint presentation titled "Parcel No. 294 Green City Miami-Dade" made by Eric Valle to the Planning Advisory Board at its April 15, 2013, public hearing;
- PowerPoint presentation made by Sarah Fain to the Planning Advisory Board at its April 15, 2013, public hearing;
- Letter from the Department of the Air Force dated May 8, 2013, expressing appreciation for the Planning Advisory Board's recommendations on *EAR-Based amendment* Application No. 1; and on Application No. 5 (non-Ear-Based amendment, which is packaged separately);
- Letter from the Department of the Air Force dated April 8, 2013; proposing changes to EAR-Based Application No. 1;
- Letter dated May 17, 2013, submitted by Felix Lasarte addressing EAR-Based Application No. 1;
- Letter dated May 6, 2013, submitted by Felix Lasarte addressing EAR-Based Application No. 1;
- Letter from the Miami River Commission dated May 8, 2013, addressing Policy PMR-1A in Part E, Port of Miami River Subelement, on EAR-Based Application No. 2; and

TO: Mark Woerner, Miami-Dade County
Wayne Rinehart, Chairman, Planning Advisory Board
Planning Advisory Board Members
FROM: Kim Ogren, Planning Advisory Board Member
RE: CDMP EAR-Based Amendments
DATE: April 29, 2013

Background

At the April 15, 2013, Planning Advisory Board meeting, we reviewed staff's recommendations for updates to the CDMP based on the 2010 Evaluation and Appraisal Report. What follows are my observations and recommendations for further revision.

Overview

Rust belt cities like Philadelphia and Cleveland—once crumbling and abandoned- are ahead of us on sustainable infrastructure and food systems planning. Sunbelt cities like Austin, Chattanooga, and Charlotte—none of which have a coastline—are out-competing us on predictable and sustainable economic growth because they are able to attract investment and people by intentionally planning for quality of life and livable communities. And for good measure, Chicago and Minneapolis – despite their frigid environments- have us beat on of all things like civic engagement, intergovernmental cooperation, and bicycle/pedestrian friendliness. Miami-Dade County is uniquely positioned to thrive and be at the forefront in all these realms if we make planning a priority; if we understand how decisions about how investments made in people, infrastructure and the environment can be either supported or undermined by decisions we make about growth and development.

Leaders in these communities know these two things:

1. "The good news is the debate is over. The consensus is that sustainable cities are good things and that we want them. The bad news is it's hard. It takes a lot of planning, money, and a huge amount of political will." (paraphrasing Thomas Friedman, New York Times, April 25, 2013, Building Sustainable Cities Energy For Tomorrow Conference)
2. "The regions that are first in developing [collaborations] will be more desirable, sustainable and economically competitive. Regions live or die together. A metropolitan area is one economic, social and physical unit. Communities must find ways to work together. If they don't, their vitality, force and freshness will wither." (1994 Governing Magazine)

Land Use Decisions Support or Undermine All Other Public Investments

Miami-Dade County is uniquely positioned to thrive and be at the forefront in all these realms if we make planning a priority; if we understand how decisions about how investments made in people, industry, and infrastructure can be either supported or undermined by decisions we make about growth and development.

Land use decisions are more permanent than most any other made by a local government. We should keep this in mind when we make them and do a better job looking at the big picture. For every land use decision we make we either support or undermine our investments (financial and human resource) in things like Everglades Restoration, transit planning, water and sewer upgrades, water supply protection, stormwater infrastructure, port redevelopment, industry development, education, and more. These decisions either align with others and put us on track for a sustainable future or they create a confusing environment within which everyone must navigate.

Recommended Revisions to CDMP

I recommend the following revisions be made to the CDMP:

1. It should be the policy of Miami-Dade County to consider the alignment of UDB only during 5-year updates of the plan. All other amendments to the Future Land Use Map should be evaluated every two years as part of a comprehensive review of changed conditions and needs. A new process should be designed to specifically encourage more public participation in that review.
2. Delete Policy LU-81. Replace it with a policy that by 2014, the county should explore funding and partnerships for planning and comprehensive development plans in the western area between the wellfields and Redlands. Then a parallel policy should be written for the redlands region by 2017.
3. In addition, by 2014, the Planning Department shall prepare a memorandum to the PAB on priority planning opportunities in the county and forward recommendations to the BCC. By 2014, quarterly workshops should be instituted with the PAB on the issues outlined in the memo with special emphasis on progress and plans for water and transportation planning.
4. LU8H should be omitted and replaced. Development standards lands near the UDB are excellent. Development that is adjacent to the UDB should meet development standards equivalent to LEED-ND Gold standards. Additional standards should be written regarding a minimum street connectivity index, small scale and variety of neighborhood commercial uses, green infrastructure and trip reduction. Any application to move the UDB or change the Future Land Use Map adjacent to the UDB should be required to demonstrate VMT reduction. VMT reduction standards should outlines to the BCC by 2015. Applications to amend the CDMP shall provide evidence demonstrating how and to what degree investments throughout the county are being maximized by the proposal.
5. Amendments #73 and #99 don't go far enough to advance planning in the county towards our goals. They should be rewritten and reference other policies in order to accelerate the establishment of a specific strategies for supporting "complete neighborhoods" around transit stops.
6. By 2014, review recommendations from Seven50 report and identify opportunities for advancing implementation of recommendations that are in alignment with Miami-Dade County goals.
7. A new goal should be added to the Intergovernmental Coordination Element that indicates the County seeks to be a partner working to support the needs of cities on common goals. A policy should be added that indicates: By 2014, the planning and strategic planning departments will undertake a "Better Together" project that endeavors to identify common goals and efforts around growth and development among the municipalities and County. The report will share information about areas of convergence and potential alignment around community livability, quality urban environments, healthy and active living, access to jobs, parks and open space planning. It will identify opportunities for partnerships to advance and accelerate efforts in common areas to maximize investments and opportunities for funding.
8. LOS for infrastructure is a minimum standard that encourages perpetual piecemeal decision-making that undermine our existing investments. The county instead should make it a policy that: By 2015 the county will establish a 'fix it first' framework for decision-making that identifies and creates incentives for priority planning and development areas in the county where infrastructure need are most urgent to achieve county-wide goals.
9. All of the new policies regarding climate change should be advanced to a 2014 timeframe. Another policy should be added: By 2014, the Planning Department shall identify and report on opportunities for partnerships with cities, nonprofits, and funding sources to translate existing research into policy opportunities to advance Miami-Dade County's adaptability to climate change and sea level rise.

Conclusion

The current and proposed land use and intergovernmental elements fail to prioritize planning for how the county should grow and develop. Instead, the plan continues to encourage decisions made in a piecemeal

fashion. It leads to recommendations and decisions that encourage and prioritize road expansions over creating transit options. The result will be more people families required to pay. They'll pay real ways; for high tolls, storm and flood insurance, and in loss of health and family connection due to time spent stuck in traffic. Healthy, productive families are central to our economic resiliency. The currently proposed land use element misses the opportunity to provide cohesion and guidance on the overall health of the county. Instead, it's as if the CDMP were written by a series of specialists – like you'd find in today's medical field. It's like they've written separate plans that will have us debating whether it's more important to save community's heart or its lungs, all the while the our overall condition fails. The opportunity costs associated with engaging in these debates are too high. We should maximize our efforts towards proven strategies that work to achieve county-wide goals.

Without further revisions, decisions about development under this proposed plan keep us on trend to focus on individual land use battles in the west while we could be focusing on creating a vision for the areas future. It drains resources and directs them towards issues that are not as urgent or as impactful as:

- helping decision-makers look at the bigger picture, and anticipate planning for future scenarios;
- taking advantage of opportunities (e.g. coordinate with transit planning, attract federal funding by building on Seven50, take a lead on climate adaptation) that serve more of the county's interests; and
- finding common ground and working as partners with cities in our collective endeavor to provide quality communities for the coming demand.

I can envision a new comprehensive development plan in the future. It would have four overarching goals:

- ✓ Quality of life and access to opportunity for all residents
- ✓ County and regional economic resiliency
- ✓ Sustainable future & adaptable to climate change
- ✓ Cooperation and support among cities and counties

Outcome-driven policy and strategies would be provided. The plan would simplify and align activities around growth and development. In doing so, it would provide a clearer framework for decision-making than does our current plan. Making information more accessible and decisions transparent would be core to this practice.

I believe the County is staffed with leading professionals and practitioners who stand ready to collaborate, analyze, advise, and guide the County to achieve these goals. I believe we need to provide better direction for them to do that.

Resources

Seek technical assistance and funding opportunities:

<http://www.smartgrowthamerica.org/smartgrowthusa/wp-content/uploads/2010/12/compapproaches1.pdf>

Connectivity index:

<http://www.vtpi.org/tdm/tdm116.htm>

LEED-ND:

<http://www.cnu.org/leednd>

VMT Reduction:

<http://www.smartgrowthamerica.org/guides/smart-growth-at-the-state-and-local-level/transportation/manage-for-a-reduction-in-vehicle-miles-of-travel/>

Outcome-driven policies would create better community indicators and help citizens engage:

<http://www.bostonindicators.org/>; <http://www.knightfoundation.org/publications/assessing-community-information-needs>

RESOLUTION NO CC 5-01-13

RESOLUTION OF THE COUNTRY CLUB OF MIAMI
COMMUNITY COUNCIL (CC-5) ISSUING
RECOMMENDATION ON PARCEL 296 IN PART C OF THE
OCTOBER 2012 CYCLE EAR-BASED AMENDMENT
APPLICATION NO. 1 REQUESTING AMENDMENT TO
THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

WHEREAS, Section 20-40 of the Code of Miami-Dade County establishes Community Councils in the unincorporated area; and

WHEREAS, the Section 2-116.1 of the Code of Miami-Dade County provides exclusive procedures for amending the Comprehensive Development Master Plan (CDMP) consistent with requirements of Chapter 163, Part 2, Florida Statutes, and the Florida Administrative Code; and

WHEREAS, the Community Councils may, at their option, make recommendations to the Planning Advisory Board and the Board of County Commissioners on proposed amendments to the CDMP that would directly impact the Council's area; and

WHEREAS, the Section 2-116.1(3)(e) of the Code of Miami-Dade County provides that Community Council recommendations may address the decisions to be made by the Board of County Commissioners regarding either ultimate adoption, adoption with change, or denial of the application, or transmittal of the application as a standard amendment to the State Land Planning Agency and other State and Regional agencies for review and comment; and

WHEREAS, at its meeting of April 11, 2013, Country Club of Miami Community Council (5) conducted a public hearing as authorized by Section 20-41 of the County Code;

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNTRY CLUB OF MIAMI COMMUNITY COUNCIL (CC-5) recommends that the Parcel 296 in Part C of the October 2012 Cycle EAR-Based Application No. 1 be Transmitted and Adopted.

The forgoing resolution was offered by Council Member Senderoff, who moved its adoption and was seconded by Council Member Perez, and upon being put to a vote, the vote was as follows:

Alexander Senderoff	Yes	Jessica " Jessie" Fortich	No
Leonardo A. Perez	Yes	Juan A. Garcia, Vice Chair	Absent
Joanne Carbana, Chair Yes			

Council Chair Carbana thereupon declared the resolution duly passed and adopted this 11th day of April 2013.

I hereby certify that the above information reflects the action of the Council.



Garrett Rowe, Executive Secretary

RECEIVED
By the Clerk for the record.

MAY 22 2013

Item _____
Exhibit H
Meeting CDMP

MIAMI-DADE COUNTY
APPLICATION NO. 1
OCTOBER 2012 CYCLE EAR-BASED
CDMP AMENDMENTS
Proposed Revision to Parcel 294

Introduction.

The following document is intended to address some of the issues related to the future residential land supply of Miami-Dade County, Florida raised in the County's 2010 Evaluation and Appraisal Report ("EAR") for its Comprehensive Development Master Plan ("CDMP") as well as the October 2012 EAR-based amendments to the CDMP's Land Use Element.

The 2010 EAR did not directly call for specific expansion(s) of the County's Urban Development Boundary ("UDB") in order to accommodate the anticipated residential demand. However, the conclusions and recommendations of the EAR clearly require the County to begin reviewing the various options available. Among the options proposed in the EAR Report in order to rationalize the potential movement of the UDB include: (1) modifying the County's existing "Urban Expansion Areas" ("UEAs") to "realistically reflect future development potential"; and (2) propose expanded or new UEA boundaries to accommodate further demand, when warranted (2010 EAR at 1.1-57).

EAR-Based CDMP Application No. 1 proposes that the County undertake both of the above options. First, staff suggests several revisions to the County's existing four UEAs, reducing or eliminating all or portions of them. Second, staff suggests that the County consider the potential of creating a new UEA located east of SW 147 Avenue and south of SW 232 Street (EAR-Based CDMP Application No. 1, Revision 80). Some of the changes proposed by staff are consistent with what many in the private sector have been suggesting. However, one of the proposed changes, the revisions to the existing UEA located between SW 42 Street ("Bird Road") and theoretical SW 108 Street in the West Kendall area, are not completely consistent with the goal of employing the UEAs as guides for future development.

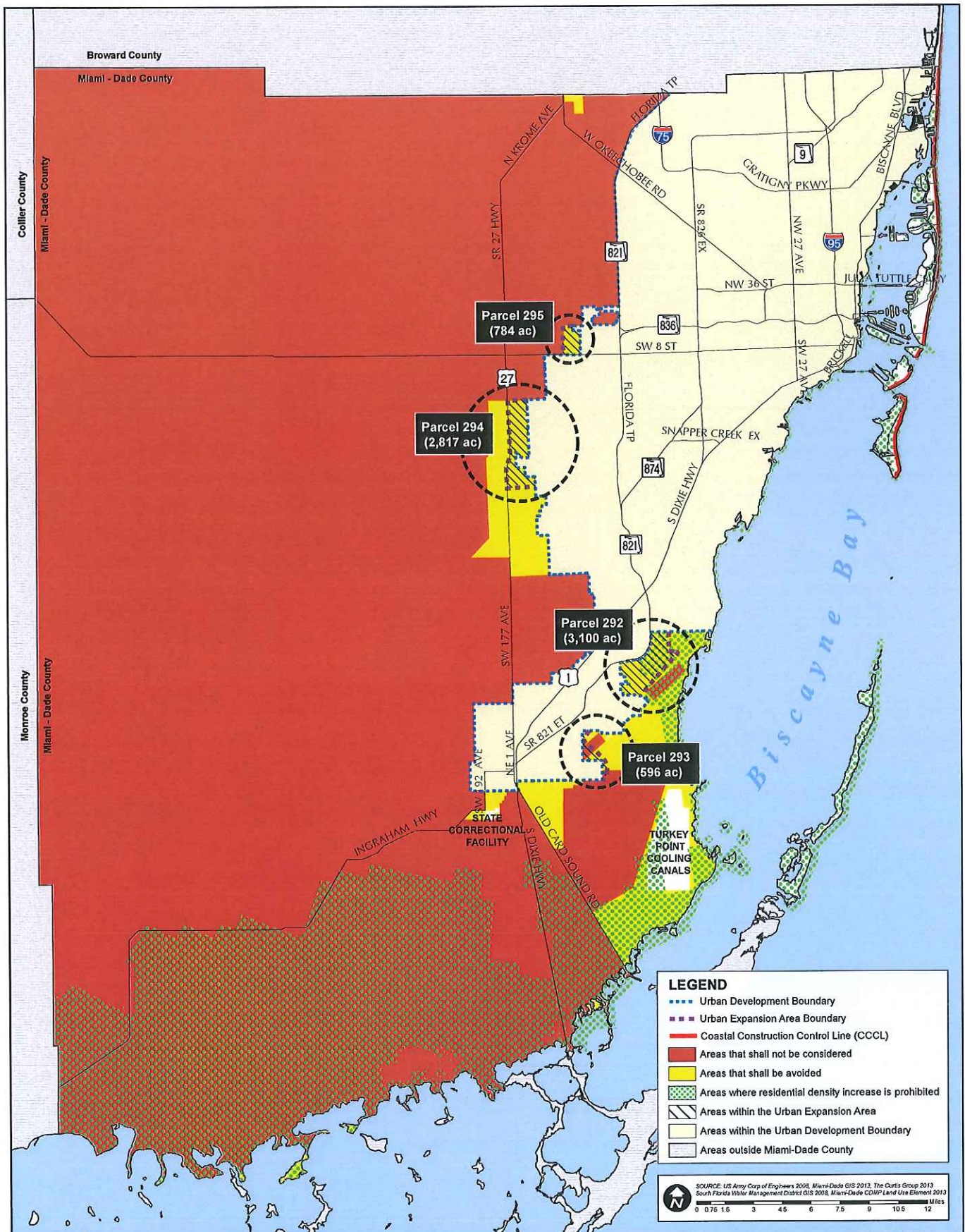
The County's Urban Expansion Areas.

The UEAs are one of the CDMP's most important tools for long-term planning. As explained by the CDMP's Land Use Element, the UEAs are intended to be land "where current projections indicate that further urban development beyond the 2020 UDB is likely to be warranted some time between the year 2020 and 2030." (EAR-Based CDMP Application No. 1, Revision 137). With the understanding that the UDB will likely need to be expanded in the next decades, the UEAs should be utilized to guide the future expansion of the UDB. This is consistent with the 2010 EAR's recommendation to include a specific reference to the UEAs in the CDMP Policy LU-8G(ii), which guides the review of proposed UDB expansions. (2010 EAR at 4-2 and EAR-Based CDMP Application No. 1, Revision 77).

Existing UEAs. As the figure below shows, there are currently four UEAs in Miami-Dade County, totaling 7,297 acres. Moving north to south, the current UEAs are: (1) the

approximately 784 acre area located north of S.W. 8 Street (known as Parcel 295¹); (2) the western Miami-Dade County UEA of approximately 2,817 acres that runs from S.W. 42 Street (Bird Road) to theoretical S.W. 108 Street (known as Parcel 294); (3) the approximately 3,100 acre area east of the Homestead Extension of Florida's Turnpike between S.W. 232 Street and the Homestead Air Reserve Base (known as Parcel 292); and (4) the approximately 596 acre area to the southwest of the Homestead Air Reserve Base (known as Parcel 293). A map showing the location of the existing UEAs is on the following page.

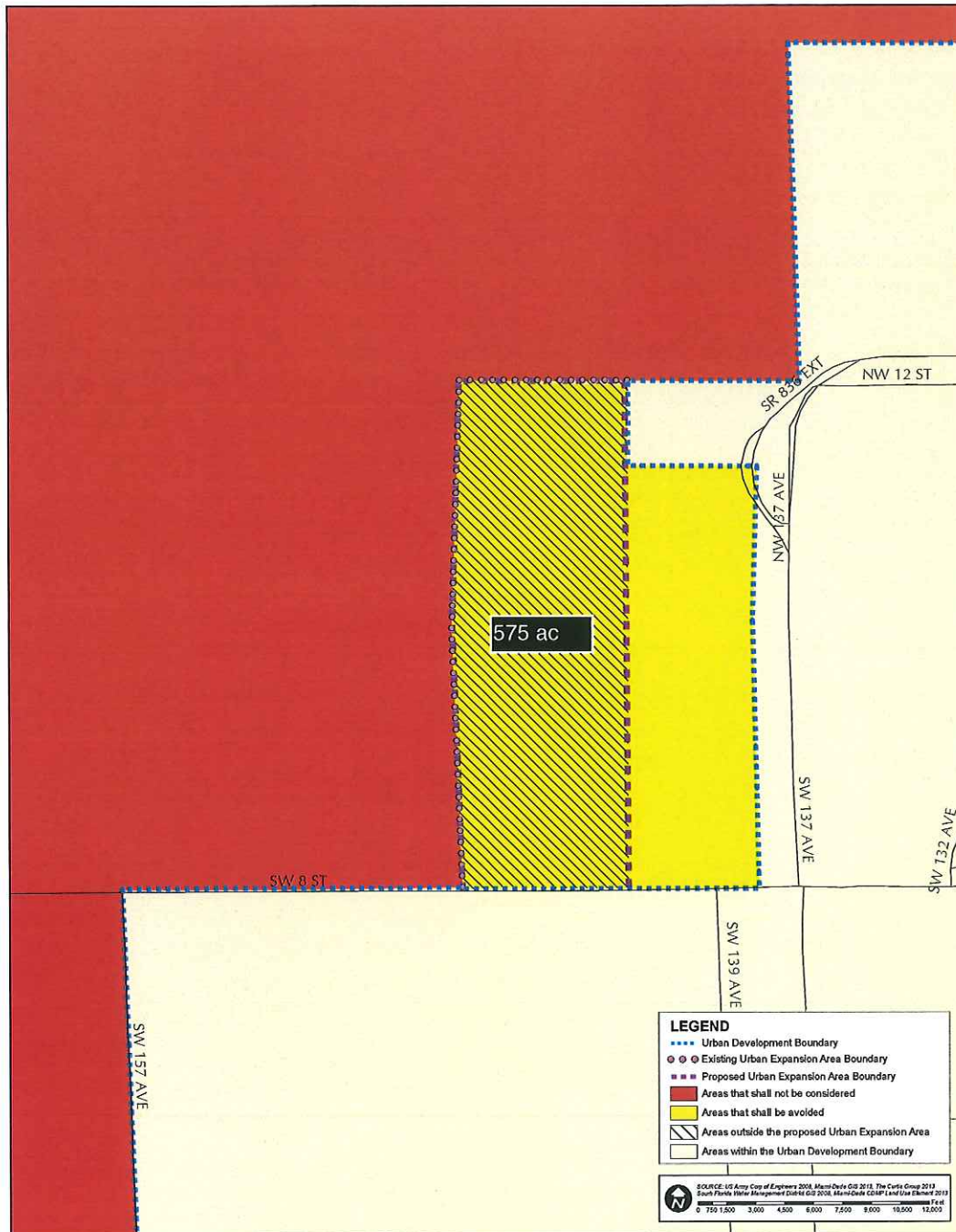
¹ For the sake of clarity, we will refer to the current UEAs by their "parcel number" in EAR-Based CDMP Application No. 1.



APRIL 2013

EXISTING UEAs

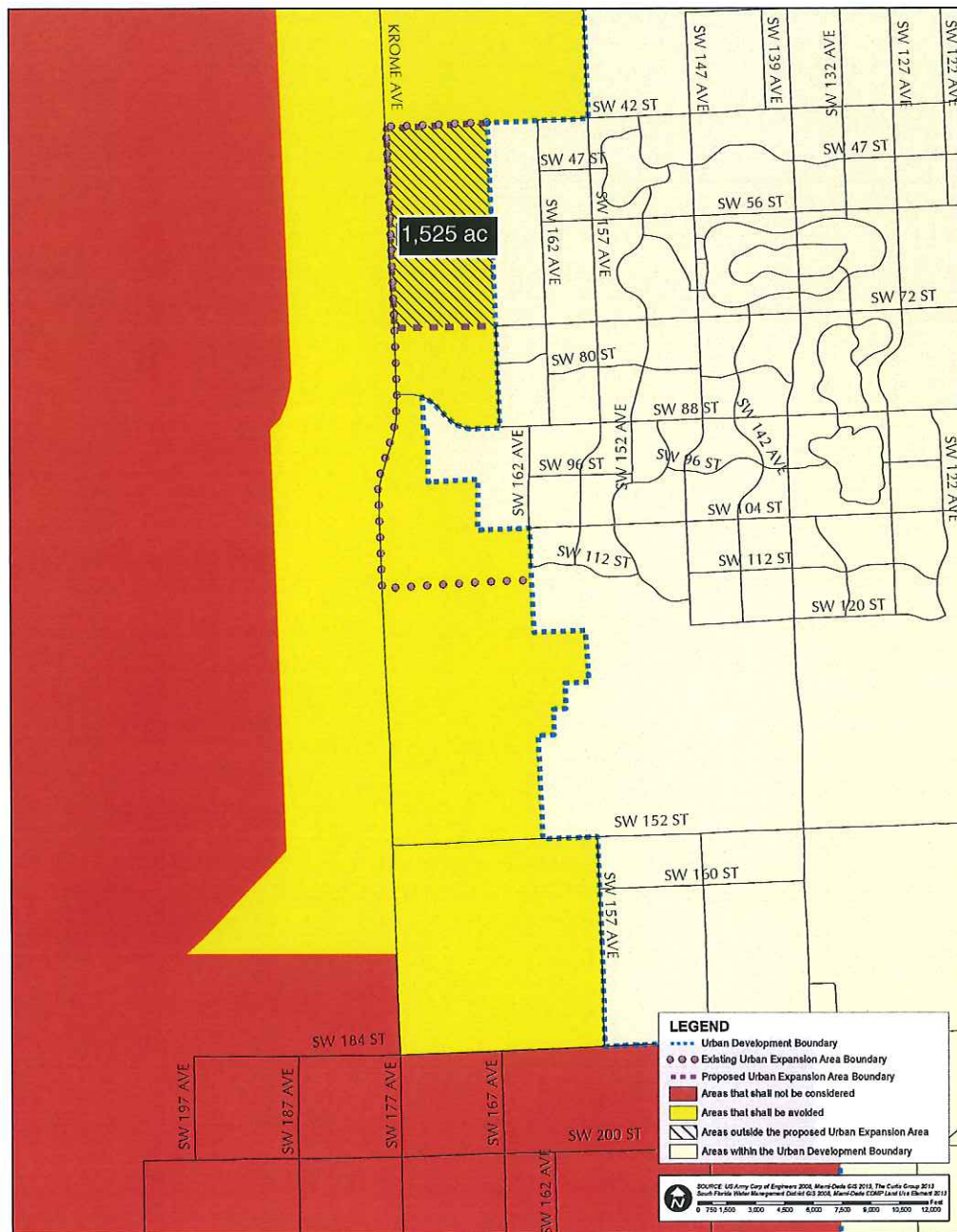
Parcel 295. This UEA is 784 acres in size and is located north of SW 8 Street (Tamiami Trail). The entirety of this UEA is located in a designated "Future Wetlands." The UEA is located completely within the County's Rockmining Overlay Zoning Area ("ROZA"). As explained in the County's 2010 EAR report, the use of land within the ROZA should be prioritized for mineral excavation, rather than urban expansion. County staff has proposed the reduction of this UEA from 784 acres to 209 acres.



APRIL 2013

PROPOSED 2012 EAR BASED AMENDMENTS: PARCEL 295 (STAFF PROPOSED)

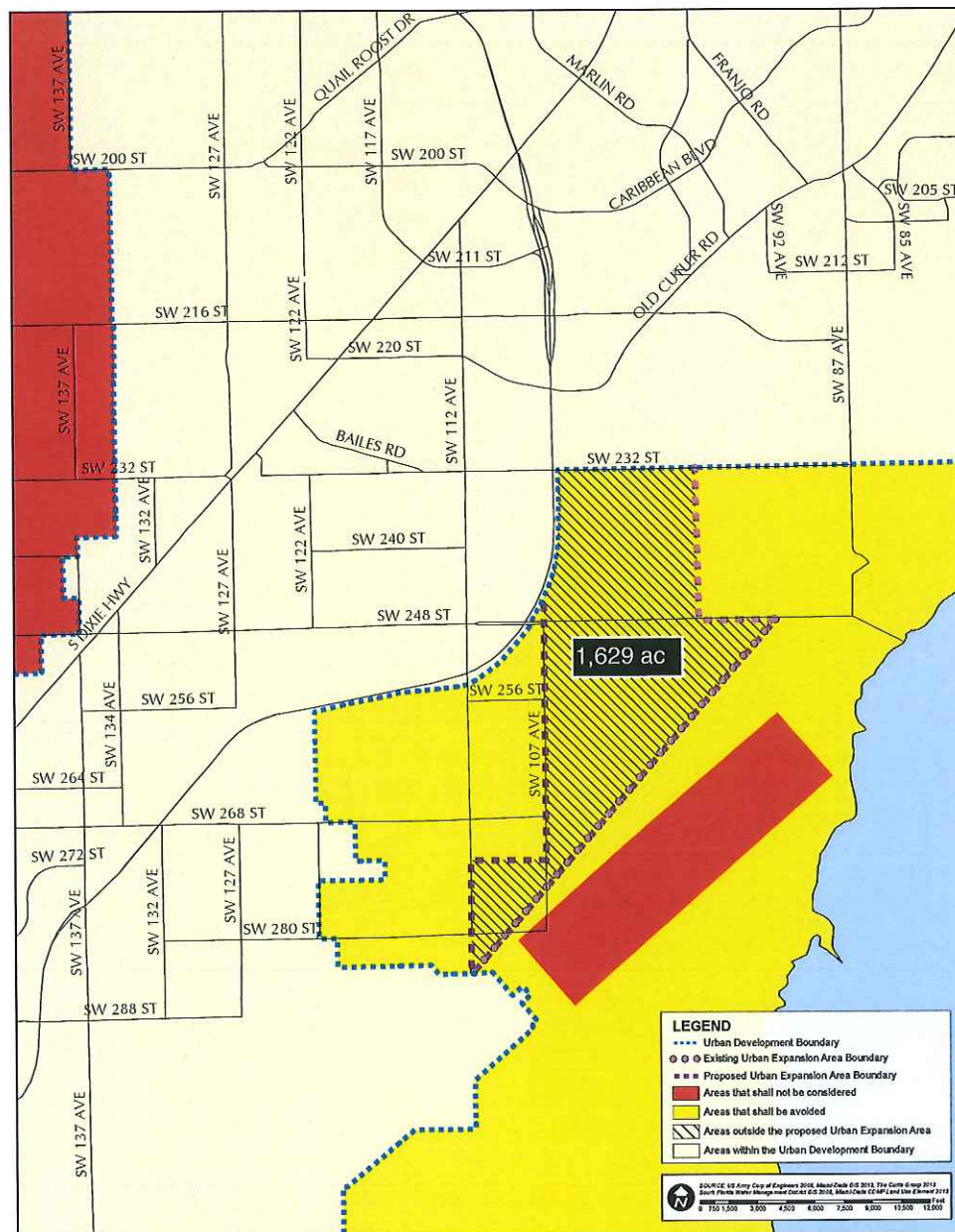
Parcel 294. The entirety of this UEA is located within the Snapper Creek Wellfield protection area. Moreover, the northern portion of the UEA is designated either "Future Wetlands," is in a CERP water management area, or both. (Figure 14, CDMP Land Use Element). It therefore appears that at least the northern portion of the current UEA should likely be removed and relocated as it is inappropriate for urban development. County staff is suggesting that this UEA be modified to remove all of the area north of SW 72 Street (Sunset Drive), which is approximately 1,525 acres in size. The end result of this change would reduce the size of the UEA from 2,817 acres to 1,292 acres.



APRIL 2013

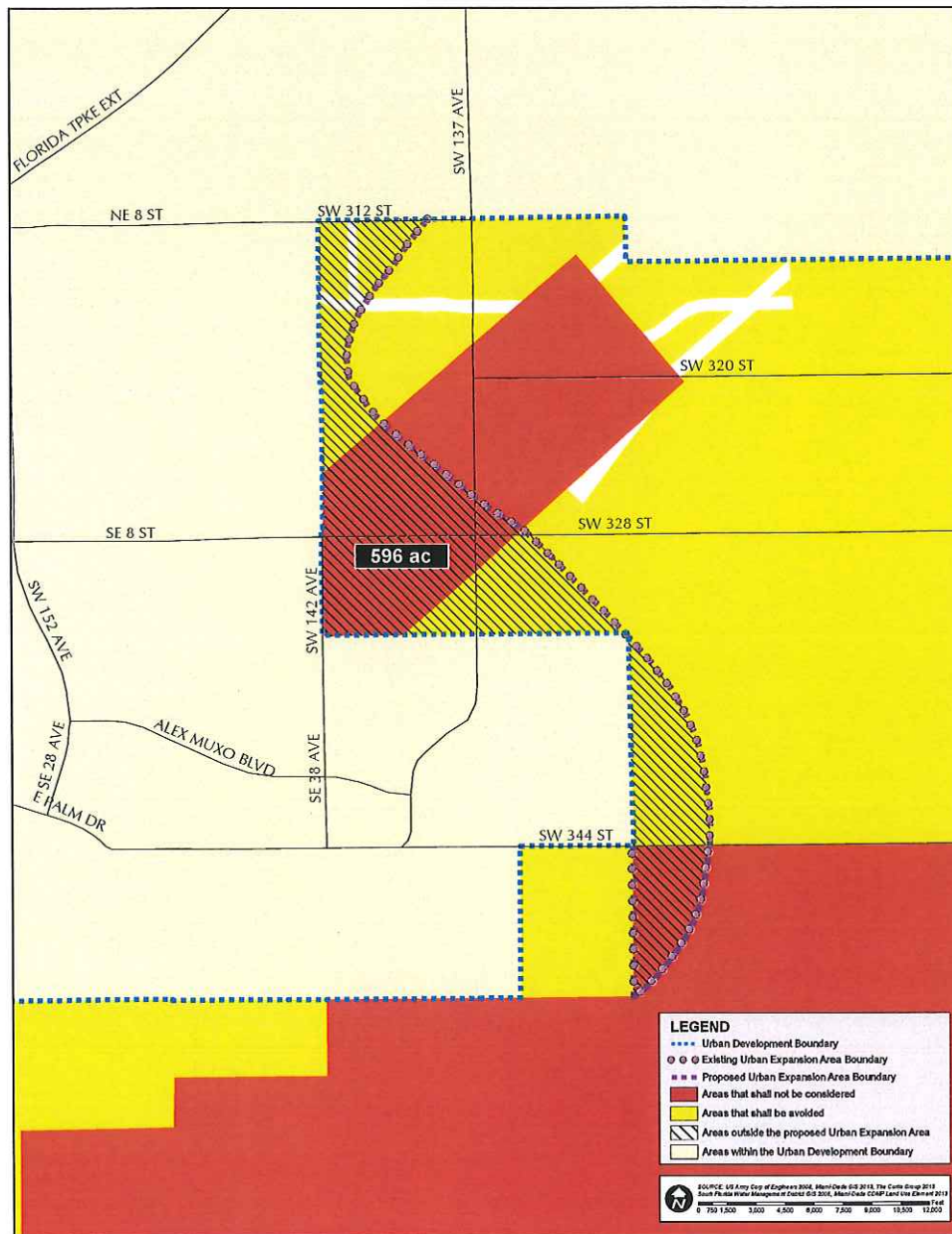
PROPOSED 2012 EAR BASED AMENDMENTS: PARCEL 294 (STAFF PROPOSED)

Parcel 292. This UEA currently includes portions of Comprehensive Everglades Restoration Program ("CERP") project footprints and other environmentally sensitive lands. More important, more than half of the UEA is within the County's "Coastal High Hazard Area," which, under state law, includes all land within the Category One Hurricane evacuation zone. Pursuant to CDMP Objective CM-9, no new infrastructure should be added to the CHHA area in order to accommodate "increased population." CDMP Policy CM-9A further provides that development should be directed away from the CHHA and prohibits CDMP amendments that would increase allowable residential density in the CHHA. EAR-Based CDMP Application No. 1 clarifies that areas within the CHHA should be avoided for UDB expansion. (Revision 77). In sum, at least half of this UEA is unsuited for urban residential development. County staff agrees and is proposing to remove 1,629 acres of the existing 3,100 acre UEA, a change which would result in an UEA of approximately 1,471 acres.



APRIL 2013

Parcel 293. While the smaller of the southeast UEAs does not have the same issues as its larger neighbor, it is located close to the Homestead Air Reserve Base. That proximity will limit the intensity of development because of the Base's Air Installation Compatible Use Zone ("AICUZ"). CDMP Policy LU-4F requires the County to implement the AICUZ plan. The AICUZ overlay and the limited size of this UEA means it will have little utility for providing additional capacity. EAR-Based CDMP Application No. 1 proposes that areas within the accident potential zones of the Homestead Air Reserve Base not be considered for UDB expansion. (Revision 77). Accordingly, staff has recommended the complete removal of this UEA, reducing the total acreage of the County's UEAs by approximately 596 acres.



APRIL 2013

PROPOSED 2012 EAR BASED AMENDMENTS: PARCEL 293 (STAFF PROPOSED)

Summary of Staff-Proposed UEA Revisions.

As explained above, County staff has proposed significant reductions to the County's existing UEAs. The table below indicates that, assuming staff's suggestions are adopted, the County's UEAs will be reduced from 7,297 acres to 2,972 acres, a reduction of over 58%. Staff is not proposing any specific Land Use Map Plan changes that would add land to one or more UEAs.

	EXISTING ACREAGE	STAFF-PROPOSED ACREAGE
Parcel 295	784 acres	209 acres
Parcel 294	2,817 acres	1,292 acres
Parcel 292	3,100 acres	1,471 acres
Parcel 293	596 acres	0 acres
TOTAL	7,298 acres	2,972 acres

Issues with Proposed Revisions. County staff has proposed changes to the Land Use Element that would formally reflect the UEAs in Policy LU-8G, which governs the movement of the UDB. Under the terms of the revised LU-8G, land within the UEAs would be given priority for inclusion in the UDB.

The UEAs are intended to govern long-term development trends until the year 2030. Given that staff currently estimates that the County's residential land supply will be depleted in 2026 (an estimate in dispute²), it appears that the movement of the UDB into one or more of the UEAs will be necessary during the planning horizon.

Questions remain as to whether the 2,972 remaining acres of UEA land would be sufficient to accommodate the County's residential needs. Even under staff's generous assumptions, the area outside the UDB may need to accommodate approximately 44,000 residential units before 2030. These areas will not be developed solely with residential units. Instead, any expansion to the UDB would expect to involve the provision of "places of employment, shopping, schools, recreational and other public facilities" as contemplated by the proposed Policy LU-GH, which will further govern the review of applications seeking to move the boundary.

The need to accommodate other uses will reduce the amount of land available for residential capacity in the County's UEAs. Moreover, there is no guarantee that the land

² Privately-prepared estimates suggest that the County's residential land supply may be exhausted as early as 2021, five (5) years prior to the County staff estimate.

within the reduced UEAs will be truly available for development, given land ownership patterns and inevitable issues with land assemblage. Staff's analysis of the existing UEAs in the 2010 EAR report (pg. 1.1-9) showed that vacant land represented only 1,616 acres of the 7,298 acres within the UEAs. A vacancy rate of just twenty-two percent suggests that it may be difficult to assemble land in the UEAs. The significant reduction in the size of the UEAs will make this assembly even more difficult.

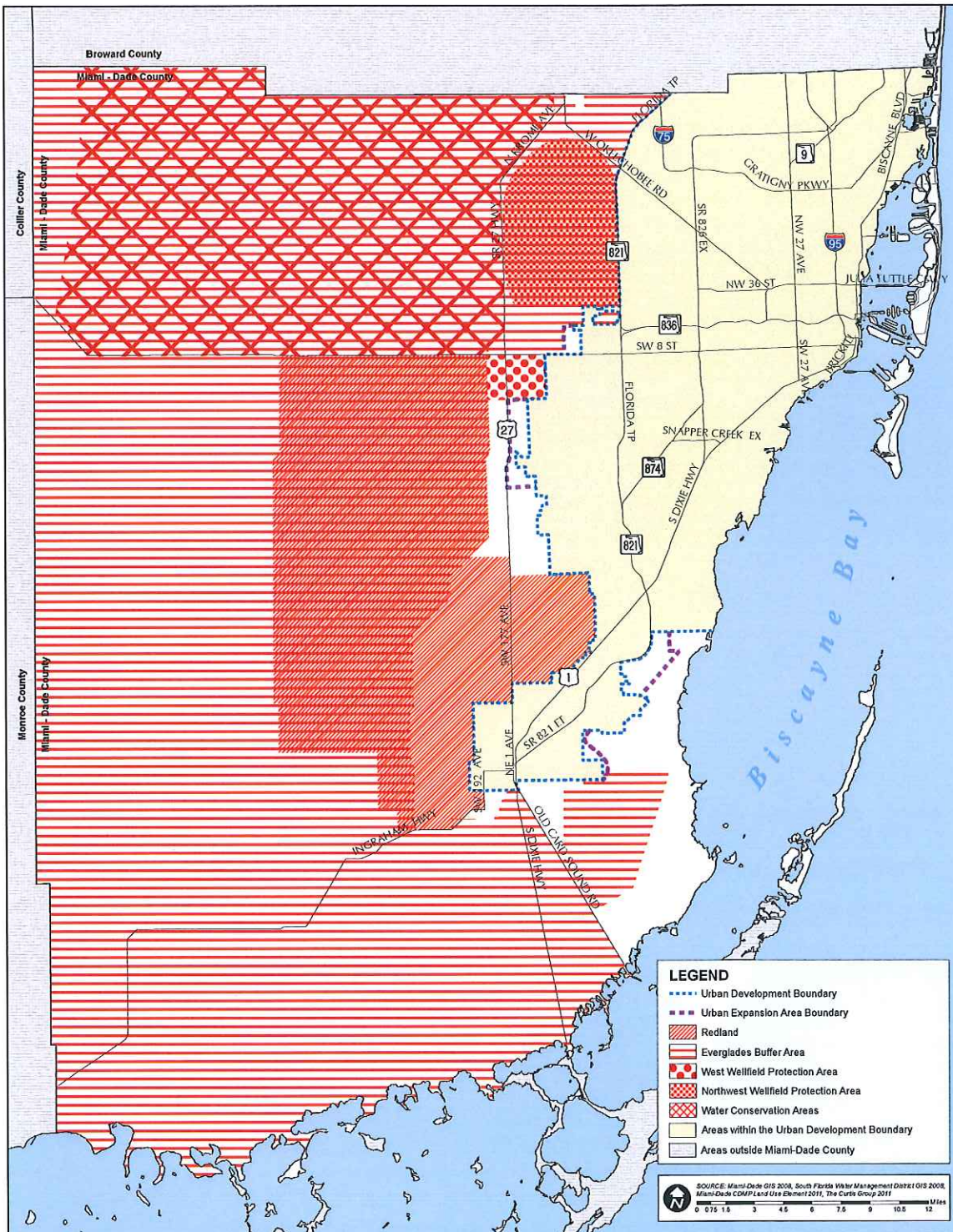
The over 58% reduction in the size of the existing UEAs, the proposed increase in significance of the UEAs to the County's planning efforts, and the expected need to devote land within the UEAs for non-residential purposes all suggest that additional UEA acreage should be recognized in order to provide the needed planning flexibility.

Appropriate Location. The question therefore becomes where additional land for one or more UEAs should be located. Policy LU-8G of the CDMP Land Use Element provides guidance to the County when reviewing expansions to the UDB and therefore should appropriately be applied when looking at the question of where to locate future UEAs.

Policy LU-8G establishes three categories of land outside the UDB: (1) areas that may not be considered; (2) areas that shall be avoided, if possible; and (3) areas that should be given priority for inclusion. We believe that Policy LU-8G provides a useful tool in determining the appropriate locations for revised UEAs. County staff has suggested some changes to LU-8G, which will be reflected herein.

Areas that May Not be Considered. It is clear that all areas that are designated "off limits" for future UDB expansion should be excluded from any future UEAs. The areas that shall not be considered for inclusion in the UDB under the terms of Policy LU-8G are as follows: (1) the Northwest Wellfield and West Wellfield Protection Areas; (2) Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas designated by the South Florida Water Management District; and (3) the Redland agricultural area. Assuming County staff's proposed revised language is adopted, this prohibition would extend to land within the accident potential zones of the Homestead Air Reserve Base. EAR-Based CDMP Application No. 1, Revision 76.

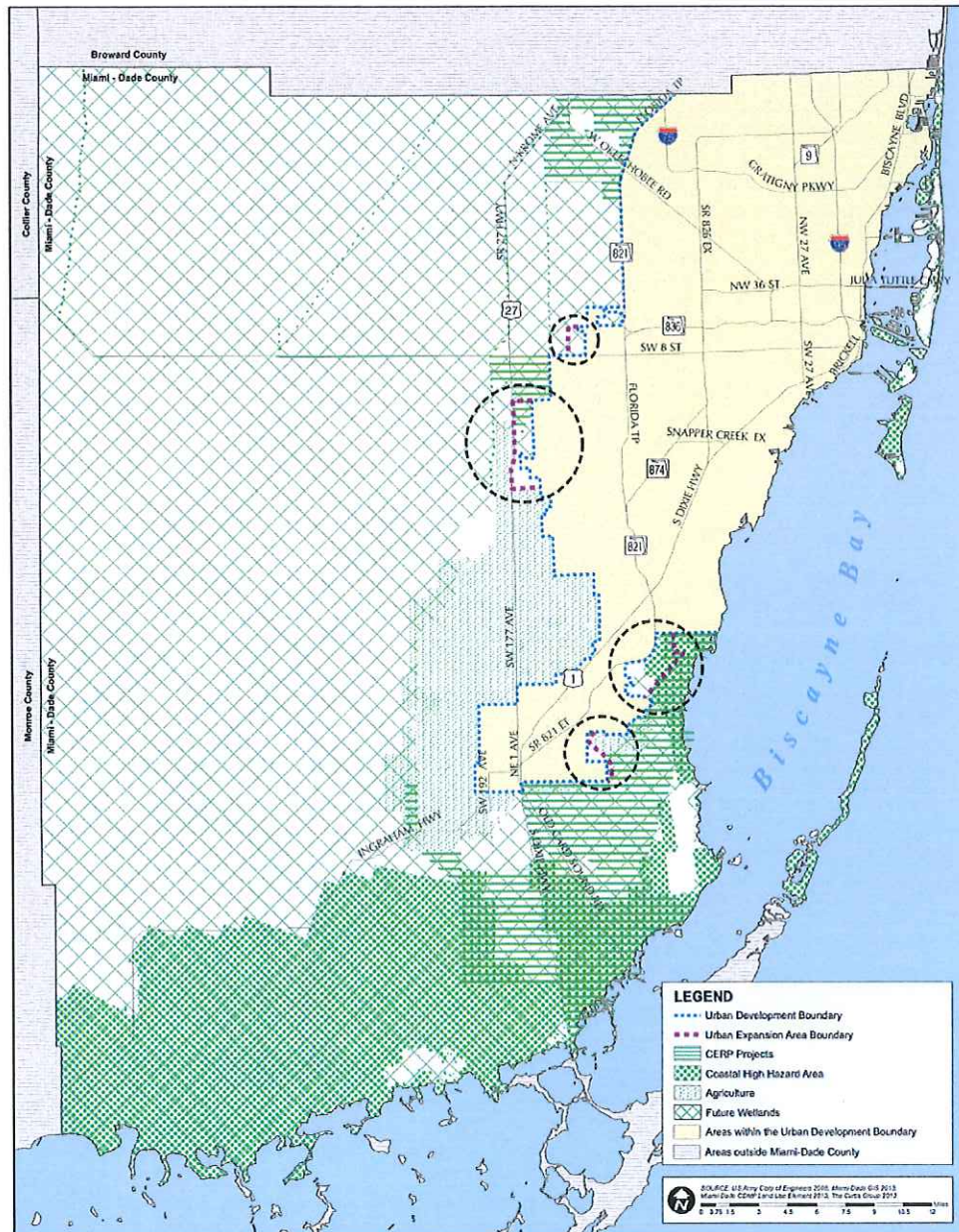
As the below figure shows, Policy LU-8G(i) prohibits expansion of the UDB in large portions of the County, including all areas south of S.W. 184 Street (Eureka Drive) and north of S.W. 42 Street (Bird Road). Our analysis shall therefore be limited to the land within the more constrained areas where expansion is still possible.



OCTOBER 2011

POLICY LU-8G (i) : AREAS THAT SHALL NOT BE CONSIDERED

Areas that Shall be Avoided. Policy LU-8G(ii) provides that the following areas shall be avoided for future expansion: (1) "Future Wetlands" as defined in the CDMP's Conservation and Land Uses Element; (2) land designated for Agricultural use under the CDMP's Land Use Plan ("LUP") map; (3) Category One hurricane evacuation areas east of the Atlantic Coastal Ridge; and (4) project footprints for the CERP. County staff's proposed revisions would clarify that Agricultural land within a UEA would not be disfavored, a welcome revision that corrects a long-existing contradiction in the CDMP. EAR-Based CDMP Application No. 1, Revision 77. Staff is also proposing to replace the existing reference to Category 1 hurricane evacuation areas with land within the Coastal High Hazard Area.



As shown above, almost all land outside the UDB is in one or another of the “shall be avoided” categories. It is readily apparent that the development of lands designated for Agricultural use can have a far different impact than the development of lands within CERP project footprints or many areas that are designated as Future Wetlands under the CDMP. The urban development of some wetland areas can pose significant issues simply not present in the conversion of former Agricultural lands. Moreover, the conversion of additional Agricultural land, if done in a well-planned manner, will not endanger the continued viability of farming in Miami-Dade County

There is currently enough Agricultural land both within and outside the County’s UDB to support the anticipated demand of the industry for the foreseeable future. The County’s “Agricultural Land Retention Study” conducted in 2002 anticipated that the County would need 52,000 acres of agricultural land by 2025, based on the long-term demand trends of the industry. In the period since the retention study, the demand for farmland has further declined at a rate higher than the amount of land that has been converted for urban use or assigned a protected status for environmental projects.³ This trend suggests that the long-term needs of the industry may end up being less than the 52,000 acres estimated in 2002. Based on the current amount of Agricultural land in the County (62,256 acres) and the currently anticipated 2025 demand (52,000 acres), there remains a long-term surplus of Agricultural land. The movement of the UDB, especially when done in a well-planned fashion, will not create a risk to the continued viability of the County’s agricultural industry.

Land that Should be Given Priority. CDMP Land Use Element Policy LU-8G(iii) provides that the following areas should be given priority for inclusion in the UDB: (1) Land within Planning Analysis Tiers having the earliest projected date of depletion of supply; (2) land contiguous to the UDB; (3) locations within one mile of a planned urban center or extraordinary transit service; and (4) locations having projected surplus service where necessary facilities and services can be readily extended. County staff has proposed to add land within the UEAs to this list, increasing the importance of the UEAs in the County’s planning. EAR-Based CDMP Application No. 1, Revision 78.

Most areas that could be eligible for UEA designation are not within a mile of a planned urban center and it is clear that any UEA needs to be located adjacent to the existing UDB. The other criteria are, however, more relevant to this determination.

The County’s South Central Planning Analysis Tier lies generally south of S.W. 8 Street and north of S.W. 184 Street (Eureka Drive). The South Central Tier has the earliest

³ The 2010 EAR notes that the amount of agricultural land in the County dropped from 72,111 acres in 2005 to 62,256 acres in 2010, a reduction of 15.8%. (2010 EAR at 2.4-21). The amount of land actively farmed decreased by 25% from 2002 to 2007. (2010 EAR at 2.4-19). This discrepancy suggests that the demand for farmland is decreasing at a rate that exceeds the rate that agricultural land is either being converted to urban uses or is being taken for environmental projects.

projected residential depletion date of the County's Planning Analysis Tiers and is estimated to exhaust its supply in 2019. For single-family land, the condition is even more dire, with the Tier currently estimated to deplete its supply by 2015. In the area west of the Homestead Extension of Florida's Turnpike, the western half of the Tier, the existing supply for all residential land is estimated to be depleted in 2020. These factors suggest that the western UEA (parent tract of Parcel 294) is the most appropriate candidate for expansion of any of the remaining UEAs.

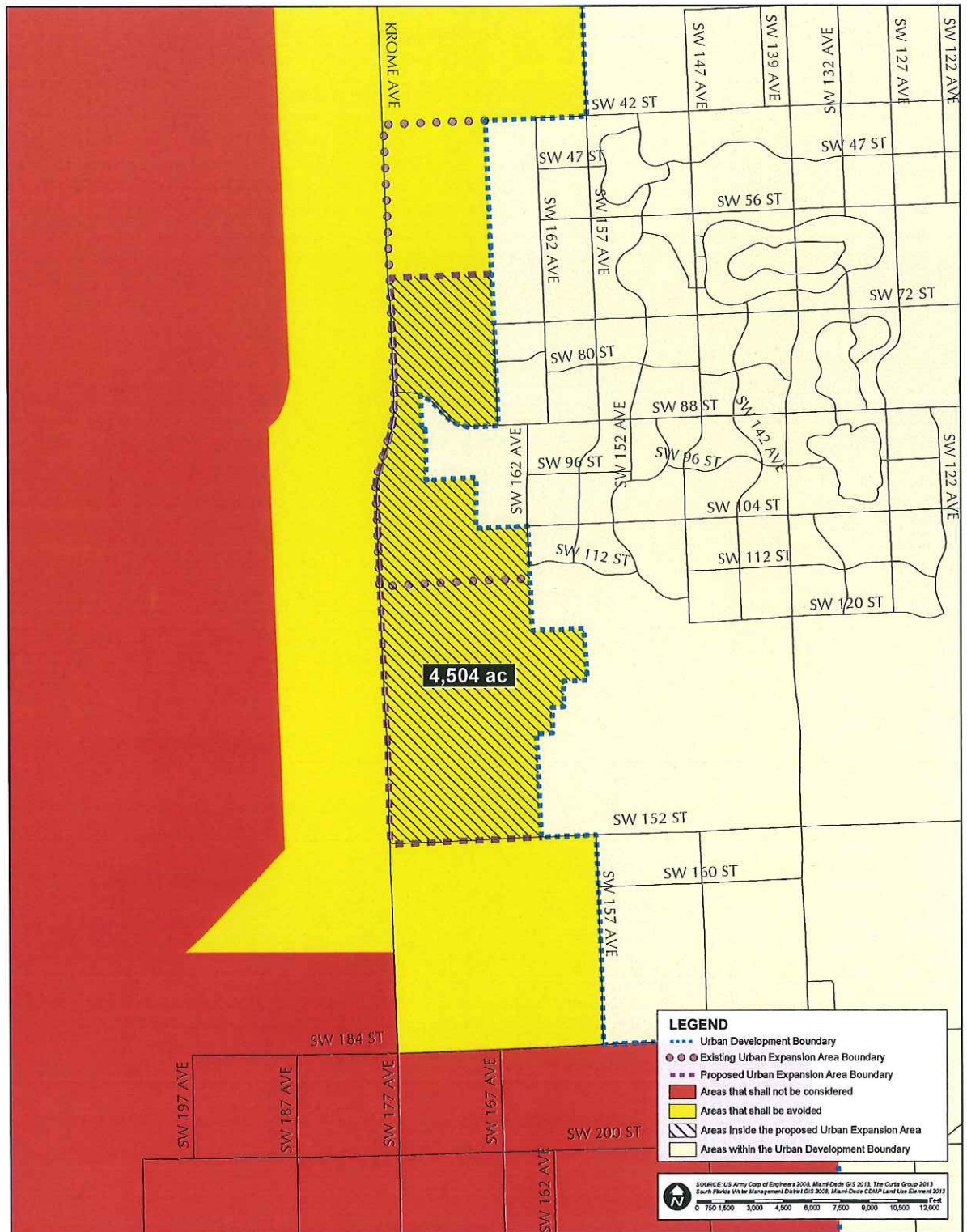
Regarding extraordinary transit service⁴, the County runs express bus routes along S.W. 72 Street (Sunset Drive) S.W. 88 Street (Kendall Drive), S.W. 104 Street (Killian Drive), and S.W. 152 Street (Coral Reef Drive) that are within, or close to, a mile of the UDB line. There are further no issues that would prohibit extending services and facilities west of the existing UDB in the West Kendall area. Again, these factors point in favor of the expansion of the western UEA.

Summary of Application of Policy LU-8G Factors. In sum, the following factors should guide the location of any future UEA revisions: (1) current CDMP policy permits western UDB expansion only in the area from S.W. 42 Street (Bird Road) to S.W. 184 Street (Eureka Drive); (2) the South Central Planning Tier (S.W. 8 Street to S.W. 184 Street) has the earliest depletion date in the County; and (3) extraordinary transit service is available on four major roads from S.W. 72 Street (Sunset Drive) to S.W. 152 Street (Coral Reef Drive).

The logical conclusion of this analysis, with the understanding that the staff-proposed UEAs are not likely to accommodate future demand, is that the western UEA should be expanded to compensate for the removal of most of Parcel 294. At the Planning Advisory Board hearing on the pending amendment, representatives of a landowner in the area north of SW 72 Street (Sunset Drive) requested that Parcel 294 be reduced in size to keep the area between SW 64 Street and Sunset Drive in the western UEA. We support this request as being consistent with the goals of good planning. We also propose a southern expansion of the UEA, resulting in an area located between S.W. 64 Street and S.W. 152 Street (Coral Reef Drive). At this point, there is no need to consider extending a UEA west of S.W. 177 Avenue (Krome Avenue).

The total amount of land in the County's UEAs would still significantly be reduced and the UEA policy would gain some much-needed focus. Concentrating the UEA land in the areas most appropriate for eventual development will allow the County to better utilize the UEAs as long-term planning tools. The proposed changes are summarized in the below table and graphically illustrated in the figure on Page 14.

⁴ County staff has proposed an amendment to the Transportation Element that would, if adopted, clarify that "extraordinary transit service" can include "premium bus service," such as bus rapid transit, express bus and enhanced bus systems. EAR-Based CDMP Application No. 2, Revision 10.



MAY 2013

PROPOSED 2012 EAR BASED AMENDMENTS: PARCEL 294

Summary of Proposed UEA Changes.

	EXISTING ACREAGE	PROPOSED ACREAGE
Parcel 295	784 acres	209 acres
Parcel 294	2,817 acres	4,504 acres
Parcel 292	3,100 acres	1,471 acres
Parcel 293	595 acres	0 acres
TOTAL	7,297 acres	6,184 acres

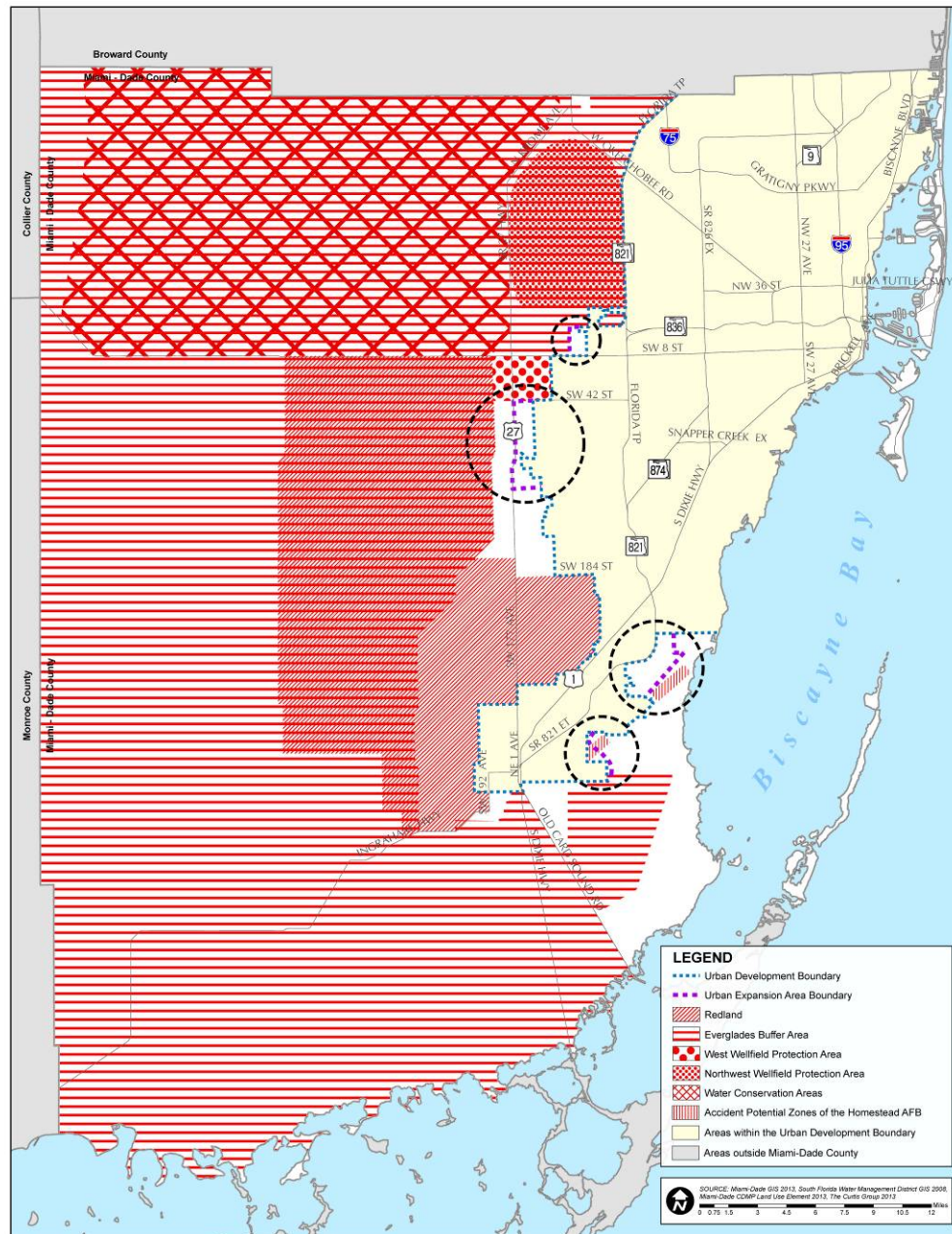
Summary and Conclusion.

We support many of the revisions proposed by County staff to the existing UEAs. Many of staff's suggested changes will help make UEAs a more useful tool in the future planning of the County. However, by excluding land that satisfies LU-8G's standards for priority inclusion in the UDB, staff's proposal fails to provide sufficient flexibility. While it may not be necessary to move the County's UDB in the immediate future, the County must begin laying the framework to ensure that any eventual UDB expansion is in an appropriate location. The suggested amendments will help the County meet that goal.

OCTOBER 2012 CYCLE EAR-BASED CDMP AMENDMENTS

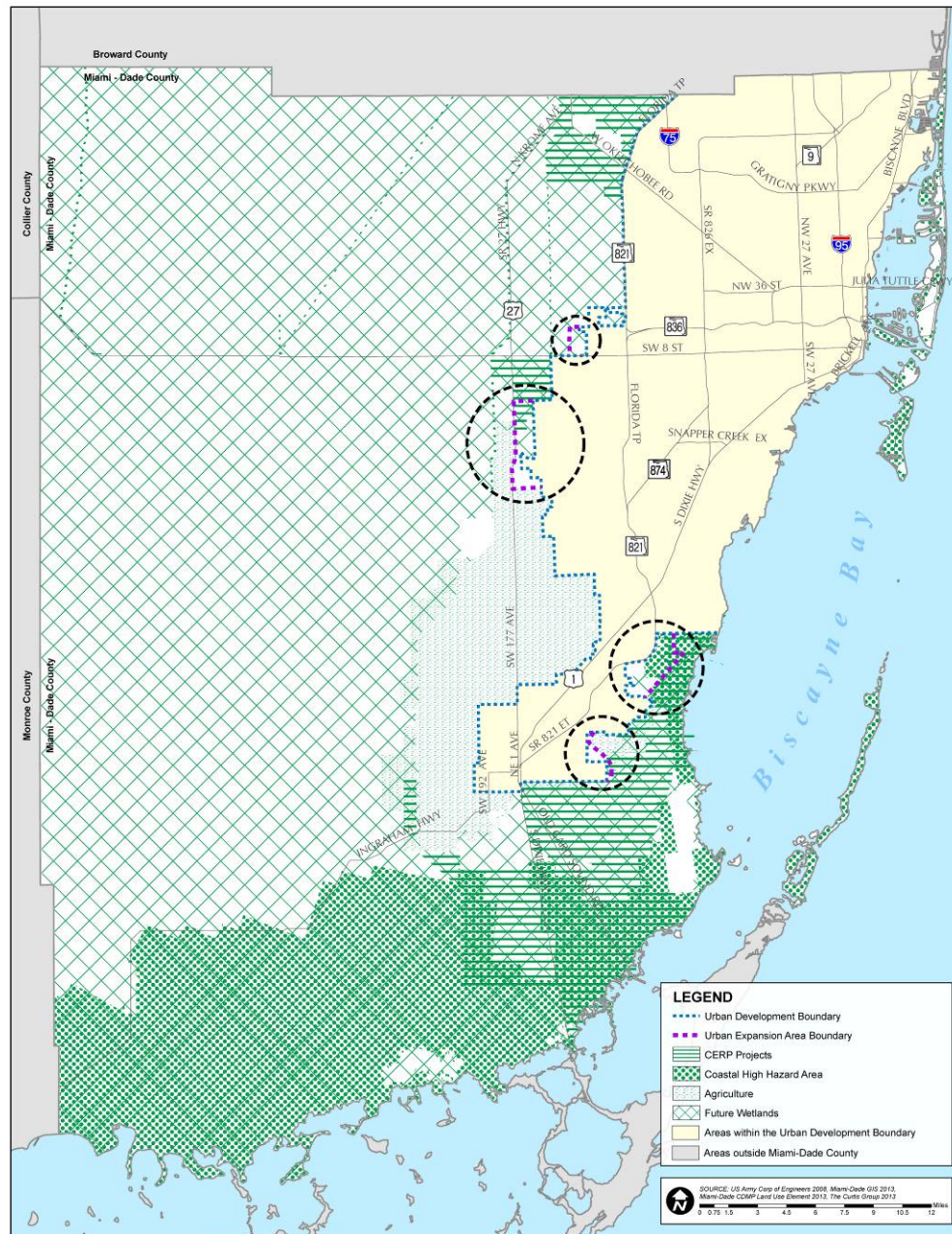
Miami-Dade Planning Advisory Board

April 15, 2013



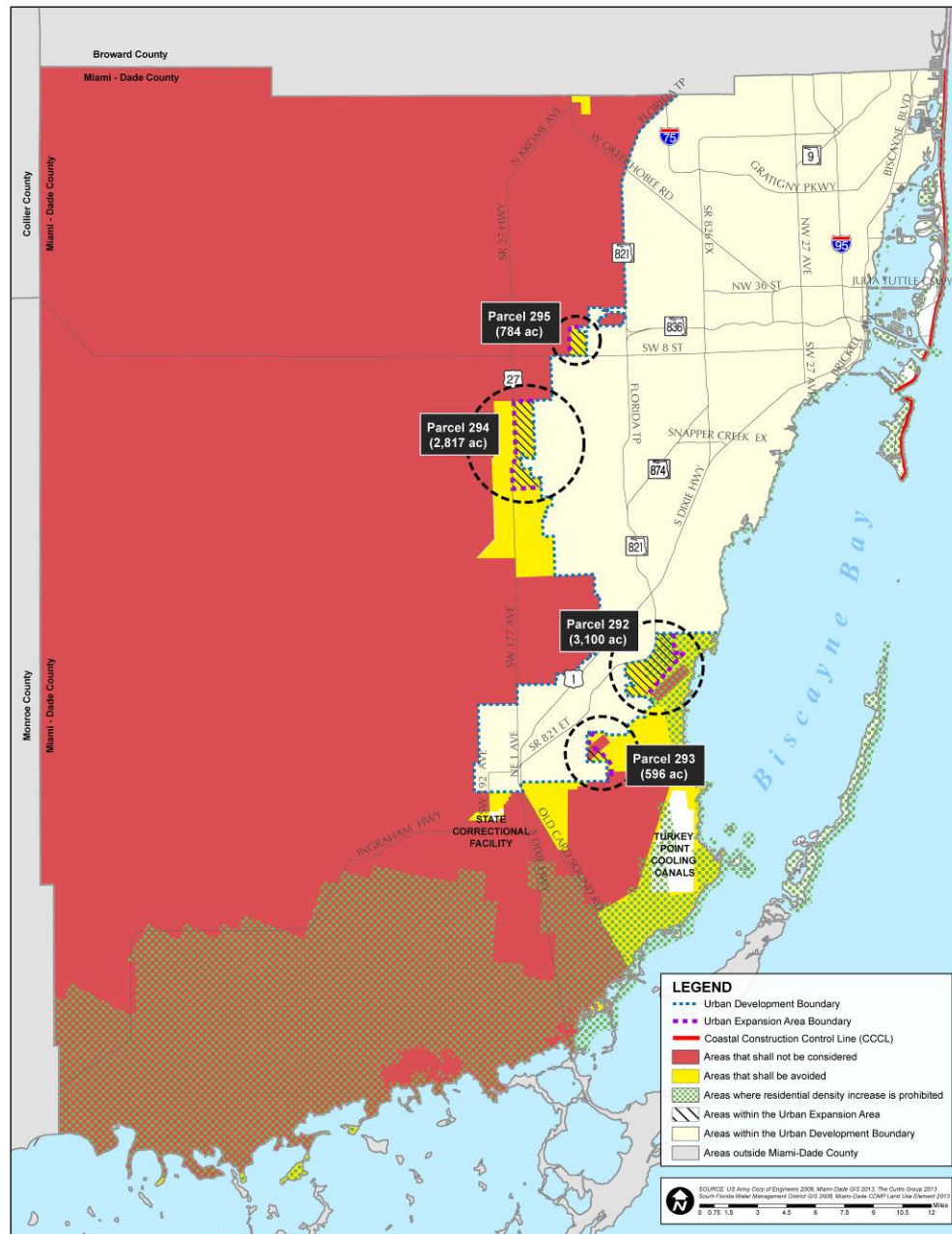
APRIL 2013

POLICY LU-8G (i) : AREAS THAT SHALL NOT BE CONSIDERED



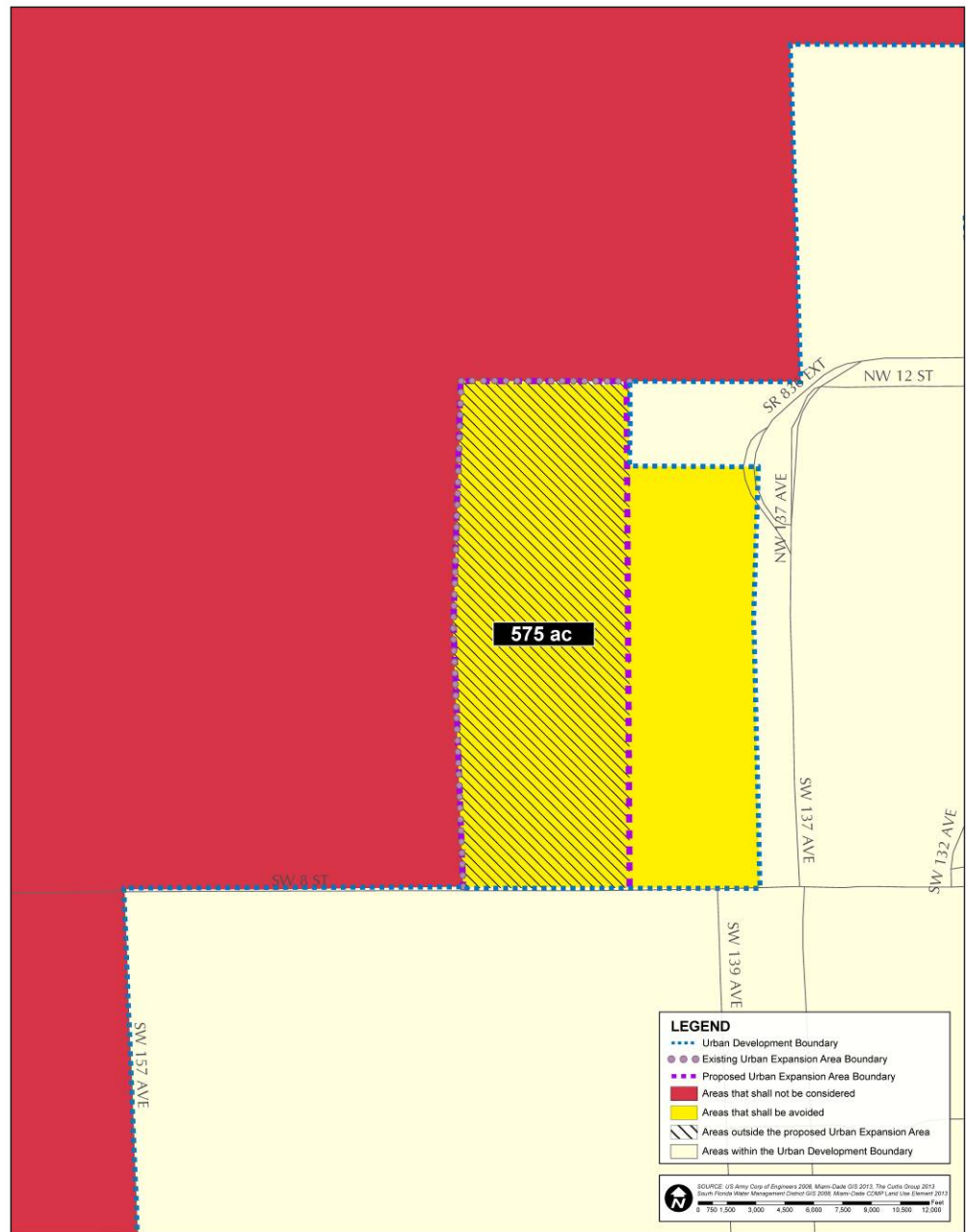
APRIL 2013

POLICY LU-8G (ii) : AREAS THAT SHALL BE AVOIDED



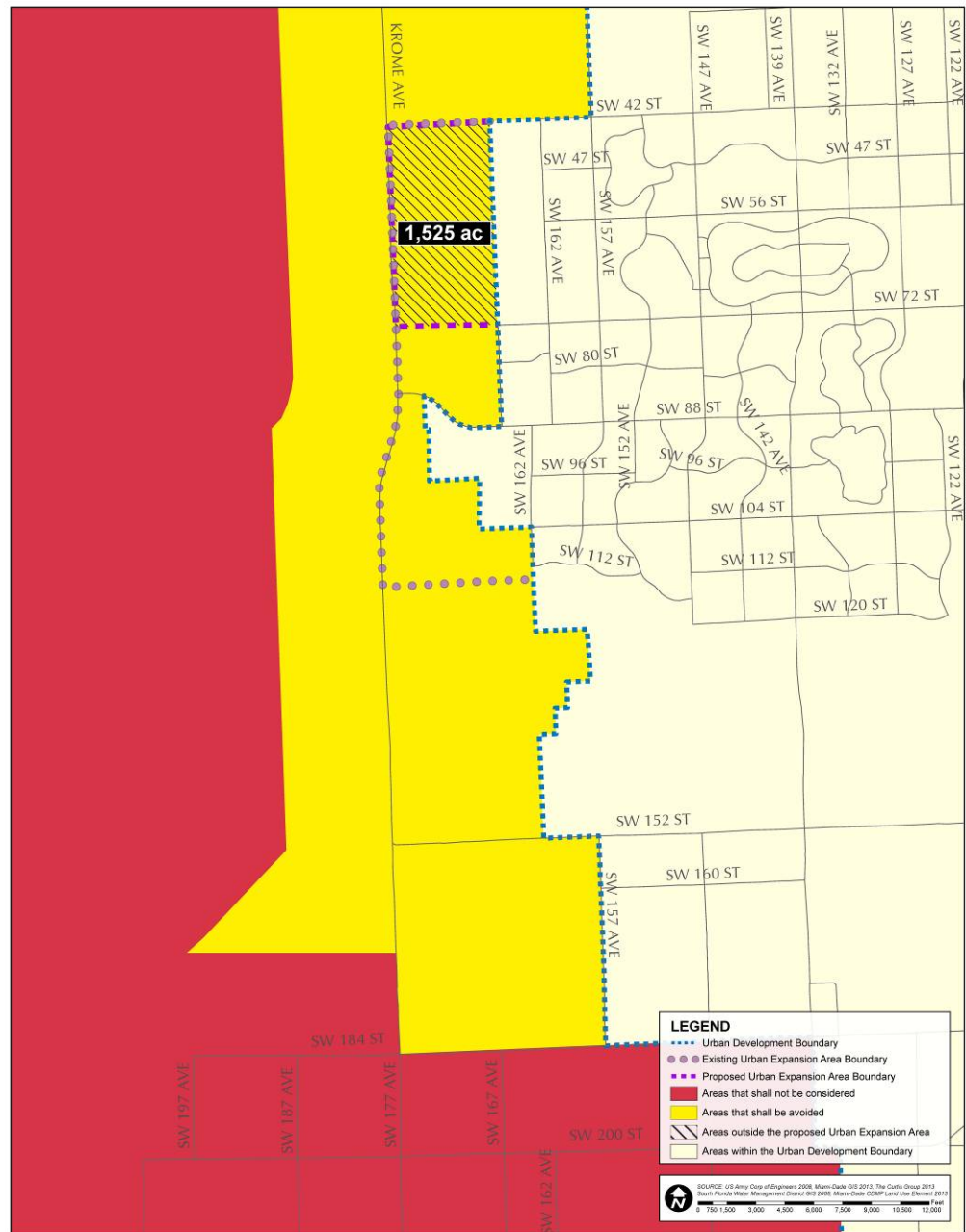
APRIL 2013

EXISTING UEAs



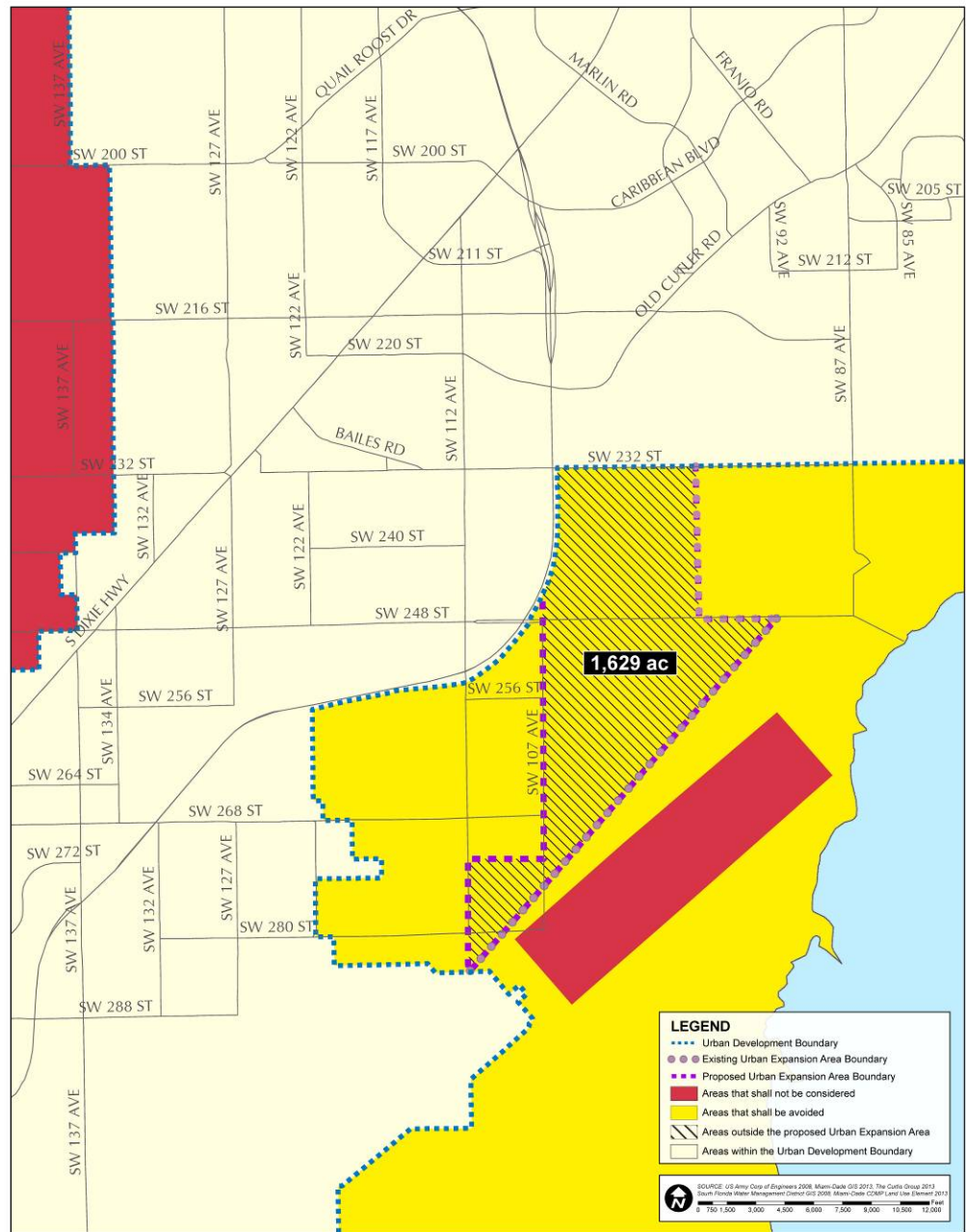
APRIL 2013

PROPOSED 2012 EAR BASED AMENDMENTS: PARCEL 295 (STAFF PROPOSED)



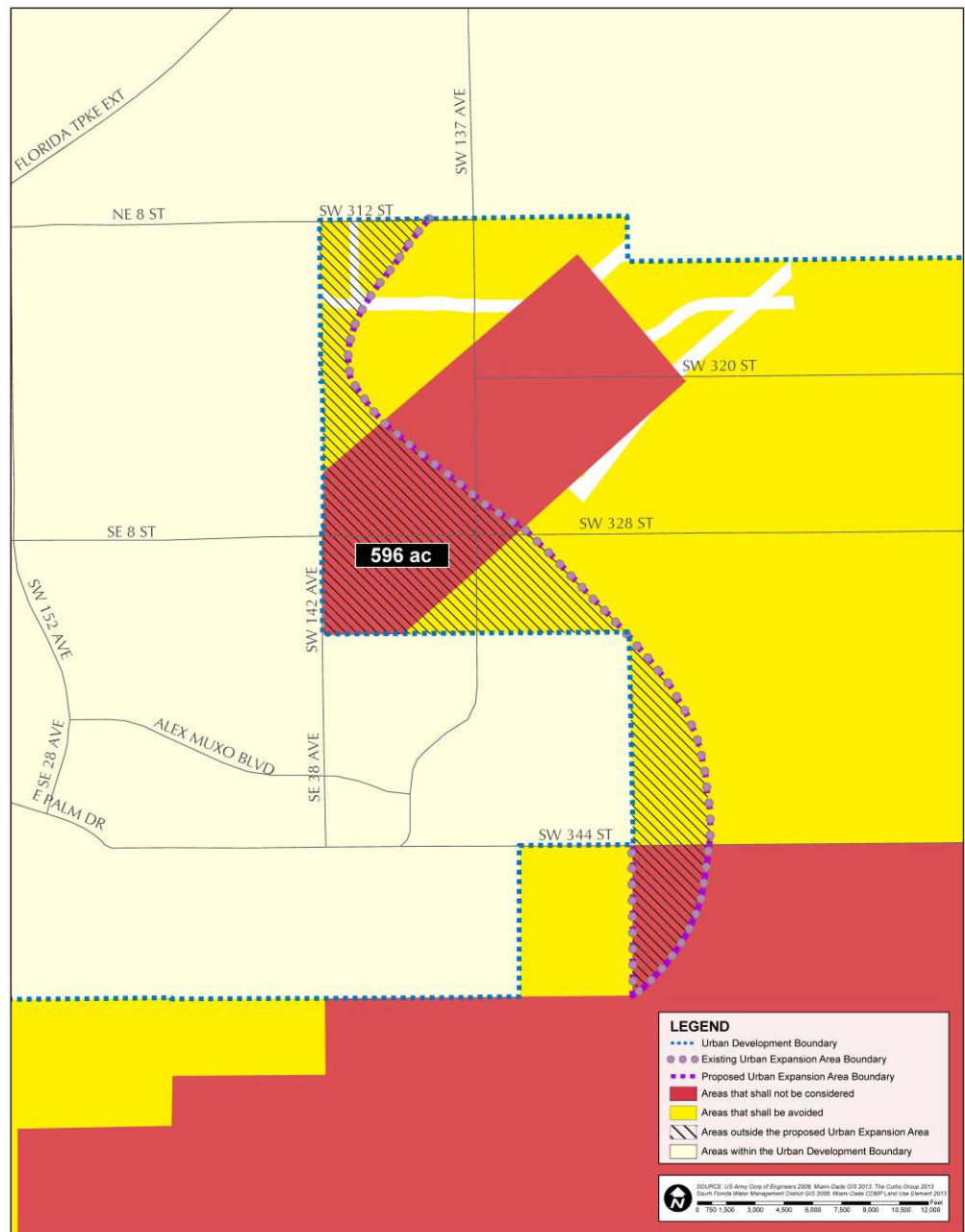
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PROPOSED 2012 EAR BASED AMENDMENTS: PARCEL 294 (STAFF PROPOSED)



APRIL 2013

PROPOSED 2012 EAR BASED AMENDMENTS: PARCEL 292 (STAFF PROPOSED)

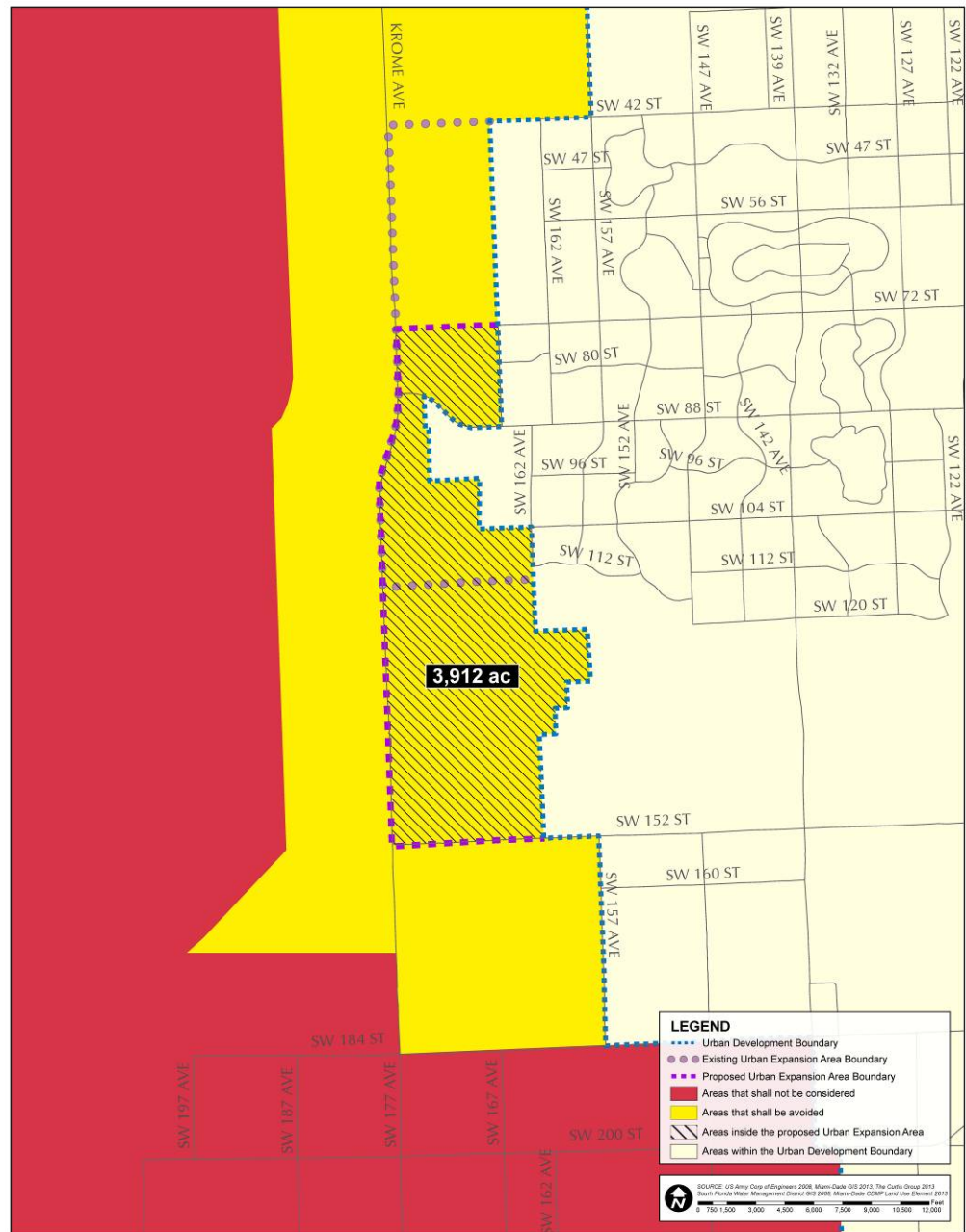


APRIL 2013

PROPOSED 2012 EAR BASED AMENDMENTS: PARCEL 293 (STAFF PROPOSED)

SUMMARY OF STAFF-PROPOSED UEA REVISIONS

	EXISTING ACREAGE	STAFF-PROPOSED ACREAGE
Parcel 295	784 acres	209 acres
Parcel 294	2,817 acres	1,292 acres
Parcel 292	3,100 acres	1,471 acres
Parcel 293	596 acres	0 acres
TOTAL	7,298 acres	2,972 acres



APRIL 2013

SUMMARY OF PROPOSED UEA CHANGES

	EXISTING ACREAGE	STAFF-PROPOSED ACREAGE
Parcel 295	784 acres	209 acres
Parcel 294	2,817 acres	3,912 acres
Parcel 292	3,100 acres	1,471 acres
Parcel 293	595 acres	0 acres
TOTAL	7,297 acres	5,592 acres

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.

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-6CD. 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. CON-6E. Areas in Miami-Dade County having soils with good potential for agricultural use without additional drainage of wetlands shall be protected from urban encroachment.
36. CON-6F. 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-6G. 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

Table 1:
Net Domestic Migration for Miami-Dade County from IRS data compared to
Planning Department's Population Projections

Migration Period	Published IRS data	Planning Dept. Population Projections	
		Draft (2012)	Revised (March 2013)
2004-2005	-25,455	-23,192	-25,455
2005-2006	-27,190	-35,038	-27,190
2006-2007	-35,038	-25,572	-35,038
2007-2008	-25,572	-18,866	-25,572
2008-2009	-18,666	-24,461	-18,666
2009-2010	-8,502	-25,944	-27,974
2010-2011	NA	-21,455	-21,481
2011-2012	NA	-21,305	-21,358

Sources: Data on net domestic migration from the Internal Revenue Service Published Tabulations: 2005-2010. Projected Data from Miami-Dade County, Department of Sustainability, Planning and Economic Enhancement. Population Projections: Miami-Dade County 2010 to 2030. Table 1 (2012) and revisions (March, 2013).

Table 2:
**Immigration Data from the Census Bureau's American Community Survey compared to
Planning Department's Population Projections**

American Community Survey (1Yr data)				Planning Dept. Projections	
	Gross	Net*	Time period correction	Draft (2012)	Revised (March 2013)
2005	29,850	27,554	---	28,213	31,764
2006	35,496	31,947	30,848	32,126	31,148
2007	35,346	32,989	32,729	32,730	32,579
2008	35,554	33,184	33,135	32,499	32,557
2009	29,610	27,142	28,653	27,003	28,377
2010	37,162	34,684	32,799	27,056	26,313
2011	42,969	39,178	38,054	28,672	28,876
2012	N.A.	N.A.		29,336	29,438
2013	N.A.	N.A.		30,000	30,000

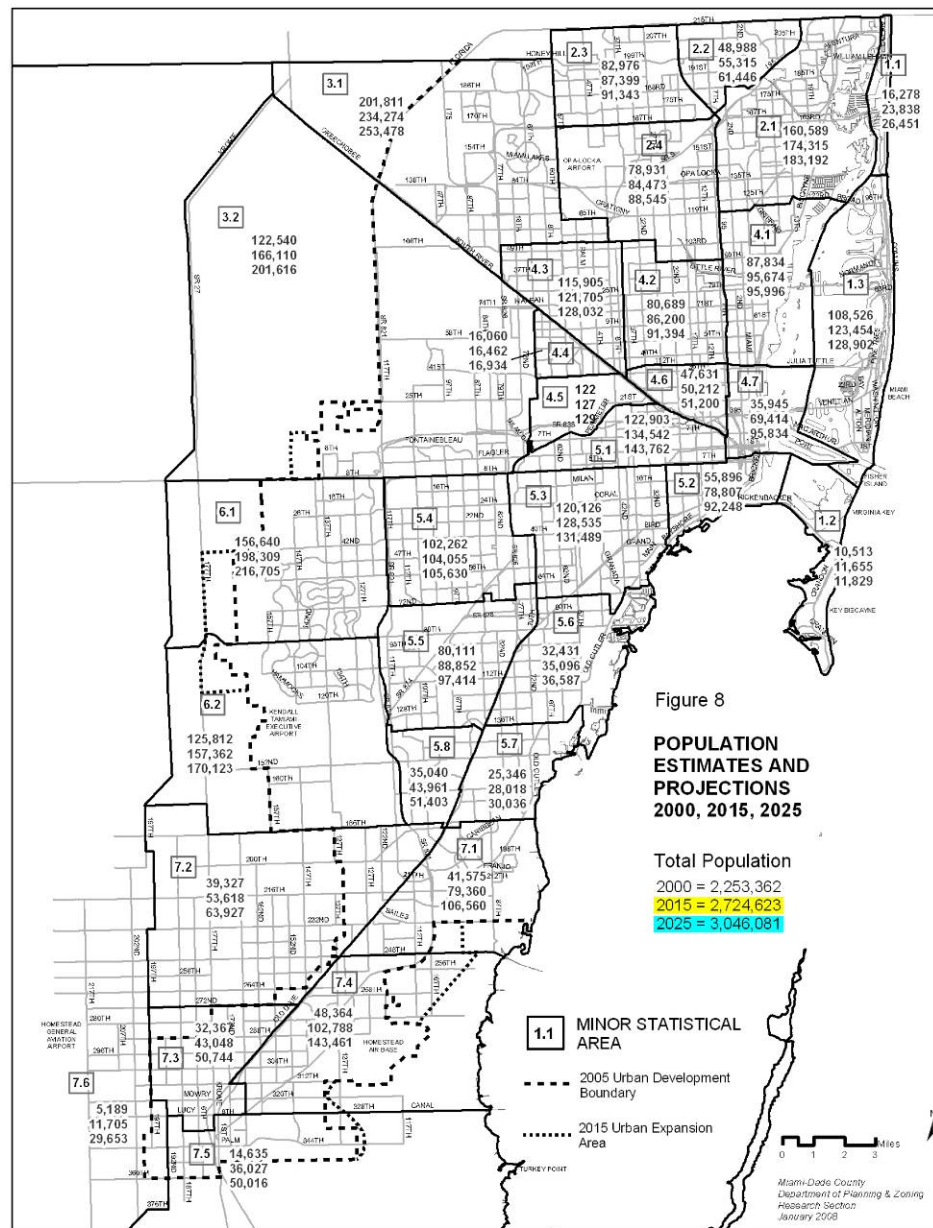
* Net migration calculated using the Planning Department's method of averaging the ACS estimate and the lower bound of the 90% sampling error.

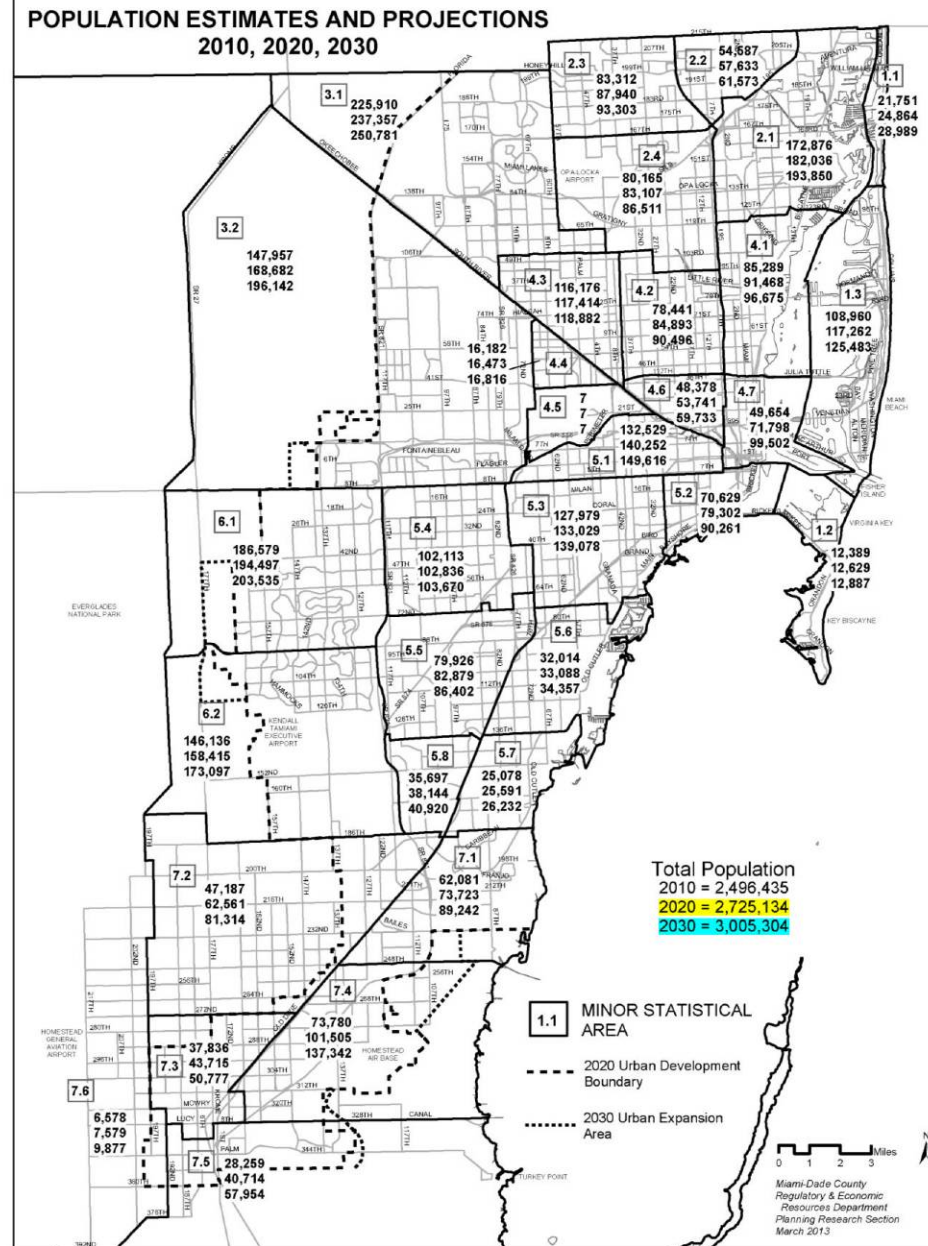
Sources: Data on residence abroad 1-year ago from the Census Bureau 's 1-yr. ACS data 2005-11 Projected Data from Miami-Dade County, Department of Sustainability, Planning and Economic Enhancement. Population Projections: Miami-Dade County 2010 to 2030. Table 1 (2012) and revisions (March, 2013).

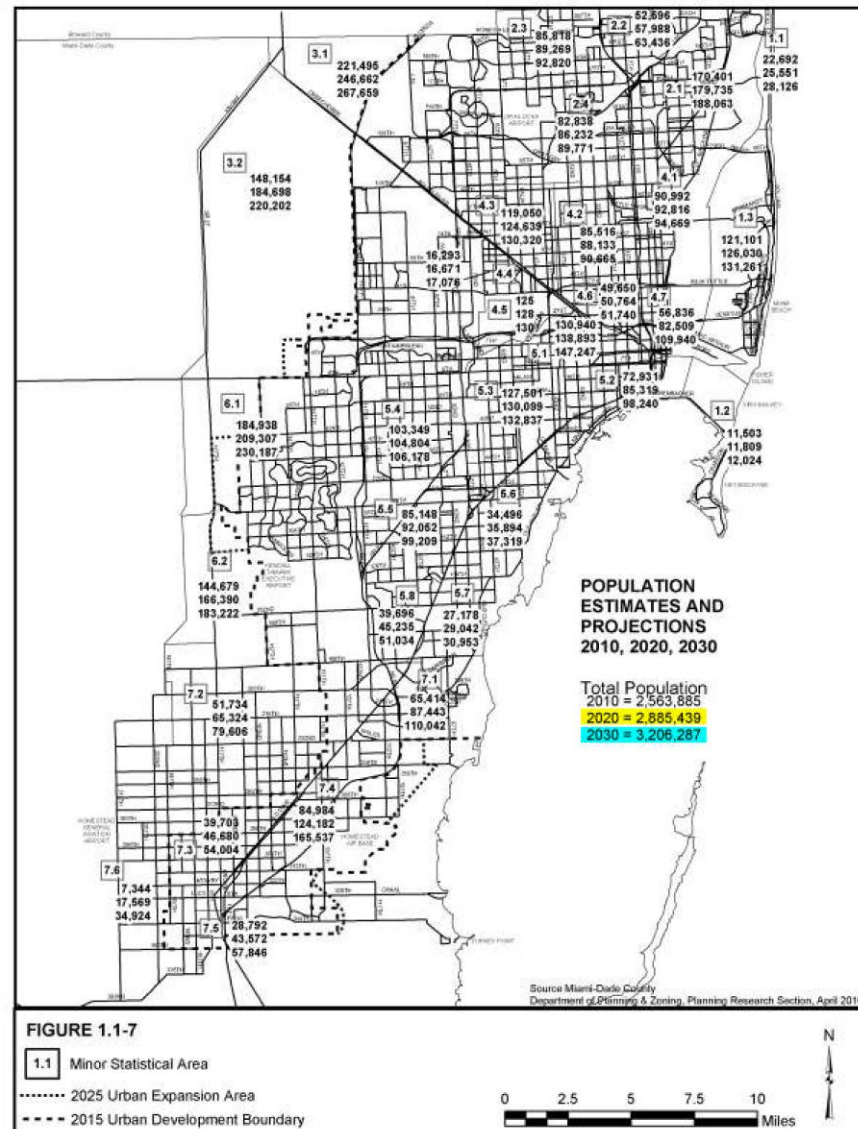
Table 3:
Comparison of Miami-Dade County Population Projections
with BEBR and Census Bureau Estimates

Date	Miami-Dade Projection	Florida BEBR Estimates	Census Bureau Estimate
4/1/2010	2,496,435	2,496,435	2,496,435
4/1/2011	2,516,118	2,516,515	2,550,271
4/1/2012	2,536,904	2,551,290	2,584,649
4/1/2013	2,558,615		
4/1/2014	2,580,255		
4/1/2015	2,602,731		

Note: Figures for 4/1/2011 and 4/1/2012 for Census Bureau estimates are interpolations between official estimates made for July 1 of each year





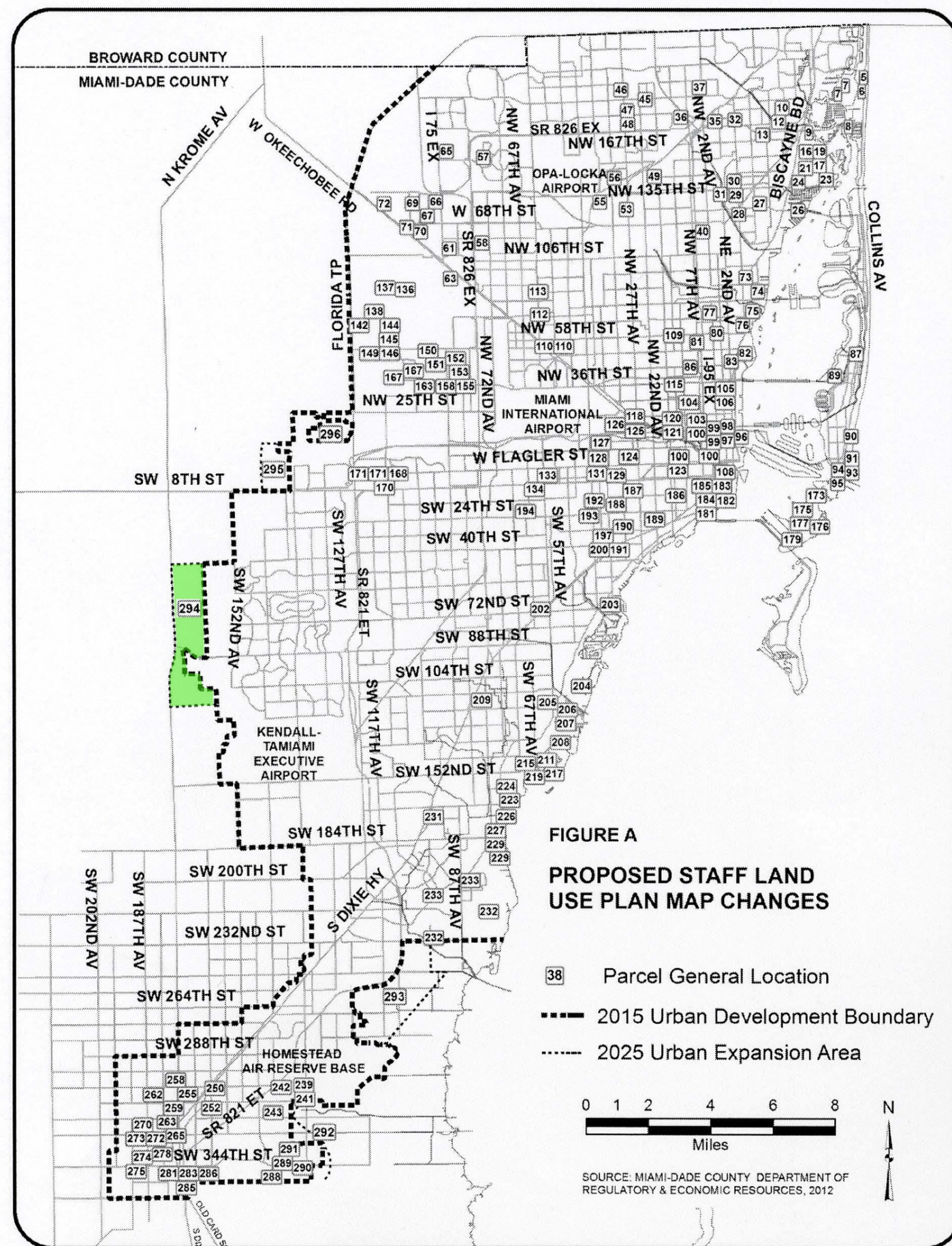


POPULATION ESTIMATES AND PROJECTIONS

YEAR	EXISTING	PROPOSED REVISION
2000	2,253,362	---
2010	---	2,496,435
2015	2,724,623	---
2020	---	2,725,134
2025	3,046,081	---
2030	---	3,005,304



VALLE
VALLE
&
PARTNERS



Parcel No. 294

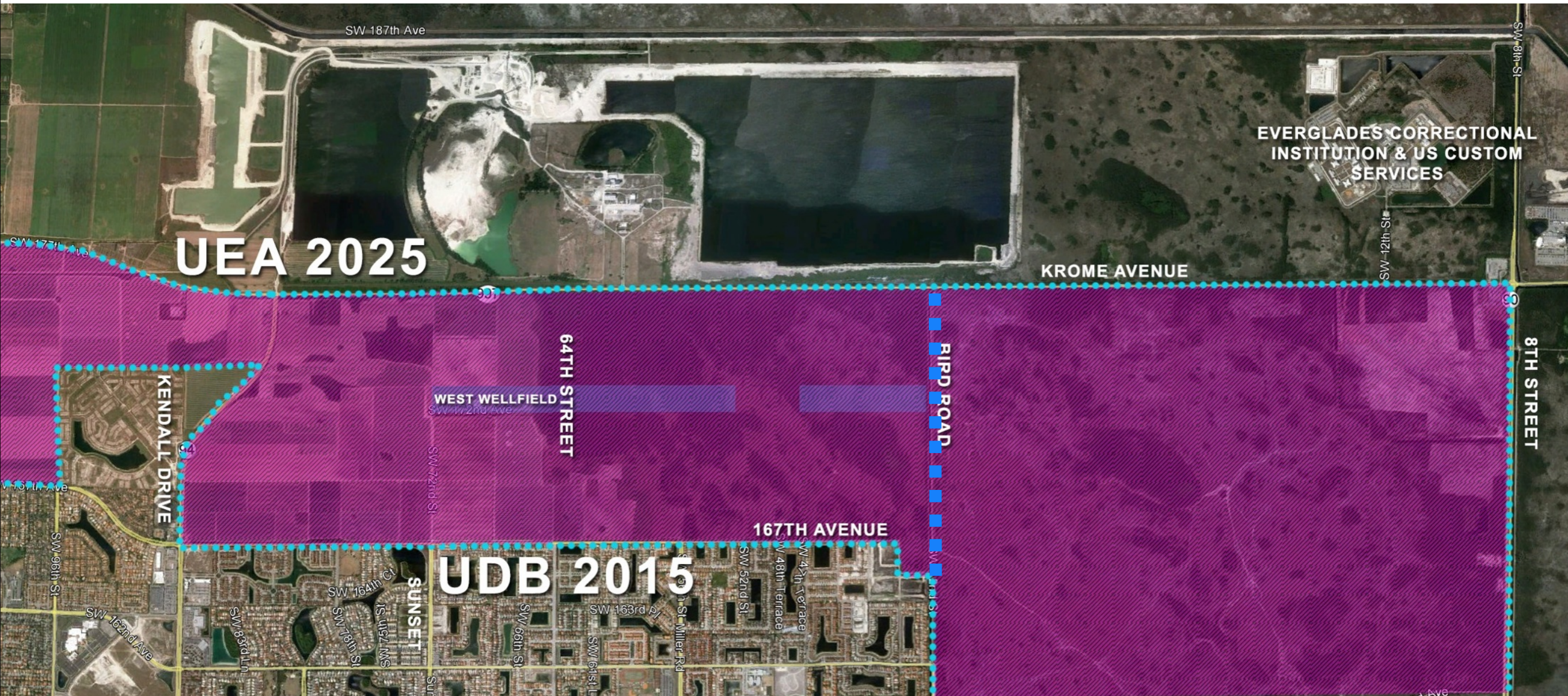
Green City Miami-Dade

Parcel No. 294



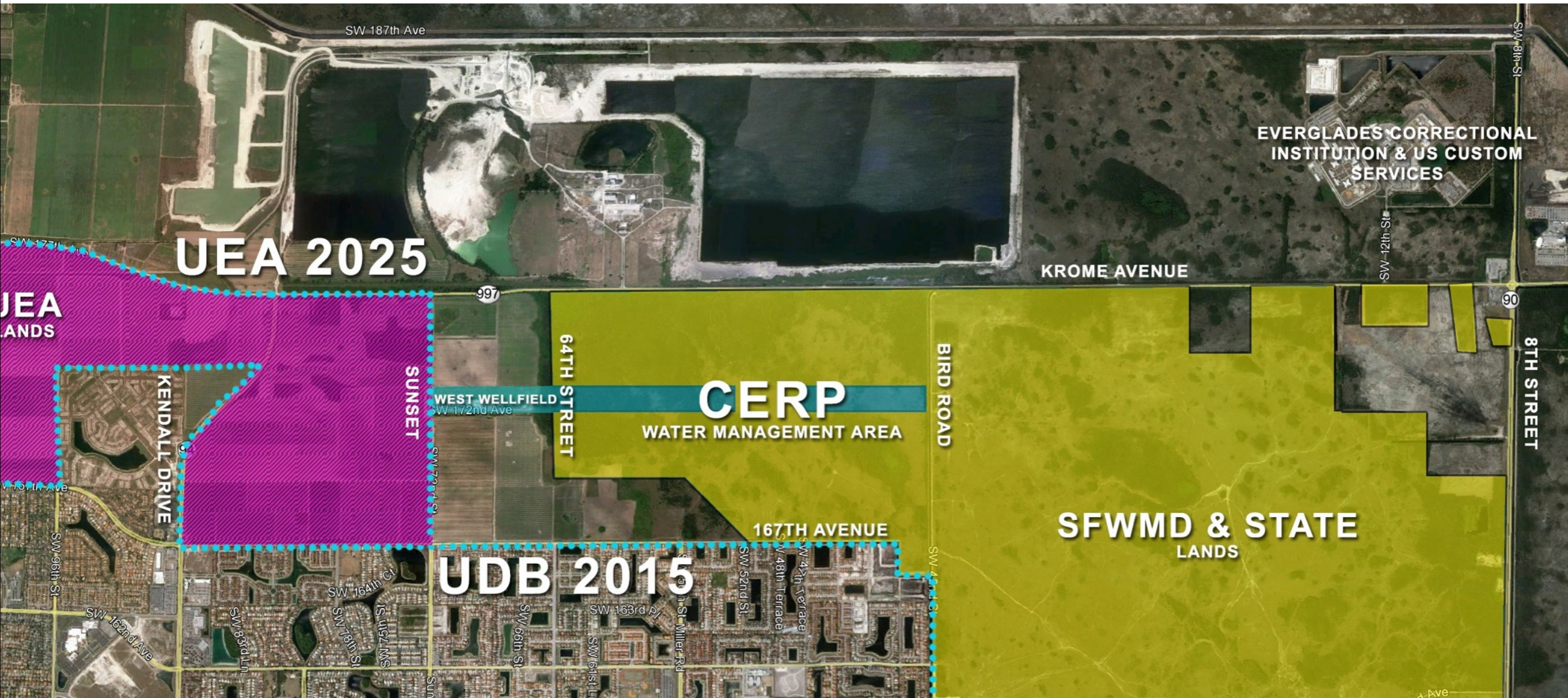
Existing UDB and UEA

Parcel No. 294



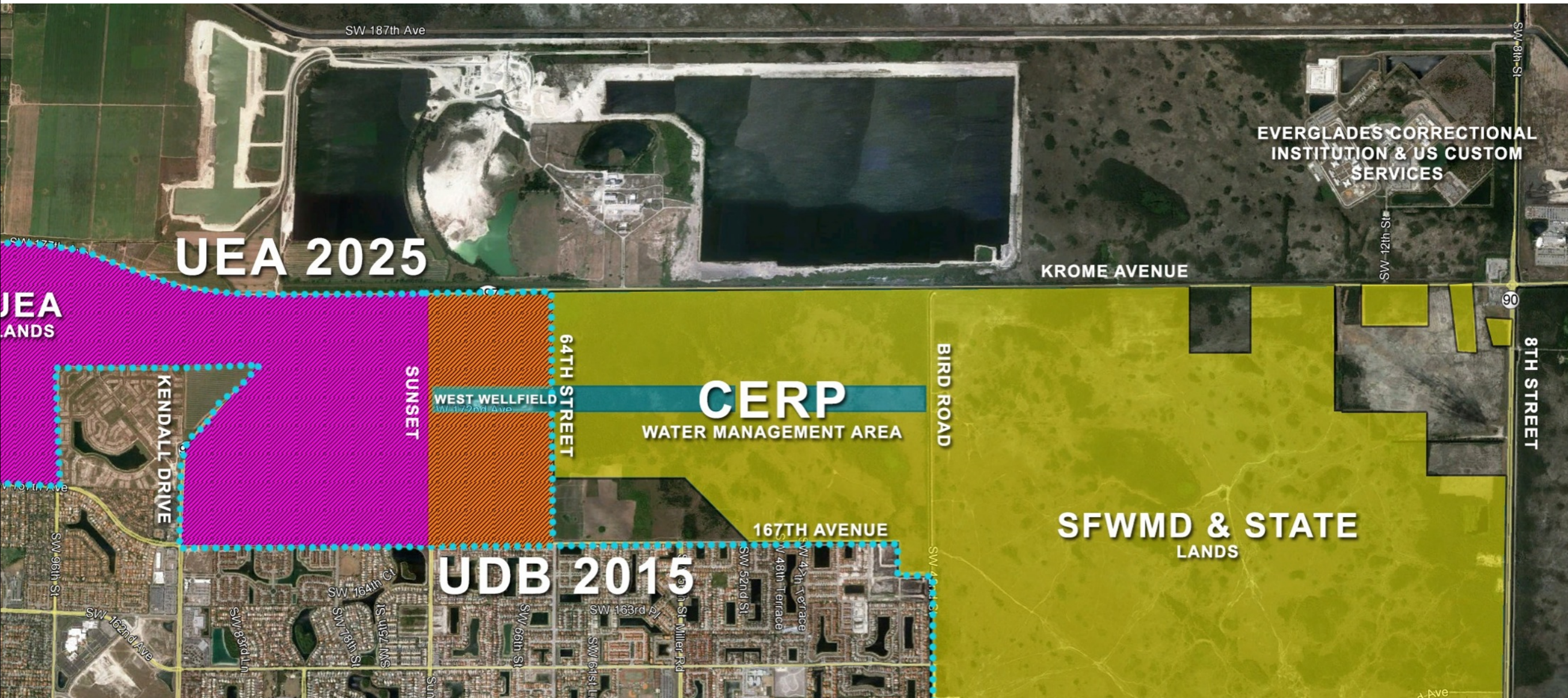
Existing UDB and UEA

Parcel No. 294



Miami-Dade UEA Modification to Sunset Drive

Parcel No. 294



Request to move the UEA to 64th Street

Parcel No. 294



Green City Miami-Dade



The Study Area

The **Green City Miami** study area is a mile from the eastern edge of 1,000,000 acres of Protected Parks known as the Everglades National Park, it is subject to the AH - 100 year floodplain, has an averaging ponding between 1-3 ft., the soils consist of marl & very gravelly loam, it lies entirely in the west wellfield protection area, and nearly 95 percent of these lands are currently used for agricultural farming.

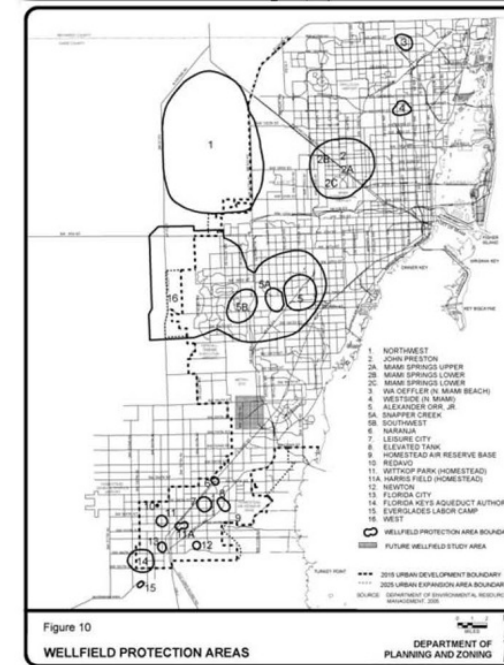
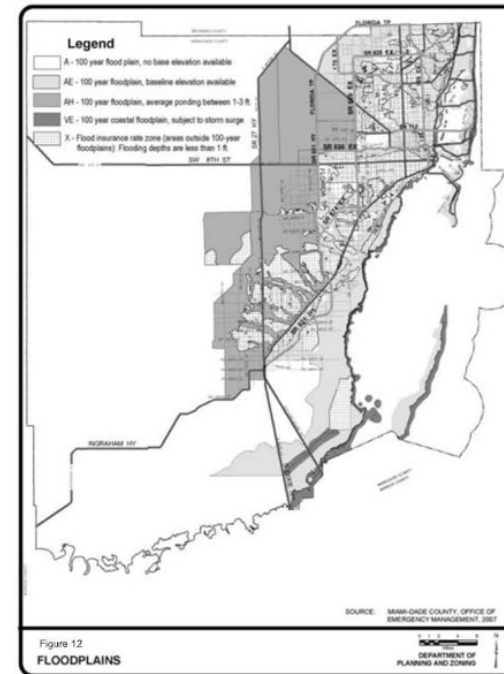
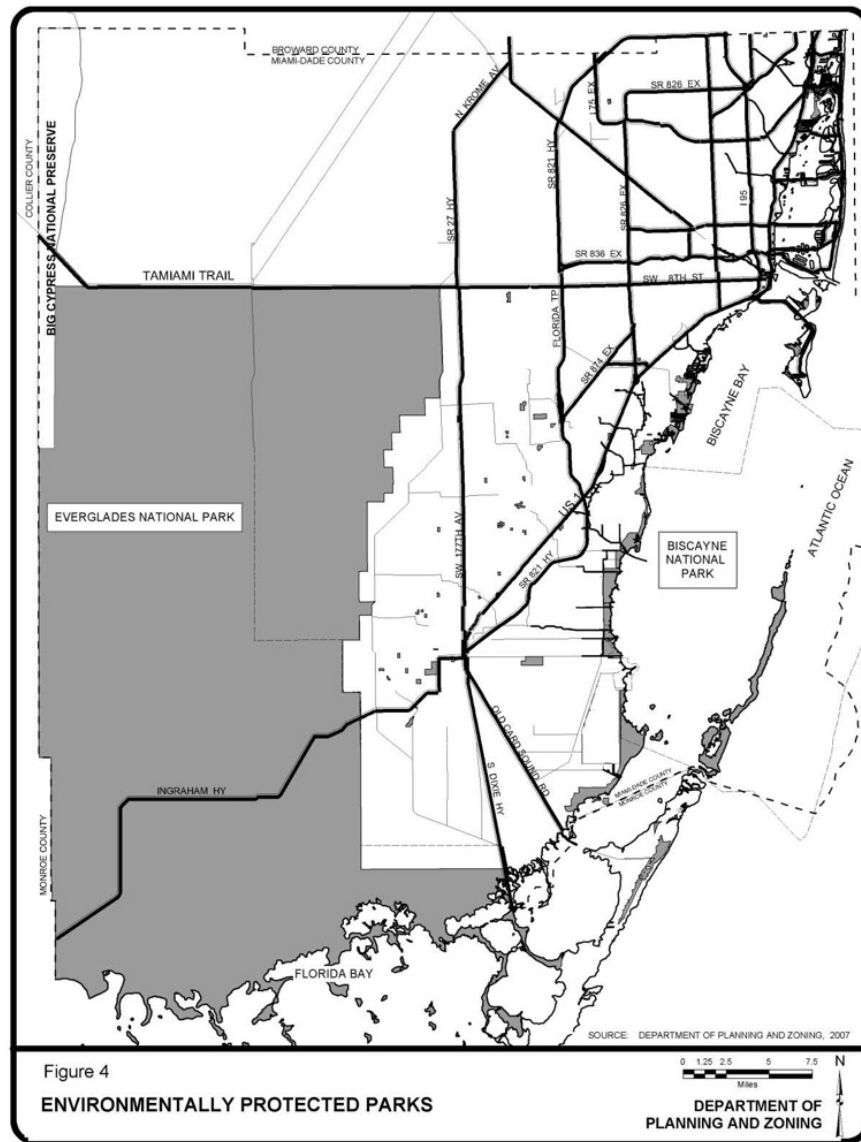
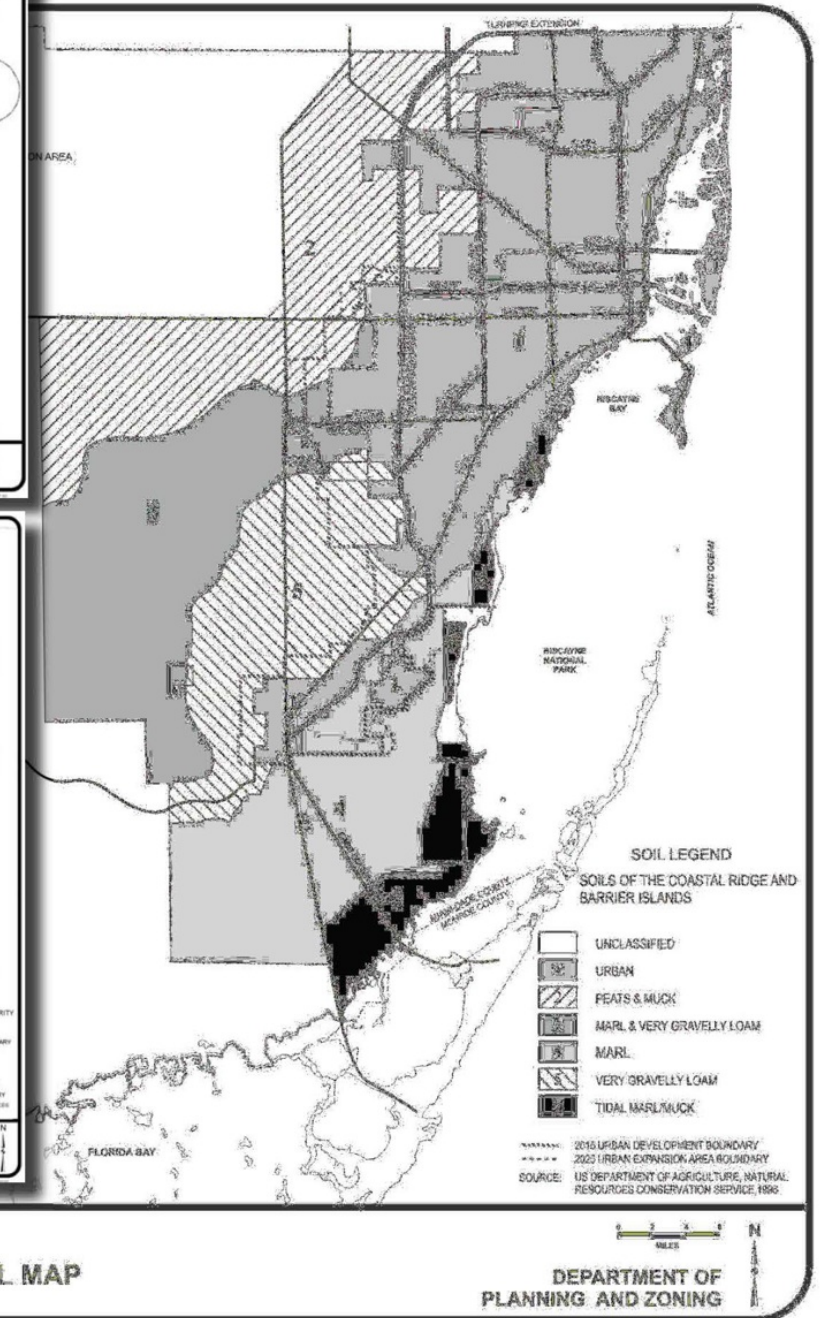
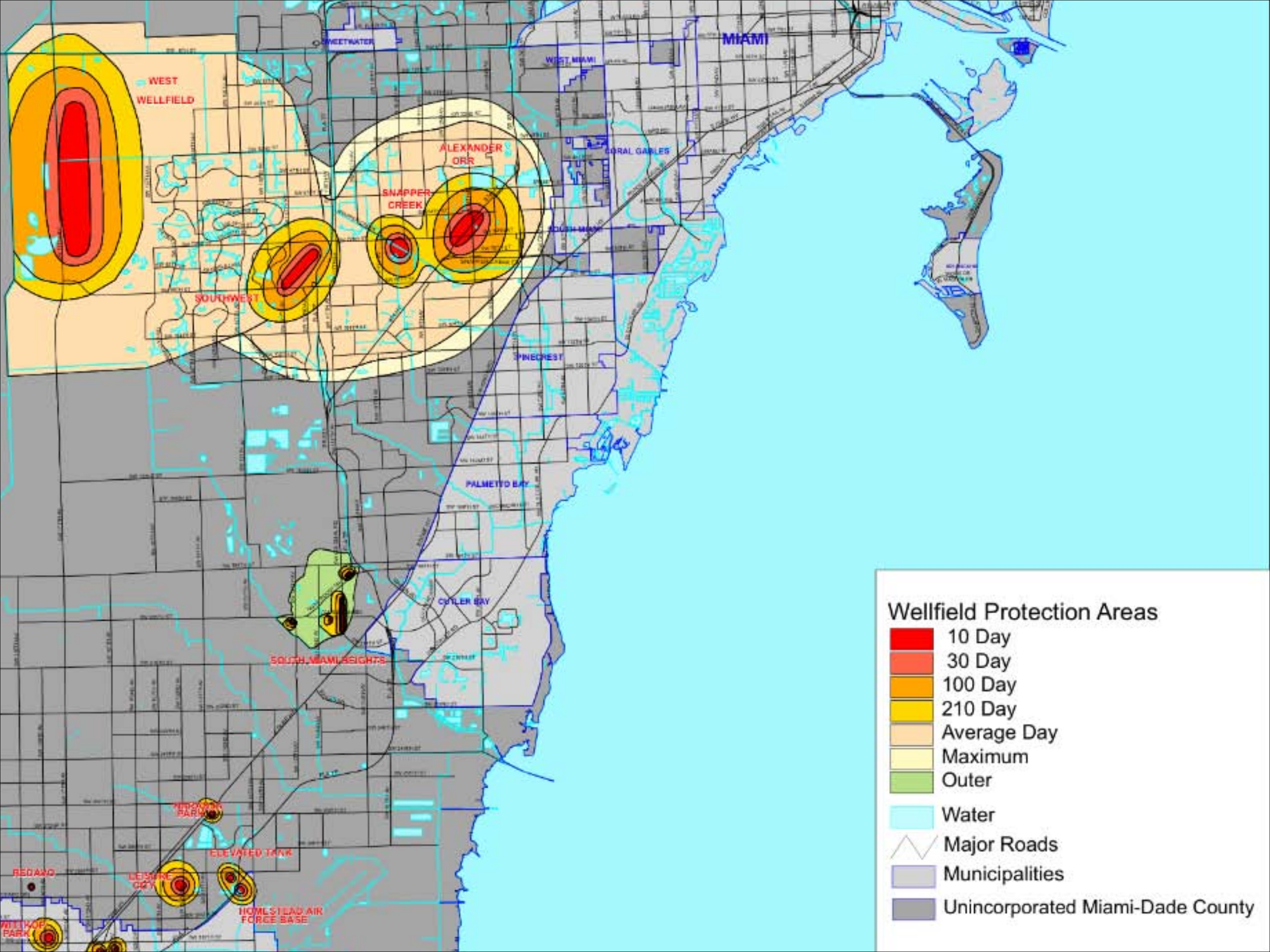


Figure 16
GENERAL SOIL MAP

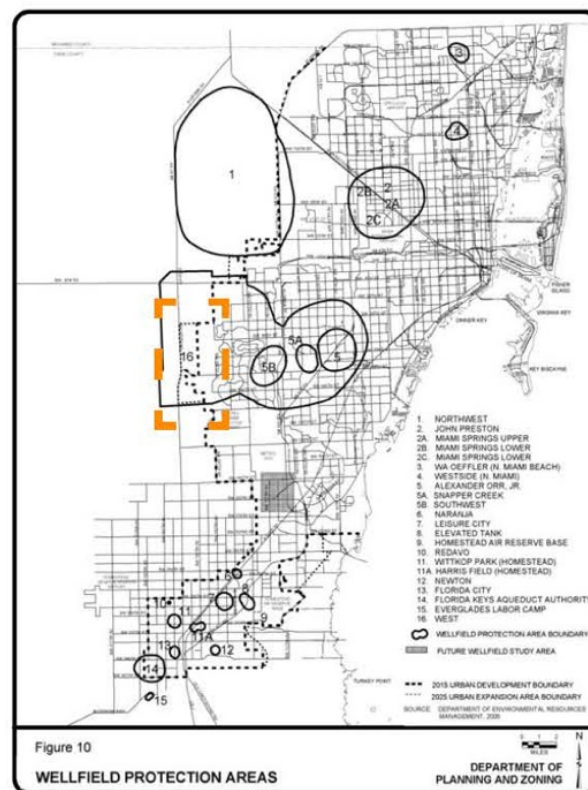
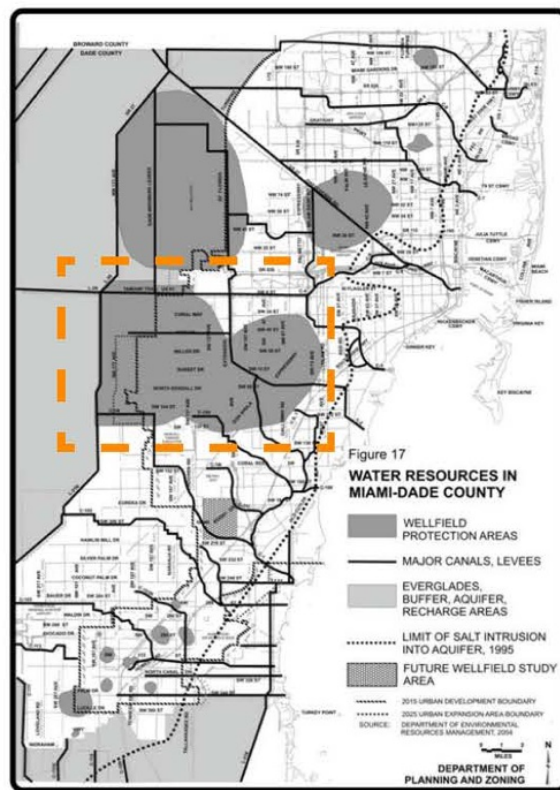




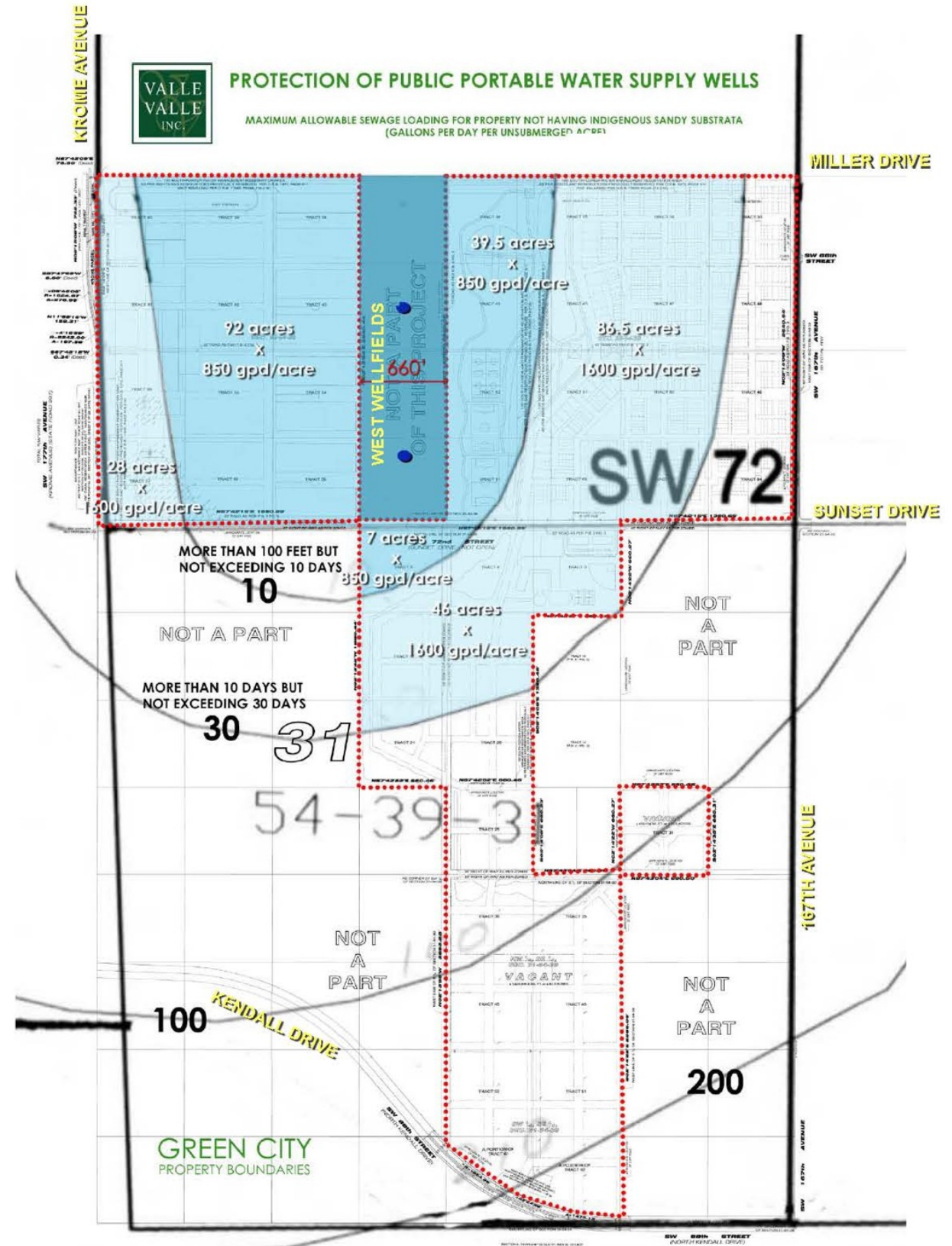
Wellfields Protection Area

The **Green City Miami** study area is situated entirely within the West Wellfield Interim protection area. This meant that more restrictive regulations would be applied to the study area. The restrictions are found in the Miami-Dade County zoning code section 24-43. - Protection of public potable water supply wells. The Water & Sewer Department projected that the West Wellfields were going to have three times the number of wells that have been actually built. Based on that earlier projection a series of circles were drawn that indicated the number of days it would take for water to travel to the west wellfields protection area. In the illustration to the far right, the circles were overlay over the study area and colored shaded to analyze the maximum allowable sewage loading capacity permitted within each.

The maximum gallons per day per unsubmerged acre found in Table B-1, under section 24-43, were used to calculate the program that can be built within these travelling water circles. The calculations were then distributed between various landuses to determine the density and intensity of the land.

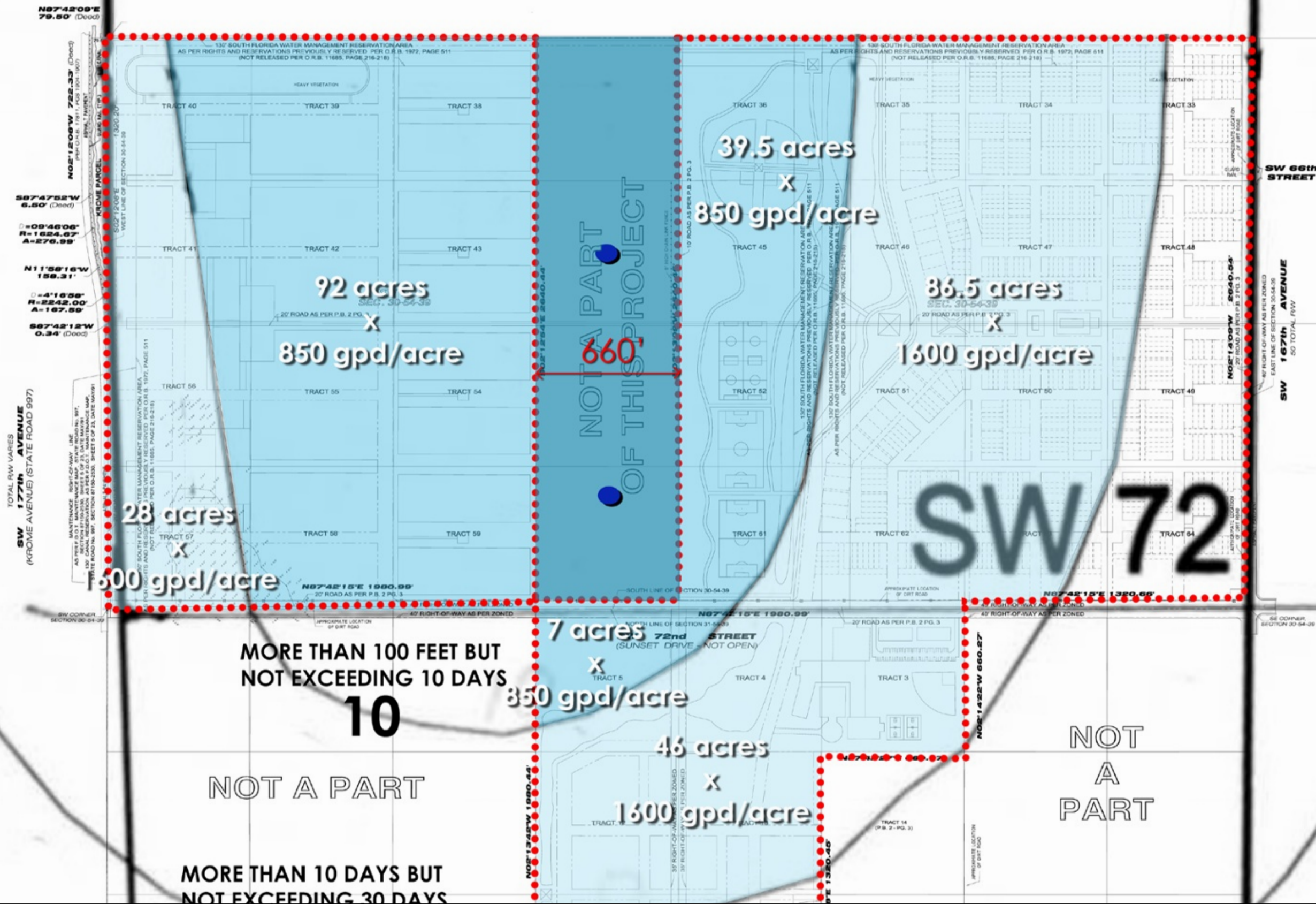


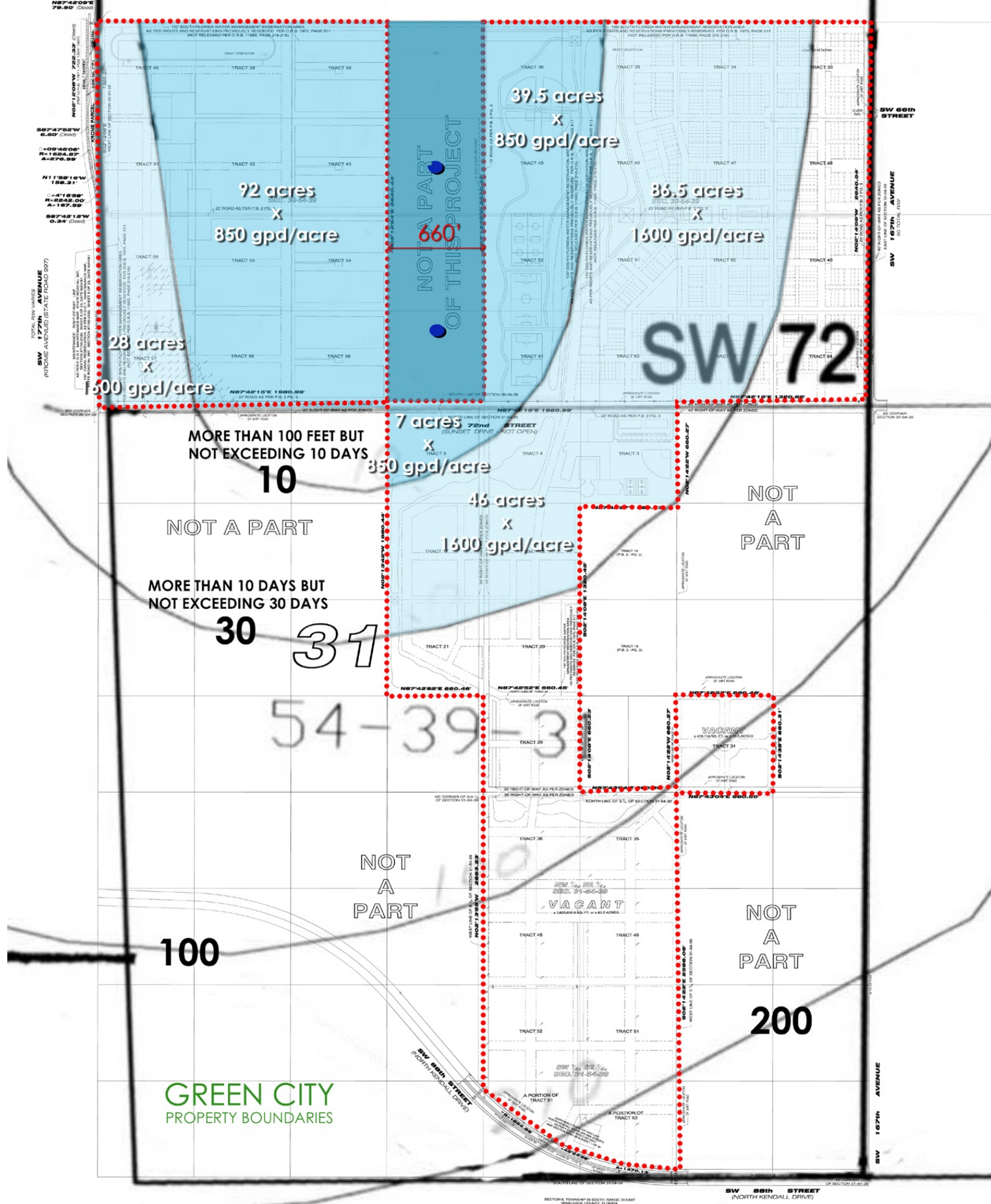
THE STUDY AREA FALLS WITHIN THE BOUNDARIES OF WEST WELLFIELDS PROTECTION AREA



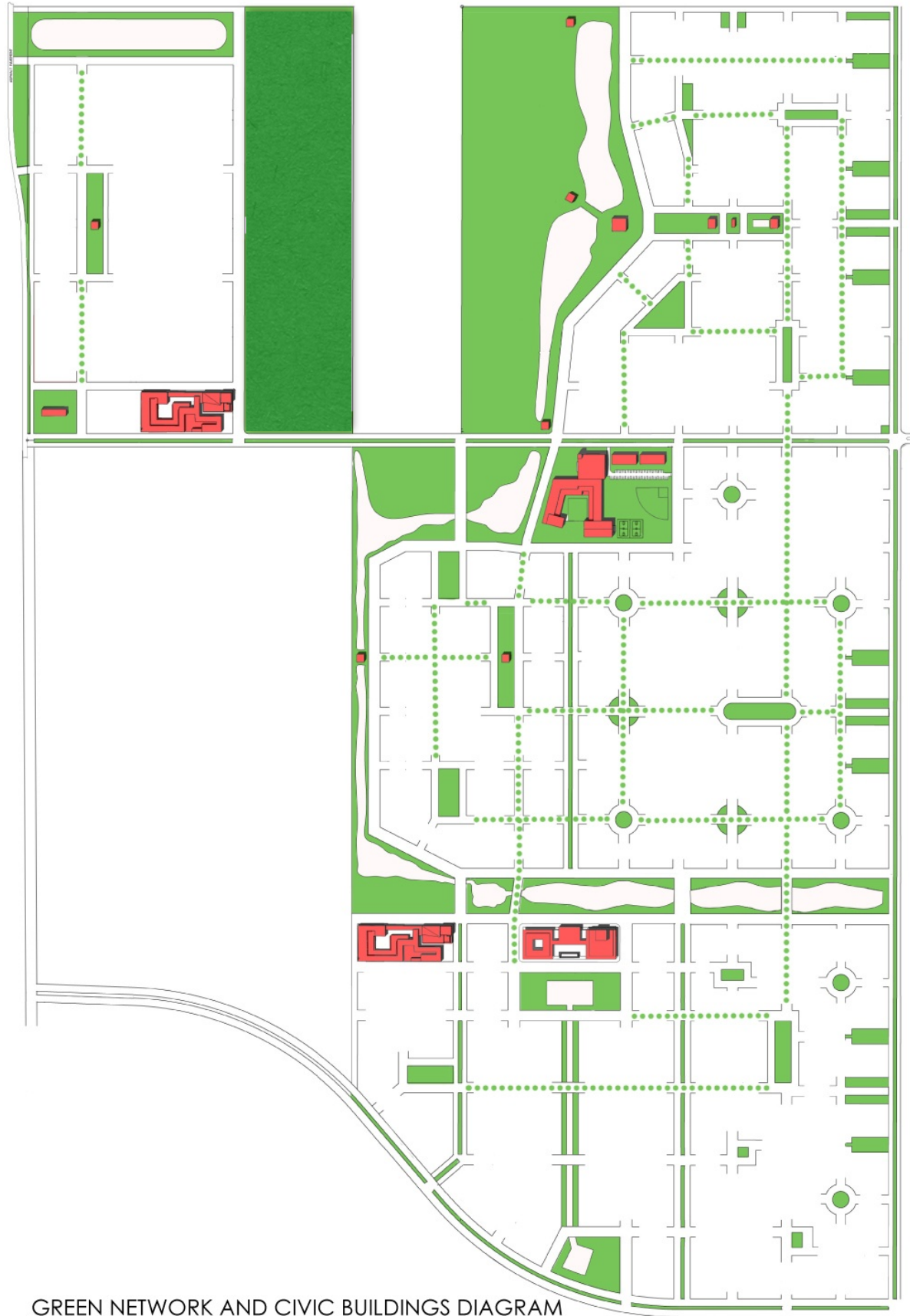
PROTECTION OF PUBLIC PORTABLE WATER SUPPLY WELLS

**MAXIMUM ALLOWABLE SEWAGE LOADING FOR PROPERTY NOT HAVING INDIGENOUS SANDY SUBSTRATA
(GALLONS PER DAY PER UNSUBMERGED ACRE)**

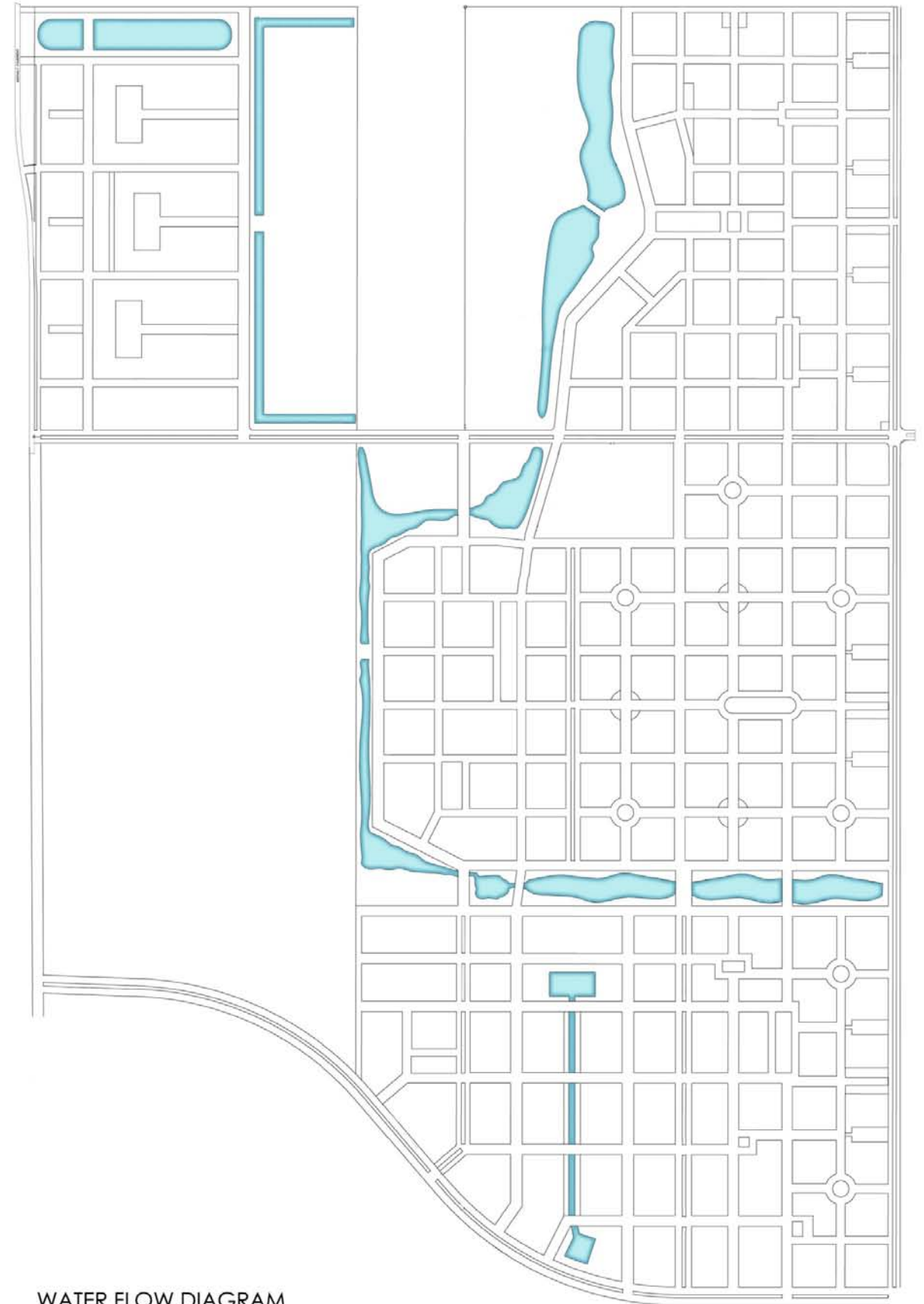




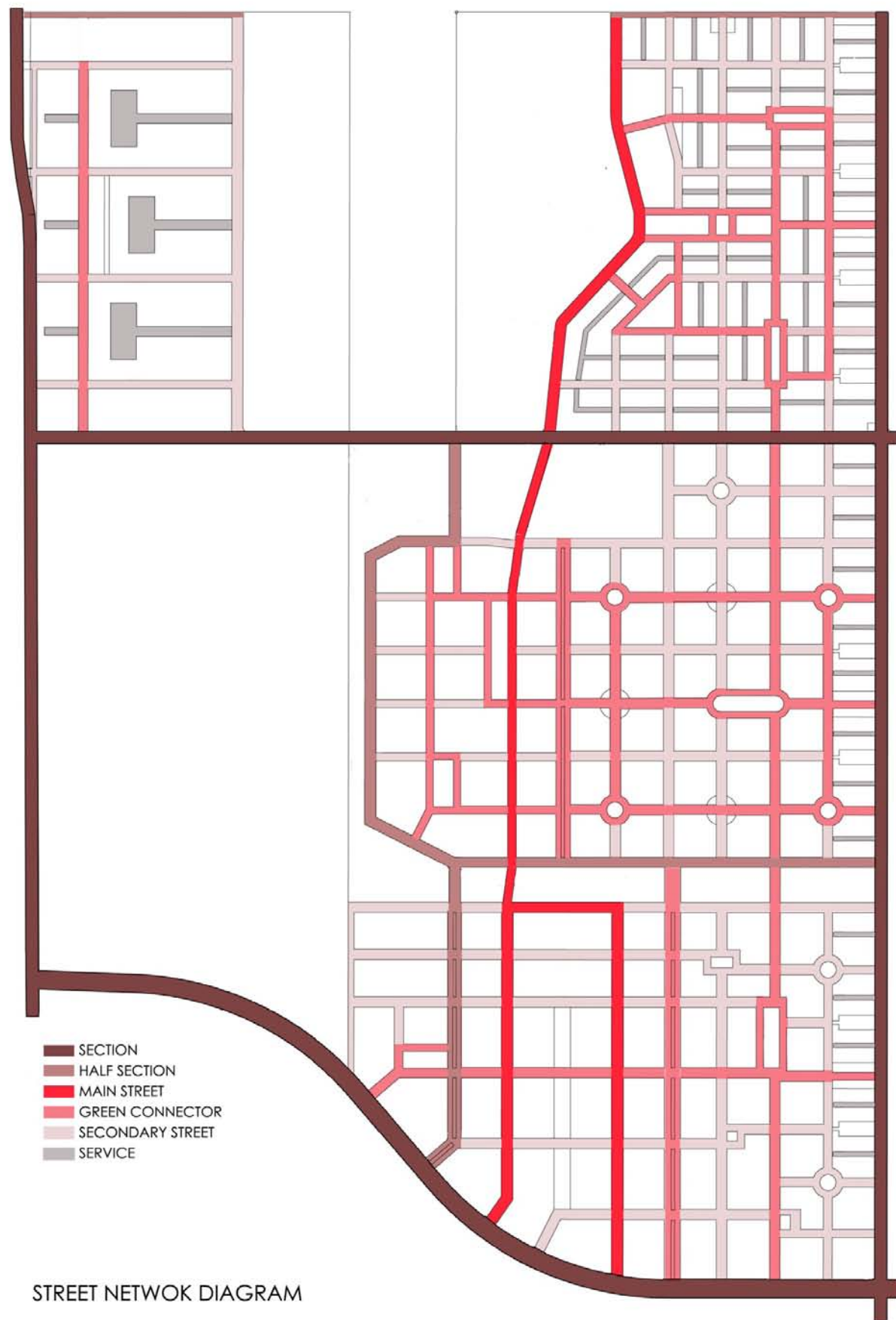
GREEN CITY
PROPERTY BOUNDARIES



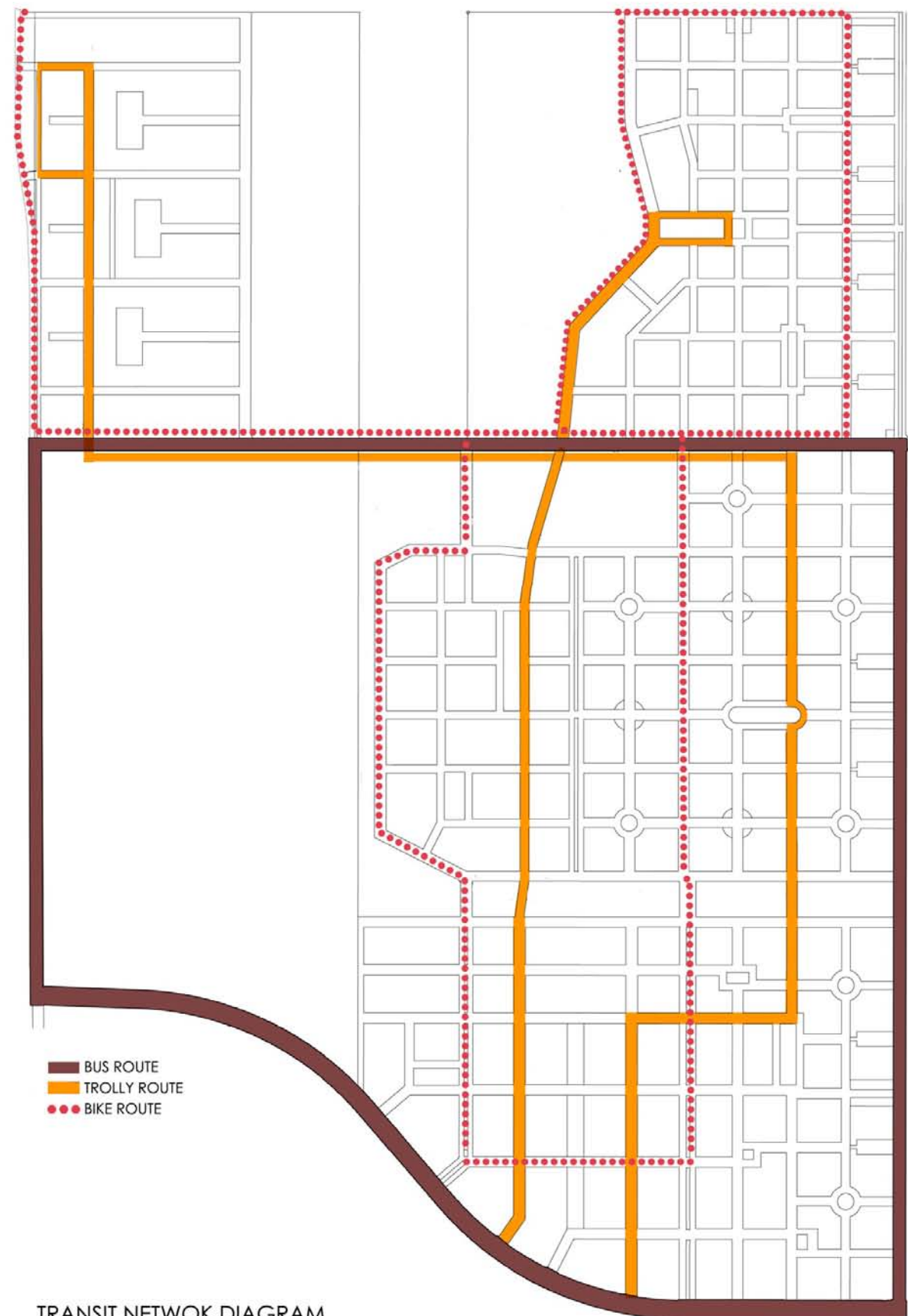
GREEN NETWORK AND CIVIC BUILDINGS DIAGRAM



WATER FLOW DIAGRAM



STREET NETWORK DIAGRAM

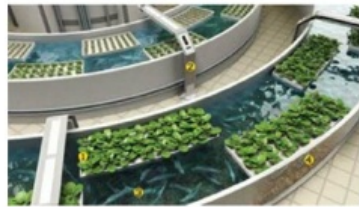


TRANSIT NETWORK DIAGRAM

ECO-INDUSTRIAL PARK DISTRICT



THIS CARBON-NEUTRAL ECO-INDUSTRIAL PARK IS SITUATED ON 120 ACRES (50 HECTARES). IT WILL PROVIDE FACILITIES FOR A RESEARCH INSTITUTE WITH EMPHASIS ON HYDROPONICS, AQUAPONICS, AND RENEWABLE ENERGY. INCLUDING OVER 200,000 SQ. FT. OF RETAIL, 325,000 SQ. FT. OF OFFICE, 766 RESIDENTIAL UNITS, A HOTEL AND 700,000 SQ. FT. OF WAREHOUSE SPACE.



AQUAPONICS LABORATORY

THE FARMERS MARKET WILL PROVIDE THE GENERAL PUBLIC A DESTINATION PLACE WHERE THEY CAN ACCESS THE PRODUCT IT GROWS - VEGETABLES, ORNAMENTAL PLANTS, AND FISH.

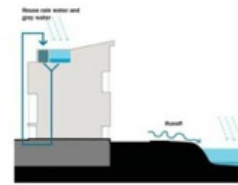
APPROX. 1/2 MILE OR 0.8 KILOMETERS

THE DEDICATED BUS TRANSIT LANE WILL PROVIDE ITS RESIDENTS WITH 10-MINUTE HEADWAYS THROUGHOUT THE DEVELOPMENT.

THE HYDROPONIC GREENHOUSE MARKS A NEW AGE IN FARMING THAT HAS NOW TAKEN ROOT. THIS IS A SOILLESS CONTROLLED AGRICULTURAL ENVIRONMENT FOR GROWING THERAPEUTIC AND ORNAMENTAL PLANTS, AND FRUITS AND VEGETABLES. THIS METHOD OF VERTICAL FARMING HAS THE CAPACITY OF GROWING FIVE TIMES THAN BY ANY CONVENTIONAL METHOD.



HYDROPONICS GREENHOUSE



WATER RECYCLING

DISTINCT MIXED-USE BUILDINGS PROVIDING RETAIL AT THE GROUND AND RESIDENTIAL ABOVE. THE BUILDINGS ARE DESIGNED TO CAPTURE AND STORE RAIN WATER AND TO HARVEST THE SUN RAYS THROUGH SOLAR CELLS AND PANELS.

LEED - LEADERSHIP IN ENERGY & ENVIRONMENTAL DESIGN IS REQUIRED TO IMPROVE PERFORMANCE OF ALL BUILDINGS.

PUBLIC PLAZA

GREEN HOTEL

BIO-MASS POWER PLANT THAT UTILIZES THE LOCAL FARMS TO PROVIDE RESOURCES SUCH AS ENERGY CROPS, MANURE, CLEAN WASTE AND RESIDUES FROM CROPS, AND FOREST.

WAREHOUSES ARE LAYED OUT IN SECURED CUSTERS SEPARATING TRUCK AND VEHICULAR TRAFFIC. THEY ARE DESIGNED TO CAPTURE AND STORE RAIN WATER AND PROVIDE FOR ITS OWN ENERGY NEEDS THROUGH SOLAR CELLS AND PANELS.

STORMWATER DRAINAGE AND STORAGE. THE SURROUNDING BUILDINGS WILL BE DRAINING TO AND DRAWING FROM THIS RESOURCE FOR ITS GREYWATER NEEDS. THESE BIO-SWALES STORE RAINWATER FOR RE-USE AFTER THE RAIN SUBSIDES.



LITTORAL ZONES

THE WATER STORAGE AREAS WILL BE PLANTED WITH LITTORAL ZONES TO NATURALLY FILTER THE WATER.

RAINWATER STORAGE COLLECTED FROM THE ROOF TOPS OF BUILDINGS.

10 MWATT SOLAR FARM LOCATED WITHIN AN AREA OF 40 ACRES OR 16 HECTARES

BATTERY STORAGE FOR SOLAR FARM

CANOPY TREES AND LARGE BUILDING OVERHANGS WILL PROVIDE FOR SHADING AND COOLING IN THE STREETS.

RESEARCH UNIVERSITY

10 MWATT SOLAR FARM



SOLAR POWER ARRAY

COMMERCIAL ZERO ENERGY+WATER+WIND



ZERO-ENERGY COMMERCIAL BUILDING UTILIZES RENEWABLE ENERGY SOURCES WITHIN THE BUILDING FOOTPRINT AND AT THE SITE AND IT ALSO HARVESTS RAINWATER. IT IS KNOWN THAT THE LARGER THE ROOF SURFACE AREA THE GREATER KILOWATTS ATTAINABLE THROUGH SOLAR ARRAYS AND THE HIGHER GATHERING CAPACITY OF WATER. THE WIND IS REDIRECTED TO COOL THE BLD'GS INTERIOR.



ROOF TOP SOLAR PANEL ARRAY

THE ROOFTOP SOLAR PANELS WILL PROVIDE KILOWATTS OF ELECTRICITY AND HOT WATER FOR USE BY THE BUILDING.

LEED - LEADERSHIP IN ENERGY & ENVIRONMENTAL DESIGN IS REQUIRED TO IMPROVE PERFORMANCE OF ALL BUILDINGS.

EXTERIOR AND INTERIOR LED LIGHTING IS USED TO CONSUME LOW ELECTRICITY.

EXTERIOR SUN SHADE SCREENS ARE USED TO PROVIDE FOR COOLING OF THE BUILDING.

STORMWATER DRAINAGE AND STORAGE. THE SURROUNDING BUILDINGS WILL BE DRAINING TO AND DRAWING FROM THIS RESOURCE FOR ITS GREYWATER NEEDS. THESE BIO-SWALES STORE RAINWATER FOR RE-USE AFTER THE RAIN SUBSIDES.

SECURED LONG TERM, BIKE PARKING IS PROVIDED ON-SITE FOR WORKERS.

THE WIND IS CAPTURED AND REDIRECTED ALLOWING NATURAL VENTILATION OF THE BUILDING THROUGH LARGE VERTICAL OPENINGS ALONG THE FACADE AND THROUGH ITS ROOF TOP VENTS.



OPEN AIR GARDEN WELL

THE RAINWATER IS COLLECTED ON THE CATCHMENT AREA IN THE ROOF TOP. THE HARVESTED RAINWATER IS CONVEYED THROUGH THE ROOF DRAINS AND PIPING TO A SINGLE POINT OF DISCHARGE INTO THE STORAGE TANK.

NATURAL LIGHTING

ZERO-ENERGY COMMERCIAL BUILDING (ZEB) IS DESIGNED TO CAPTURE AND STORE RAINWATER THROUGH ITS ROOF TOP AND PROVIDE FOR ITS OWN ENERGY NEEDS USING SOME FORM OF ON-SITE RENEWABLE ENERGY.

EXTRACTED RAINWATER USED FOR COOLING OF AIR CONDITIONING UNITS.

EXTRACTED RAINWATER USED FOR LOW FLOW TOILETS PROVIDING WATER FOR FLUSHING.

BELOW GRADE CISTERN/STORAGE TANK. HARVESTED WATER FOR USE IN THE BUILDING IS EXTRACTED FROM THE CLEANEST PART OF THE TANK, JUST BELOW THE SURFACE OF THE WATER. WATER QUALITY IS MAINTAINED BY REMOVING THE ORGANIC MATTER AND BY ACTION OF INCOMING WATER WHICH INTRODUCES OXYGEN AND AVOIDS MALODOROUSNESS.

ON-SITE BIO-MASS POWER PLANT THAT RUNS ON BIOLOGICAL MATERIAL SUCH AS WOOD, WASTE, GAS, AND ALCOHOL FUELS THAT CAN BE IMPORTED FROM OFF-SITE, OR WASTE STREAMS FROM ON-SITE PROCESSES THAT CAN BE USED ON-SITE TO GENERATE ELECTRICITY AND HEAT.

NOTE: LOCAL CITY OR COUNTY UTILITIES SHOULD BE SECURED IN CASE OF LOW RAINFALL SEASON TO REPLENISH THE STORAGE TANK. CONNECTION TO THE POWER GRID SHOULD BE MADE IN CASE OF POWER OUTRIDGE AND TO OPTIONALLY SELL EXCESS POWER BACK TO THE GRID.

EXTRACTED RAINWATER USED FOR CAR WASHING TO CLEAN VEHICLES.

EXTRACTED RAINWATER USED FOR IRRIGATION PROVIDING WATER FOR LAWNS AND GREEN AREAS.

EXTRACTED RAINWATER USED FOR FOUNTAINS PROVIDING WATER FOR FOUNTAINS AND WATER FEATURES.

THE WATER STORAGE AREAS WILL BE PLANTED WITH LITTORAL ZONES TO NATURALLY FILTER THE WATER.



LITTORAL ZONES

LARGE CANOPY STREET TREES PROVIDE FOR SHADING AND COOLING ALONG THE SIDEWALKS.

DEDICATED BIKE LANE

OPEN AIR GARDEN WELLS

RESIDENTIAL ZERO ENERGY+WATER+WIND



ZERO-ENERGY RESIDENTIAL BUILDING UTILIZES RENEWABLE ENERGY SOURCES WITHIN THE BUILDING FOOTPRINT AND AT THE SITE AND IT ALSO HARVESTS RAINWATER. IT IS KNOWN THAT THE LARGER THE ROOF SURFACE AREA THE GREATER KILOWATTS ATTAINABLE THROUGH SOLAR ARRAYS AND THE HIGHER GATHERING CAPACITY OF WATER. THE WIND IS REDIRECTED TO COOL THE BLD'GS INTERIOR.

ZERO-ENERGY RESIDENTIAL BUILDING (ZEB) IS DESIGNED TO CAPTURE AND STORE RAINWATER THROUGH ITS ROOF TOP AND PROVIDE FOR ITS OWN ENERGY NEEDS USING SOME FORM OF ON-SITE RENEWABLE ENERGY.

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NOTE: LOCAL CITY OR COUNTY UTILITIES SHOULD BE SECURED IN CASE OF LOW RAINFALL SEASON TO REPLENISH THE STORAGE TANK. CONNECTION TO THE POWER GRID SHOULD BE MADE TO IMPORT AND EXPORT BACK TO THE UTILITY GRID.



ROOF TOP SOLAR PANEL ARRAY

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EXTRACTED RAINWATER USED FOR LOW FLOW TOILETS PROVIDING WATER FOR FLUSHING.

NATURAL LIGHTING

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SECURELY VENTILATED SUNSPACE TO PROVIDE FOR COOLING OF THE BUILDING.

EXTERIOR SUN SHADE SCREENS ARE USED TO PROVIDE FOR COOLING OF THE BUILDING.

SECURED LONG TERM, BIKE PARKING IS PROVIDED ON-SITE AND WITHIN THE RESIDENTIAL HOME.

THE WIND IS CAPTURED AND REDIRECTED ALLOWING NATURAL VENTILATION OF THE BUILDING THROUGH LARGE VERTICAL OPENINGS ALONG THE FACADE AND THROUGH ITS ROOF TOP VENTS.



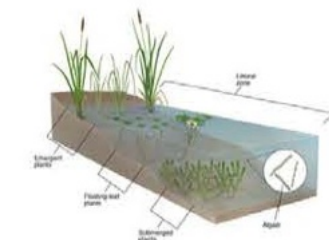
OPEN AIR GARDEN WELL



DEDICATED BIKE LANE

LARGE CANOPY STREET TREES PROVIDE FOR SHADING AND COOLING ALONG THE SIDEWALKS.

OPEN AIR GARDEN WELLS



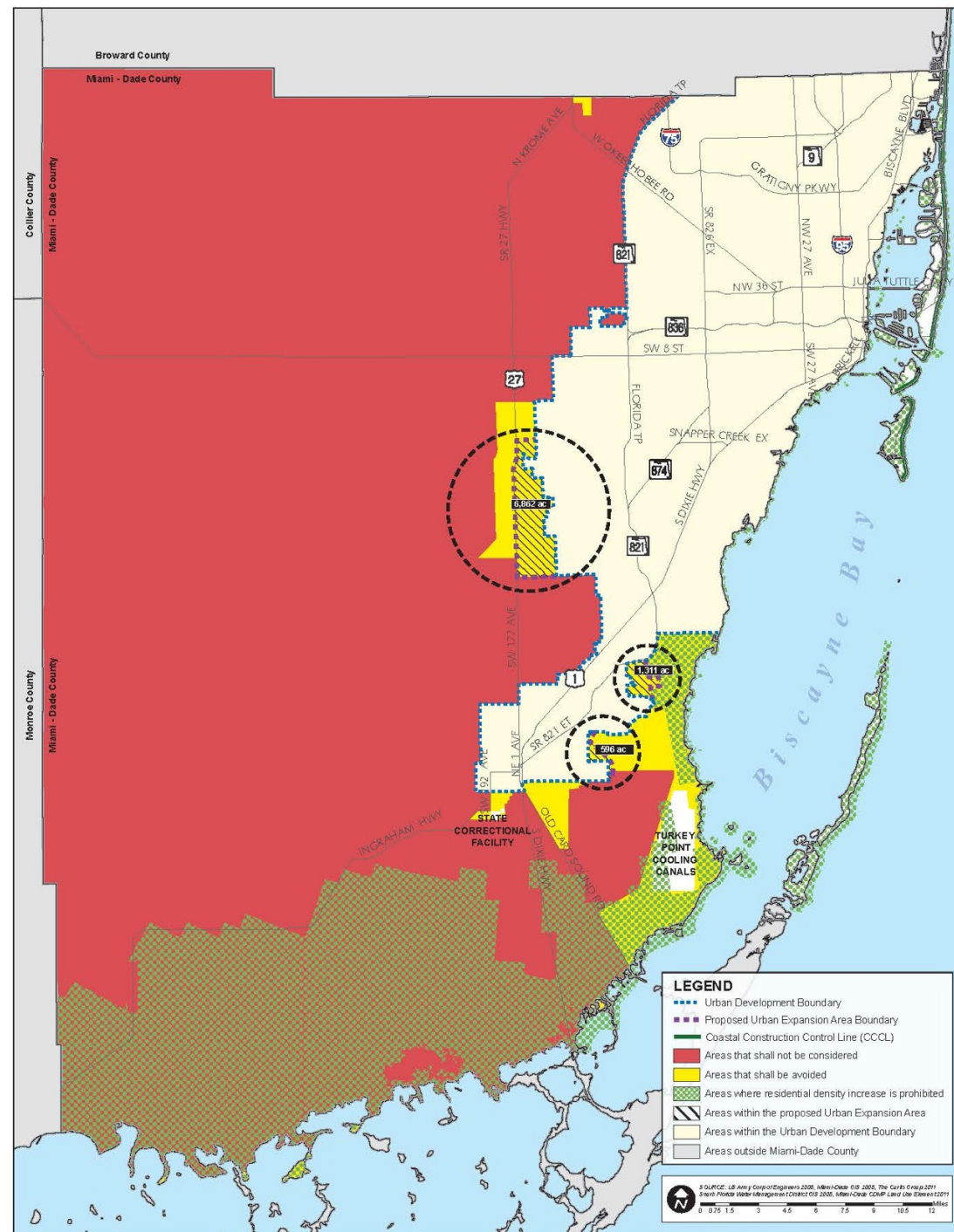
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EXTRACTED RAINWATER USED FOR FOUNTAINS PROVIDING WATER FOR FOUNTAINS AND WATER FEATURES.

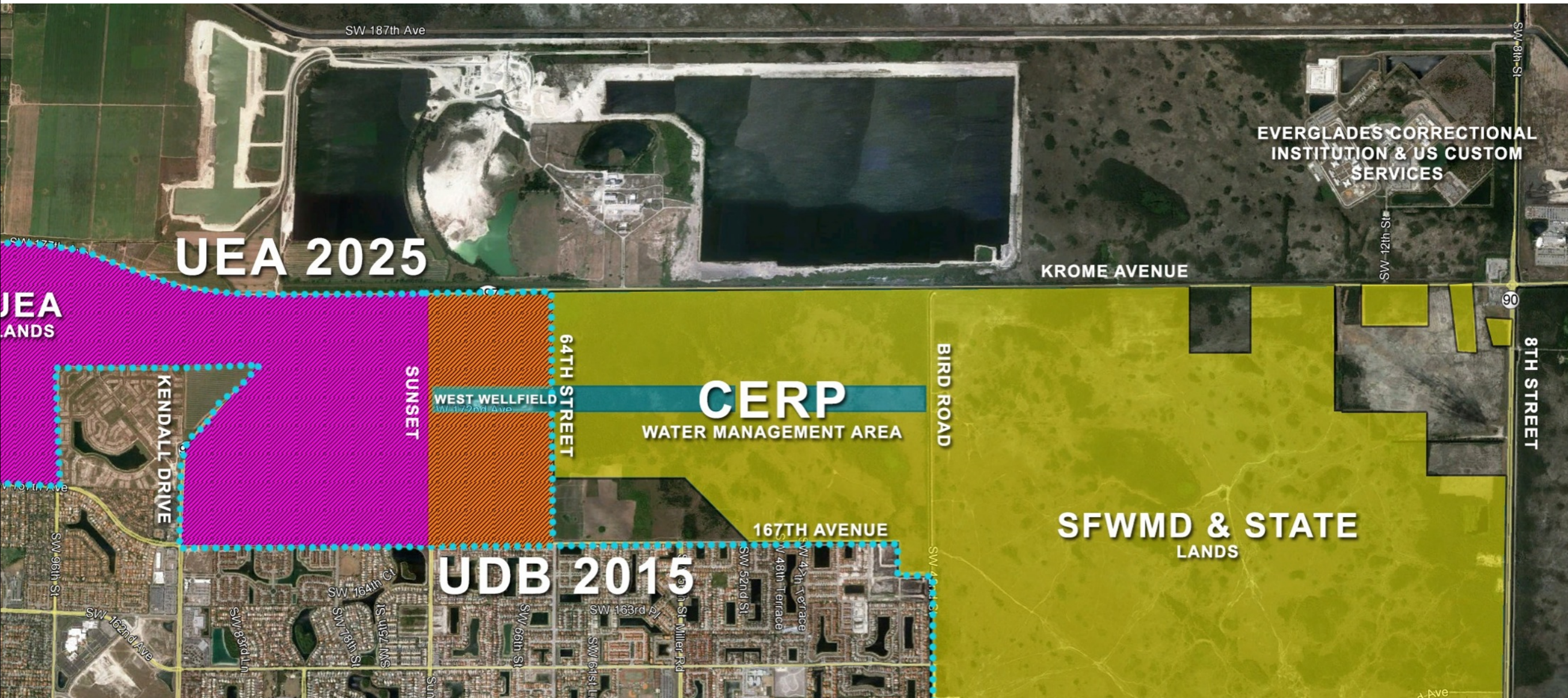


PROPOSED UEA BASED ON POLICIES LU-8G (i), LU-8G (ii) AND CM-9A (v)

Land Use Element LU-8G

- (a) Must be at least 500 acres in size
- (b) Minimum Density of 7 acres/gross acre
- (c) Minimum .25 FAR for commercial
- (d) Must have a neutral or positive net fiscal impact to Miami-Dade County
- (e) Must demonstrate not to inhibit infill or redevelopment efforts
- (f) Must incorporate smart growth principles
- (g) Utilize TDR's intended to protect agricultural or environmentally sensitive lands

Parcel No. 294



Request to move the UEA to 64th Street

Miami-Dade County – NOW

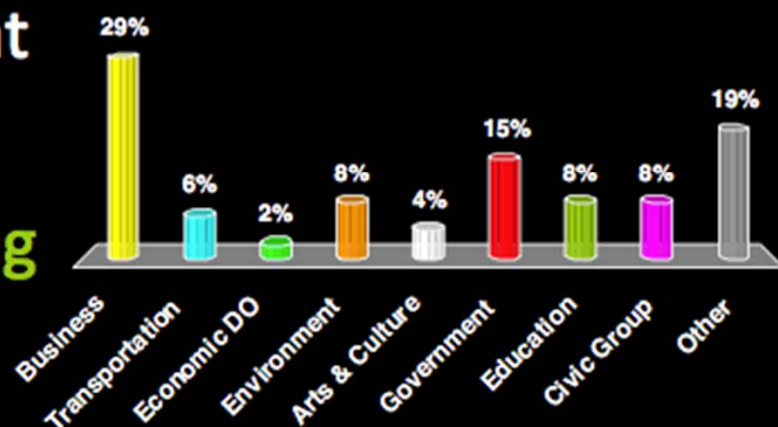


Miami-Dade County – IN THE FUTURE

Vibrant
Harmony
Walkable
Complete
Flowing
Global-City
Arriving
Engaged
Opportunity
Functional
Universal
Resilient
Success
Balanced
Expanding
World-Class
Crowded
Underwater
Livable
Blossoming
Leader
Connectivity
Expanded
People-Oriented
Surprised
Alive
Global
Accessible
Transit-Served
Collaborative
Water-Based
Hub
Dynamic
Walkable
Rejuvenated
Infill
World-Magnet
Cohesive
Innovative
Bicycle-friendly
Connected
Compact

Which best describes your role?

1. Business Community
2. Transportation Agency
3. Economic Development Organization
4. Environmental Advocacy
5. Arts, Culture & Entertainment
6. Government
7. Education/Workforce Training
8. Civic Group
9. Other

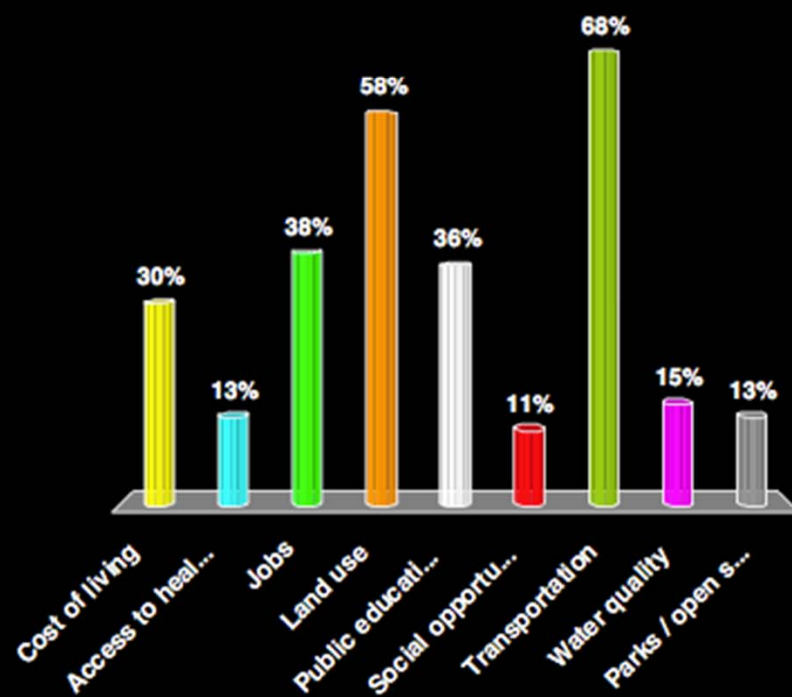


QUICK POLL

Values

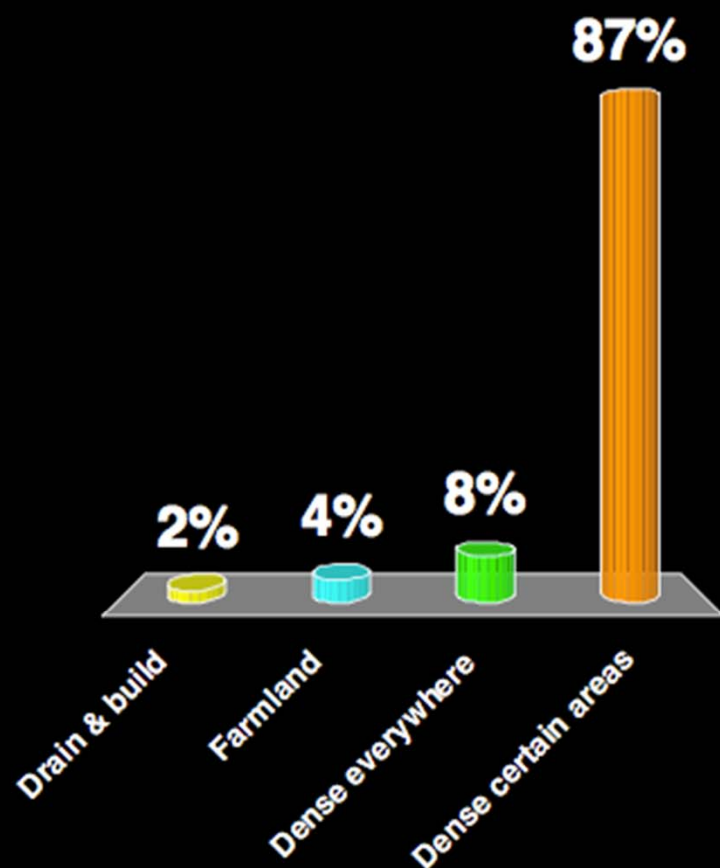
All of these issues are to be addressed to ensure a positive future for Southeast Florida. Which do you think are the Most important to address? (select 3)

1. Cost of living
2. Access to healthcare
3. Jobs
4. Land use
5. Public education
6. Social opportunity
7. Transportation
8. Water quality
9. Parks / open space



As SE Florida's population grows over the next 100 years, how should we accommodate more people?

1. Drain & build on more of the Everglades
2. Encourage development on more farmland
3. Build a little more densely everywhere
4. Build more densely, but only in certain areas such as near public transit, employment centers & historic downtowns



RECEIVED
By the Clerk for the record.

MAY 22 2013

Item _____
Exhibit J
Meeting BCC CDMP

OCTOBER 2012 CYCLE EAR-BASED APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

BOARD OF COUNTY COMMISSIONERS

May 22, 2013



Delivering Excellence Every Day

MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES – PLANNING DIVISION

APPLICATION NO. 1 LAND USE ELEMENT

Revised Policies

- LU-1P – Allow agritourism (p. 1-10)
- LU-8G – modifies the criteria for expanding the UDB (p. 1-26)

New Policies

- LU-1T – encourage development that promotes bicycle and pedestrian facilities (p. 1-11)
- LU-3E through to LU-3M – address Climate Change/Sea Level Rise impacts (p.1-13 & 1-17)
- LU-3R – protect recreational and working waterfronts (p. 1-18)
- LU-3S – support CERP and local habitat restoration (p. 1-18)
- LU-8H – provide additional criteria applications requesting expansion of the UDB must meet (p. 1-27)
- LU-8I – conduct a study of the area E/O SW 147 Avenue and S/O SW 232 Street for possible UEA designation (p. 1-27)
- LU-9V – by 2015 to evaluate and propose updates to the Guidelines for Urban Form (p. 1-31)
- LU-12E – to seek opportunities to incentivize infill development (p. 1-33)

APPLICATION NO. 1 LAND USE ELEMENT

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:

- 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
- 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
- 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 ;
 - 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.

APPLICATION NO. 1 LAND USE ELEMENT

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 neutral or positive net fiscal impact to Miami-Dade County.

APPLICATION NO. 1 LAND USE ELEMENT CONT.

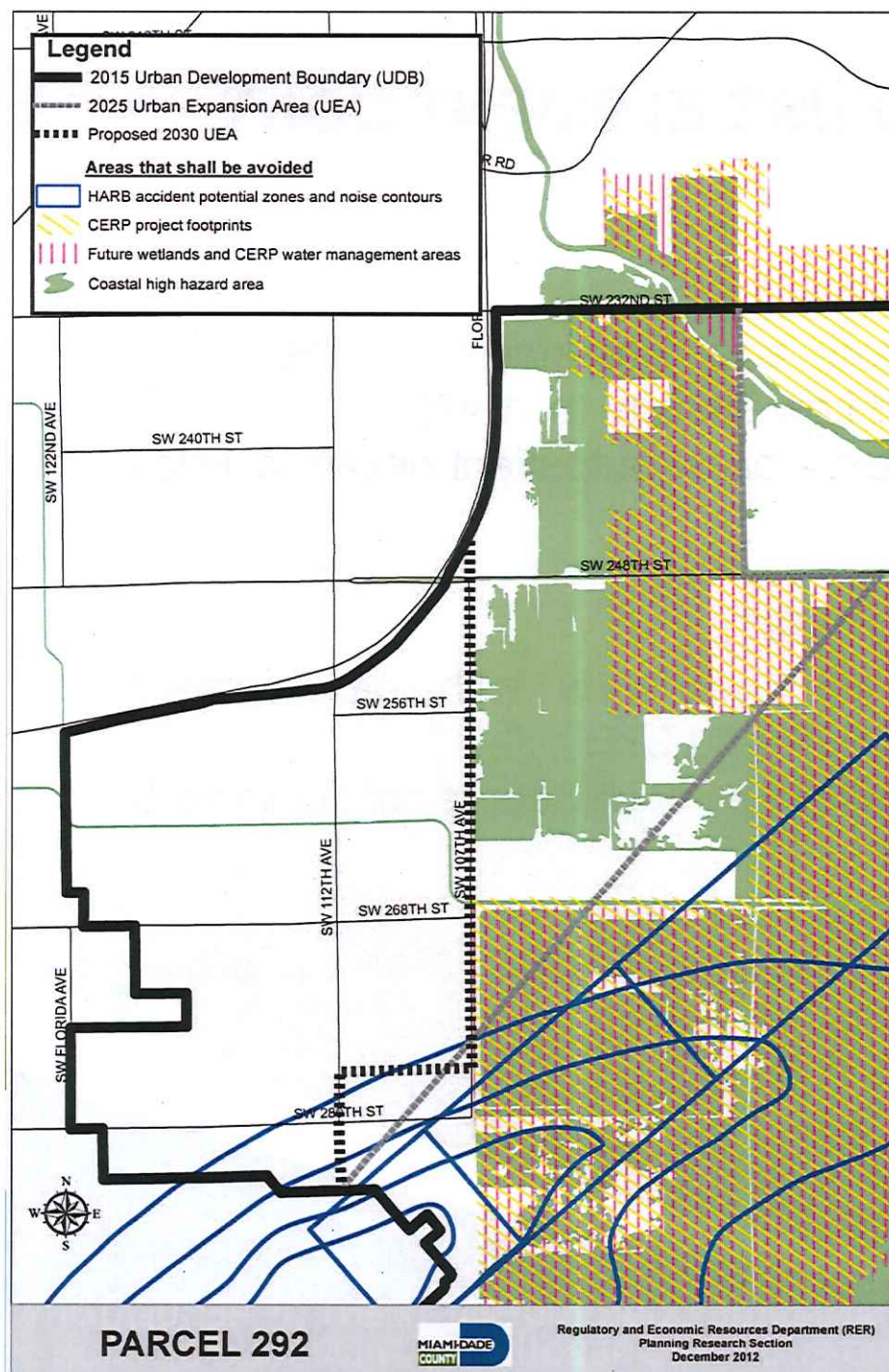
Land Use Text & Maps

- Hotels and Motels Text – allow Bed and Breakfasts in residential communities, except Estate Density and Low Density (p. 1-47)
- Hospitals in Residential Communities Text – allow outpatient health facilities along major roadways (p. 1-48)
- Land Use Plan map changes to: (pages 1-167)
 - Adjust the UEA boundaries to exclude lands with development constraints (Part C, Parcels 292,293,294, and 295)
 - Expand the UDB to include + 521 acre area at NW corner of Turnpike & SR826 (Part C, Parcel 296)
 - Add a new urban center at SR-826 and Bird Road
 - Reflect the Future Land Use plans of the municipalities (Part C, Parcels 1 -291)

APP. NO. 1 PARCEL 292

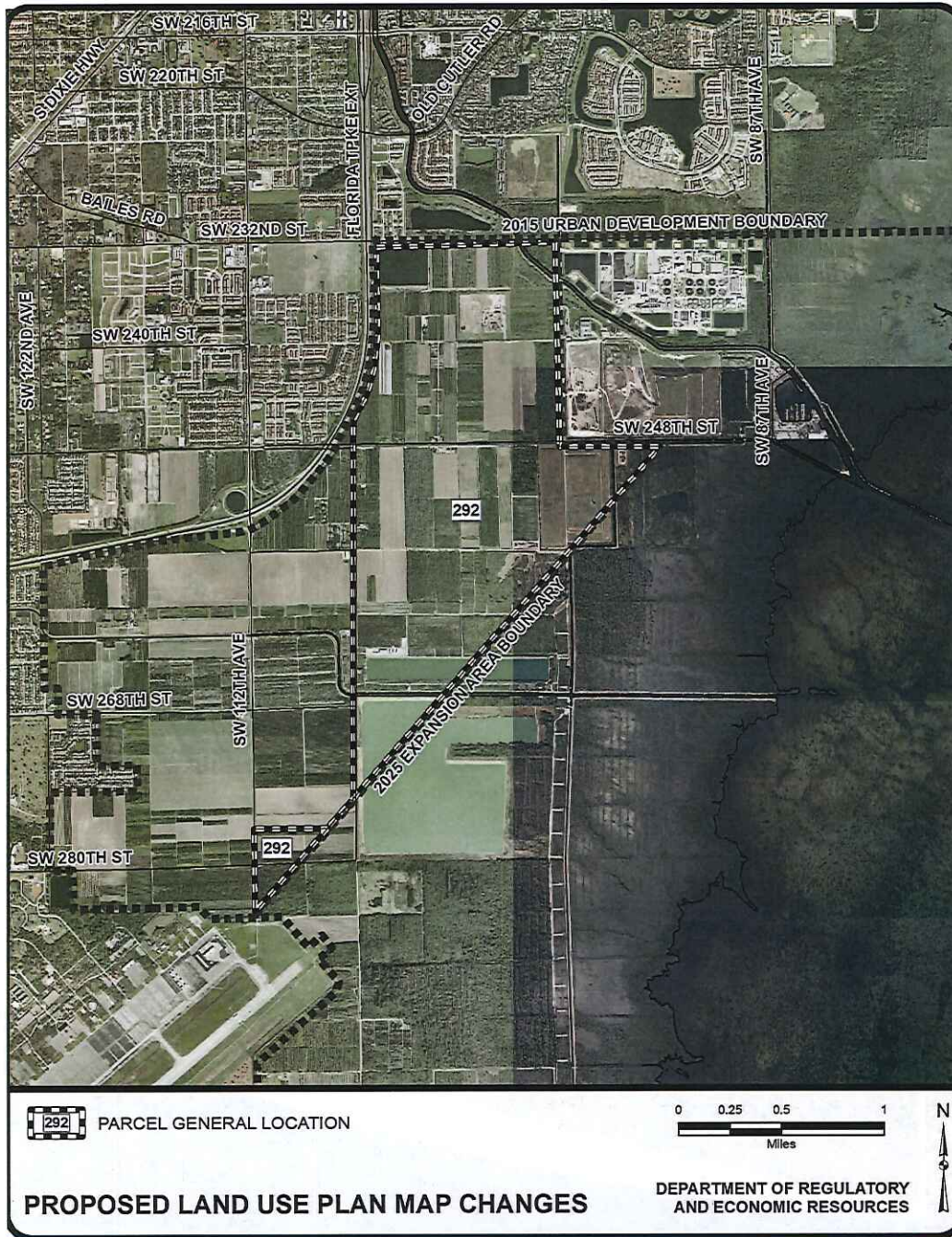
Removes portions of the UEA from the:

- High Coastal High Hazard Area (CHHA) – high flood risk area
- HARB AICUZ noise contours (65 DNL)
- CERP Biscayne Bay Coastal Wetlands

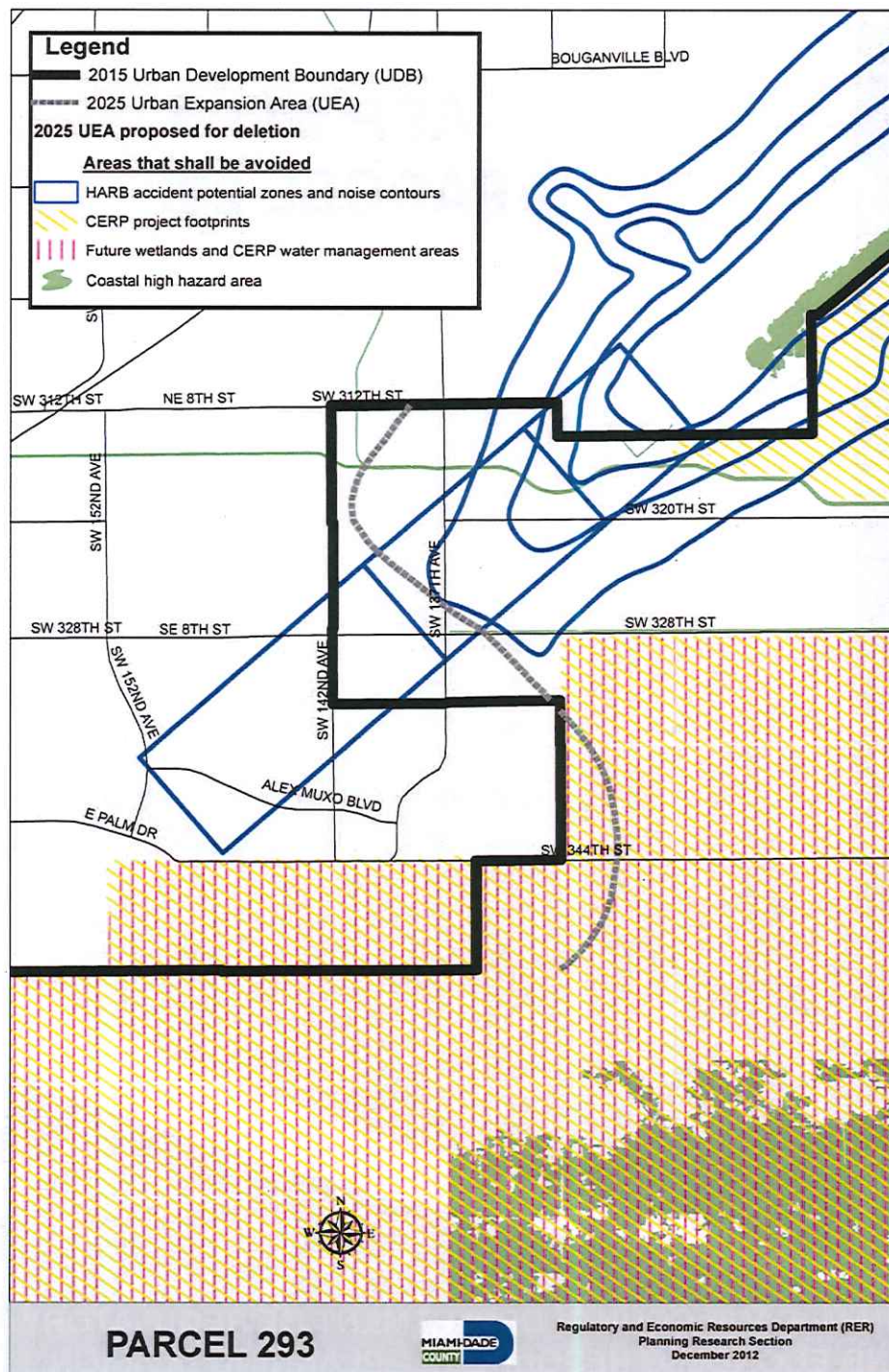


MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES – PLANNING DIVISION

APP. NO. 1 PARCEL 292



MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES – PLANNING DIVISION



APP. NO. 1 PARCEL 293

Removes portions of the UEA from the:

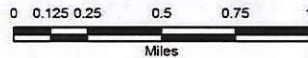
- HARB Accident Potential Zones (APZ) 1 and 2
- CERP Biscayne Bay Coastal Wetlands and Model Lands Basin

1975 CDMP Conceptual 2000 Land Use Plan Map depicted this area for future urban land as a curved boundary

APP. NO. 1 PARCEL 293



PARCEL GENERAL LOCATION



PARCEL 293 – AERIAL PHOTO

DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES

MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES – PLANNING DIVISION

APP. NO. 1
PARCEL 294

Removes portions of the UEA from the:

- West Wellfield Protection Area
- East Coast Buffer Area
- South Florida Water Management District property ownership within the area

APP. NO. 1 PARCEL 294

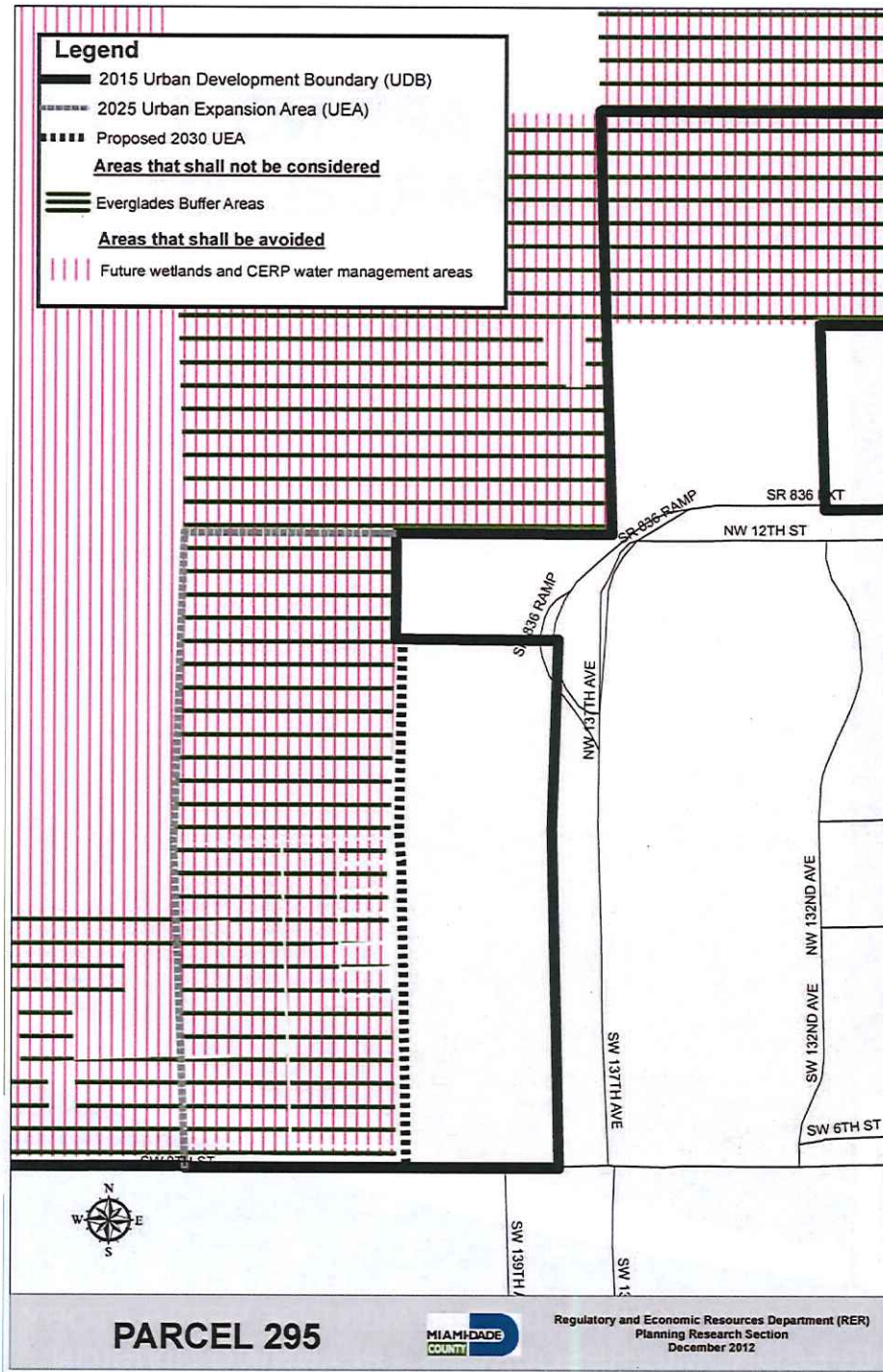


MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES – PLANNING DIVISION

APP. NO. 1 PARCEL 295

Removes portions of the UEA from the:

- East Coast Buffer area
- Adjacent to C-4 Emergency Detention Area



MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES – PLANNING DIVISION

APP. NO. 1 PARCEL 295



APP. NO. 1 PARCEL 296

Expand UDB to encompass approximately 521 acres (approx. 297 acres of land, approx. 223 acres of lakes)

Redesignate from Open Land to Restricted Industrial and Office

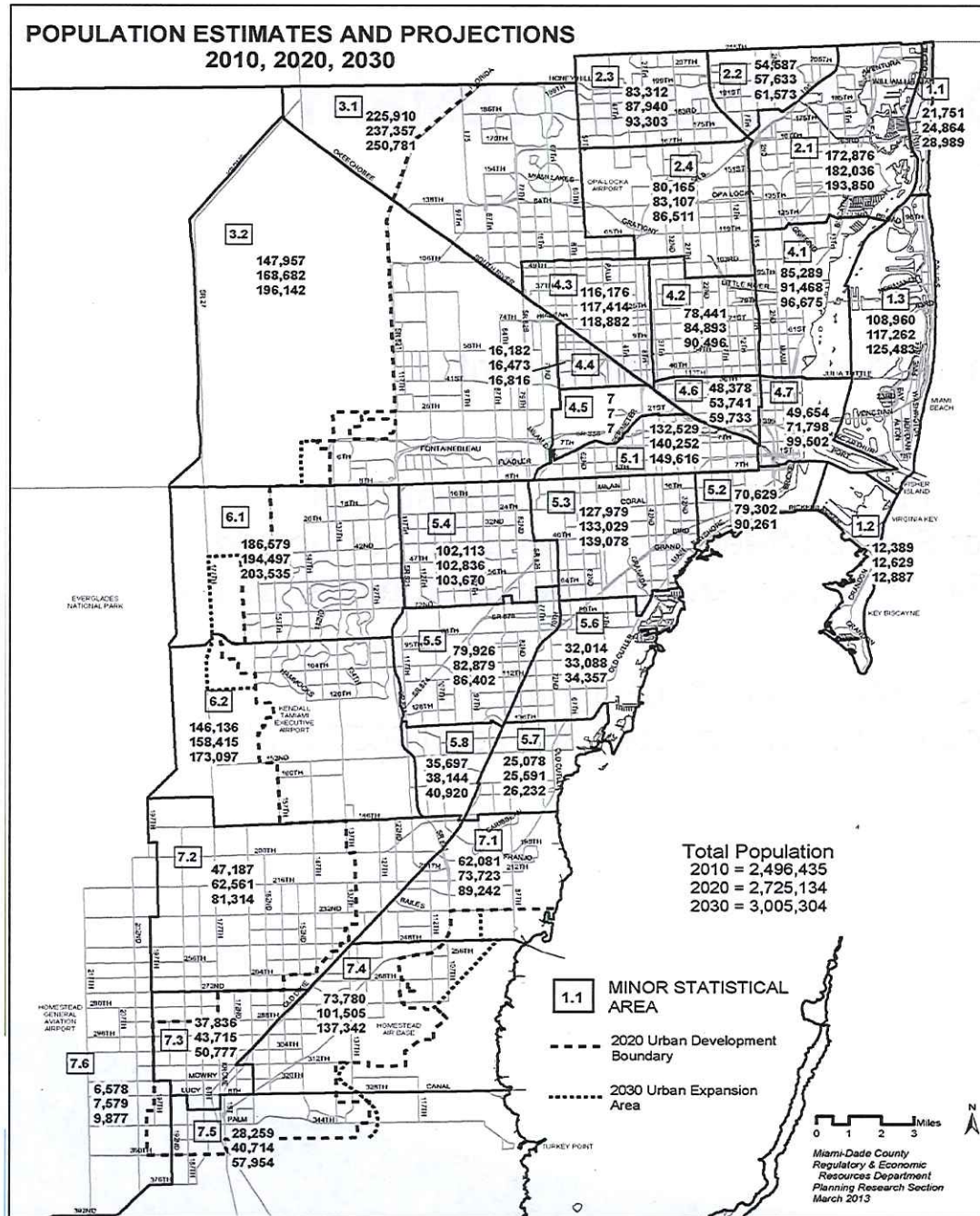
Area is surrounded by Restricted Industrial and Office land use to north, west and east that are served by public water and sewer facilities



APPLICATION NO. 1 LAND USE ELEMENT

PAB Recommendation: Transmit with changes and adopt

- Revise boundaries of Parcel 294, Figure L, (2025 UEA) map. Adjust southern boundary to SW 64 Street instead of SW 72 Street, and expand UEA to include area south from SW 112 Street to SW 152 Street and between Krome Avenue and 2015 UDB
- Include a ± 3 acre parcel (30-4004-022-0020) and re-designate from “Office/Residential” to “Business and Office” on Adopted 2015 and 2025 LUP map



APP. NO. 1

POPULATION ESTIMATES AND PROJECTIONS - 2010, 2020, 2030

Proposed Figure 6, page 1-86

Projections last updated and adopted by the Commission in the October 2007-08 CDMP Amendment Cycle

POPULATION PROJECTION

A blue decorative wave graphic that starts low on the left, dips slightly, and then rises to a peak on the right, forming a curved shape at the bottom of the slide.

MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES – PLANNING DIVISION

OVERVIEW

- Population projections are based on past trends and reasonable assumptions about the future
- Projections are not predictions of population for a specific year, the latter are estimates
- Population projections provide a growth trend for the future, necessary for comprehensive planning, particularly land use and infrastructure
- The department has been preparing projections for over 30 years and we generally update them every 2-4 years, or sooner if warranted
- Our methodology has been found to meet professionally acceptable standards, by the State and independent reviews

METHODOLOGY

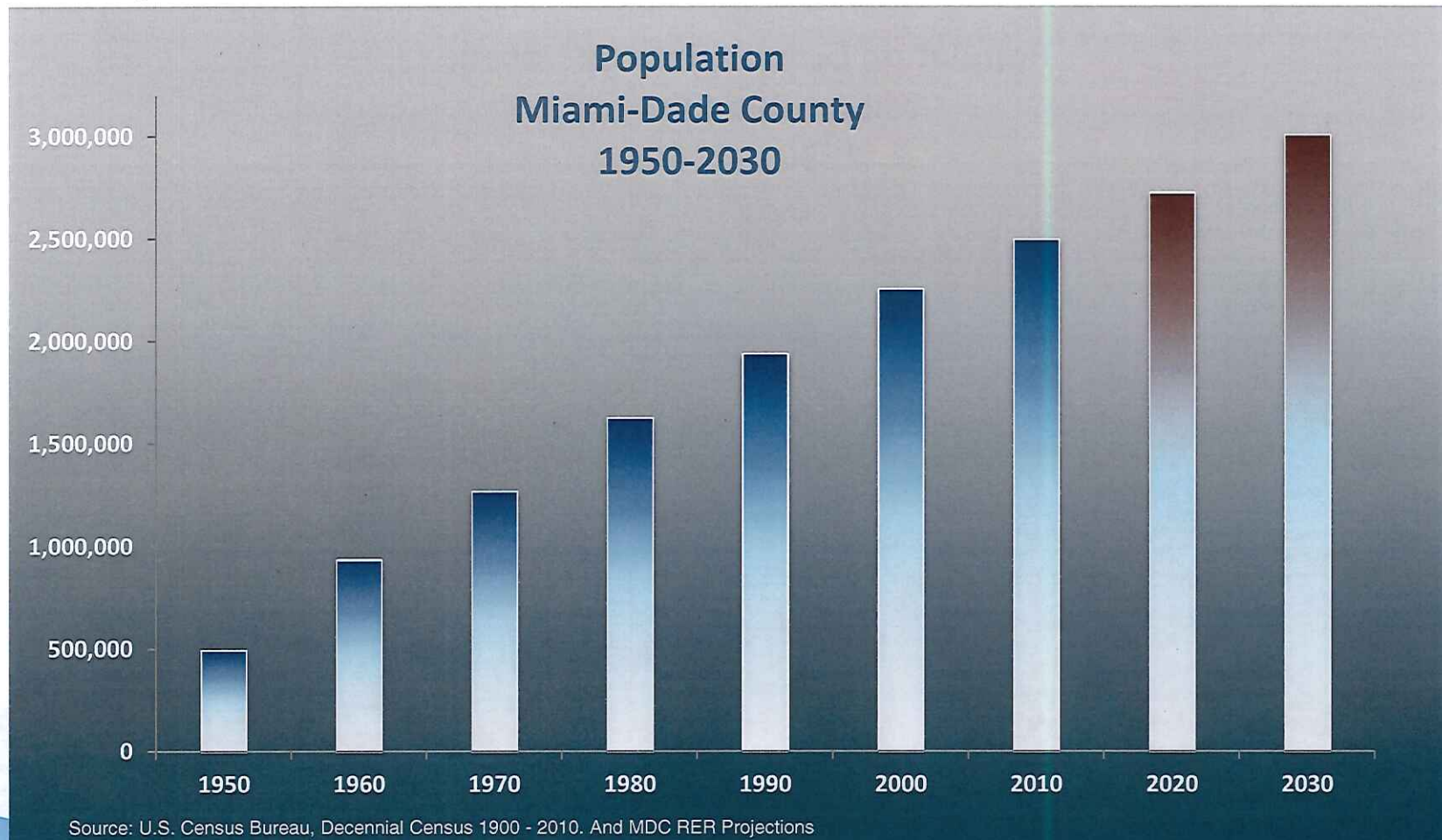
- The Department uses the Component Method that includes natural increase, net domestic migration and net immigration
- The Department uses reliable data sources: the Bureau of Vital Statistics, IRS, and American Community Survey (Census Bureau)
- The Department examines 20 years of data going back to 1990 to project forward to 2030

ASSUMPTIONS

- Slow growth 2010-2015
- Increasing population growth rate after 2015
- Moderate decline in birth rate

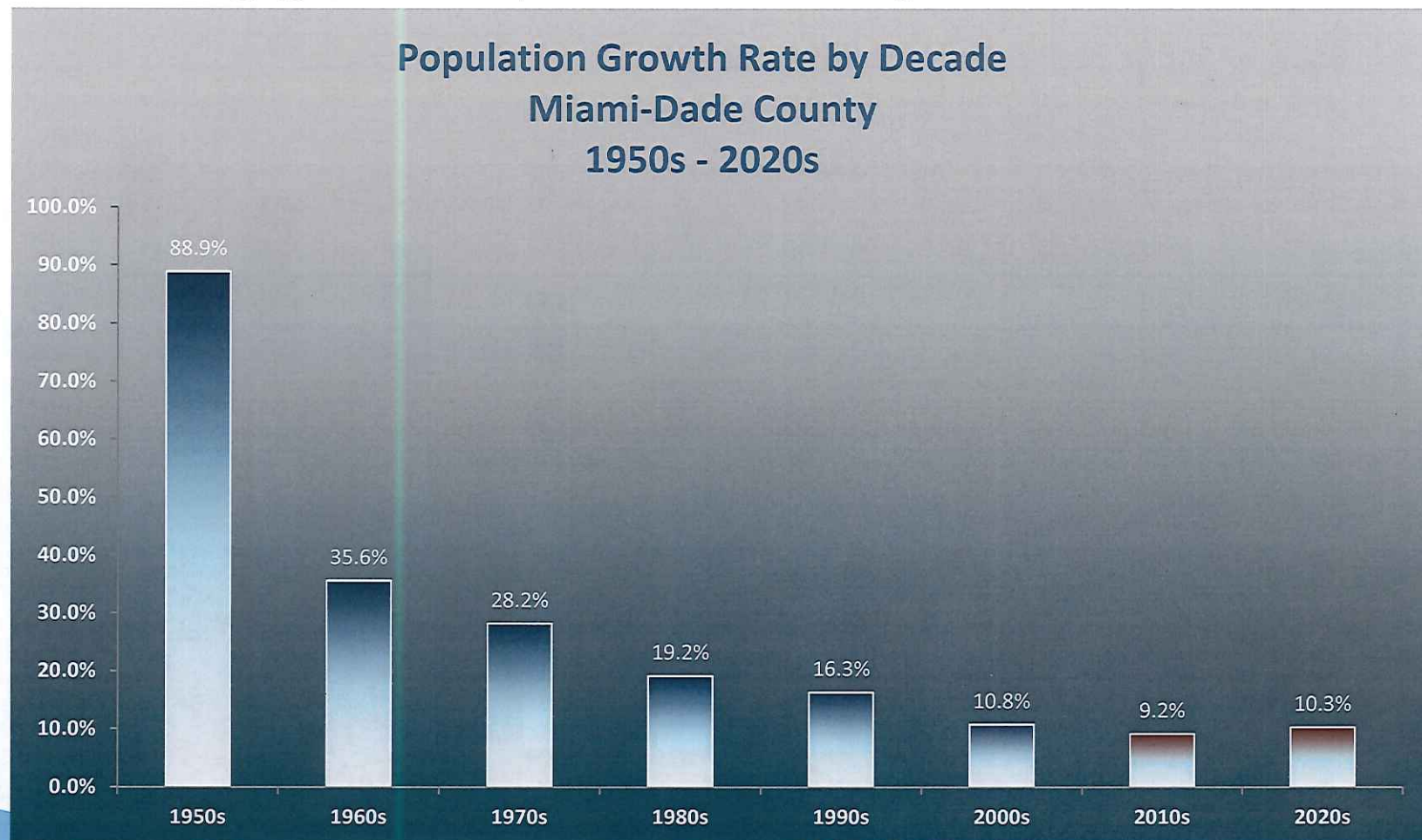
HISTORICAL PERSPECTIVE (1)

- Population since 1950 has been steadily growing



HISTORICAL PERSPECTIVE (2)

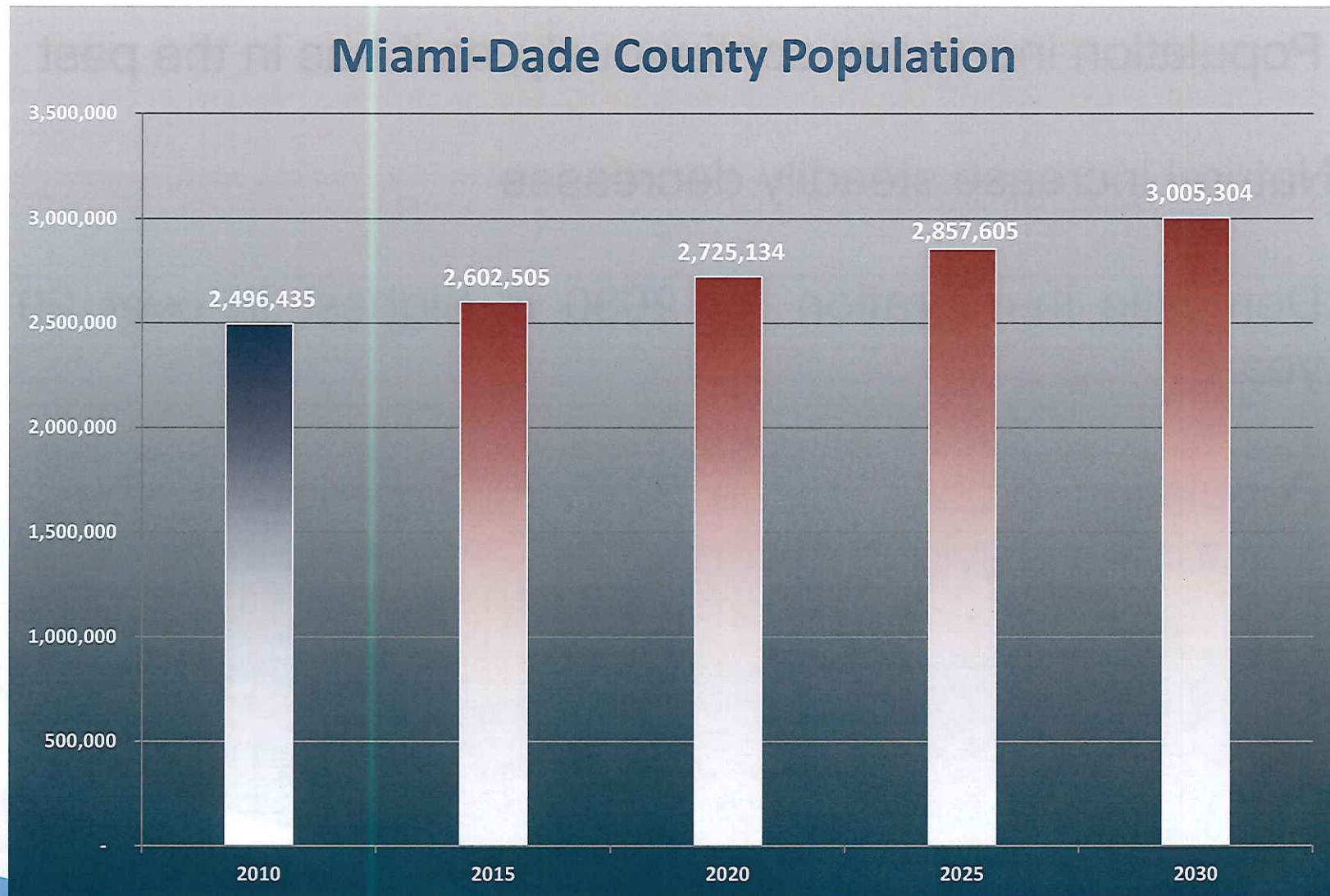
- Slowing growth rate as the County matured



RESULTS

- Population increases continuously, as it has in the past
- Natural increase steadily decreases
- Domestic in-migration for 2030 is highest in over 20 years
- Population growth in the 2025-2030 period is above that for the previous decade

POPULATION PROJECTION

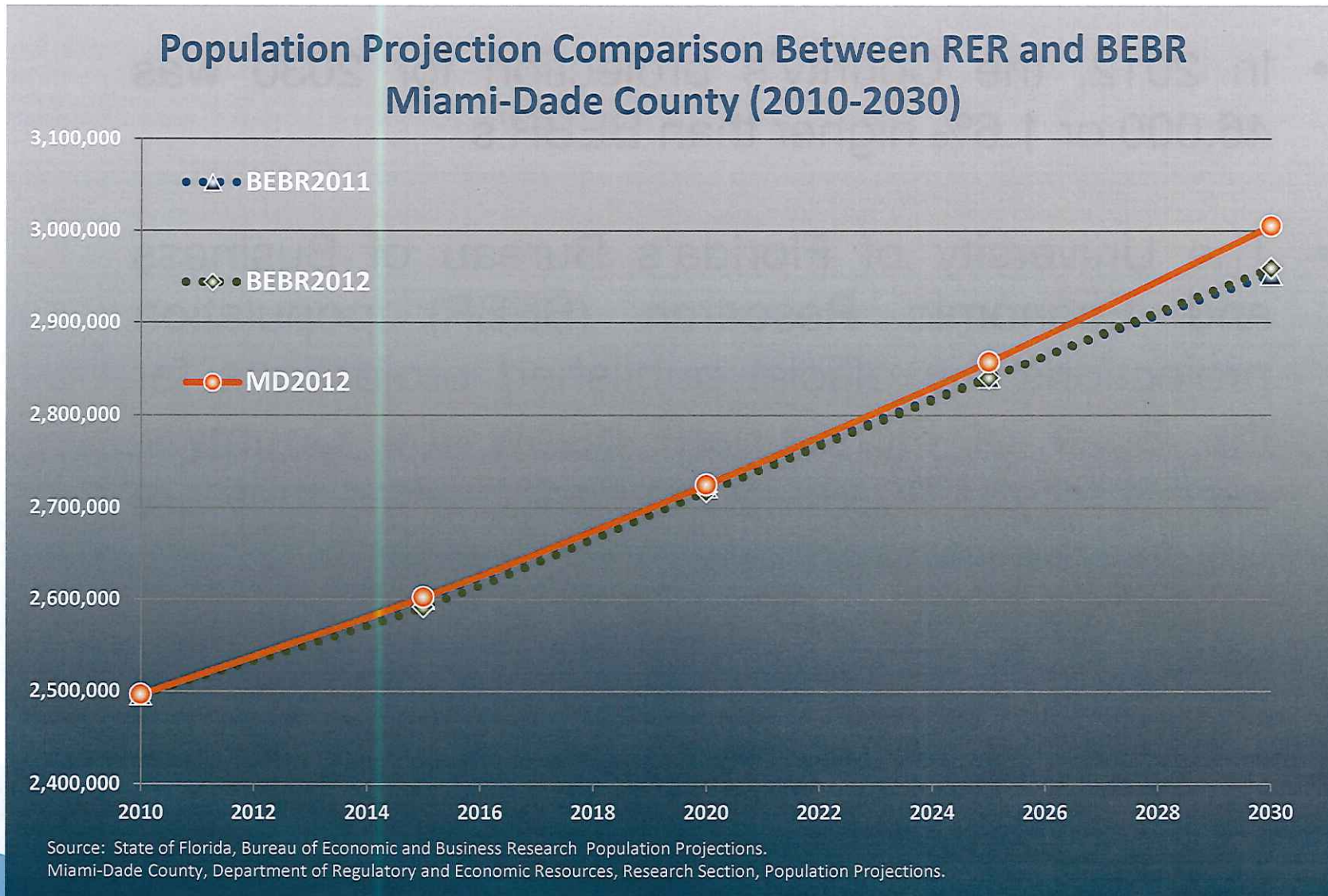


MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES – PLANNING DIVISION

COMPARISON TO BEBR PROJECTIONS

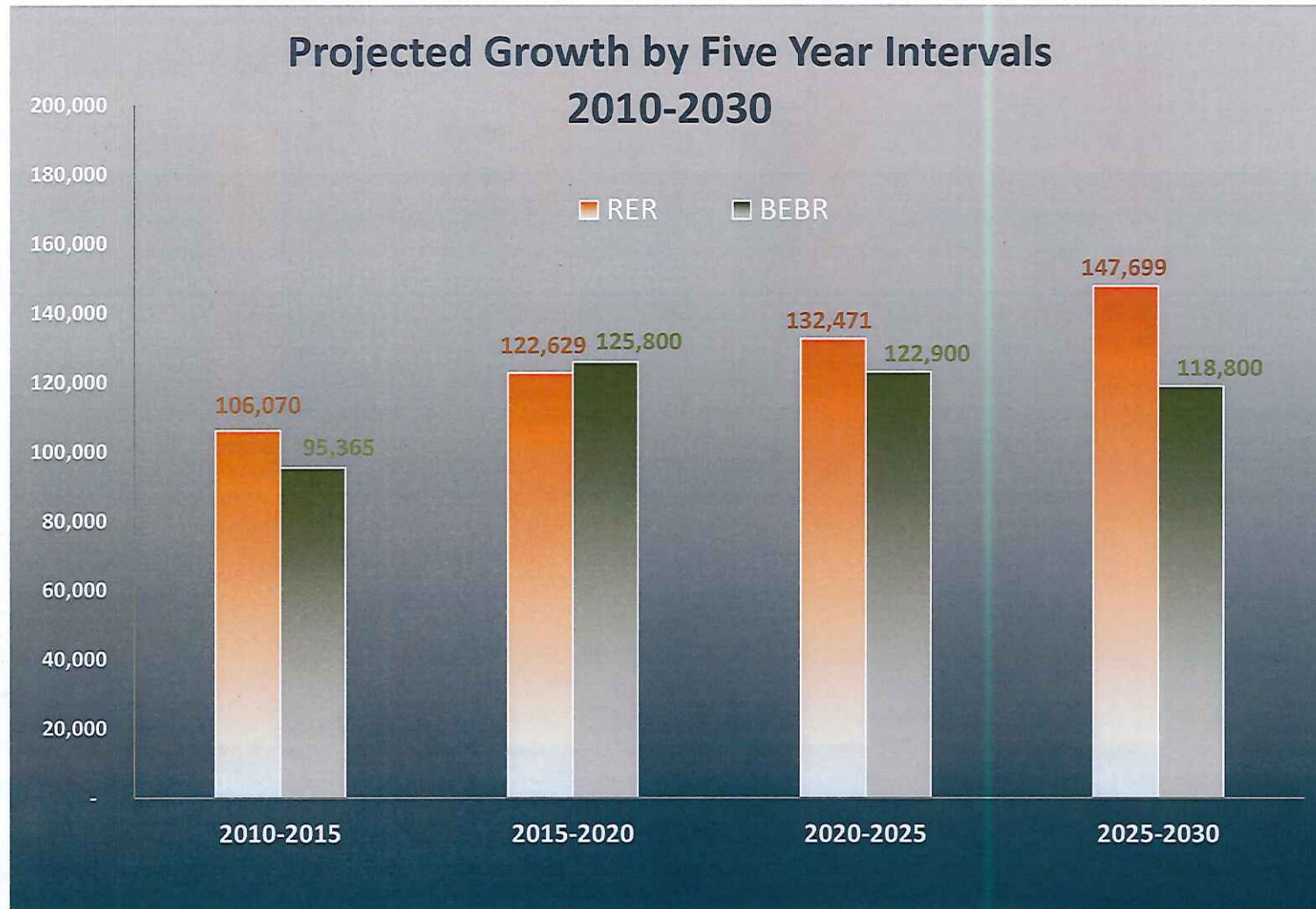
- In 2012, the County's projection for 2030 was 46,000 or 1.6% higher than BEBR's
- The University of Florida's Bureau of Business and Economic Research (BEBR) population projections the official published projections for the State of Florida, are below the County's, except for the 2015 – 2020 period when they are virtually the same
- Further, over the past 20 years our projections have been similar to BEBR's except for 1996

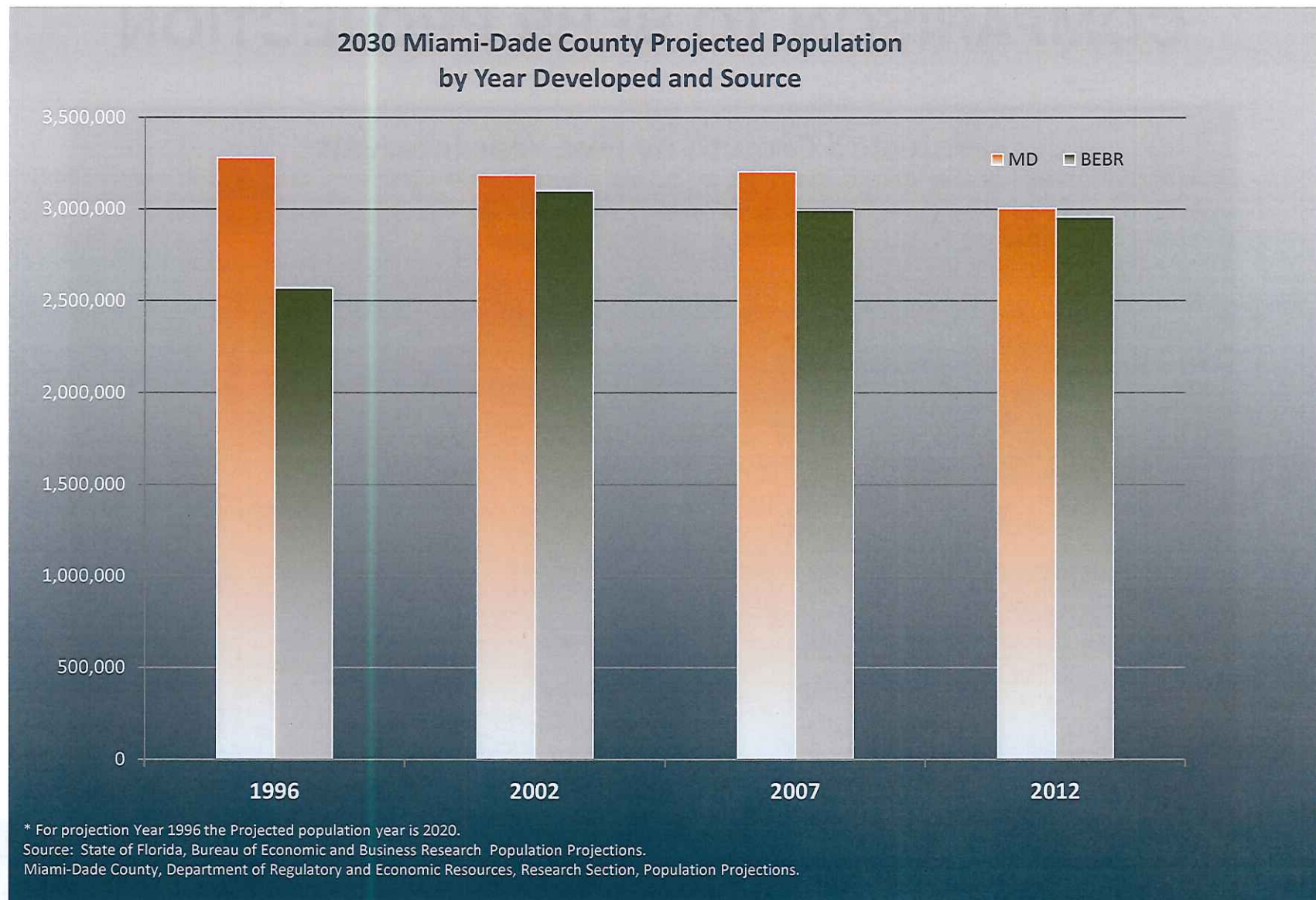
COMPARISON TO BEBR PROJECTION



**MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES – PLANNING DIVISION**

COMPARISON TO BEBR PROJECTION





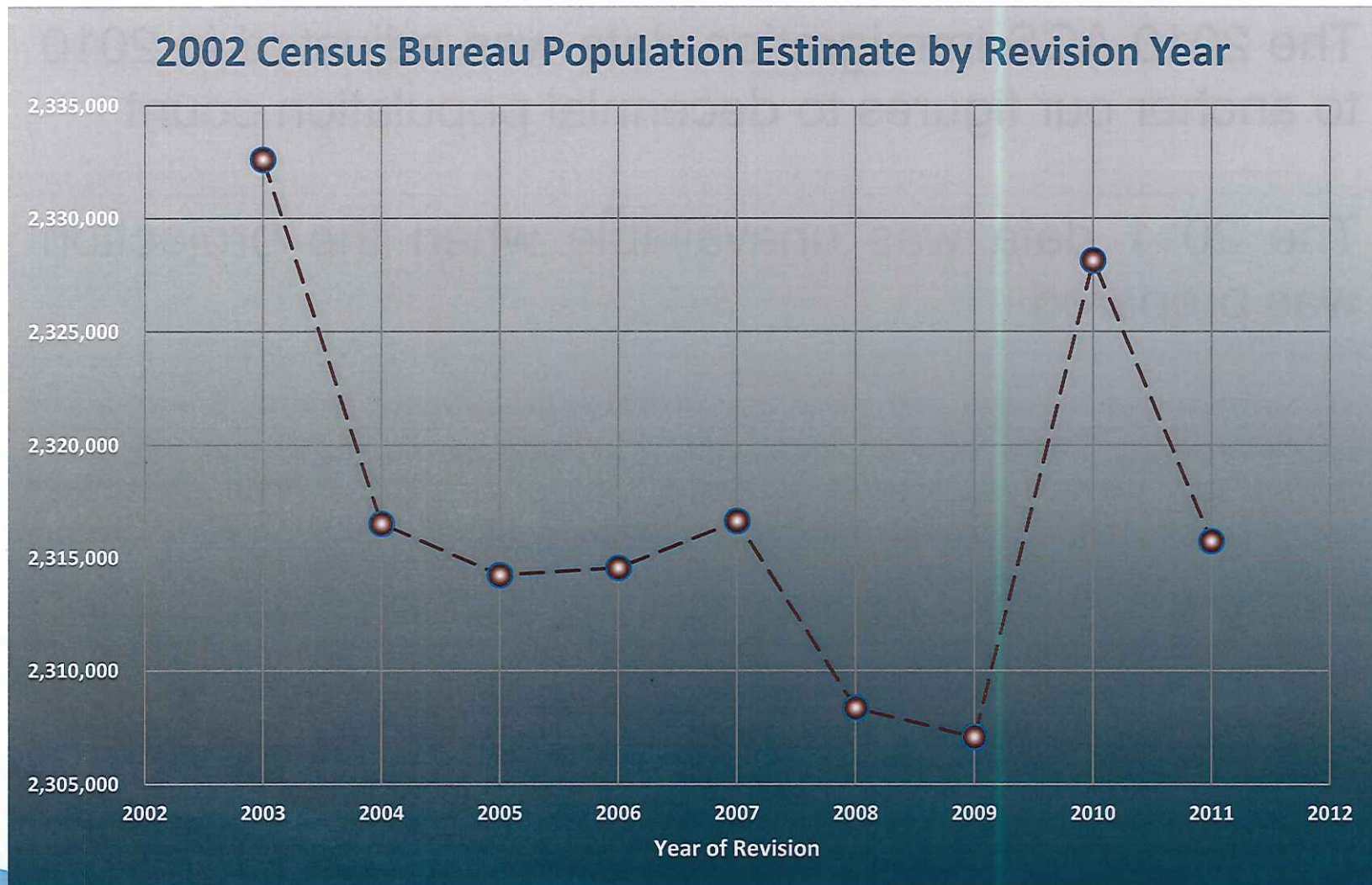
RESPONSE TO QUESTIONS RAISED

- Population Estimates
- Immigration Data
- Domestic Migration Data

RESPONSE – POPULATION ESTIMATES

- Census population estimates are annually revised and show great variability
- For the 2002 estimate, there were eight revisions; there was a difference of almost 25,000 between the high and low number
- Further, there is a disconnect between population estimates and projection. The 2012 BEBR projection that uses the 2011 estimate as a base increased by only 7,000 despite the fact that the estimate increased by 20,000

POPULATION ESTIMATES BY CENSUS



RESPONSE – IMMIGRATION DATA

- The 2010 ACS immigration data was adjusted in 2010 to anchor our figures to decennial population count
- The 2011 data was unavailable when the projection was prepared

RESPONSE – DOMESTIC MIGRATION DATA

- The 2009/10 migration figure was unavailable when projection was prepared
- At -8,502 this figure is an outlier as it significantly deviates from previous data
- In fact, it was the lowest net outflow since 1991 at 8,214
- Even if these migration figures were used, there would not be any significant increase in the population projection

IMPACT OF MOST RECENT DATA

- At the request of the Planning Advisory Board, a new projection that incorporated the 2009/10 IRS domestic migration data, the 2011 ACS immigration data as well as 2012 birth and death data was run
- The underlying assumptions remained the same
- This resulted in a projected figure of 3,014,151 for 2030, almost 9,000 higher than the previous projection
- This new projection is higher than that produced by BEBR and differs from it by 1.9 percent

CONCLUSION (1)

- The Department work has been deemed to be of professional standards by the State
- The State has never challenged the adopted population projections
- The County's projections have generally been closely aligned to the those of BEBR
- Trends are closely monitored

CONCLUSION (2)

- The County does not base population projections on one or two years of data, but instead uses 20 years

APPLICATION NO. 2 – PART A TRANSPORTATION ELEMENT

37

Revised Objective and New Policies

- Goal and Objective TE-1 – consider climate change in fiscal decision-making process (p. 2-3)
- TE-1G & TE-1H – incorporate climate change adaptation strategies (p. 2-4)

New Objectives and Policies

- Objective TE-4 and Policy TE-4A – policies and monitoring, development of a “Complete Streets” program (p. 2-7)
- Objective TE-5 and Policy TE-5A – policies and monitoring, evaluation of multimodal transportation corridors for designation as “Activity Corridors” (p. 2-7 & 2-8)

PAB Recommendation: Transmit and Adopt as recommended by staff

APPLICATION NO. 2 – PART B

TRAFFIC CIRCULATION SUBELEMENT

Revised Objective and Policies

- Objective TC-1 – require all roadways operate at their adopted LOS standards or better (p. 2-14)
- TC-1B – adopted LOS standard for State roadways outside the UDB to be consistent with newly adopted FDOT standard (p. 2-14)

New Policies

- TC-3C – require development of “Complete Streets” program (p. 2-20)
- TC-3D – require design of new roadways to support transit usage (p. 2-20)
- TC-4F – improve strategies to facilitate shift in travel modes from personal auto to pedestrian, bicycle & transit modes (p. 2-21)
- TC-5D – require interconnectivity between neighborhoods, services, schools, parks, etc.; discourage cul-de-sac/walled-in subdivisions (p. 21)
- TC-7E – require transportation agencies consider extending their planning horizons to address climate change impacts (p. 2-23)

PAB Recommendation: Transmit and Adopt as recommended by staff

APPLICATION NO. 2 – PART C

MASS TRANSIT SUBELEMENT

39

Revised Policy

- MT-1A – change headway from 30 to 60 minutes in adopted LOS standard to (p. 2-42)

New Policies

- MT-2D – coordinate planned transit system improvements with DRER and transportation agencies (p. 2-44)
- MT-2E – address climate change (p. 2-44)
- MT-3C – research possibility of MDX sharing surplus revenue on transit projects (p. 2-44)
- MT-3D – consider expanding the use of roadway impact fees for transit projects (p. 2-44)
- MT-4C – the County with assistance from FTA, FDOT, MDX and others provide express bus routes along managed lane corridors, accessible park-and-ride facilities and direct access to MetroRail facilities (p. 20-45)

PAB Recommendation: Transmit and Adopt as recommended by staff

APPLICATION NO. 2 – PART D

AVIATION SUBELEMENT

40

Revised Goal, Objectives and Policies

- Goal revised and objectives and policies consolidated to simplify and clarify language and functions of airports (pgs. 2-62 & 2-71)
- Revised Policies AV-7C & AV-8F address compatibility of development with Homestead Air Reserve Base (p. 2-69)

New Policies

- AV-6C, AV-6D & AV-6E – provide for revenue-generating opportunities and to allow land uses compatible with airport operations (p. 2-70)

PAB Recommendation: Transmit and Adopt as recommended by staff

APPLICATION NO. 2 – PART E

PORT OF MIAMI RIVER SUBELEMENT

41

Revised Policies

- PMR-1A – promote actions which maintain & enhance marine industrial activities along entire Miami River (p. 2-97)
- PMR-2A – acknowledge Miami River Corridor Multimodal Transportation Plan and focus on implementation of plan (p. 2-98)
- PMR-3A – provide for dredging of the Miami River tributaries (p. 2-98)

PAB Recommendation – Transmit with changes and Adopt as follows:

- Delete Policy PMR-1A
- Revise Policies PMR-1C and PMR-2C to include business and property owners

RER Staff Comment: – Retain PMR-1A; and accept revisions to Policies PMR-1C and PMR-2C

APPLICATION NO. 2 – PART F

PORTMIAMI SUBELEMENT

42

Revised Goals, Objectives and Policies

- *Seaport Department revises and updates the entire Port of Miami Master Plan Subelement as recommended by Adopted 2010 Evaluation and Appraisal Report (p. 2-104 & 2-119)*

New Policies

- PM-4D – updates reference to the Dredged Materials Management Plan (p. 2-114)
- PM-4H – incorporates climate change adaptation and mitigation strategies in development of Port's projects and long range plans (p. 2-114)
- Replace Figure 1 with updated Master Development Plan

PAB Recommendation – Adopt with change and Transmit as follows:

- In Goal add “AND MITIGATION FOR”

RER Staff Comment: Accept Revision

APPLICATION NO. 3

HOUSING ELEMENT

43

Revised Policies

- HO-2A – require periodical analysis of supply of developable land using most recent housing data and population projections to assess residential land need (p. 3-4)

New Policies

- HO-3H – reduce barriers such as liens and encumbrances, and other obstacles that inhibit affordable housing development (p. 3-6)
- HO-3I – encourage development of housing units through infill and expansion of redevelopment opportunities (p. 3-6)
- HO-6E – improve procedures to preserve government assisted affordable housing projects (p. 3-8)
- HO-8G – promote housing design that supports conservation and preservation of areas with specific historic, architectural, and cultural value (p. 3-10)

PAB Recommendation – Transmit and Adopt as recommended by staff

APPLICATION NO. 4 – CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT

44

Revised Objective

- CON-1 – add language for consideration of climate change adaptation and mitigation strategies (p. 4-3)

Revised Policies

- CON-1J – add language to consider recommendations of Southeast Florida Regional Climate Compact to reduce greenhouse gas emissions (p. 4-5)
- CON-7J – strengthen language to avoid approval of amendments and developments inconsistent with CERP (p. 4-15)
- CON-8I – delete lists of exotic pest plants and nuisance species and add reference to the County's Code and Landscape Design Manual (p. 4-16)

New Policies

- CON-2M – coordinate with municipalities and other agencies on distribution of information regarding beach water quality (p. 4-7)
- CON-5I – consider sea level rise when planning and/or building new facilities (p. 4-12)
- CON-6F & CON-6G – to protect agricultural land and support the agricultural industry (p. 4-13)

PAB Recommendation – Transmit with changes and Adopt as follows:

- In Policy CON-6D retain the word “premature”
- Delete new Policy CON-6E (redundent with Policy CON-6D)

RER Staff Comment: Accept revisions

APPLICATION NO. 5 – WATER, SEWER AND SOLID WASTE⁴⁵

ELEMENT – PART A – WATER & SEWER SUBELEMENT

Revised Policy

- WS-3F – require the Integrated Master Plan include initiatives addressing climate change and sea level rise (p. 5-9)

New Policy

- WS-4H – County to coordinate with appropriate agencies to monitor septic tanks and develop programs to abandon at risk systems (malfunctioning due to high ground water/flooding) and/or connect users to public sewer system & target septic systems adversely impacted by sea level rise/storm surge associated with climate change (p. 5-10)

PAB Recommendation: Transmit and Adopt as recommended by staff

APPLICATION NO. 5 – SOLID WASTE SUBELEMENT

46

No significant revisions

PAB Recommendation: Transmit and Adopt as recommended by staff

APPLICATION NO. 6

RECREATION AND OPEN SPACE ELEMENT

Revised Objectives

- ROS-1 – provide for a comprehensive system of public and private sites for recreation, public spaces, natural preserve, cultural areas, greenways, trails, beaches and other recreational areas meeting the needs of unincorporated area through 2017 (p. 6-7)
- ROS-6 – recognize “Natural Areas Management Plan” as primary guide for management and restoration natural areas (p. 6-16)

Revised Policies

- ROS-5B – include “Equity Access Criteria” in selecting park sites (p. 6-14 and 6-15)
- ROS-8B – require the development of implementation plan for “Access and Equity Criteria” (p. 6-18)

New Policies

- Provide “Equity Access Criteria” for the park system to ensure residents have park access within neighborhoods (p. 6-3 and 6-4)
- ROS-4E – seek grants from federal, state and private for acquisition and improvement of parks (p. 6-12)

PAB Recommendation: Transmit and Adopt as recommended by staff

APPLICATION NO. 7

COASTAL MANAGEMENT ELEMENT

48

Revised Policies

- CM-1I – ensure that only appropriate material can be used for artificial reefs to enhance and create habitat for fish and benthic species (p. 7-6)
- CM-5F and CM-10J – require new and existing marina/water-dependent facilities to provide a hurricane contingency plan as a condition of yearly operating permit (p. 7-12; 7-20)
- CM-8D – list County programs such as the Emergency Evacuation Assistance Program, residential shuttering program, and public safety alerts (p. 7-15)
- CM-9H – reference sea level rise projections refined by the Southeast Florida Regional Climate Change Compact (p. 7-19)

New Policy

- CM-4J – continue restoration of coastal habitat for coastal wildlife (p. 7-11)

PAB Recommendation – Transmit with change and Adopt as follows:

- Revise Policy CM-9H by striking out the word “refined”

RER Staff Comment: Accept Revision

APPLICATION NO. 8

INTERGOVERNMENTAL COORDINATION ELEMENT

Revised Policies

- ICE-1H – remove reference to Joint Miami-Dade County Public Schools and Board of County Commissioners Overcrowding Work Group and added Educational Compact (p. 8-7)
- CE-6B – provide process for any disputes between coastal local governments and public agencies regarding disposal of dredged spoil disposal (p. 8-15)

New Policies

- ICE-5F & ICE-5G – continued county participation in the Southeast Florida Regional Climate Change Compact; and require County departments to include climate change mitigation and adaptation strategies in their master plans and strategic business plans (p. 8-15)

PAB Recommendation: Transmit and Adopt as recommended by staff

APPLICATION NO. 9

CAPITAL IMPROVEMENTS ELEMENT

Revised Policies

- Concurrency Management Program – provide transportation concurrency exception for public transit facilities (p. 9-20)

New Policy

- CIE-3D – prioritize allocation of available infrastructure resources to meet needs of urban centers (p. 9-11)

PAB Recommendation – Transmit with changes and adopt

- Add new policy CIE-1I: The County shall by 2020 explore the possibilities of public-private partnerships in order to implement transit-related projects.
- Revise Text under Mass Transit Section, changing headways from 60 to 15 minutes in-side the UIA and from 60 to 30 minutes between UIA and UDB

RER Staff Comments: accept new policy CIE-1I; however on change to headways, MDT desires more time to analyze its impact on service

APPLICATION NO. 10 EDUCATIONAL ELEMENT

51

No significant revisions

PAB Recommendations: Transmit and Adopt as recommended by staff

APPLICATION NO. 11 ECONOMIC ELEMENT

No significant revisions

PAB Recommendations: Transmit and Adopt as recommended by staff



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

2013 MAY 14 A 11: 31

PLANNING & ZONING
METROPOLITAN PLANNING SECT

8 May 2013

Colonel Donald R. Lindberg
Commander, 482d Fighter Wing
29050 Coral Sea Blvd. Bldg 360
Homestead ARB FL 33030-1290

The Honorable Carlos Gimenez, Mayor, Miami-Dade County
Miami-Dade Board of County Commissioners
Stephen P. Clark Center
111 N.W. 1st Street, Suite 220
Miami, FL 33128

Dear Mayor Gimenez and Members of the Board

This letter is in reference to the Miami-Dade Planning Advisory Board (PAB) meetings held on 15 April 2013 and 6 May 2013. During the meetings, PAB recommended modifications to the Comprehensive Development Master Plan (CDMP). As per Florida Statute Section 163.3175(4), I have outlined Homestead Air Reserve Base (ARB)'s comments below.

PAB recommended revising the October 2012 Cycle Application No. 5, Objectives LU-4G, 4H, 4I (Atch 1) to provide criteria for achieving compatibility of lands adjacent to or closely proximate to existing military installations in the future land use plan element. Florida Statute Section 163.3175 requires local governments to adopt compatibility criteria by June 30, 2012. The recommendations protect Homestead ARB's mission, encourage continued cooperation between Miami-Dade County and Homestead ARB, and provide a roadmap for further enhancing land use compatibility guidelines through an upcoming revision of Article XXXV, Homestead Air Reserve Base Zoning, of the Code of Miami-Dade County. PAB also recommended adjustments to the Urban Expansion Area (UEA) in the vicinity of Homestead ARB as outlined in Application No. 1 (Land Use Element) of the Evaluation and Appraisals Report-Based Amendment Application (Atch 2). The recommendations should reduce potential incompatible land use conflicts around Homestead ARB, and improve safety for both military personnel and the surrounding communities. The PAB's recommendations support the long term viability of the base.

I would like to thank the PAB and the Planning Division of the Miami-Dade Department of Regulatory and Economic Resources for their work on these recommendations. In the future, Homestead ARB welcomes the opportunity to contribute to the development of the master plan with these organizations, the Board of County Commissioners, and the Office of the Mayor. Please contact Mr. Lawrence Ventura at (786) 415-7163 or by e-mail at lawrence.ventura@us.af.mil with any questions.

Sincerely

DONALD R. LINDBERG, Colonel, USAFR

Attachments:

1. October 2012 Cycle Application No. 5
2. Figure P, page 149, Application No. 1, EAR-Based Amendments

cc:

The Honorable Barbara J. Jordan, Commissioner, District 1, Miami-Dade County
The Honorable Jean Monestime, Commissioner, District 2, Miami-Dade County
The Honorable Audrev Edmonson, Commissioner, District 3, Miami-Dade County
The Honorable Sally A. Heyman, Commissioner, District 4, Miami-Dade County
The Honorable Bruno A. Barreiro, Commissioner, District 5, Miami-Dade County
The Honorable Rebeca Sosa, Commissioner, District 6, Miami-Dade County
The Honorable Xavier L. Suarez, Commissioner, District 7, Miami-Dade County
The Honorable Lynda Bell, Commissioner, District 8, Miami-Dade County
The Honorable Dennis C. Moss, Commissioner, District 9, Miami-Dade County
The Honorable Javier D. Souto, Commissioner, District 10, Miami-Dade County
The Honorable Juan C. Zapata, Commissioner, District 11, Miami-Dade County
The Honorable José "Pepe" Diaz, Commissioner, District 12, Miami-Dade County
The Honorable Esteban Bovo, Jr., Commissioner, District 13, Miami-Dade County
Mark Woerner, Miami-Dade County Planning and Zoning
Bill Pable, Florida Department of Economic Opportunity

Application No. 5

Countywide

APPLICATION SUMMARY

Applicant/Representative: Miami-Dade County
Department of Regulatory and Economic Resources
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972

Location: Countywide

Requested Text Changes: Amend the Land Use Element to include new Policies under Objective LU-4 providing for criteria to achieve compatibility of lands adjacent to the Homestead Air Reserve Base.

Amendment Type: Standard Text Amendment

RECOMMENDATIONS

Staff: **TRANSMIT AND ADOPT** (February 25, 2013)

Community Councils: **NOT APPLICABLE**

Planning Advisory Board (PAB)
acting as the Local Planning Agency: **TO BE DETERMINED** (April 15, 2013)

Board of County Commissioners: **TO BE DETERMINED** (May 22, 2013)

Final Recommendation of PAB acting
as the Local Planning Agency: **TO BE DETERMINED** (September 3, 2013)

Final Action of Board of County
Commissioners: **TO BE DETERMINED** (October 2, 2013)

Staff recommends: **TRANSMIT AND ADOPT** the proposed amendment to amend the Comprehensive Development Master Plan (CDMP) Land Use Element text based on the following reasons:

Principal Reasons for Recommendation:

1. This application seeks to satisfy a statutory requirement for compatibility of land uses adjacent to the Homestead Air Reserve Base (HARB). Sections 163.3175(9) and 163.3177(6)(a) of the Florida Statutes require local governments having a military installation(s) within their jurisdictional limits to include in the land use element of their comprehensive plans criteria to achieve the compatibility of lands adjacent or closely proximate to military installations. Section 163.3175(2), Florida Statutes, identifies Miami-Dade County as one of the local governments required to incorporate compatibility criteria in its comprehensive plan. Therefore, the new policies proposed in this application are to satisfy the statutory requirement.
2. Table 3 of the Intergovernmental Coordination Element designates HARB as a Facility of Countywide Significance. Furthermore, CDMP Policy ICE-3H requires the County to maintain systematic review and approval of changes to land use, development and zoning on properties surrounding facilities of countywide significance, in an effort to maintain or improve compatibility and appropriate transition between adjacent properties and the facilities. The subject application proposes new policies addressing the compatibility of lands adjacent or proximate to HARB, which are consistent with the provisions of the CDMP Intergovernmental Coordination Element and with the intent to maintain or improve the compatibility of lands adjacent to HARB.
3. Land Use Element Policy LU-4F and Aviation Subelement Policies AV-7A and AV-7B also require the County to implement the guidelines and recommendations of the Joint Land Use Study (JLUS) and the Air Installation Compatible Use Zone (AICUZ) Study for the Homestead Air Reserve Base through the Land Use Element, the Miami-Dade Zoning Code toward achieving land use compatibility in the Vicinity of HARB.

On April 6, 2010, the Board of County Commissioners approved and adopted Resolution R-357-10 accepting the Joint Land Use Study (JLUS) and the Air Installation Compatibility Zone (AICUZ) Study that were commissioned by the U.S. Air Force and the Homestead Air Reserve Base. The policies proposed in the application require a subsequent zoning code amendment that would implement guidelines and recommendations of the JLUS and AICUZ and would further the intent of the above referenced policies.

Requested Text Amendment

Add the proposed new Policies under Objective LU-4 of the CDMP Land Use Element as follows:

Objective LU-4

Miami-Dade County shall, by the year 2015, 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

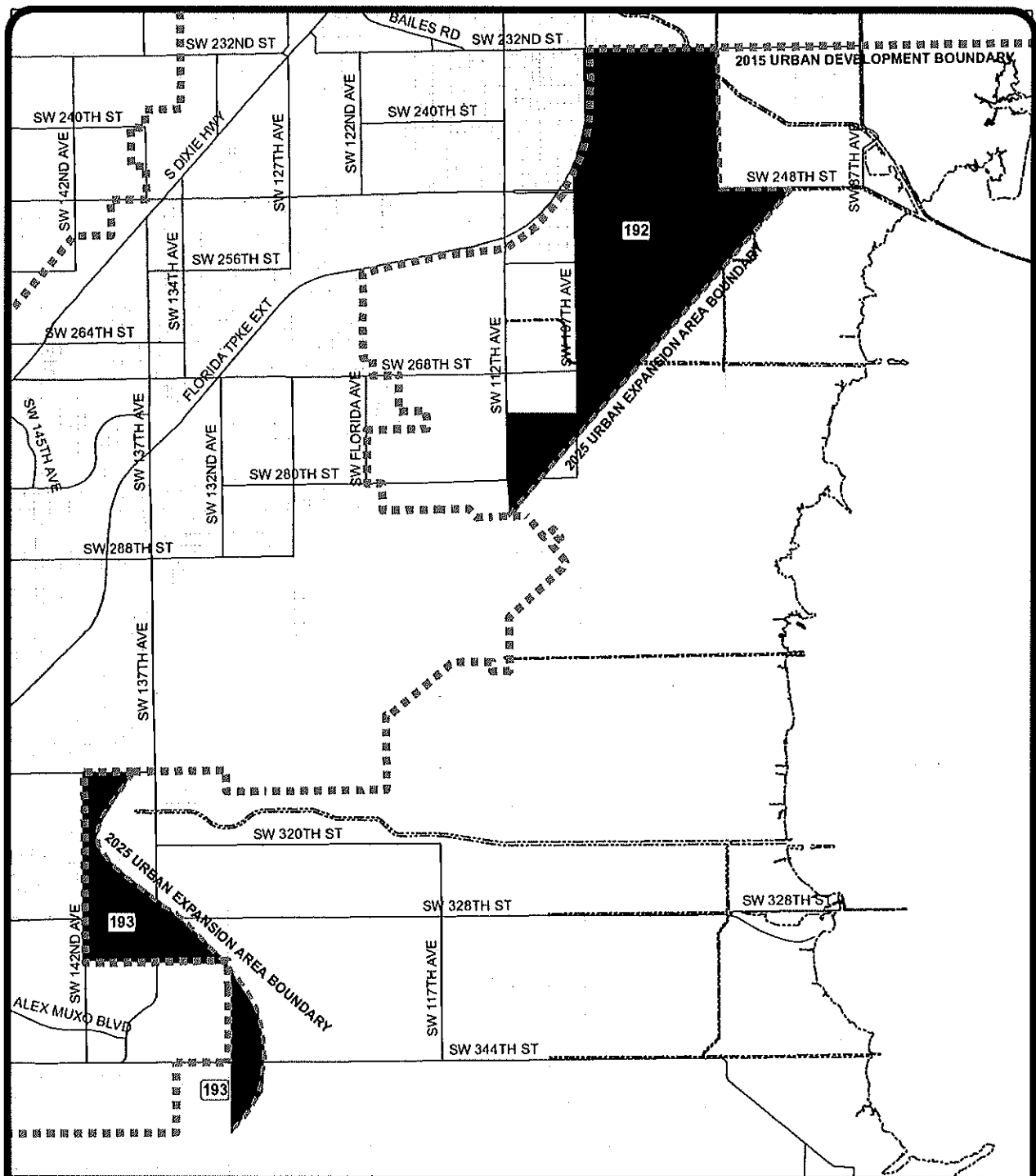
- LU-4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- 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.
- LU-4F. Miami-Dade County shall implement the Homestead Air Force Base Air Installation Compatible Use Zone (AICUZ) Report guidelines through the Land Use Element of the Miami-Dade County Comprehensive Development Master Plan, 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. Miami-Dade County shall continue to cooperate with the Homestead Air Reserve Base (HARB) to ensure that future land uses on properties adjacent to HARB maintain or improve compatibility with HARB and its operations.

LU-4H. By 2014, Miami-Dade County shall amend Article XXXV, Homestead Air Force Base Zoning, of the Code of Miami-Dade County to enhance and promote the compatibility of adjacent land uses and development with HARB and the protection of Base operations and activities. Consistent with the Board of County Commission adopted Resolution R-357-10, the amending ordinance shall address the guidelines recommended in the Homestead Air Reserve Base Joint Land Use Study and Air Installation Compatible Use Zone Study, and address the following compatibility criteria:

- (a) Permitted uses and use restrictions;
- (b) Development density and intensity;
- (c) Building FARs and setbacks;
- (d) Height restrictions and notification procedures;
- (e) Lighting standards;
- (f) Noise attenuation;
- (g) variances and appeals;
- (h) Real estate disclosure process;
- (i) Avigation easements;

LU-4I. It is the policy of Miami-Dade County that proposals for future land uses, including the siting of public facilities (such as roads, water, sewer, schools, and government buildings), on land adjacent to the HARB, and/or within the HARB MZ, shall maintain or improve compatibility with HARB consistent with the provision of Intergovernmental Coordination Element Policies ICE-3G and ICE-3H, and pursuant to the foregoing Policies LU-4A and LU-4B.

LU-4GJ. 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.



38 PARCEL LOCATION AND NUMBER

Figure P

PROPOSED LAND USE PLAN MAP CHANGES

DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES

Parcel No.	Municipality or Community Councils	Requested Category Change(s)		Acres ±
		From	To	
275	Florida City	Low Density Residential	Business and Office	21
276	Florida City	Low Density Residential	Business and Office	11
277	Florida City	Low Density Residential	Low-Medium Density Residential	16
278	Florida City	Low Density Residential	Low-Medium Density Residential	21
279	Florida City	Environmentally Protected Parks	Business and Office	3
280	Florida City	Low Density Residential	Low-Medium Density Residential	20
281	Florida City	Low Density Residential	Low-Medium Density Residential	27
282	Florida City	Industrial and Office	Low-Medium Density Residential	6
283	Florida City	Industrial and Office	Business and Office	52
284	Florida City	Industrial and Office & Low Density Residential	Environmentally Protected Parks	75
285	Florida City	Agriculture	Environmentally Protected Parks	31
286	Florida City	Low Density Residential	Low-Medium Density Residential	74
287	Homestead	Low and Low-Medium Density Residential	Business and Office	42
288	Homestead	Low Density Residential and Parks and Recreation	Environmentally Protected Parks	173
289	Homestead	Environmentally Protected Parks, Low Density Residential and Business and Office	Parks and Recreation	112
290	Homestead	Environmentally Protected Parks	Parks and Recreation	58
291	Homestead	Business and Office	Industrial and Office	19
292	15	Agriculture; Inside the 2025 Urban Expansion Area	Agriculture; Outside the 2025 Urban Expansion Area	1,629
293	City of Homestead and 15	Agriculture; Inside the 2025 Urban Expansion Area	Agriculture; Outside the 2025 Urban Expansion Area	595
294	11	Agriculture; Inside the 2025 Urban Expansion Area	Agriculture; Outside the 2025 Urban Expansion Area	1,525
295	5	Agriculture; Inside the 2025 Urban Expansion Area	Agriculture; Outside the 2025 Urban Expansion Area	575
296	5	Open Land	Industrial and Office	521



**DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND**

08 April 2013

Lawrence Ventura, Jr.
Chief, Environmental Flight and Base Community Planner
482d Fighter Wing
29305 Westover St., Bldg 232
Homestead Air Reserve Base, FL 33039-1299

Mr. Garrett Rowe
Supervisor, CDMP Administration
Planning Division, Metropolitan Planning Section
Miami-Dade Department of Regulatory and Economic Resources
111 NW 1st Street, 12th Floor
Miami, FL 33128

Dear Mr. Rowe,

This letter is in response to Application No. 1 of the EAR-based amendments to the Miami-Dade Comprehensive Development Master Plan (CDMP). As a member of the Miami-Dade County Planning Advisory Board (PAB), I would like to submit the following remarks for consideration by the PAB.

- Figure P on page 149 of Application No. 1 displays the Proposed Land Use Plan Map Changes within the vicinity of Homestead Air Reserve Base (ARB). While the removal of parcel 292 from the Urban Expansion Area (UEA) partly achieves Objective LU-4, Policy LU-4F, of the CDMP, a significant portion of Homestead ARB's noise zones will remain inside the UEA. In comparison, the proposed land use classification change of parcel 293, from inside the 2025 UEA to outside, removes all 65+ DNL land in this vicinity from inside the UEA. Therefore, I am proposing that the UEA boundary line be adjusted, as shown in the attached map with a dashed yellow line.
- The proposed language of Policy LU-4F contained within Application No. 1 states that 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." The recommendations contained with the Joint Land Use Study (JLUS) that address the area closest to HARB use the "Homestead Air Reserve Base Military Zone", or HARBMZ, to delineate the "specific areas of operational impact" near the Base. These area of operational impact are defined in the AICUZ as the land within:
 - the 65+ DNL noise contours
 - The Clear Zone
 - Accident Potential Zone I
 - Accident Potential Zone II

The UEA boundary change caused by the removal of parcel 292 from the UEA leaves land not only within the 65+ DNL noise contour but also within the 70+ DNL noise contour inside the UEA.

- LU-4G, recently proposed as an amendment by Application No. 5 of the October 2012 CDMP cycle, states that Miami-Dade County "shall continue to cooperate with the Homestead Air Reserve Base (HARB) to ensure that future land uses on properties adjacent to HARB maintain or improve compatibility with HARB and its operations." In my opinion, the best way to achieve compatability is to remove the lands that are within the 65+ DNL noise contour and outside the UDB, from the UEA.

Homestead ARB is very thankful for the past and current actions that Miami-Dade County has undertaken to allow the installation, and its servicemen and women, to operate in a safe environment. I look forward to working with you on this important issue, as well as the Planning Division of the Miami-Dade Department of Regulatory and Economic Resource and the Planning Advisory Board. If you have any additional questions or comments in regards to this letter, please contact me at 786-415-7163 or lawrence.ventura@us.af.mil.

Sincerely,



LAWRENCE VENTURA, JR.
Base Community Planner

cc:

Bill Pable, Division of Community Development, Florida Department of Economic Opportunity

Attachments:

Figure P, page 149, Application No. 1, EAR-Based Applications to the Comprehensive Development Master Plan
EAR-Based UEA Boundary Change Map_HARB



P. 305.594.2877
F. 305.594.2878

The Lasarte Law Firm
3250 N.E. First Avenue
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2013 MAY 17 P 3: 34

Felix M. Lasarte, Esq.
felix@lasartelaw.com

VIA HAND DELIVERY

PLANNING & ZONING
METROPOLITAN PLANNING SECT

May 17, 2013

Mr. Mark Woerner
Metropolitan Planning Section
Permitting, Environment and Regulatory Affairs
Miami-Dade County
111 NW 1st Street, 12th Floor
Miami, Florida 33128

**Re: October 2012 EAR-Based Amendments / Application No. 1 / Parcels located
S/O SW 312th Street and E/O SW 142nd Avenue in Miami-Dade County, Florida**

Dear Mr. Woerner:

We have reviewed your proposed realignment of the boundaries for the Urban Expansion Area (UEA) in this section of the County under Application No. 1 to the October 2012 EAR-Based Amendment Cycle. I am attaching a copy of the new proposed boundaries as Exhibit "A." The purpose of this letter is to request that you please reconsider repositioning the boundaries according to the lines highlighted in yellow in the attached Exhibit "B."

This particular expansion area, which is highlighted in yellow, is located at the intersection of two major section lines (SW 312th Street and SW 137th Avenue). These parcels of land are surrounded by existing residential and commercial development to the North, East and West and are bordered by a large canal to the South. Additionally, they are located away from the Accident Potential Zones (APZ) of the Homestead Air Reserve Base and away from any future wetlands and CERP Water Management Areas.

We appreciate your considerate time and attention to this matter. As always, should you have any questions or concerns, please do not hesitate to contact my office.

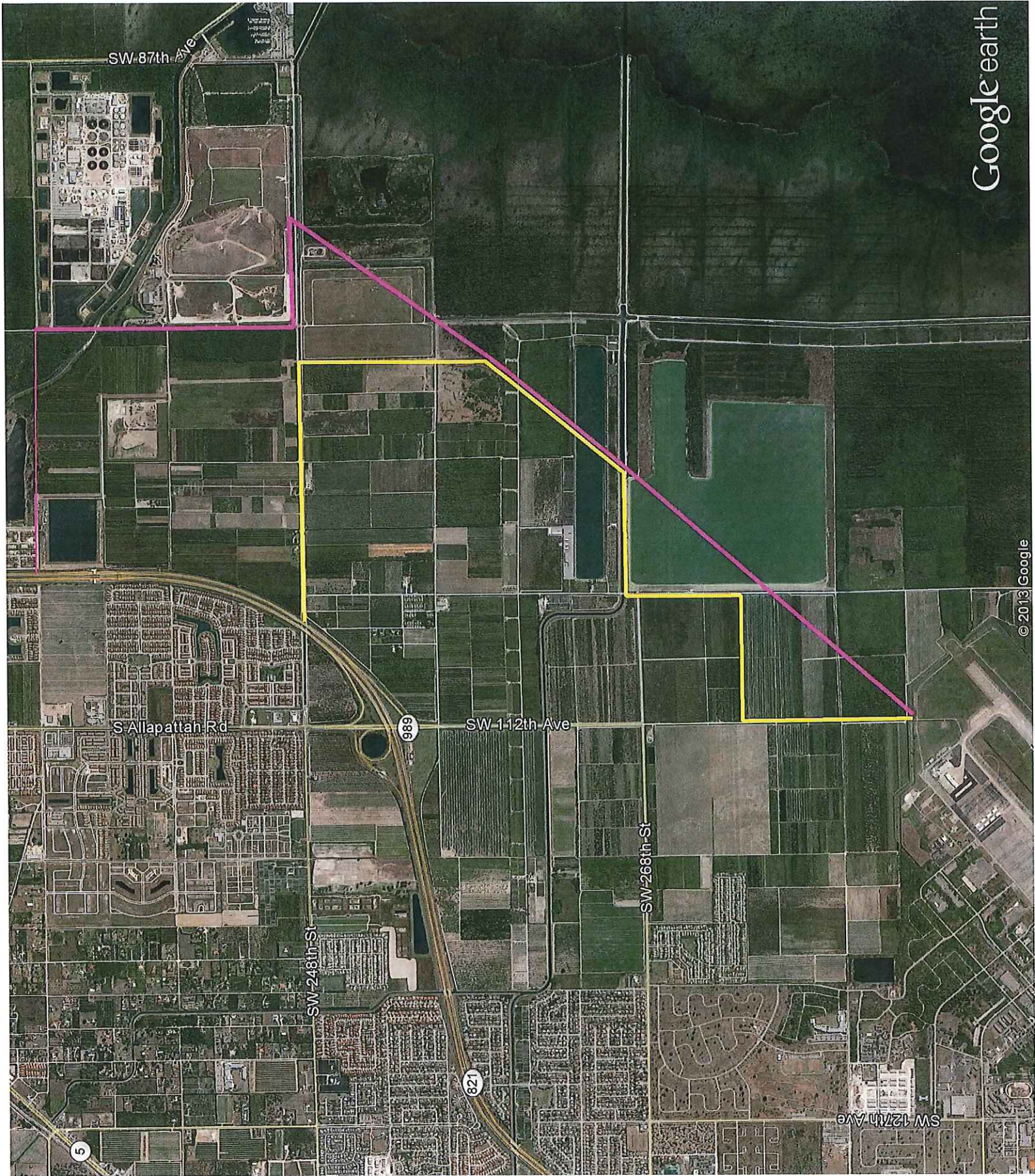
Sincerely,

THE LASARTE LAW FIRM



Felix M. Lasarte

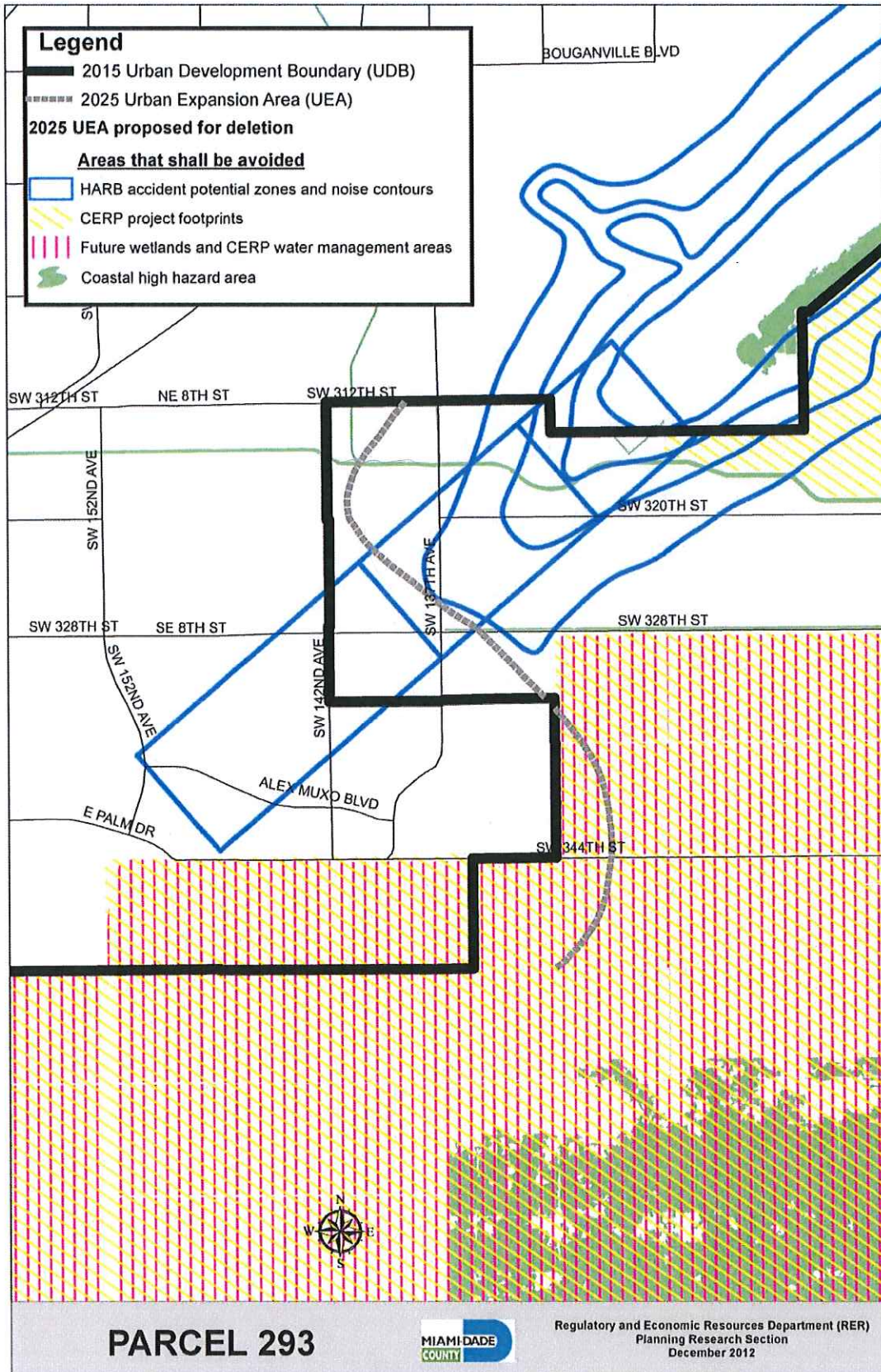
PARCEL 292



Google earth

© 2013 Google

EXHIBIT "A"



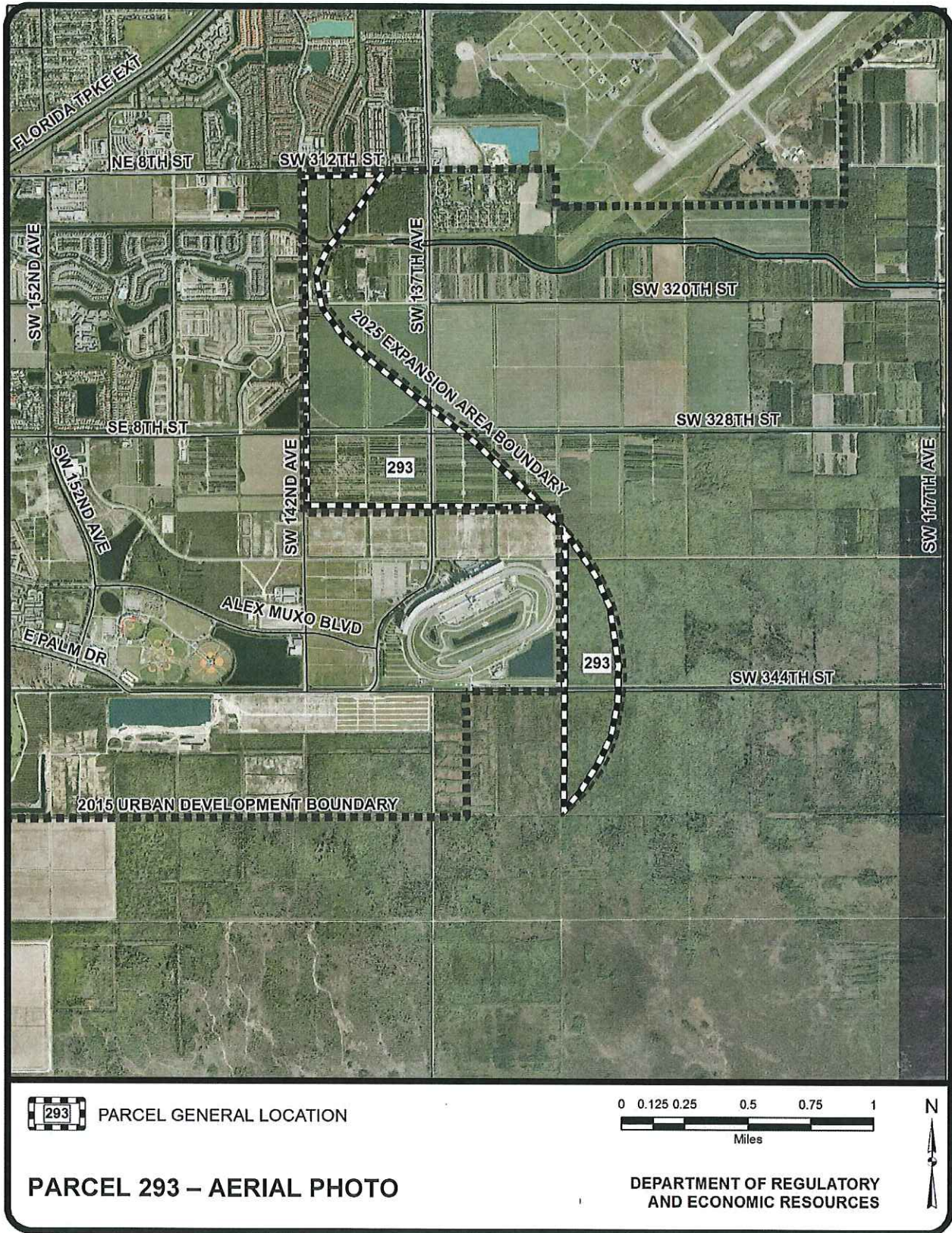
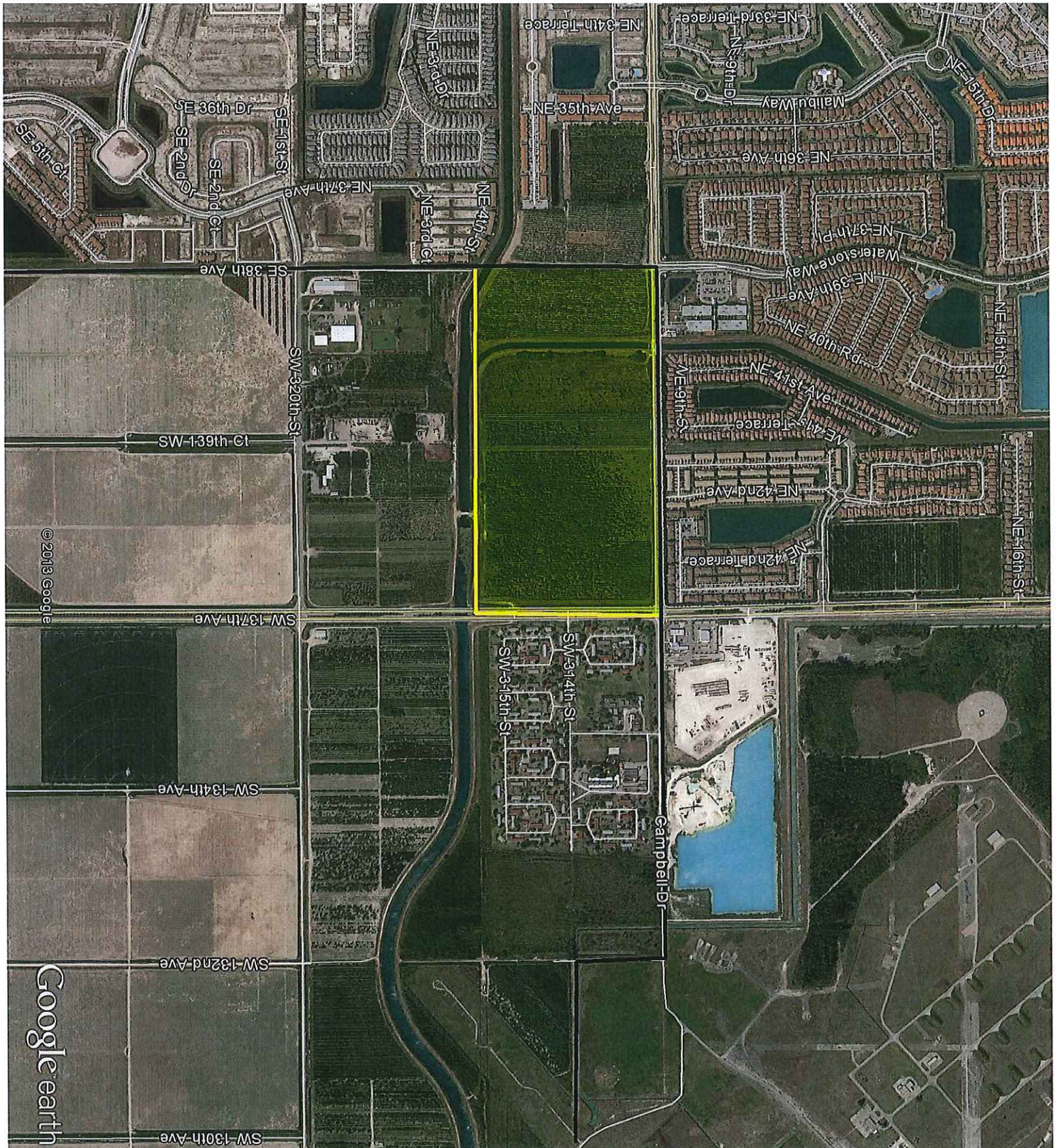


EXHIBIT "B"





P. 305.594.2877
F. 305.594.2878

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Suite 334
Miami, FL 33137
www.lasartelaw.com

2013 MAY -7 P 1:25

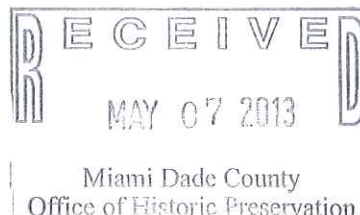
Felix M. Lasarte, Esq.
felix@lasartelaw.com

PLANNING & ZONING
METROPOLITAN PLANNING SECT

VIA HAND DELIVERY

May 6, 2014

Mr. Mark Woerner
Metropolitan Planning Section
Permitting, Environment and Regulatory Affairs
Miami-Dade County
111 NW 1st Street, 12th Floor
Miami, Florida 33128



**Re: October 2012 EAR-Based Amendments / Application No. 1 / Properties located
E/O Fl. Turnpike, W/O SW 97 Ave and S/O SW 248 St in Miami-Dade County, Fl**

Dear Mr. Woerner:

We have reviewed your proposed realignment of the boundaries for the Urban Expansion Area (UEA) in this section of the County under Application No. 1 to the October 2012 EAR-Based Amendment Cycle. I am attaching a copy of the new proposed boundaries as Exhibit "A." As you know, we met last week to discuss these changes. Pursuant to our meeting, we would like you to please reconsider repositioning the boundaries according to the lines highlighted in yellow in the attached Exhibit "B."

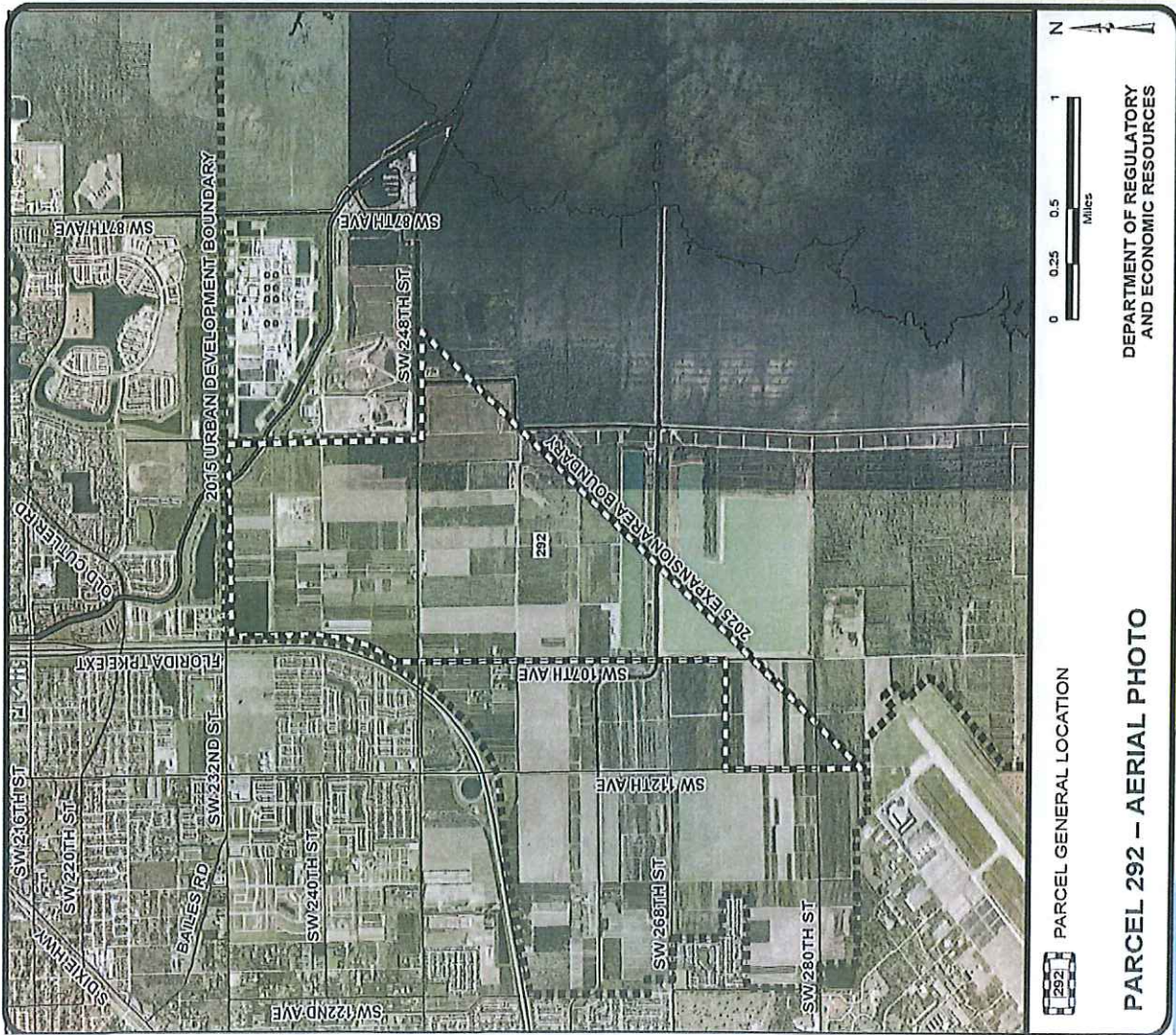
As explained in our last meeting, the idea behind this expansion area was to concentrate densities along the US-1 and Florida Turnpike corridors and away from the Redlands which are located further west. Our client has held large tracts of land in the area for over 40 years and believes that the boundaries should reflect the map on Exhibit "B" based on the growth patterns and natural boundaries in this area (e.g. the C-102 Canal to the South, the Goulds canal to the North, and the canal bordering SW 97th Avenue to the East). Please note that we have drawn the boundaries to exclude the existing landfill and other adjacent properties.

We appreciate your considerate time and attention to this matter. As always, should you have any questions or concerns, please do not hesitate to contact my office.

Sincerely,

THE LASARTE LAW FIRM

Felix M. Lasarte



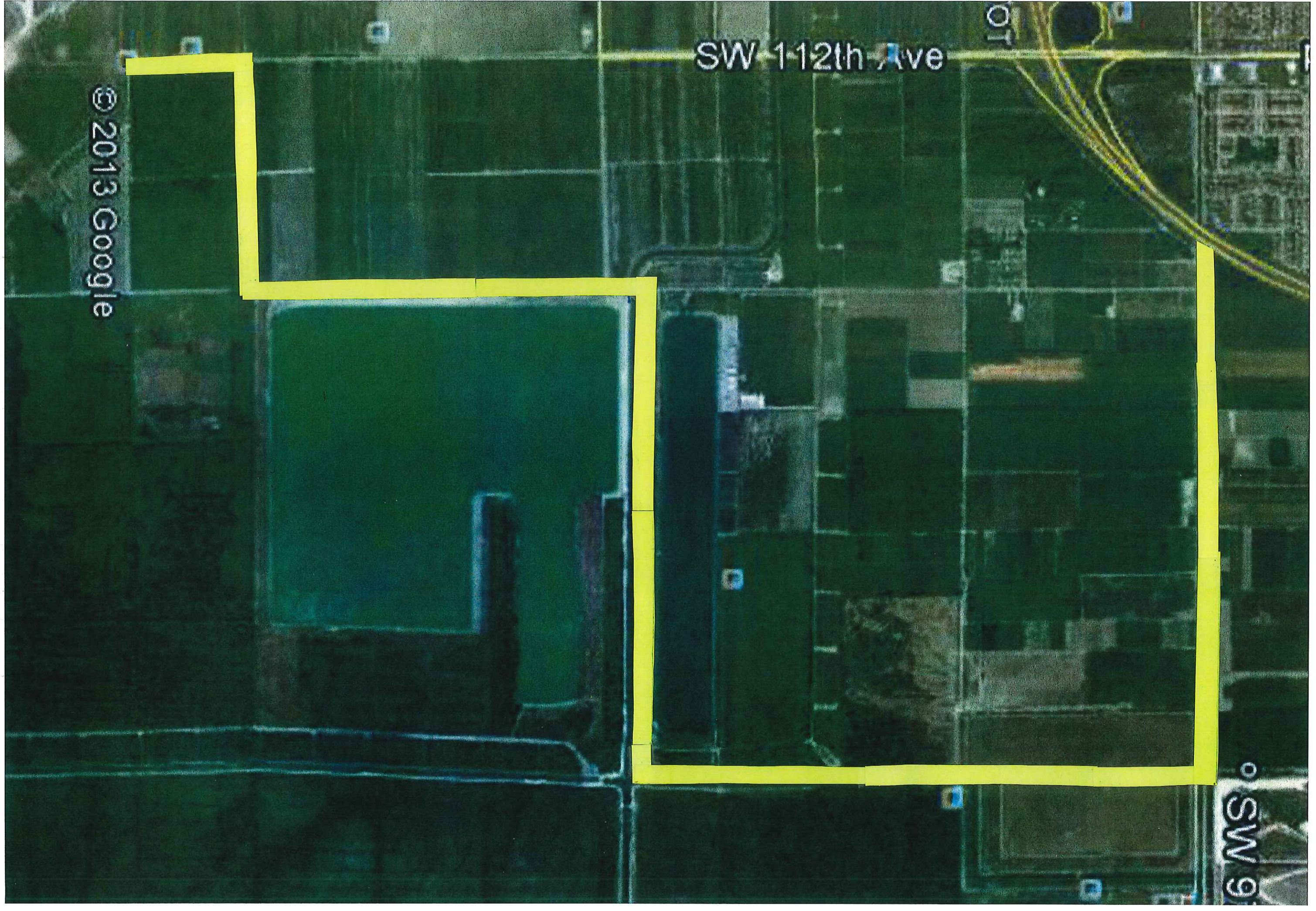
PARCEL 292 - AERIAL PHOTO

SW 112th Ave

OT

SW 9

© 2013 Google



Policy Committee:

Governor of State of Florida
Mr. Rick Scott
Designee: Ms. Patricia Harris

Chair of Miami-Dade Delegation
Representative Carlos Lopez-Cantera
Designee: Senator Anitere Flores

Chair of Governing Board of South Florida Water Management District
Mr. Joe Collins
Designee: Ms. Sandy Batchelor

Miami-Dade State Attorney
Ms. Katherine Fernandez-Rundle
Designee: Mr. Gary Winston

Mayor of Miami-Dade County
Mayor Carlos Gimenez
Designee: Mr. Frank Balzebre

Mayor of Miami
Mayor Tomas Regalado

City of Miami Commissioner
Commissioner Frank Carollo

Miami-Dade County Commissioner
Commissioner Bruno Barreiro
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Chair of Miami River Marine Group
Mr. Richard Dubin
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Chair of Marine Council
Mr. Ed Swakon
Designee: Mr. Phil Everingham

Executive Director of Downtown Development Authority
Ms. Alyce Robertson
Designee: Mr. Javier Betancourt

Chair of Greater Miami Chamber of Commerce
Mr. Barry Johnson
Designee: Ms. Megan Kelly

Neighborhood Representative Appointed by City of Miami Commission
Dr. Ernest Martin

Neighborhood Representative Appointed by Miami-Dade Commission
Ms. Sallye Jude
Designee: Ms. Jane Caporelli

Representative from Environmental or Civic Organization Appointed by the Governor
Mr. Horacio Stuart Aguirre

Member at Large Appointed by the Governor
Mr. Jay Carmichael

Member at Large Appointed by Miami-Dade Commission
Ms. Sara Babun
Designee: Mr. Christian Larach

Member at Large Appointed by City of Miami Commission
Mr. Manny Prieguez

Managing Director
Mr. Brett Bibeau

Assistant Managing Director
Ms. Ashley L. Chase

Miami River Commission



c/o Robert King High
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Miami, Florida 33125
Office: 305-644-0544
Fax: 305-642-1136

email: miamiriver@bellsouth.net
www.miamirivercommission.org

May 8, 2013

Re: MDC's Adopted Comprehensive Plan PMR-1A
Dear Director Woerner:

Miami-Dade County's adopted Comprehensive Development Master Plan's Port of Miami River Sub-element, Policy PMR-1A states, "Miami-Dade County shall establish a marine industrial / commercial district along the banks of the Miami River, west of NW 27 Ave".

The Miami-Dade County Planning Department presented the Evaluation Appraisal Report (EAR) during the Miami River Commission's (MRC) June 7, 2010 public hearing (enclosure #1 MRC 6/7/10 public meeting minutes). The MRC adopted a unanimous resolution recommending the Board of County Commissioners adopt the EAR. The adopted EAR pages 4-23 & 4-24 (enclosure #2) states:

"Proposed Revisions: Policy PMR-1A This Policy should be revised for the County to promote actions which maintain and enhance marine industrial activities along the banks of the entire Miami River and not just a marine / industrial district."

The Miami-Dade County Planning Department presented the draft EAR based Comprehensive Plan Amendments during the MRC's July 2, 2012 public hearing (enclosure #3 MRC 7/2/12 public meeting minutes). The MRC adopted a unanimous resolution recommending the Board of County Commissioner's adopt the presented draft EAR based Comp. Plan amendments, including:

"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."

The Miami-Dade County Planning Department's EAR Based Comp. Plan Amendments submittal Application "2 Part E Port of Miami River Sub-element" (enclosure #4), submitted to the public for the Miami-Dade County Planning Advisory Board, serving as the County's Local Planning Agency, April 15, 2013 consideration of this item, included the following same EAR based Comp Plan Amendment:

"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."

Policy Committee:

Governor of State of Florida
Mr. Rick Scott
Designee: Ms. Patricia Harris

Chair of Miami-Dade Delegation
Representative Carlos Lopez-Cantera
Designee: Senator Anitere Flores

Chair of Governing Board of South Florida Water Management District

Mr. Joe Collins
Designee: Ms. Sandy Batchelor

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Mayor Tomas Regalado

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Commissioner Frank Carollo

Miami-Dade County Commissioner
Commissioner Bruno Barreiro
Designee: Ms. Marlene Avalo

Chair of Miami River Marine Group
Mr. Richard Dubin
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Member at Large Appointed by City of Miami Commission
Mr. Manny Prieguez

Managing Director
Mr. Brett Bibeau

Assistant Managing Director
~~Ms. Ashley L. Chase~~

Miami River Commission



c/o Robert King High
1407 NW 7th ST, Suite D
Miami, Florida 33125
Office: 305-644-0544

Fax: 305-642-1136

email: miamiriver@bellsouth.net
www.miamirivercommission.org

On April 30, 2013, the Miami-Dade County Planning Department provided the following 1st notification to the MRC (enclosure #5):

“Brett

The PAB and staff recommended the following revised change to the Port of Miami River Sub-element at the April 15, 2013 meeting. The PAB has another meeting to finish up the review of the EAR on Monday, May 6, 2013 at 2:00 pm in the BCC chambers. This revision will go next to the BCC on May 22, 2013, 9:30, as a recommendation from the PAB, along with the original staff application which reads as follows:

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.

REVISED:

Application No. 2 - Part E – Port of Miami River Sub-element

1. Paragraph reference number 3, Policy PMR-1A. Delete whole Policy:

~~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.”~~

Over the last 2 years Miami-Dade County’s “Palmer Lake Charette Steering Committee” numerous public meetings, the Miami-Dade County Planning Department repeatedly indicated the Palmer Lake Zoning Code is consistent with the County’s adopted Comp. Plan’s Port of Miami River Sub-element, therefore new / additional amendments to the Comp. Plan would not be needed or considered.

On May 6, 2013 the Board of County Commissioners unanimously adopted the new “Palmer Lake” Zoning, with the following amendment:
“Purpose and intent section (33-284.99.55)

(D) Maintaining and promoting marine activity on the Miami River by encouraging the retention of water dependent and or water/related uses consistent with the port of Miami River Sub-element of the Comprehensive Development Master Plan.”

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Miami River Commission



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Fax: 305-642-1136

email: miamiriver@bellsouth.net
www.miamirivercommission.org

When this item is considered by the Board of County Commissioners on May 22, I respectfully recommend the Miami-Dade County Planning Department continue to support their previously submitted draft EAR based Comp. Plan amendment, which is supported by the MRC and the Miami River Marine Group, and not delete in its entirety:

"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."

Your continued support for the Port of Miami River is appreciated.

Sincerely,

Horacio Stuart Aguirre
Chairman,
Miami River Commission

2013 MAY 10 P 2:29
PLANNING & ZONING
METROPOLITAN PLANNING SECT

Miami River Commission

Meeting Minutes

June 7, 2010

Mr. Philip Everingham, Vice Chairman of the Miami River Commission (MRC), convened the public meeting at noon, June 7, 2010, Robert King High New Board Room, 1407 NW 7 Street.

Miami River Commission (MRC) Policy Committee Members and/or Designees attending:

Phil Everingham, Vice Chairman, Designee of Marine Council
State Representative Luis Garcia, designee for Chair of Dade Delegation
Jay Carmichael, Rear Admiral, USCG, retired, Member at Large, appointed by Governor Crist
Horacio Stuart-Aguirre, Civic Association Representative, appointed by Governor Crist
Patricia Harris, designee for the Honorable Governor Crist
Marlene Avalo, designee for Commissioner Barreiro
Gary Winston, designee for State Attorney Katherine Fernandez-Rundle
Megan Kelly, designee for Greater Miami Chamber of Commerce
Javier Betancourt, designee for Miami Downtown Development Authority
Vilma Licea-Camejo, designee of Ms. Sara Babun
Richard Dubin, President of the Miami River Marine Group
Sallye Jude, Neighborhood Rep., appointed by Miami-Dade County
Dr. Ernie Martin, Neighborhood Rep., appointed by Miami City Commission

MRC Staff:

Brett Bibeau, Managing Director
Ashley Chase, Assistant Managing Director

Others attending interested in the River:

Jim Murley, Florida Atlantic University
Matthew Monica, Office of State Representative Luis Garcia
Fran Bohnsack, Director Miami River Marine Group
Gwin Tate, US Coast Guard
Subrata Basu, Miami-Dade County Planning & Zoning
Lisa Spadafina, Miami-Dade Department of Environmental Resources Management (DERM)
Matt Davis, DERM
Robert Weinreb, City of Miami
Harris Steinberg, Penn Praxis/AIA
Joel Mills, AIA
Wayne Tally, Old Dominion University/AIA
Carol Collier, DRBC/AIA
Nancy Fox, Bay Area Economics/AIA
Wendy Salvati, Wendel Companies/AIA
Steve Durrant, ALTA Planning & Design/AIA
Ed Freer, JJR/AIA
Craig Meyer, Populous
Ashley Munday, Populous

Theodora Long, Grove Park Homeowners Association
Ben Fernandez, Bercow, Radell & Fernandez
Dean Lewis, D.B. Lewis Architecture & Design

I. Chair Report - MRC Vice Chairman Phi Everingham noted the rotating PowerPoint featuring pictures of 4 recent volunteer Miami River Greenway beautification events. On behalf of the MRC, Vice Chairman Everingham recognized and thanked the following generous sponsors with plaques of appreciation:

- Mr. Juan Carlos Vila, Vila & Son Landscaping Corporation, for donating 200 plants to help beautify and enhance the Miami River
- Ms. Marlene Avalo, on behalf of the Honorable County Commissioner Bruno Barreiro
- Mr. Robert Weinreb, on behalf of the City of Miami
- Mr. Darrill Gaschler and Ms. Andrea Soto, on behalf of Hands on Miami, for providing hundreds of volunteers

In addition MRC Vice Chairman Everingham presented plaques of appreciation to thank the following generous sponsors of the free 14th annual Miami Riverday, which was held on April 10 and featured free riverboat rides, historical tours and re-enactments, environmental education, children activities, live music, etc.

- Mr. Robert L. Parks, former Chairman of the Miami River Commission
- Mr. Robert Weinreb, on behalf of the City of Miami
- Ms. Megan Kelly, on behalf of the Greater Miami Chamber of Commerce

MRC Vice Chairman Everingham stated he would like to entertain a motion regarding the MRC's distributed draft May 3 public meeting minutes. **Mr. Richard Dubin made a motion to approve the MRC's May 3, 2010 meeting minutes. The motion was seconded by Dr. Ernie Martin and was unanimously adopted.**

MRC Vice Chairman Everingham stated he was pleased to report Miami-Dade County has agreed to leave the voter approved \$7.5 million intact for use as intended on constructing the Miami River Greenway. MRC Vice Chairman Everingham noted the MRC is continuing to advocate that the completed construction engineering documents for additional sections of the Miami River Greenway be constructed ASAP.

In addition, MRC Vice Chair Everingham noted the City is indicating they have a plan and strategy to construct several sections of the Miami River Greenway funded by millions in federal / state grants awarded to the City of Miami, just prior to the grant providers 5 year use it or lose it deadline. MRC Vice Chairman Everingham noted the MRC continues to advocate for the City to execute the plan fast enough to avoid losing millions in federal and state grants awarded to construct the Miami River Greenway five years ago.

MRC Vice Chairman Everingham asked Jay Carmichael for an update regarding the MRC's Voluntary Improvement Program otherwise known as Miami River VIP.

Mr. Carmichael provided the following report:

"During our last meeting, the MRC asked for future updates on efforts to remove derelict vessels. Last month the City of Miami Marine Patrol posted its 2nd vessel on the Miami River as a derelict. Although no funding for derelict vessel removal is in the draft Fiscal Year 2011 DERM budget, they are considering inserting some funding, which may then be used as the required match for additional funding needed to remove derelict vessels from potential grant sources such as FIND. FIND has two grant programs for derelict vessel removal funding. FIND board member Spencer Crowley kindly emailed the MRC indicating FIND has the following two derelict vessel removal grant funding programs.

(1) Small scale derelict vessel removal grant program - FIND will contribute a maximum of \$20,000 per year, per county (includes municipalities). In order to receive funding there is a 25% local match. Additional information is on our website:

http://www.aicw.org/vessel_removal.jsp

(2) Waterways Assistance Program (WAP) - this is our normal grant program; the amount of the request is not limited but there is a 50% local funding match required.

Both programs are codified at 66B-2, Florida administrative code. We are waiting to hear from DERM regarding the results of their helpful offer to ask Miami-Dade Solid Waste to waive future expensive tipping fees to dispose of the derelicts after removed. Florida Fish and Wildlife Officer De La Torre indicated the Florida legislature did not renew their funding for derelict vessel removal in the State's FY '11 Budget.

I would like to thank the owners of Big Fish, whom have removed the derelict vessel on their site. Therefore as of today there is only one derelict vessel on the Miami River VIP list, which is slowly sinking on the north shore just west of I-836.

MRC Vice Chairman Everingham thanked Mr. Carmichael for his update.

II. Big Fish Hotel & Restaurant, 55 SW Miami Avenue Road- MRC Vice Chairman Everingham deferred to UIWG Chair Jim Murley and GSC Chair Ernie Martin to provide their overview and input of the proposed project. UIWG Chair Murley stated the proposed project was presented to the UIWG and GSC at a joint meeting on May 27, 2010, and the meeting minutes have been distributed to all MRC board members and designees one week prior to today's meeting. UIWG Chair Murley stated he would be referencing pages 2-6 of the UIWG/GSC May 27, 2010 meeting minutes, in which the proposed project was discussed. UIWG Chair Murley reported the City of Miami had recently adopted Miami 21 as their new zoning code-thereby replacing former zoning code 11000-yet since the proposed project was filed prior to the adoption of Miami 21, it is being reviewed under the prior zoning code.

UIWG Chair Murley noted the proposed project is not seeking a land use or zoning change, and has filed for a Class II Special Permit, because it is a waterfront development. UIWG Chair Murley noted the Class II Permit application includes a variance of the front yard setback from 10' to 0' and a waiver of over 2,000 square feet of required open space due to the property's challenging and limited width. UIWG Chair Murley noted today's presentation showcases the proposed project in an advanced stage of design, and upon review by the MRC, the project's Class II Special Permit Applications requested variance of the front-yard setback will be presented to the newly created City of Miami Planning and Zoning Appeals Board.

UIWG Chair Murley stated the UIWG/GSC was excited about the proposed project, as it re-activates the site of the former Big Fish restaurant, which had recently closed. UIWG Chair Murley noted the current proposal is for a restaurant and a luxury hotel at the former site of Big Fish, 55 SW Miami Avenue Road, west of the South Miami Avenue Bridge on the south bank of the Miami River. UIWG Chair Murley noted the UIWG/GSC Chairmen were essentially in favor of the proposal and found the Class II Special Permit consistent with the *Miami River Greenway Action Plan* and the *Miami River Corridor Urban Infill Plan*, subject to the following four conditions (listed on page 6 of the May 27, 2010 UIWG/GSC meeting minutes):

1. Include a 5-foot-wide cantilevered boardwalk to expand width of publicly accessible riverwalk to 18 feet wide, and increase depth for public temporary vessel dockage
2. Include a minimum 5-foot wide connector on both side yards to connect the sidewalk to the public riverwalk and increase functionality of the Greenway system
3. Incorporate more detail/develop a design solution for the center courtyard in order to help public understand that it is indeed open to the public and make it as inviting as possible
4. Remove the derelict vessel prior to the issuance of the Class II Special Permit with variances and waivers

UIWG Chair Murley noted the proposed riverwalk width-as presented-was 13 total feet, which was narrower than the *Miami River Greenway Action Plan's* goal of 20 feet. Therefore, the UIWG/GSC had requested that the developer consider including a 5-foot-wide cantilevered bridge (similar to the successful one at Epic, 270 Biscayne Boulevard Way) as a means of widening the publicly accessible riverwalk. UIWG Chair Murley noted the cantilevered bridge would not have a negative impact on the navigational channel of the Miami River.

UIWG Chair Murley noted the UIWG/GSC had also addressed public access via the road and adjacent western and eastern properties to the Miami River Greenway. UIWG Chair Murley stated the UIWG/GSC Chairmen recommended that the developer establish a binding written agreement with the Florida Department of Transportation (FDOT) to provide the adjacent surplus vacant public right of way for the free and public purpose of a publicly accessible sidewalk extension (minimum 5 feet) to connect to the publicly accessible riverwalk's eastern side, and insert a minimum 5 foot connector on the site's west wide as well in order to tie it into the Miami River Greenway system. UIWG Chair Murley noted the original proposed plans featured a riverwalk emerging through the middle of the subject property and essentially dead-ending onto both sides of the site (east and west), so he hoped that the developer had created a solution to insert lateral access as a means of bringing more people to the riverwalk and establishing connectivity. UIWG Chair Murley deferred to GSC Chair Dr. Ernie Martin.

GSC Chair Martin thanked UIWG Chair Murley for his thorough report. GSC Chair Martin noted there are currently very few places to eat along the Miami River, so was essentially delighted about the proposal to activate the former Big Fish site and offer waterfront dining. In regards to greenway access, GSC Chair Martin noted there are a number of regulations that the MRC should ensure the proposed project is complying with, such as the Miami River Greenway

Action Plan, the City of Miami Neighborhood Comprehensive Plan (which includes applicable waterfront provisions), and the City of Miami Charter, including waterfront building setbacks. GSC Chair Martin deferred to Mr. Bibeau, whom per his request, had conducted meticulous research on the aforementioned waterfront provisions and regulations. Mr. Bibeau provided the following information:

- City of Miami Neighborhood Comprehensive Plan—"all new developments must be consistent with the Miami River Greenway Design Standards & Guidelines"
- "Miami River Greenway Design Standards & Guidelines" - requires a sideyard/10-foot-wide connectors/sidewalk to connect the street/sidewalk with the public riverwalk on the private site.
- Miami City Charter, Section 3, Subpart A, mm(ii)- "In order to preserve the city's natural scenic beauty, to guarantee open spaces, and to protect the waterfront, anything in this Charter or the ordinances of the city to the contrary notwithstanding, neither the city nor any of its agencies shall issue building permits for any surface parking or enclosed structures located on Biscayne Bay or the Miami River from its mouth to the N.W. 5th Street Bridge, (A) which are not set back at least 50 feet from the seawall (where the depth of the lot is less than 200 feet, the setback shall be at least 25 percent of the lot depth), and (B) which do not have average side yards equal in aggregate to at least 25 percent of the water frontage of each lot based on average lot width."

Mr. Bibeau noted the current proposal has 0 side yards on either side of the private property. Mr. Bibeau noted the City Charter provision maybe waived by the City Commission but as of today, city administration has informed MRC staff that the proposed project would only go to the City Commission if the decision of the Zoning Administrator on the Class II Special Permit, and or the decision of the Planning Zoning Appeals Board on the front-yard setback variance, are appealed.

Vice Chair Everingham welcomed Mr. Ben Fernandez, Bercow, Radell & Fernandez, and project architect D.B. Lewis, DB Lewis Architecture & Design, whom-on behalf of the property owner-presented a proposal for a hotel and restaurant at the former site of Big Fish restaurant, 55 SW Miami Avenue Road. Mr. Fernandez thanked the UIWG and GSC Subcommittees, as well as MRC staff for taking their time to provide their guidance and suggestions prior to today's meeting. Mr. Fernandez noted the Subcommittees seemed most concerned about providing additional access to the Miami River via the west and eastern sides, which he noted his client has taken into consideration. Mr. Fernandez noted his client is an experienced restaurateur and therefore wishes to continue the restaurant use of the property and in addition, offer 12 luxury hotel rooms with views of the Miami River, which he believed to be a very conservative proposal for the site. Mr. Fernandez noted the difficulty in developing the site due to its narrowness, and stated he will be requesting a front yard setback variance to push the building forward to accommodate the publicly accessible riverwalk area and comply with city charter requirements. Mr. Fernandez noted the developer is complying with the following riverfront setback provision: "if the depth of the lot is less than 200 feet, the setback shall be at least 25 percent of the lot depth," but was not informed of any city charter sideyard provisions and asked Mr. Bibeau for clarification. Mr. Bibeau cited and provided a written copy of Miami City Charter, Section 3, Subpart A, mm (ii)- "In order to preserve the city's natural scenic beauty, to guarantee open spaces, and to protect the waterfront, anything in this Charter or the ordinances

of the city to the contrary notwithstanding, neither the city nor any of its agencies shall issue building permits for any surface parking or enclosed structures located on Biscayne Bay or the Miami River from its mouth to the N.W. 5th Street Bridge... (B) which do not have average side yards equal in aggregate to at least 25 percent of the water frontage of each lot based on average lot width”.

Mr. Fernandez stated an application for a Class II Special Permit has been submitted, which is essentially an indicator that the proposed project complies with the underlying zoning district regulations. Mr. Fernandez noted that the sideyard requirement for the subject property is 0, and the original project plans demonstrated this. However, after much consideration of the suggestions generated by the UIWG and GSC Chairmen, Mr. Fernandez stated his client has agreed to shift his building footprint over five feet in order to accommodate a five-foot walkway along the western side of the property which would connect to the riverwalk. In addition, Mr. Fernandez noted his client has agreed to continue offering public access to the riverwalk via the center of the property, consistent with the original propped plans. As far as the eastern side, Mr. Fernandez noted the UIWG/GSC had discussed the possibility of cooperating with FDOT through a public purpose lease agreement, thereby allowing his client to establish public access on the FDOT vacant parcel (Folio #01-0200-000-0010) between the Big Fish site and the County's South Miami Ave Bridge. Mr. Fernandez noted he had reviewed the sample lease provided by MRC staff and noted his client had an issue with the \$1 million insurance policy requirement. Mr. Fernandez explained his client felt that he shouldn't be responsible for the subject parcel, as he is not the owner, and asked the MRC for assistance with FDOT in addressing this issue. Other than that, Mr. Fernandez noted his client did not have a problem with providing access along the eastern side, as well as along the western end and through center of the property. In addition, Mr. Fernandez noted his client is prepared to comply with the suggestion to incorporate a 5-foot-wide cantilevered bridge/boardwalk to expand the width of the publicly accessible riverwalk, contingent on the approval of the necessary City of Miami and DERM required permits.

Mr. Fernandez noted UIWG Chair Murley had done a great job of providing an overview of the proposed project, and added that he felt the project has a beautiful and modern Mediterranean feel to it. Mr. Fernandez noted that parking requirements have been met on the site, yet anticipates the need to enter into a parking agreement with the Miami Parking Authority in order to provide additional parking along the street. Mr. Fernandez deferred to project architect D.B. Lewis, DB Lewis Architecture & Design, to provide additional information. Mr. Lewis outlined the property's constraints and opportunities. Mr. Lewis explained that the 25% compliance in aggregate sideyard, given the narrowness and the site and its length exceeding 200 feet, would essentially kill the project. Mr. Lewis noted the former Big Fish's outdoor dining area/courtyard setting will be maintained. Mr. Lewis noted the first quarter of the site, located adjacent to the South Miami Avenue Bridge, will feature a 2 story service building / parking structure. Mr. Lewis noted this will then transition into an open courtyard/dining area on the ground floor, while preserving the two existing ficus trees on the site. Mr. Lewis noted that the other side of the courtyard will transition into a four-story building that will primarily include a covered terrace on the ground floor to co-mingle with the adjacent exterior dining, and will feature a walkway that will connect to a second level upscale café/dining experience on top of the service (first) building. Mr. Lewis noted the hotel will have 12 boutique suites and a stargazing roof top

terrace. Mr. Lewis noted each wall will be facaded properly with trellises and feature a playful articulation of wall and arch openings. Mr. Lewis noted the riverwalk design will include palm trees, security pavers, decorative lighting and bollards. Mr. Lewis stated the proposed total riverwalk width is 13 feet, which he noted is not as wide as originally preferred given the narrow site, yet with the addition of a publicly accessible 5-foot-wide cantilevered boardwalk/bridge, the total riverwalk will become 18 feet. Mr. Lewis showed aerial views of the project from different angles.

Questions/Comments:

- Ms. Sallye Jude asked if parking would be provided, and Mr. Fernandez replied that 12 parking spots are available on site and 11 parking spots will be made available off-site
- Ms. Sallye Jude asked if this will be a LEED certified project, and Mr. Lewis replied it will be LEED-certified in terms of energy design, and the project will be employing sustainable principles
- GSC Chair Martin reiterated the importance of greenway connectivity (from baywalk to Miami Intermodal Center)
- Mr. Richard Dubin asked if the side access is required, and UIWG Chair Murley replied that the idea of allowing side yards to include sidewalks in order to access publicly accessible riverwalks is not a new concept, as it has been considered during the review of proposed development projects along the Miami River-especially when activating sites adjacent to bridges
- Mr. Bibeau noted the project's Class II Special Permit application is requesting a waiver of 2,318 square feet of open space, which, multiplied by \$50 (the amount per foot)=\$115,900.00 which will be provided to the Parks & Open Space Trust Fund. Mr. Bibeau explained that if the developer incorporates the western sidewalk/setback into the revised project plans, the original requested waiver of 2,318 square feet of open space would instead become a waiver for 2,053 square feet (2,318 ft minus 265 ft of the sidewalk/setback area). And, 2,053 square feet x \$50=\$102,650 to be provided to the Parks & Open Space Trust Fund vs. \$115,900.00, which would save the developer over \$13,000
- Mr. Carmichael asked for the development timeline, and Mr. Fernandez replied now they are applying for all required permits, and he wasn't sure when the project will break ground. The developer will seek financing and construct the project as soon as possible after obtaining the required permits,
- Mr. Mathew Monica asked if the riverwalk will have tables and umbrellas, and if there was any language governing what can be included and/or featured on the riverwalk. Mr. Fernandez stated no tables will be provided along the public riverwalk area. UIWG Chair Murley noted that as far as governance, he hoped the AIA team can provide some guidance in their upcoming charrette/planning process for the Miami River Catalyst plan.
- Mr. Horacio Stuart Aguirre stated this seems to be a low-intensity project and seems to have an airy and breezy look. Mr. Aguirre noted this a very difficult property to develop and asked if the developer had any concerns regarding adding more hotel accommodations to an already overcrowded supply, and Mr. Lewis explained these are luxury hotel accommodations and the target is catered to higher-end individuals
- Mr. Dubin applauded the developer's efforts to activate this site

- Mr. Carmichael asked if providing a 5-foot sideyard on the western side is sufficient in terms of access, and Mr. Fernandez relied yes. Mr. Carmichael asked how the cantilevered bridge portion get embedded in the project so that there is follow through to create this amenity, and Mr. Fernandez stated the client can volunteer that as a condition during the variance stage, with Mr. Bibeau's assistance and subject to obtaining all necessary environmental agency approvals. Mr. Fernandez stated he does not wish to hold up the project because of this, but is willing to make it a condition, as the cantilevered bridge is a great asset
- Mr. Gary Winston asked if there will be enough room for ships to pass along the channel if the there are boats docked at the hotel, and Mr. Bibeau replied there is at least 20 feet from the shoreline to the federal navigable channel, which is pretty much in line with the bridge fender. Mr. Bibeau noted the width of each boat docked at the site would need to be less than 20 feet so as to not protrude into the federal navigable channel
- Mr. Winston asked if the developer would have to come back to the MRC if approval/permit is not obtained for the cantilevered bridge, and Mr. Fernandez replied the developer would push forward
- Mr. Robert Weinreb noted that some of the seawall at the site is not in very good shape and would probably have to go through a permitting process for its repair. Mr. Weinreb therefore asked if the cantilevered bridge component can be compiled in the seawall replacement application package in order to save time, and Mr. Fernandez replied that those plans have not been submitted as of yet and is in the process of compiling the necessary engineering reports, but did not foresee a problem with including the cantilevered bridge component in the package

GSC Chair Martin moved a resolution to find the proposed project at 55 SW Miami Avenue Road consistent with the *Miami River Greenway Action Plan* and the *Miami River Corridor Urban Infill Plan*, subject to the following three conditions:

- 1. Include a 5-foot-wide cantilevered boardwalk to expand width of publicly accessible riverwalk to 18 feet wide, and increase depth for public temporary vessel dockage**
- 2. Include a minimum 5-foot wide connector on both side yards to connect the sidewalk to the public riverwalk and increase functionality of the Greenway system, consistent with the waterfront and setback provisions set forth in the Miami City Charter, City of Miami Neighborhood Comprehensive Plan, and the Miami River Greenway Design Standards and Guidelines**
- 3. Incorporate more detail/develop a design solution for the center courtyard in order to help public understand that it is indeed open to the public and make it as inviting as possible**

The resolution was seconded by Mr. Javier Betancourt, and was adopted 12-1.

The MRC thanked Mr. Fernandez and Mr. Lewis for their presentation.

II. Review Current Draft Miami-Dade County Evaluation Appraisal Report (EAR)- Vice Chair Everingham deferred to UIWG Chair Murley, whom noted that every seven years, the city and county are required by state law to conduct an Evaluation Appraisal Report (EAR). UIWG Chair Murley stated the UIWG reviewed the revised draft Miami-Dade County "Port of

Miami River Sub-element” at the May 27, 2010 UIWG/GSC meeting, which had been previously provided by Ms. Helen Brown, Miami-Dade County Department of Planning & Zoning, and had provided a series of recommendations. UIWG Chair Murley deferred to Ms. Brown, whom noted that the UIWG’s recommendations have been forwarded to her director for review, and she doesn’t think there will be any problem with incorporating them into a future revised draft MDC EAR. Ms. Brown noted the draft EAR will be presented to the Miami-Dade County Planning Advisory Board in July, and will be considered by the Board of County Commissioners in October.

Mr. Dubin moved a resolution to find the draft EAR consistent with the Miami River Corridor Urban Infill Plan and the Miami River Greenway Action Plan, with the following 4 revisions (listed on page 1 of the May 27, 2010 UIWG/GSC meeting minutes; new text underlined and deleted text struck through):

- 1. Page 1 – 1st sentence, “The material presented in this section of the EAR is focused on the marine industrial businesses including but not limited to shipping facilities, boatyards, tug boat basins, commercial fishing, marinas, etc, found along the Miami River in central Miami-Dade County and on the continued maritime business and traditional marine-related shoreline uses, as well as the protection of environmental resources on the Miami River.”**
- 2. Page 2 – 2nd Paragraph, 2nd sentence, “~~In 2006, Miami-Dade County Department of Planning and Zoning presented an Ordinance to the Board of County Commissioners...The ordinance was deferred.~~”** Because the drafted ordinance is yet to be presented to the Board of County Commissioners.
- 3. Page 4, last paragraph, 1st sentence, “Since the last EAR Florida voters adopted “Working Waterfronts” which allows for marine businesses to be tax assessed based on their existing uses, ~~and not the highest and best use.~~”**
- 4. Page 5, last paragraph, delete the last sentence, “~~Currently, the properties along the Miami River in the County are not pursuing this grant.~~”**

The resolution was seconded by GSC Chair Martin, and was unanimously adopted, 12-0.

IV. New Business- Mr. Winston reiterated an ongoing issue involving some private developers not honoring their commitments to create sections of the publicly accessible riverwalk along the Miami River consistent with their plans that were approved by the City Commission, and wanted to know what actions the MRC can take in terms of follow-up and enforcement. Mr. Winston wondered if the MRC could have included-as part of an additional condition to the proposed project heard today-a condition requiring the developer to come back to the MRC to present any modifications. GSC Chair Martin noted the Greenways Subcommittee will continue taking a comprehensive look during their public meeting this Wednesday-2 pm, Robert King High New Board Room, 1407 NW 7 Street-at all the developments within both the private and public sectors which have included riverwalks in their plans. In addition, GSC Chair Marin noted greenway inconsistencies is a topic that remains on the monthly GSC meeting agenda and continues to be addressed during meetings with city commissioners and city administration. Mr. Winston asked if staff had an inventory of these properties, and GSC Chair Martin noted staff had created an inventory/master list, which will again be reviewed by the GSC this Wednesday. UIWG Chair Murley noted the MRC does not have the authority to enforce the developers to

honor their previously pledged commitments which were formally approved by the City of Miami, but does have the ability to continue raising this concern with the regulatory agencies, including but not limited to the City of Miami.

III. Update of American Institute of Architects (AIA) June 2010 National Convention and Creation of the Miami River Catalyst Plan- MRC Vice Chairman Everingham welcomed Mr. Subrata Basu, Assistant Director of Miami-Dade County Department of Planning & Zoning, whom stated he was excited to report that today marks the launch of the AIA's creation of the Miami River Catalyst Plan. Mr. Basu invited everyone to the public charrette, which will be held this evening, 6 pm at the Hyatt Regency Hotel, 400 SE 2nd Avenue, as well as the June 9 public meeting at the Hyatt, which will unveil the actual plan created by comments generated by the public and Miami River stakeholders. Mr. Basu introduced AIA project leader Mr. Harris Steinberg and welcomed the AIA team members.

Mr. Steinberg asked the following AIA team members to introduce themselves and provide information regarding their background:

- Ed Freer
- Steve Durant
- Wendy Salvati
- Nancy Fox
- Carol Collier
- Wayne Talley

The American Institute of Architects (AIA) team engaged in an informal exchange /brainstorming session with the Miami River Commission, the public and additional Miami River stakeholders to discuss objectives, goals and initiatives, share experiences and obtain information to help guide the creation of the Miami River Catalyst Plan.

Sallye Jude: importance of preserving historical significance of the Miami River and its unique neighborhoods; increase opportunities to provide environmental education and awareness; importance of maintaining a clean, healthy river

Dr. Ernie Martin: importance of establishing greenway connectivity and public accessibility

Richard Dubin: preservation of working waterfront/water dependant uses; need for more public boat launch venues; impact of manatee protection plan regulations; need for more entertainment, recreational and dining options; not enough parks

Gary Winston: need to establish a grand vision for the Miami River

Javier Betancourt: Miami River is key asset to downtown Miami; how we use the river to further revitalize the currently underutilized downtown area; completing riverwalk; waterborne transportation

Robert Weinreb: waterfront connectivity; problems with establishing dry stack storage a permitable use

Dr. Fran Bohnsack: need to address dry stack storage, wet slips, etc.; lack of storage facilities along the river; look into short sea shipping pilot program; preservation of marine industries

Theodora Long: preservation of historic neighborhoods; great interest in the river; having city and county enforce their own rules and regulations (in terms of housing)

Vice Chair Phil Everingham: promotion of marine industry

Jim Murley: connection to Florida Marlins Stadium

Horacio Stuart Aguirre: further development of the commercial maritime industry and sustainable well-paying jobs; further development of the recreational maritime industry and sustainable well-paying jobs; plans for all maritime components on the river to have more attractive street side and river side appearances (clean, well-kept, landscaped where possible); plans for the enhancement of single family residential neighborhoods along the banks of the river and within the river corridor; plans for the high rise multi-family edifices along the banks of the river, especially those that are failed projects; plans for the vacant land sites along the banks of the river, and within the corridor, for development with needed and compatible uses, whatever those may be; plans to for recreational and leisure sites to include restaurants, attractions, parks (the AIA considers Miami to be woefully devoid of "open spaces" and park space), public boat ramps, leisure boating facilities (as on the Potomac River and Charles River, to name a few) and water taxi operations; plans to promote greater integration with the non-waterfront property owners within the river corridor with the waterfront owners and users; plans to promote more marina space on the river so as to promote the recreational boat sales and maintenance industry and provide safe harbor for such craft in times of storms; repairs to the 17th avenue bridge as we wasted over one hour and fifteen minutes waiting for bridge electrical system to work as we were on the east bound and west bound portion of the boat tour. This gave a very bad impression of Miami to our out-of-state visitors. The bridge is operated by Miami-Dade County; asks that a plan be created to provides job, quality of life living, entertainment, and boating on the river, not only for the benefit of the river bank owners but for the benefit of the entire city and county.

Harris Steinberg: promote awareness and sense of place

Ed Freer: issues not unique, but the Miami River site itself is; great diversity/mixed-uses along the Miami River; need more waterborne transportation

Steve Durant: hopes to express opportunities and treasures of Miami River waterfront; advocates for pedestrian and bicycle accessibility; connectivity; commendable civic involvement; complete the Miami River Greenway

Wendy Salvati: focus on waterfront revitalization; great mixed-uses and working river; place of character; need more way-finding signage and historic markers, connectivity – good timing to plan now and work with new administration

Nancy Fox: appreciation for working waterfront; sense of real authenticity which should be maintained – Beaches are focus of South Florida and River is neglected – Bridges should have better signage from the water – Lots to take advantage of on the Miami River

Wayne Talley: Miami River's international shipping terminals are a great shallow draft port which will benefit from the Panama Canal deepening; need multi-modal transportation connectivity between Ports, railroads, MIA, truck transportation of cargo – having no unions is an advantage

Carol Collier: promote working river and natural features; highlight significance of ports and Miami River Greenway, and need to improve water quality; unite economy and environment; strengthen connection between the river and its neighborhoods

MIAMI RIVER COMMISSION

Monday, June 7, 2010

Noon

Robert King High
Miami, Florida

PLEASE SIGN IN:

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mended. However, it is recommended that the fourth monitoring measure be revised to indicate that the referenced facility improvements are to airports rather than aviation facilities.

Policies AV-1A and AV-1B. Policy AV-1A should be revised to make the policy specific to the passenger activity of the Miami International Airport (MIA) and be further modified along with Policy AV-1B to reflect the new MDAD forecast horizons of 2020 and 2030.

Policy AV-1C. This policy should be deleted as the heliports system plan was implemented as required.

Policy AV-2A. This policy should be revised to indicate that it applies only to the MIA.

Policy AV-2C. This policy should be revised to reflect the current name of the Miami-Dade/Collier Training and Transition Airport (TNT) and to make the policy specific to this airport.

Objective AV-3 Monitoring Measure. This measure should be amended to a measure easily verifiable by the County and not to require building permit information. This is in consideration of the fact that the County's airports are within and/or adjacent to several municipalities and building permit information is not readily available from all adjacent municipalities.

Objective AV-4. This objective should be modified to require that implementation of major airport improvements be based on an airport master plan rather than a threshold of capacity utilization. The monitoring measure should also be revised accordingly.

Policy AV-6A. This policy directs how aviation facility expansions shall occur and should be revised to condition the expansion of aviation facilities instead.

Objective AV-7. This objective should be modified to specifically identify land use and air space compatibility. Additionally, the first of the two monitoring measures for this objective should be modified to change the year by which the required zoning ordinances are to be established, and it is recom-

mended that the second measure be deleted because its language is not clear.

Policies AV-7B and AV-7E. These policies should be modified to make general reference to applicable state and federal guidelines concerning airport land use and airspace compatibility rather than specific documents that may not be applicable.

Policy AV-7F. This policy should be revised to include all municipalities that are impacted by airport zoning.

Policy AV-9A. This policy should be revised to reflect the 2030 planning horizon.

Policy AV-9B. This policy should be revised to acknowledge other New Larger Aircrafts (NLA) other than the airbus 380.

Policy AV-9D. This policy should be revised to indicate that system capacity enhancements that provide air traffic control systems such as dual arrival and departure streams are under the purview of the Federal Aviation Administration (FAA).

4.2.2.4. The Port of Miami River Subelement

Conclusions

The number one priority from the last EAR was the implementation of a dredging plan for the Miami River. This plan was implemented and the dredging of the entire Miami River was finally completed in 2008. Numerous agencies including, the Miami River Commission, the City, the County, and state and federal coordinated to accomplish this work in order to make the river economically stronger and environmentally sound. The next task is the dredging of the tributaries located along the Miami River. Another accomplishment since the last EAR is the Miami River Multi-modal Transportation Plan. The plan was commissioned by the Miami River Commission and the Metropolitan Planning Organization. It incorporates multiple modes of transportation along the Miami River, including pedestrian, bicycle, mass transit and roadway improvements.

In summary, the overall goal of this subelement has been furthered since its adoption in 1996. The ob-

jectives have been achieved, continue to be relevant and should be retained. All the existing policies are also deemed to be relevant and, therefore, should be retained. However, monitoring measures shall be reviewed and fine-tuned during the EAR-based plan amendment process.

Proposed Revisions

Policy PMR-1A This policy should be revised for the County to promote actions which maintain and enhance marine industrial activities along the banks of the entire Miami River and not just a marine/industrial district.

Policy PMR-2A This policy should be modified to acknowledge the existence of a multi-modal transportation plan and focus on implementation of the multi-modal transportation plan, which also incorporates the Miami River Greenway Action Plan and the relationship between the existing/proposed Greenway sections and multiple modes of transportation along the corridor.

Policy PMR-3A It is recommended that this policy be modified to include the dredging of the tributaries which impact the quality of the water in Miami River.

Objective 3 Monitoring Measures. The first monitoring measures should be revised to include the tributaries of the Miami River.

Future Land Use Map, Figure 1-Future Land Uses, Secondary Unincorporated Port of Miami River Area, should be modified to reflect changes to existing and planned facilities based on the most current information available.

4.2.2.5. The Port of Miami Master Plan Subelement

Conclusions

The overall goal of the updated Port of Miami Master Plan Subelement has been furthered since its adoption in March 2000. As noted in the Evaluation Section of this report, the goals, objectives and policies of this subelement have been achieved, most continue to be relevant, and should be retained with certain changes and updates. A re-ordering and

combining of the objectives as discussed earlier in Chapter 2 is recommended.

Proposed Revisions

Objective PM-1. The objective's specific time frame should be updated from 2015 to 2025.

Objective PM-1 Monitoring Measures. The time frame in the monitoring measures should be replaced with text that indicates since the latest EAR.

Policy PM-1A. The Port is no longer considering expansion into existing or planned public parkland. Therefore, it is recommended that this policy be revised to remove references to the off-island expansion of cruise terminals and expansion into public parkland, if the Port's draft 2035 Master Plan is approved (anticipated approval by December 2010).

Objective PM-2. The objective's specific time frame should be updated from 2015 to 2025 and the reference to cargo tonnages should be revised to reflect cargo volumes, consistent with the Port's use and maintenance of cargo volume data in TEUs (twenty-foot equivalent units or number of twenty-foot containers of cargo transited), which is considered a more accurate reflection of cargo volumes than cargo tonnages.

Objective PM-2 Monitoring Measures. The first monitoring measure should be revised to reference TEUs of cargo rather than cargo tonnages consistent with the Port's use and maintenance of TEU data. Additionally, the time frame in the second and third monitoring measures should be replaced with text that indicates since the latest EAR.

Objective PM-3. The time frame in the objective's monitoring measure should be replaced with text that indicates since the latest EAR.

New Policy: It is recommended that a new policy be added under this objective that directs the appropriate allocation of Port revenues into the continued implementation of the Port's preventative maintenance program and the continued improvement of necessary technologies, equipment and Port facilities as required by the existing Policies PM-3A through PM-3D.

Miami River Commission

Meeting Minutes

July 2, 2012

Mr. Horacio Stuart Aguirre, Chairman of the Miami River Commission (MRC), convened the public meeting at noon, July 2, 2012, 1407 NW 7 ST, Miami, FL.

Miami River Commission (MRC) Policy Committee Members and/or Designees attending:

Horacio Stuart Aguirre, Chairman

Jay Carmichael, Vice-Chairman

Patty Harris, designee for Governor

Sandy Batchelor, South Florida Water Management District

Richard Dubin, Miami River Marine Group

Sallye Jude, Miami-Dade County Member-at-Large

Philip Everingham, designee for Marine Council

Christian Larach, designee for Ms. Sara Babun

Ernie Martin, Neighborhood Representative appointed by the City of Miami Commission

Manny Prieguez, Member-at-Large, Appointed by City of Miami Commission

MRC Staff:

Brett Bibeau, Managing Director

Others attending interested in the River:

Please see attached sign in sheets.

I. Chair Report – Chairman Horacio Stuart Aguirre provided the following report:

The MRC unanimously adopted the MRC's previously distributed draft June 4 public meeting minutes.

The rotating PowerPoint presentation features pictures from the Miami River Greenway beautification event on June 9. Volunteers painted and removed litter along the Miami River Greenway's North shore from Brickell Bridge to the South Miami Avenue Bridge.

Friendly reminder that similar to other Commission's the MRC will not be meeting in August. Therefore our next public MRC meeting is September 10, here, at noon.

Vice-Chairman Jay Carmichael:

In June the MRC's Miami River Voluntary Improvement Plan (VIP) worked on the following items:

- 1) Upon receiving an emailed request from the City of Miami 's Homeless Assistance Program, MRC Director Bibeau contacted the City of Miami Parks Department and Miami-Dade Water and Sewer Department, whom kindly secured their water lines in Lummus Park so they will no longer be used inappropriately as a shower.

- 2) Director Bibeau followed up with the City of Miami Public Works Department regarding needed maintenance of City of Miami riverfront property on the North Shore immediately South East of the 1 ST Bridge.
- 3) Director Bibeau contacted with Pamela Sweeney, FDEP, regarding various Miami River needs. Subsequently she emailed the MRC that she spoke with the Deputy Secretary regarding the continued need for funding to remove future derelict vessels on the Miami River.

II. Review Draft Miami-Dade County Evaluation Appraisal Report (EAR) Based Amendments to the Comprehensive Plan

Director Bibeau distributed the MRC Urban Infill Working Group's May 21 public meeting Minutes which state, "B. Review Draft Miami-Dade County Evaluation Appraisal Report (EAR) Based Amendments to the Comprehensive Plan – Ms. Helen Brown, Miami-Dade County Department of Planning and Zoning, distributed copies of the following draft EAR based amendments to the Comprehensive Plan:

PORT OF MIAMI RIVER SUBELEMENT

Introduction

The material presented in this Sub element 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

In general, the Port of Miami River Sub element promotes continued maritime business and traditional marine-related shoreline uses as well as the protection of environmental resources on the Miami River. The Plan for the Port of Miami River 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

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.

Per-EAR This policy should be revised for the County to promote actions which maintain and enhance marine industrial activities along the banks of the entire Miami River and not just a marine/industrial district.

PRM-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 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

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.)

Per EAR This policy should be modified to acknowledge the existence of a multi-modal transportation plan, which also incorporates the Miami River Greenway Action Plan and the relationship between the existing/proposed Greenway sections and multiple modes of transportation along the corridor.

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

- 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.

Per EAR It is recommended that this policy be modified to include the dredging of the tributaries which impact the quality of the water in the Miami River.

- 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.
- PMR-3C The Miami-Dade County Department 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.
- PMR-3D. Miami-Dade County through its program of stormwater outfall removal and retrofitting shall eliminate detrimental stormwater outfalls along the Miami River by 2005.
- PMR-3E. Additional policies included in the Coastal Management Element regarding dockside pump out facilities, bulkhead repair and construction and enforcement activities along the Miami River are hereby incorporated in the Sub element 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

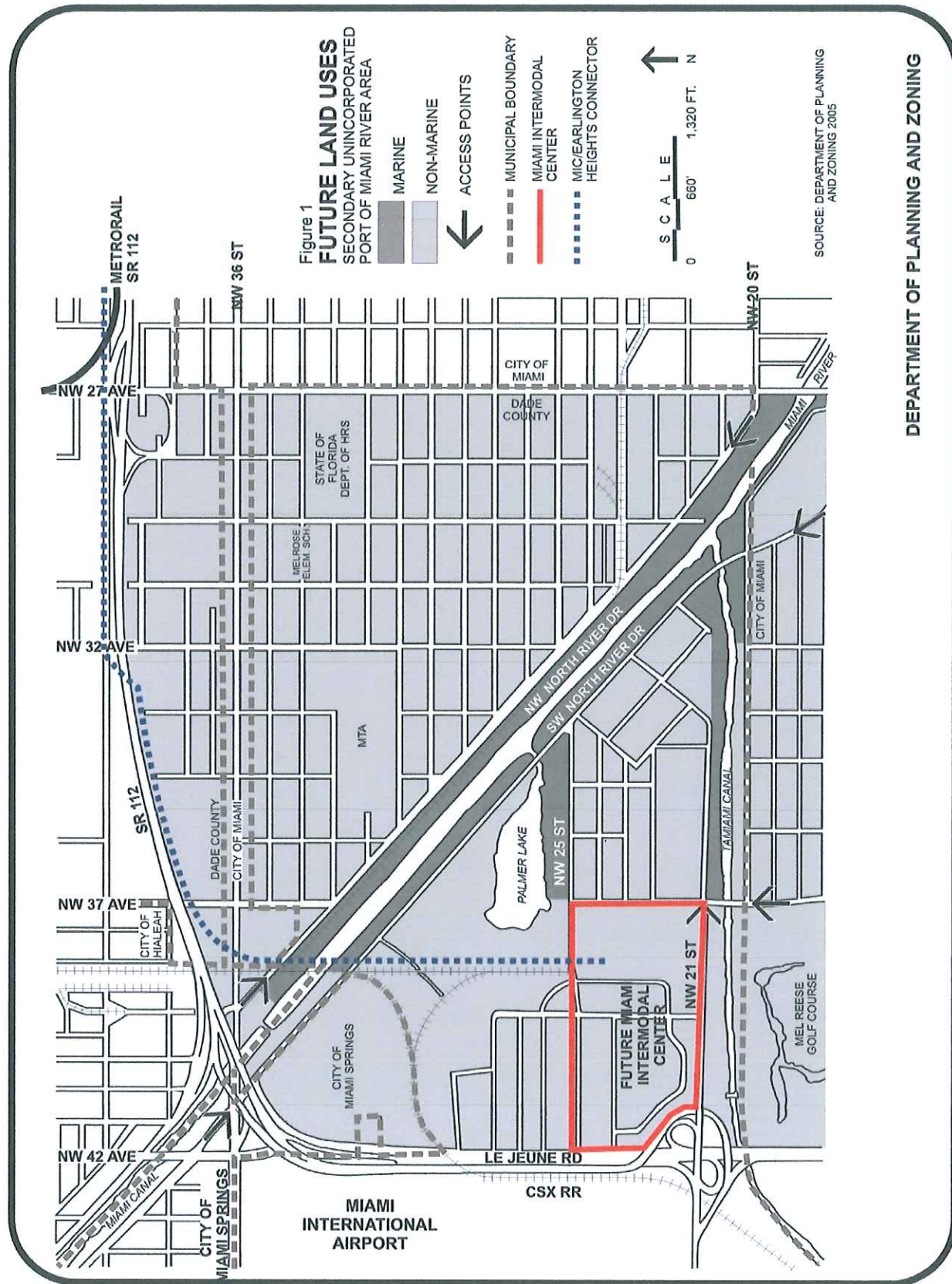
- PMR-4A The Port of Miami River, through the owners and operators of its international shipping terminal facilities regulated by the Maritime Transportation Security Act, shall annually audit operations of the Port of Miami River in light of the Miami River Port Security Plan and any new local, State 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 Sub element, 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 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.

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 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.



Port of Miami River Monitoring Program

The monitoring measures for the objectives of this Sub element are the following:

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.
- Records of zoning changes in the vicinity of the Miami River in unincorporated Miami-Dade County since 2003.

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 in conjunction with the Florida Department of Transportation, the Metropolitan Planning Organization, 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.

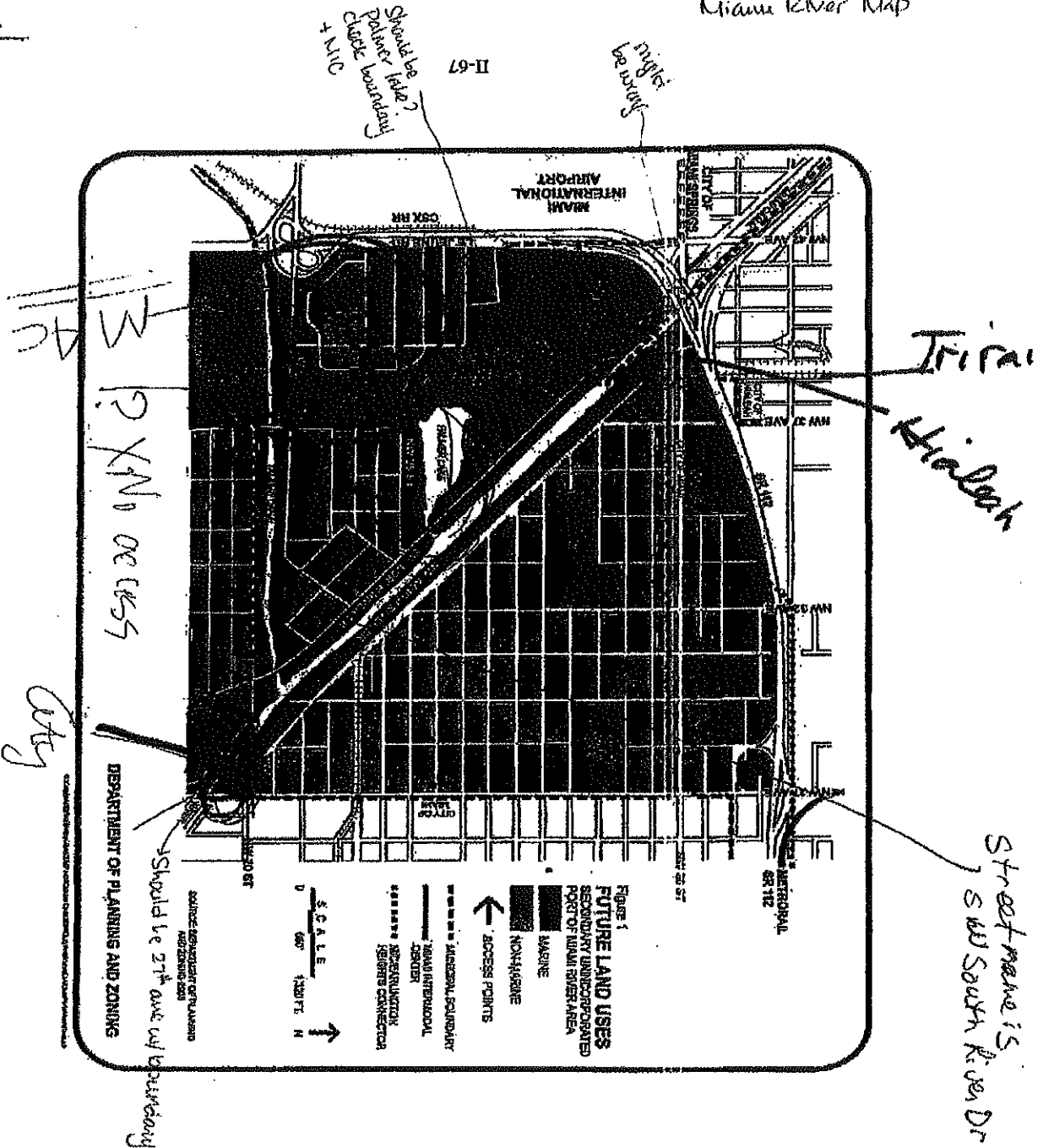
Objective PMR-3

- The County's Department 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. Per EAR The first monitoring measure should be revised to include the 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.

Miami River Map



UIWG Chairman Murley suggested the MRC find the County's proposed EAR based amendments to the Comprehensive Plan consistent with the Miami River Corridor Urban Infill Plan and the Miami River Greenway Action Plan. Director Bibeau stated this item is prepared to be placed on the MRC's June 4 public meeting agenda. Ms. Brown asked for it to be considered during the MRC's July public meeting instead."

Sallye Jude made a motion for the MRC to find Miami-Dade County's proposed EAR based amendments to the Comprehensive Plan consistent with the *Miami River Corridor Urban Infill Plan* and the *Miami River Greenway Action Plan*. The motion was seconded by Dr. Ernie Martin and unanimously adopted by the MRC.

III. Committee Reports

A. Greenways Subcommittee – Chair Dr. Ernie Martin -

The Miami River Greenway subcommittee's June 13, 2012 public meeting minutes have been distributed.

Miami-Dade County Greenway Construction Update:

I would like to thank Miami-Dade County which in May advertised for construction bids on 4 of their currently 100% funded and designed sections of the public Miami River Greenway. We are awaiting the County's selection of the successful bidder.

City of Miami Construction Update:

I would like to thank the City of Miami which in May advertised for construction bids on another 2 of their currently 100% funded and designed sections of the public Miami River Greenway. We are awaiting the City's selection of the successful bidder. Using \$7.6 million in federal grants, authored by MRC Director Bibeau, the City is currently constructing 3 sections of the Miami River Greenway, 2 sections are out for construction bids, and one section is currently under design.

Private Sector Update:

Per the MRC's resolutions, I thank MRC Chairman Aguirre for continuing to work with the City in support of their January 2012 deadline to demolish the "temporary sales center" on the Epic site, which blocks that approved public riverwalk section. Dr Martin attended the excellent June Miami River Art Walk, hosted by Nina Torres.

Volunteers

The next monthly volunteer Miami River beautification event is Saturday, July 14, 9-11 AM, along the Miami River Greenways South Shore from Jose Marti Park to NW 1 ST.

The Greenways subcommittee's regular monthly public meeting schedule remains the 2nd Wednesday of every month, 2 PM, here. Therefore our next public meeting is Wednesday, July 11.

B.Stormwater Subcommittee, Chair Sallye Jude - The Stormwater subcommittee's May 22 public meeting minutes have been distributed. We thank the agencies for continued efforts to implement the various action items to improve water quality which were identified in FDEP's recent Walk the WBID report.

All permits for this City project are currently in hand and fully executed. The Florida Inland Navigation District (FIND) previously awarded the City of Miami a \$1 million grant for the project, matched by the appropriated \$1 million in City funds. The City is continuing to look into additional funding sources for the remaining \$18 million balance needed for the shovel ready project (total project estimate \$20 million). I thank the City for submitting an additional \$700,000 grant application to FIND, matched by an additional \$700,000 from the City. Therefore to date secured funding is \$1.7 million from the City and \$1 million from FIND, with an additional pending \$1 million FIND grant application next year. In addition, MRC is assisting City by collecting various support letters for City's upcoming EDA grant application for a federal cost share.

Mr. Robert Weinreb, City of Miami, stated the City was preparing to commence Phase I of the Wagner Creek / Seybold Canal Maintenance Dredging and Environmental Cleanup Project, starting at NW 20 ST, using the previously appropriated funding. Mr. Weinreb suggested the MRC invite City of Miami CIP Director Sosa to a future public meeting to present details.

Ms. Jude stated she and Director Bibeau are scheduled to meet with MDC property Appraiser Luis Garcia on July 5 to discuss means to secure sites for potential riverfront public parks.

The next public MRC Stormwater subcommittee meeting is here on September 5, at 10 AM.

The meeting adjourned.

Miami River Commission Public Meeting

Monday, July 2, 2012
Noon
1407 NW 7 Street
Miami, FL

<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE / FAX / E-MAIL</u>
Armando Vilaboy	SFWMD	305-436-0711 avilaboy@sfwmd.gov
Mark Bailey	Miami River Main Group	markbailey@miamirivermaingroup.org
JENNIFER MAKOWSKI	USCG-SECTOR MIA	
ERIC NUR	RE/MAX BRICKELL	305-535-8724 / Jennifer.s.makowsky@uscg.mil
Bob Weinreb	City of Miami	305-486-1209 rweinreb@miamigov.com
Jim Murky	SFRPC	305-968-4881 Jmurky@sfrpc.com
Manny Priego	member	305-345-9070 manny@mmslabb.com
Clarach Larach	MRC / SARA BABUN	305-272-5919 clarach@antilleam.com
Horacio Stuart Aguirre	hsaguirre@aol.com	MRC
Jay Carmichael	MRC	305-376-6090 jcarmichael@gunster.com
PHIL EVERINGHAM	MRC/MARINE COUNCIL	305-951-9096 pbemsd@home.com
SANDY BATHOLON	SFWMD DESIGNATE	305-539-5004 SBATHOLON@BELLSouth.net
Richard Dubin	MRMG	786-344-5883 Ameriship1@aol.com
Ernie Martin	MRC	305-325-8730 ernestmartin@comcast.net
PATRICIA A. HARRIS	MRC	305-373-1000 PATTYKAKE@GMAIL.com
Helen A. Brown	Miami Dade City	305-375-058 helenbrown@miamidade.gov
Brett Bibeau	MRC	305-644-0544 bibeau@miamiriver@bellsouth.net

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.~~
In incorporated Miami Dade County
- PRM-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

Paragraph
Reference
Number

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.

Paragraph
Reference
Number

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

Paragraph
Reference
Number

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.

Paragraph
Reference
Number

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.

4. REASONS FOR CHANGES

PORT OF MIAMI RIVER SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS TO EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction text	Deletion	Clarification of Subelement's purpose; portions of language in paragraph 1 are included in paragraph 3.
2	The Plan	Deletion and Additions	Revises paragraph to provide clarification of the Subelement.
3	Policy PMR-1A.*	Deletion and Additions	Recommended revision from adopted 2010 EAR to promote and enhance marine industrial activities of entire Miami River area.
4	Policy PMR-2A.*	Deletion and Additions	Recommended revision from adopted 2010 EAR to acknowledge existence of multimodal transportation plan and focus on implementation of plan.
5	Policy PMR-3A.*	Addition	Recommended revision from adopted 2010 EAR to add dredging of the tributaries.
6	Policy PMR-3C.	Deletion and Addition	Update name of department.
7	Policy PMR-3D.	Deletion and Addition	Program is an ongoing effort.
8	Future Port of Miami River 3 rd Paragraph	Deletion and Addition	Update information of Long Range Transportation Plan.
9	Future Land Use Figure 1*	Deletion and Additions	Recommended revision from adopted 2010 EAR to reflect changes to existing conditions.
10	Monitoring Program Objective PMR-1	Deletion and Addition	Change base year.
11	Monitoring Program Objective PMR-2.	Deletion and Addition	Update name of department
12	Monitoring Program Objective PMR-3.*	Deletion and Addition	Recommended revision from adopted 2010 EAR to comply with directive for dredging of tributaries.

Note: *Text, Goal, Objective and Policy revised to address Adopted 2010 EAR recommendations.

Brett Bibeau

From: Brown, Helen (RER) <HAB@miamidade.gov>
Sent: Tuesday, April 30, 2013 4:08 PM
To: miamiriver1@bellsouth.net
Cc: Somoza, Napoleon (RER)
Subject: FW: EAR POMR

See corrected date below as we discussed. Also 2 other changes:
at the end of the revised PMR-1C add **property owners and business owners**; and
after Miami River Marine Group in PMR-2C add **property owners and business owners**

From: Brown, Helen (RER)
Sent: Tuesday, April 30, 2013 2:38 PM
To: Brett Bibeau (miamiriver1@bellsouth.net)
Cc: Somoza, Napoleon (RER)
Subject: EAR POMR

Brett

The PAB and staff recommended the following revised change to the Port of Miami River Subelement at the April 15, 2012³ meeting. The PAB has another meeting to finish up the review of the EAR on Monday, May 6, 2013 at 2:00 pm in the BCC chambers. This revision will go next to the BCC on May 22, 2013, 9:30, as a recommendation from the PAB, along with the original staff application which reads as follows:

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.

REVISED:

Application No. 2 - Part E – Port of Miami River Subelement

1. Paragraph reference number 3, Policy PMR-1A. Delete whole Policy:

~~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.~~

2. Paragraph reference number 3.1, Policy PMR-1B. Delete and correct as follows:

~~PRM-1BA.~~ 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 and inclusion of uses which are water dependent and/or water related, such as cargo shipping terminals and boat repair yards.

3. Paragraph reference number 3.2, Policy PMR-1C. Delete and correct as follows:

~~PMR-1CB.~~ Miami-Dade County shall work to improve the economic vitality of the Port of Miami....

Helen A. Brown, Principal Planner

Department of Regulatory and Economic Resources

Metropolitan Section, Planning Division

Miami-Dade County

111 N.W. First Street, Suite 1250

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STAFF APPLICATIONS

OCTOBER 2012 CYCLE EAR-BASED APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

FOR MIAMI-DADE COUNTY, FLORIDA



March 27, 2013

* The attached changes identified in the Supplemental Errata dated April 11, 2013, and revised April 29, 2013 are herein.

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Mayor

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Executive Secretary

Miami-Dade County provides equal access and equal opportunity in employment and services and does not discriminate on the basis of disability. "It is the policy of Miami-Dade County to comply with all of the requirements of the Americans with Disabilities Act".

STAFF APPLICATIONS
OCTOBER 2012 CYCLE EAR-BASED APPLICATIONS
TO AMEND THE COMPREHENSIVE DEVELOPMENT
MASTER PLAN

FOR MIAMI-DADE COUNTY, FLORIDA

March 27, 2013*

Miami-Dade County
Department of Regulatory and Economic Resources
Planning Division
111 NW First Street, 12th Floor
Miami, Florida 33128-1972
Telephone: (305) 375-2835

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INTRODUCTION

This report contains 11 applications requesting amendments to the Miami-Dade County Comprehensive Development Master Plan (CDMP) filed by the Department of Regulatory and Economic Resources (RER). These applications are filed primarily to implement the recommendations of the 2010 Evaluation and Appraisal Report (EAR), which were adopted with changes (Resolution No. R-213-11) by the Board of County Commissioners (BCC) on March 23, 2011. These proposed changes are collectively referred to as EAR-based amendments. Other changes are proposed in these applications to update, clarify or refine Plan provisions reflecting the experience and observations of the RER Planning staff since the CDMP was last subject to a major update in 2004-2005.

EAR-Based Amendments

As noted above, most of the CDMP changes proposed in this report are initiated to implement findings and recommendations contained in the adopted 2010 Evaluation and Appraisal Report (EAR). The periodic evaluation and appraisal of a local government's comprehensive plan is required by Florida law (Chapter 163, Part II, Florida Statutes). It should be pointed out that the 2010 Evaluation and Appraisal of the County's Comprehensive Development Master Plan (CDMP) was prepared based on the requirements of section 163.3191, F.S., prior to the significant changes to Chapter 163, F.S., passed by the Florida Legislature in 2011 and signed into law in July 2011. These requirements included the provision of services, environmental protection, and the evaluation and assessment of the effectiveness, successes and failures of the comprehensive plan in accomplishing its adopted goals, objectives, and policies and suggest changes or amendments needed to update the plan including reformulated objectives, policies or standards.

The Miami-Dade County's adopted 2010 EAR was transmitted to the Florida Department of Economic Opportunity (DEO) for sufficiency review on April 6, 2011. On May 26, 2011, the DEO determined the adopted 2010 Evaluation and Appraisal Report for Miami-Dade County sufficient.

Section 163.3191, F.S., also provides for local comprehensive plans to be amended based on the findings and recommendations contained in the adopted evaluation and appraisal of the plans. On June 27, 2012, the Board of County Commissioners approved Resolution R-700-12 authorizing the October 2012 filing period for amendments to the CDMP based on the adopted 2010 EAR recommendations. On November 21, 2012, Miami-Dade County provided notice to the State Land Planning Agency that it has evaluated its Comprehensive Development Master Plan and has determined that amendments are necessary to address changes in state requirements, pursuant to Section 163.3191(1), F.S. On December 5, 2012 the Florida Department of Economic Opportunity acknowledged receipt of the County's Evaluation and Appraisal Notification letter.

The Staff applications contained herein shall be subject to the State Coordinated Review process and in substantial accordance with the Schedule of Activities (Table 1) on the following page.

Table 1
Schedule of Activities
October 2012-2013 CDMP Amendment Cycle
(2010 EAR-Based Amendments)

Application Filing Period	October 1 to October 31, 2012
Notification Letter sent to the State Land Planning Agency (SLPA) Regarding Evaluation and Appraisal Based Amendments to the Comprehensive Plan	November 21, 2012*
Staff Applications Report Published	March 27, 2013
Department of Regulatory and Economic Resources Initial Recommendations Report Published	March 27, 2013
Planning Advisory Board (PAB), acting as Local Planning Agency (LPA), Public Hearing to formulate Recommendations Regarding Adoption and Transmittal of Amendment Applications to the SLPA	April 15, 2013 County Commission Chamber 111 NW 1 st Street Miami, Florida 33128
Board of County Commissioners (Commission) Public Hearing and Action on Transmittal of Standard Amendment Applications to SLPA	May 22, 2013** County Commission Chamber 111 NW 1 st Street Miami, Florida 33128; and April 22, 2013, if needed.
Transmittal of Applications to SLPA and other state and regional reviewing agencies	June 2013** (Approximately 10 days after Commission transmittal hearing)
Deadline for Filing Supplementary Reports by the Public	Forty-five (45) days after Commission transmittal hearing
Receipt of Objections, Recommendations and Comments (ORC) Report from SLPA and Comments from other reviewing agencies	July/August 2013** (Approximately 60 Days After Transmittal Hearing)
Board of County Commissioners Public Hearing and Final Action on Applications	October 2, 2013** (Within 180 days after receipt of ORC) County Commission Chamber 111 NW 1 st Street Miami, Florida 33128

*Notification due to SLPA by December 1, 2012

**Estimated Date

Organization of the Report

The Staff Applications contained in this report are organized to correspond to eleven of the twelve adopted CDMP elements subject to the EAR-based amendments, from the Land Use Element through the Economic Element, as contained in the document titled “Adopted Components, Comprehensive Development Master Plan for Miami-Dade County, Florida”, as amended through October 19, 2011. No amendment is proposed to the Community Health and Design Element as this element was adopted on April 27, 2011. Each of the 11 applications is numbered to correspond to the element numbering system used in the CDMP, beginning with Application 1 for the Land Use Element and ending with Application 11 for the Economic Element. Similarly, for ease of reference, the pages of each application are numbered using the appropriate application number followed by the page number.

Generally, each element application is divided into four sections. Sections 1 and 2 identify the applicant, Section 3 includes the full text of the element and identifies through strike-through/underline format the specific changes proposed for the adopted components of each element, and Section 4 summarizes the reasons for the proposed changes.

The strike-through/underline format is used to present words or sentences proposed for deletion or inclusion in the element text. In addition, each element application page, which proposes text changes, contains in the left margin a paragraph reference numbering system. Each goal, objective, policy or text paragraph proposed for change is numbered sequentially for ease of referral or identifying proposed changes within the application. Each objective or policy number is prefixed by either two or three letters that best represent the particular element.

All element figures or maps proposed for revision, replacement, and/or renumbering are indicated as such along the top margin. The specific revisions proposed for a particular figure are included in Section 4 of the application, Reasons For Changes.

All subelements are grouped and addressed under their respective element. Thus, Traffic Circulation, Mass Transit, Aviation, Port of Miami River and PortMiami subelements are included under the Transportation Element; and Water and Sewer and Solid Waste subelements are included under the Water, Sewer, and Solid Waste Element. Each subelement is also followed by Section 4 (Reasons for Changes).

It should be noted that besides the Land Use Element, Application 1 also includes proposed Land Use Plan Map changes and modifications to the Plan's Preface. Due to these additions, this application has been organized as follows: Part A contains proposed changes to the Plan's Preface; Part B contains all proposed changes to the Land Use Element goal, objectives, policies and interpretative text; and Part C contains all proposed Land Use Plan Map changes in a map series, which identifies the locations of the recommended changes and includes tables describing the specific changes.

No additional material is submitted in conjunction with the individual applications, but the adopted 2010 Evaluation and Appraisal Report is on file at the offices of the Department of Regulatory and Economic Resources and serves as supporting information.

Anyone having questions regarding the Staff Applications Report and/or any aspect of the Comprehensive Plan review and amendment process should visit or call the Metropolitan Planning Section of the Miami-Dade County Department of Regulatory and Economic

Resources, at 111 NW 1st Street, Suite 1220, Miami, Florida 33128-1972; telephone 305/375-2835.

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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.

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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
- 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~~

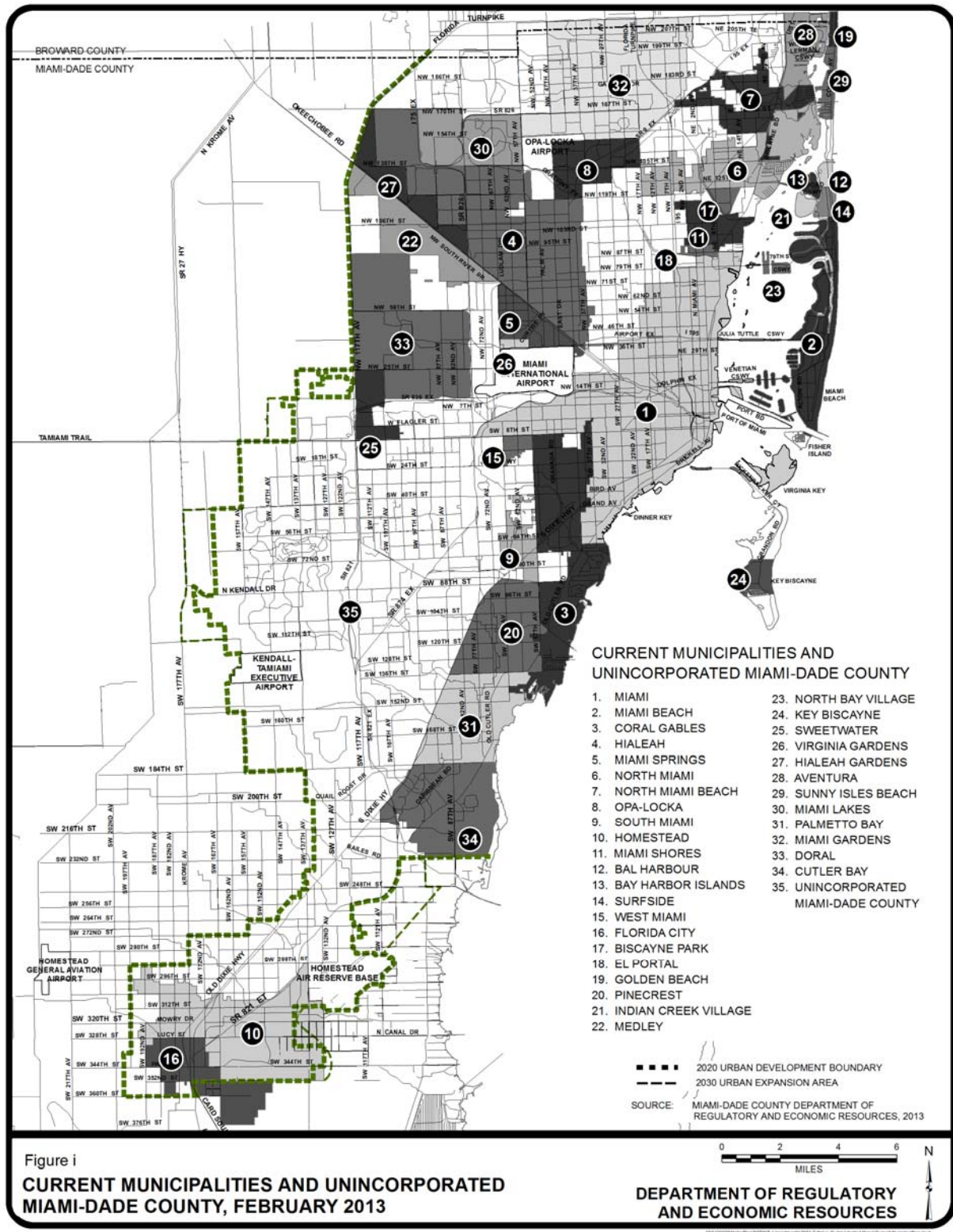
Paragraph
Reference
Number

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 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.

Paragraph
Reference
Number

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.
- 19 LU-1D. In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of

Paragraph
Reference
Number

~~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 extremely low, very low, low and moderate income residents. This includes the provision of affordable workforce housing.

Paragraph
Reference
Number

- 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 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

Paragraph
Reference
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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 Development Boundary (UDB) of the Land Use Plan (LUP) map, particularly Urban Centers and mixed use transit-oriented corridors. Second 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.
- 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 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.

Paragraph
Reference
Number

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.

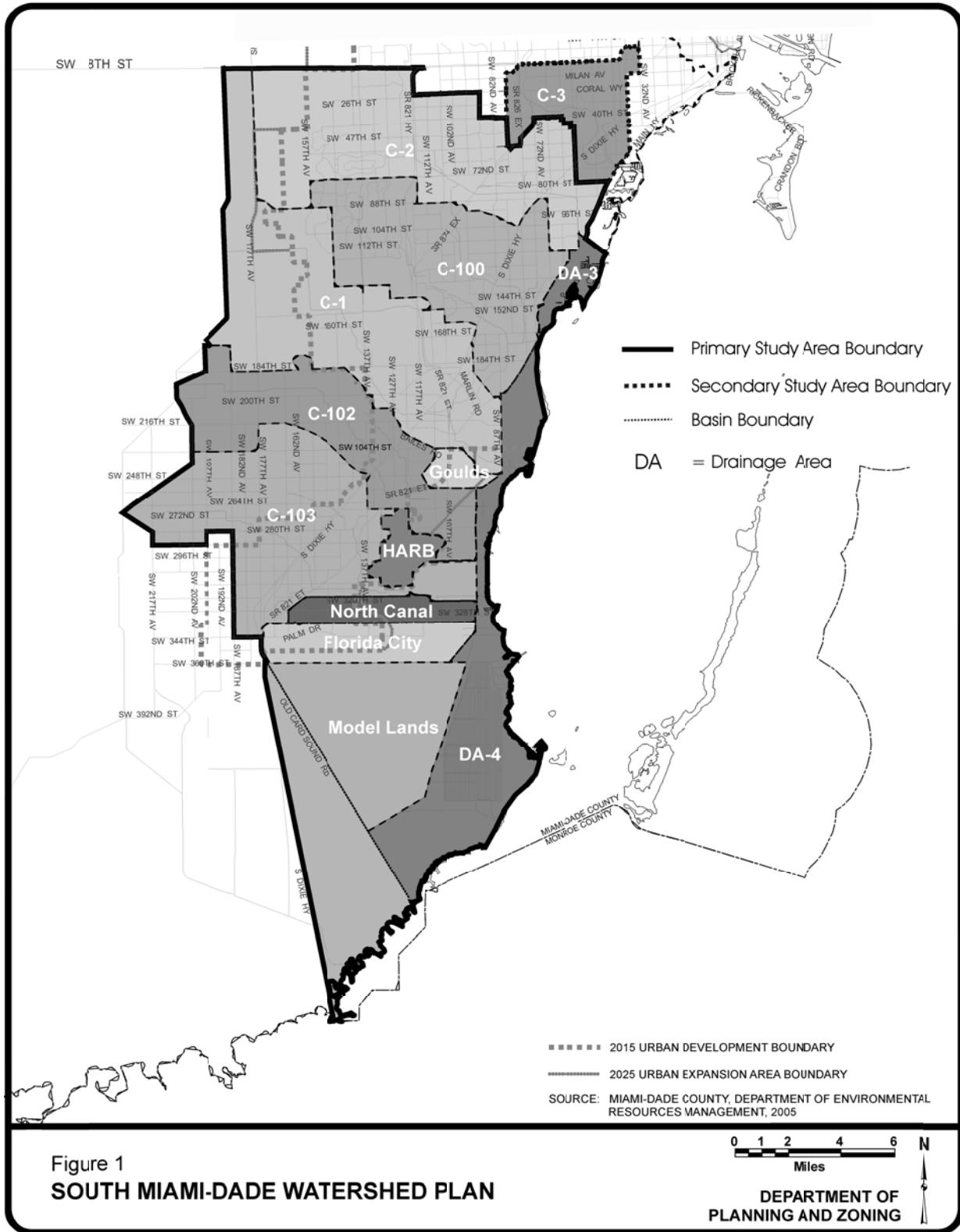
LU-3B. All significant natural resources and systems shall be protected from incompatible land use including Biscayne Bay, future coastal and inland wetlands, future potable water-supply wellfield areas identified in the Land Use Element or in adopted wellfield protection plans, and forested portions 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 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

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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 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 Southeastern 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 planning 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 shall continue 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

- 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 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

- LU-6A. Miami-Dade County shall continue to identify, seek appropriate designation, and protect properties of historic, architectural and archaeological significance.

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- 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, 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 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

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.

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;
 - d) 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
 - e) Enhance or degrade environmental or historical resources, features or systems of County significance; and
 - f) 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 for 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 adequately 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) ~~The a~~Non-residential component(s) of the proposed mixed uses 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 neutral or 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 pursue consider the incorporation 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-9SR. ~~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 of parking to address minimum parking requirements for off-street parking and shared parking in transit corridors and areas with mixed use developments.

90 LU-9TS. 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-9UT. 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-9VU. By 2015, Miami-Dade County shall evaluate and propose update(s) to the Guidelines for Urban Form, the 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 UTE-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.
- ~~9293~~ 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, 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 CDMP 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 specific areas.

- 99 LU-12E. Miami-Dade County shall continue to investigate and seek opportunities to incentivize infill development, shall ~~advertize~~ publicize available incentives, and make information regarding available incentives easily accessible to developers and property owners, particularly for infill development that is transit supportive and provides workforce housing. Such incentives may include, but not be limited to, joint development agreements at transit stations and transit centers, and flexibility of development standards particularly for irregular shaped or otherwise substandard ~~and~~ lots.

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 CDMP are implemented. The LUP map illustrates where development of various types and densities, including agriculture, is encouraged and areas where natural resource-based development and environmental protection are encouraged. The LUP map also depicts the general location of physical features such as roadways, railways, canals, manmade lakes and ponds.

The LUP map provides six Residential Communities categories organized by gross density ranges. The non-residential land use categories, notably industrial, office, business, institutional, public facilities and transportation terminals, are organized by the types of predominant uses allowed or encouraged on land so designated, and relative intensities of development authorized in these categories are expressed as allowable land uses, as contrasted with land uses allowed in other LUP map categories. The specific intensity of development which may be approved on a particular parcel designated in a non-residential category on the LUP map will be dependent on the particular land use, design, urban service, environmental, and social conditions on and around the subject parcel at the time of approval including consideration of applicable CDMP goals, objectives and policies, including provisions of this text chapter, and provisions of applicable land development regulations which serve to implement the comprehensive plan. At a maximum, unless otherwise provided in this Plan, as provided for example for Urban Centers, the following shall be the maximum intensities at which land designated on the LUP map in one or more non-residential categories may be developed. Actual intensities approvable on a given site may be significantly lower than the maximum where necessary to conform with an overriding Plan policy, or to ensure compatibility of the development with its surroundings. Moreover, notwithstanding adoption of these intensity ceilings in the CDMP, estimations of prospective urban service demands or impacts of proposed developments will be based on the actual approved uses and/or intensity of a particular development when applicable, and for purposes of long-range areawide service facility planning purposes, such estimations may be based on averages or trends of development types and intensities in localized areas when consistent with sound service/facility planning practice. The following allowable maximum intensities are expressed as the floor area ratio (FAR) of building square footage (not counting parking structures) divided by the net lot area of the development parcel.

Paragraph
Reference
Number

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>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.

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.

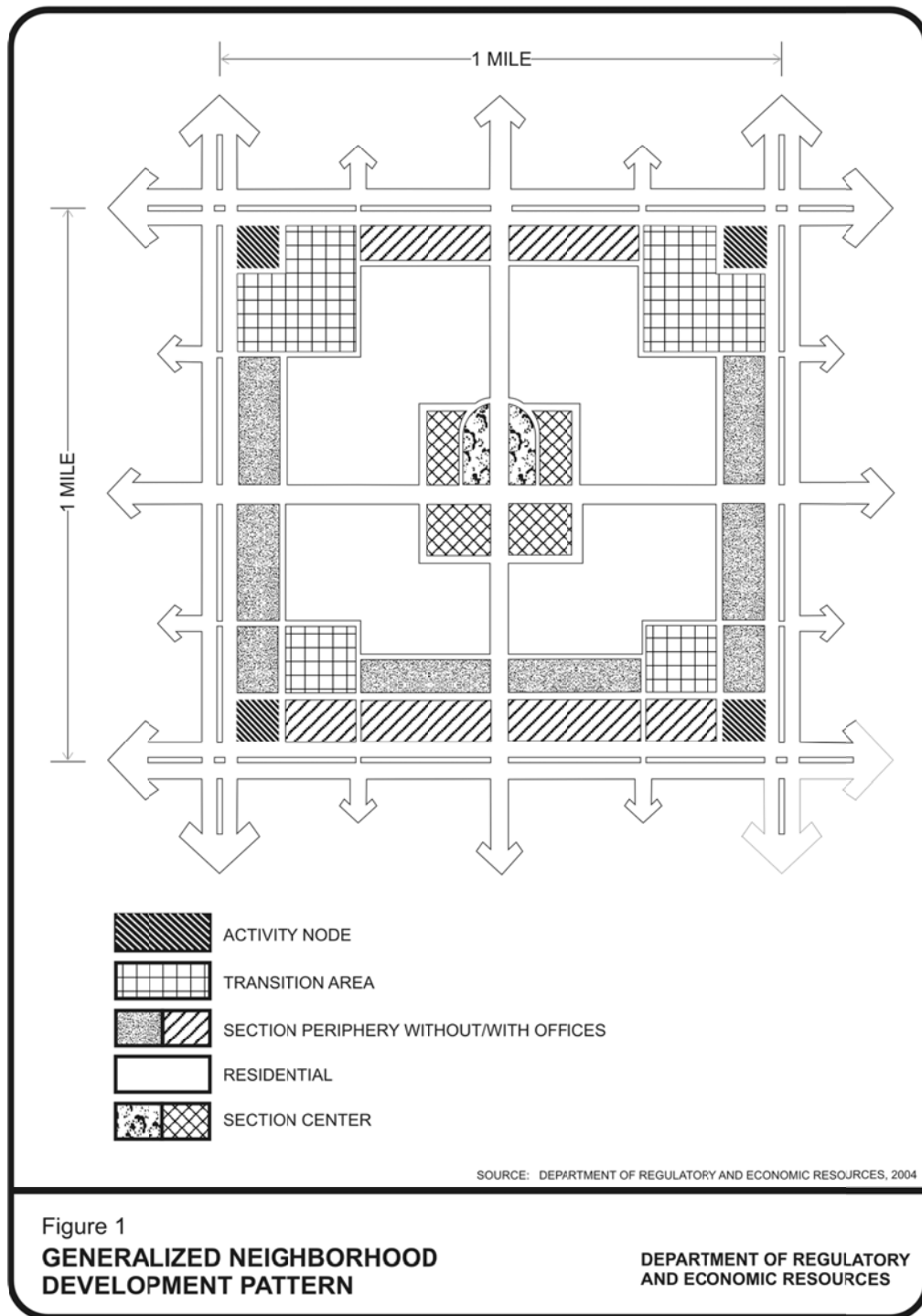
- 104 **Guidelines for Urban Form.** The following guidelines establish a generalized pattern for location of different uses, their intensity and density, and the interconnecting network of vehicular and pedestrian movement. The general pattern of land use in residential communities should conform to 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 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.

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



- 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 the Plan density limit. ~~When an inclusionary zoning program required by Policy HO-3F is~~

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.

~~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]).

111 **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 only 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 (inclusionary zoning program), 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.

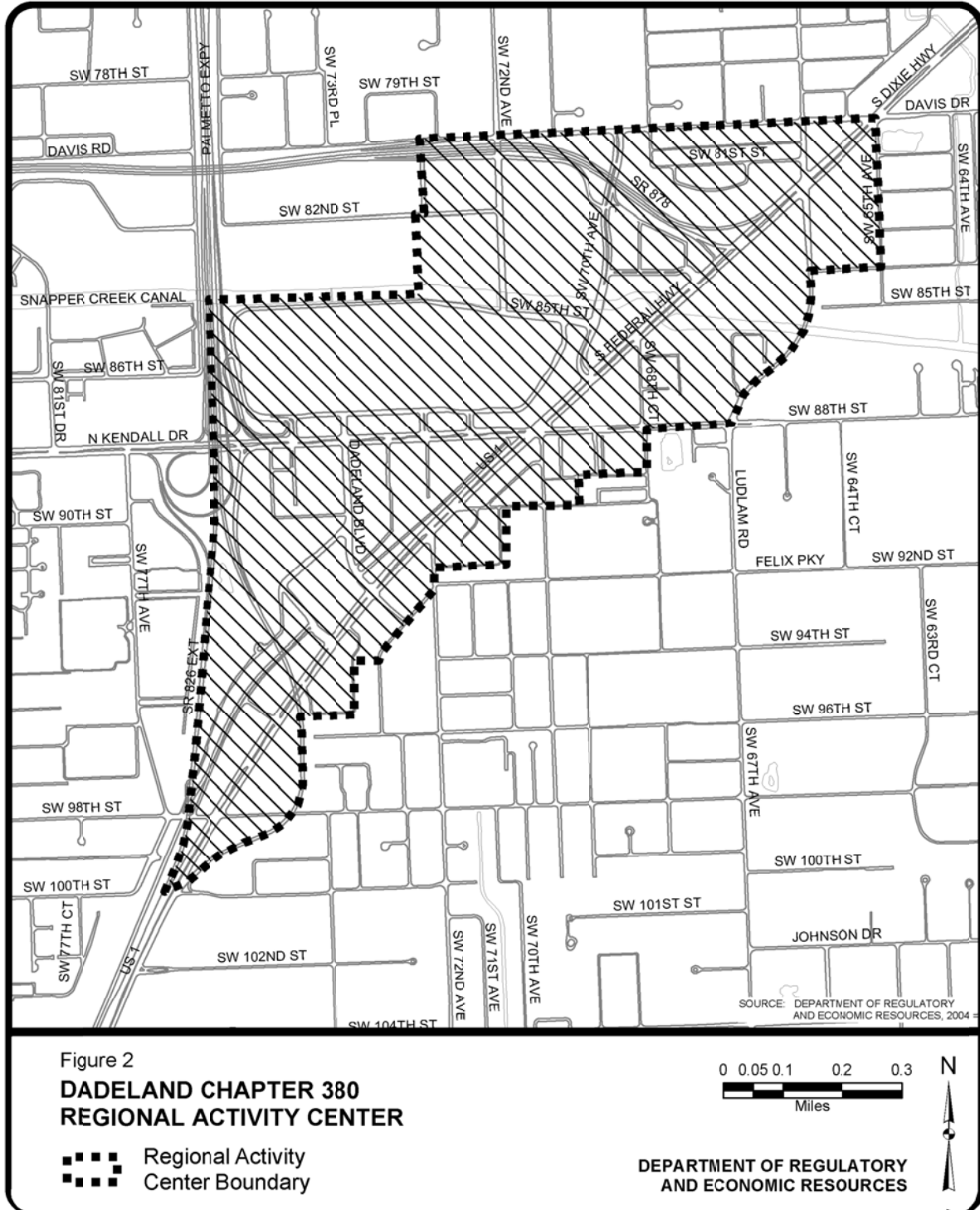
As noted previously in this section, urban centers are encouraged to intensify incrementally over time. Accordingly, in planned future rapid transit corridors, these intensities may be implemented in phases as necessary to conform with provisions of the Transportation Element, and the concurrency management 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

Paragraph
Reference
Number

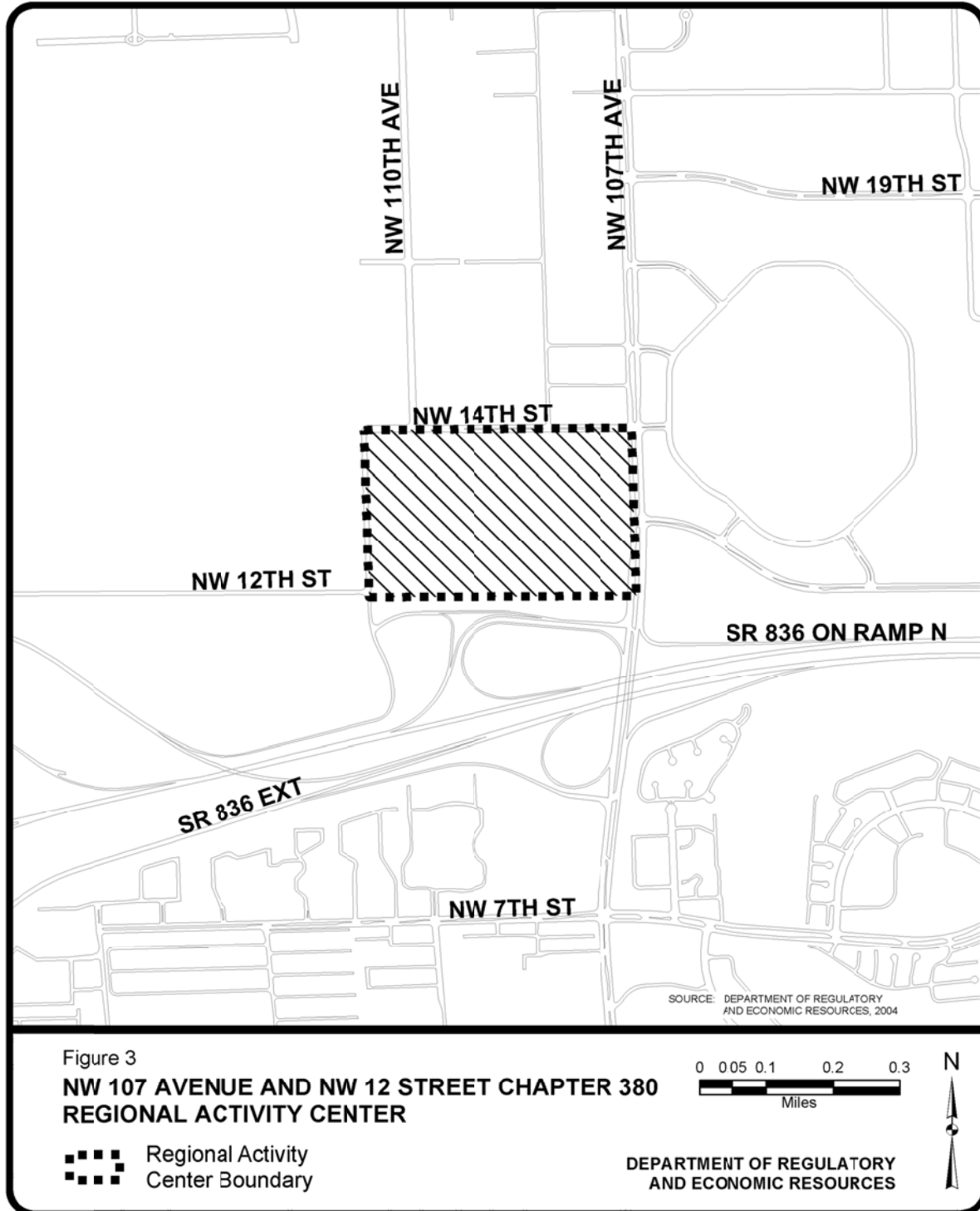
380 regional activity centers and, subject to approval by the South Florida Regional Planning Council, regional development districts (a geographic area specifically designated as highly suitable for increased threshold intensity), for the purpose of increasing DRI review thresholds: 1. Dadeland, as depicted on Figure 3; and 2. NW 107th Avenue and NW 12th Street, as depicted on Figure ~~3.4~~ 4.

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



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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.

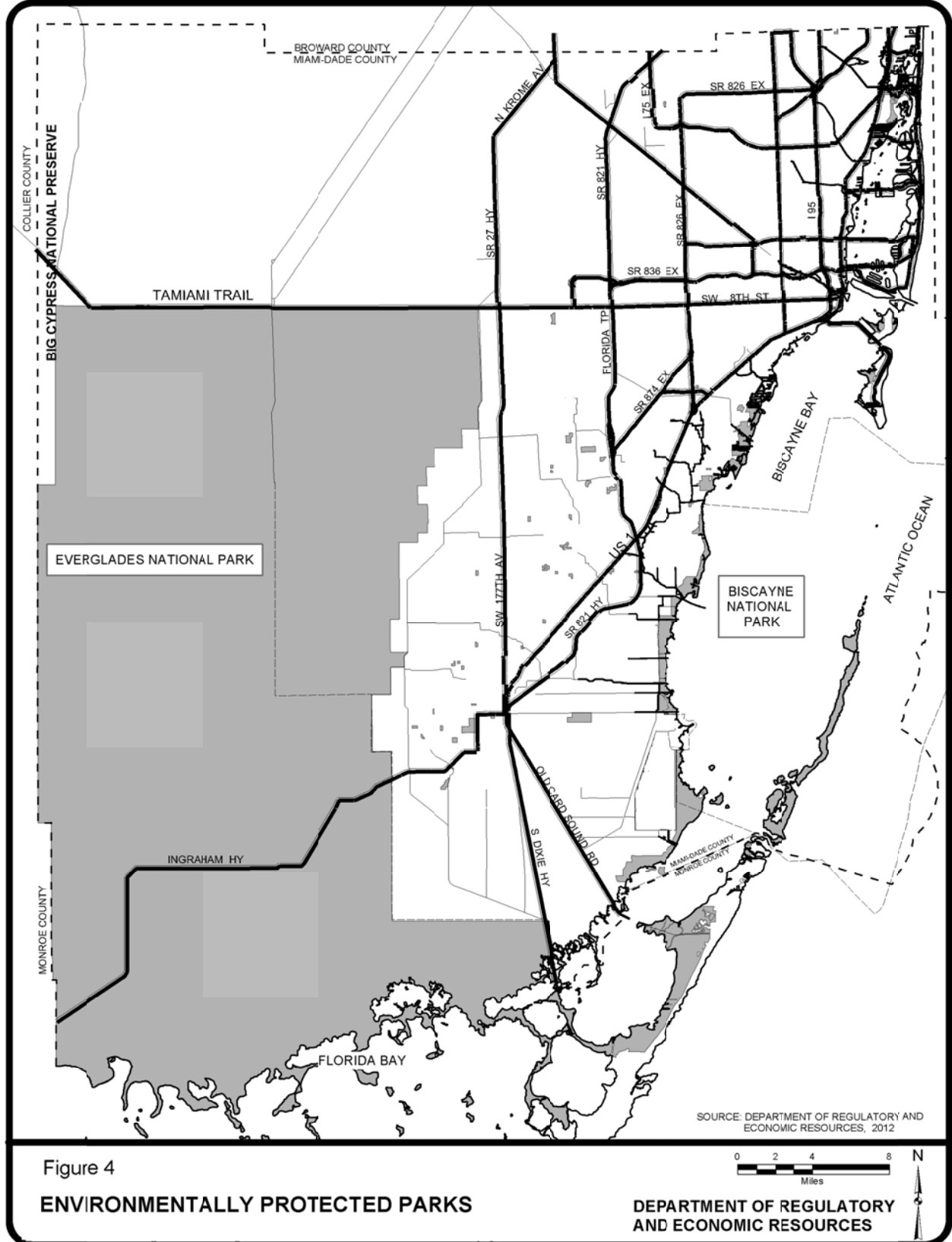
- 128 Certain commercial activities that support the recreational uses and relate to the resources of the park, such as marine supply stores, fuel docks or tennis and golf clubhouses may be considered for approval in the Parks and Recreation category. Other commercial recreational, entertainment or cultural 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, electricity 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 CDMP 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 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.

133 Water

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 ~~2045~~ 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 ~~2045~~ 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 ~~2045~~ 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.

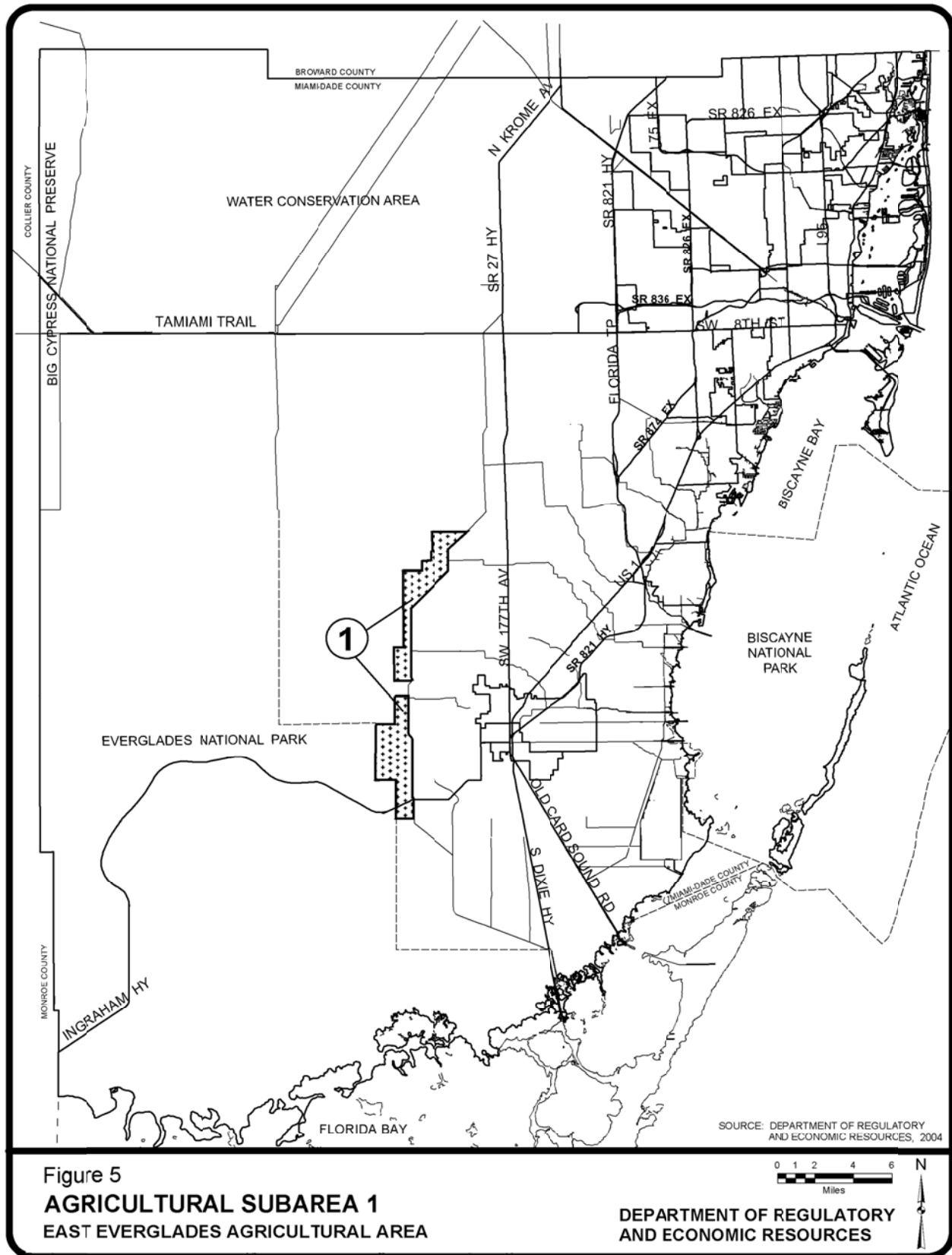
Existing quarrying and ancillary uses in the Agriculture area may continue operation and be considered for approval of expansion.

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.

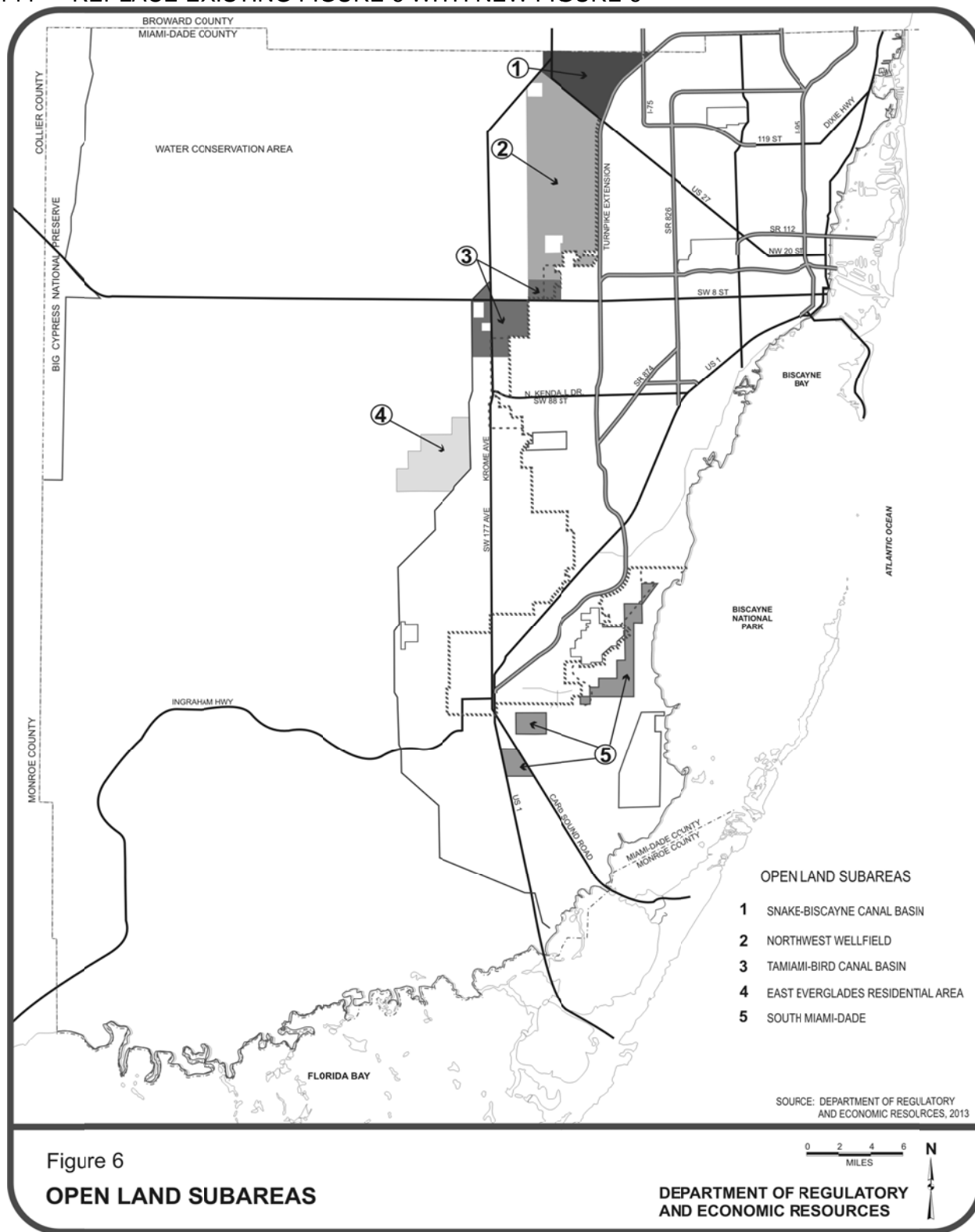


143 **Open Land**

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 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, 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.

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

Figure 7

ENVIRONMENTAL PROTECTION SUBAREAS

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

- 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 ~~2045~~ 2020. It also indicates locations where urban expansion is projected to be warranted between the years ~~2045~~ 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).

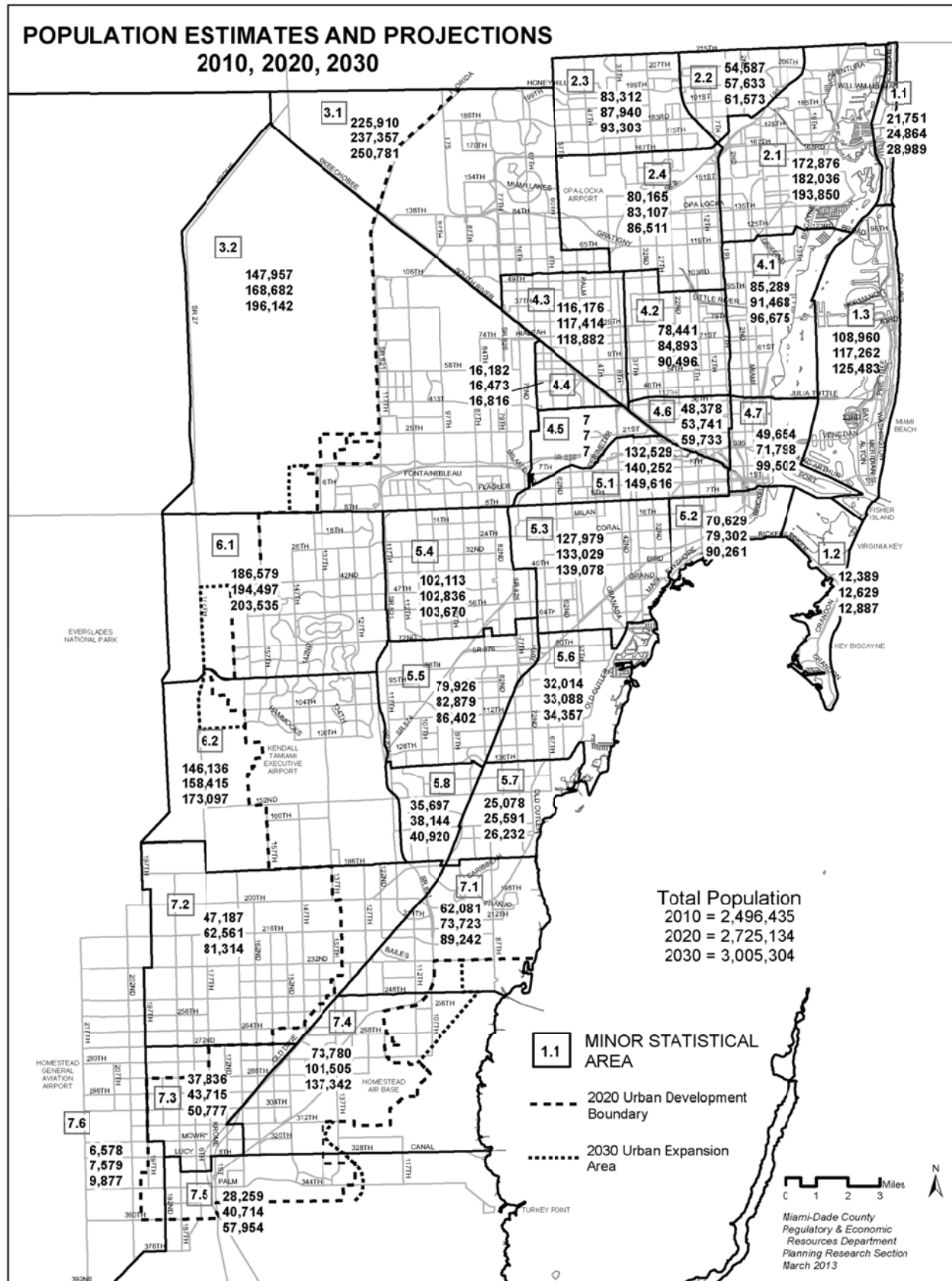
The subarea populations shown on the Population Estimates and Projections map are those for

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 ~~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	2	Southeast corner of NW	Declaration	Water conservation measures in

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
2007-2008		57 Avenue and Blue Lagoon Drive / (53-41-31)	-of Restrictions	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).
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

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				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.
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

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				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 / (55-40-06)	Declaration of Restrictions	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.
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

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				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 NW 94 Avenues / (54-40-04)	Declarations of Restrictions	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.
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

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				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 248 Street / (56-40-30)	Declarations of Restrictions	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.
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

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				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 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-

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				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.
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

Amendment Cycle	Appl. No.	General Location/ (Township-Range-Section)	Type of Restriction	Summary of Restrictions
				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.
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.

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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 ~~2015~~ 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 ~~2015~~ 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

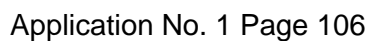
In addition to the presentation of future land use expressed on the Land Use Plan (LUP) map for ~~2015~~ 2020 and ~~2025~~ 2030 and described in the previous text, certain future historical and environmental resources are also identified herein. Rather than attempt to map these features on the Land Use 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.~~ Preservation.

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.

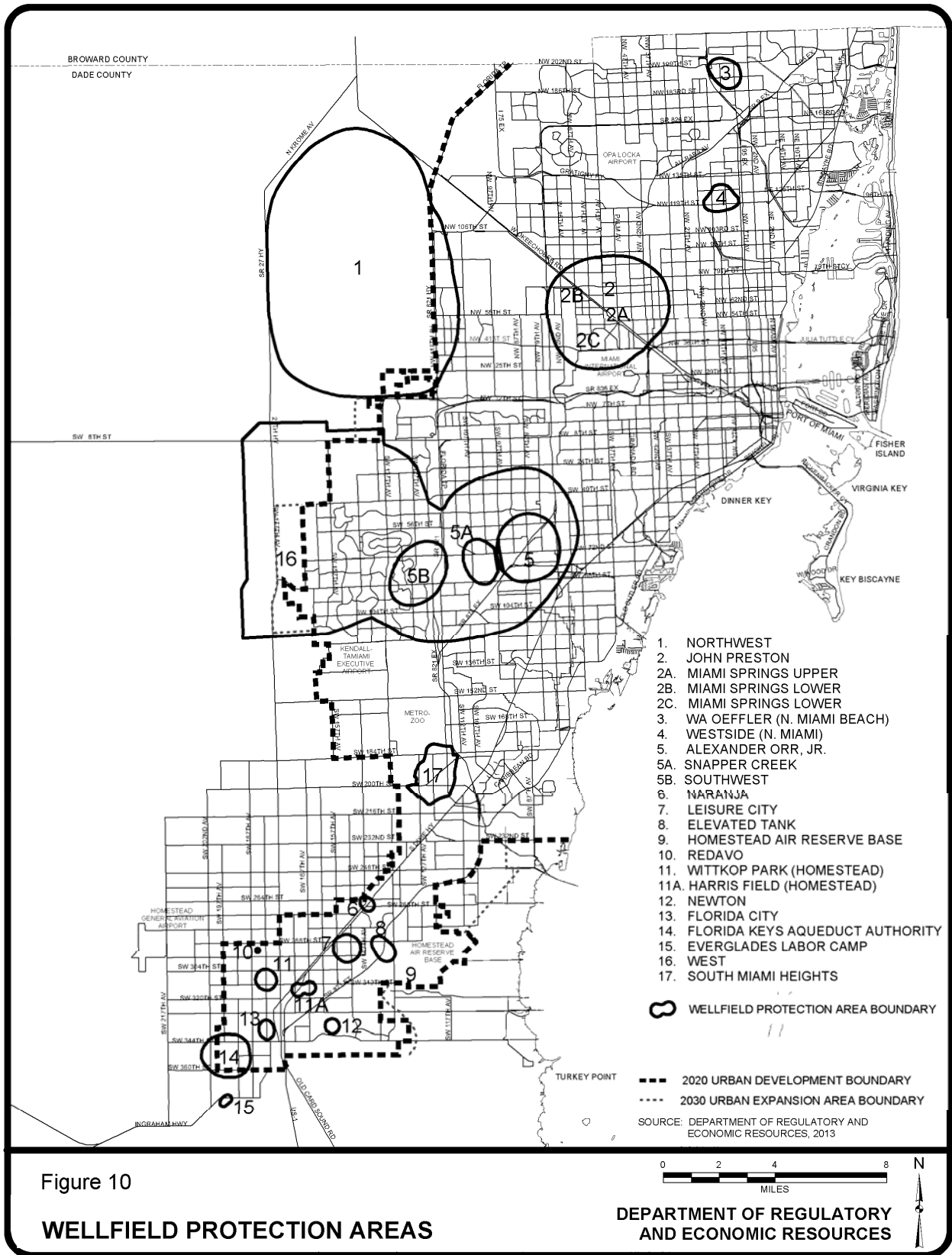


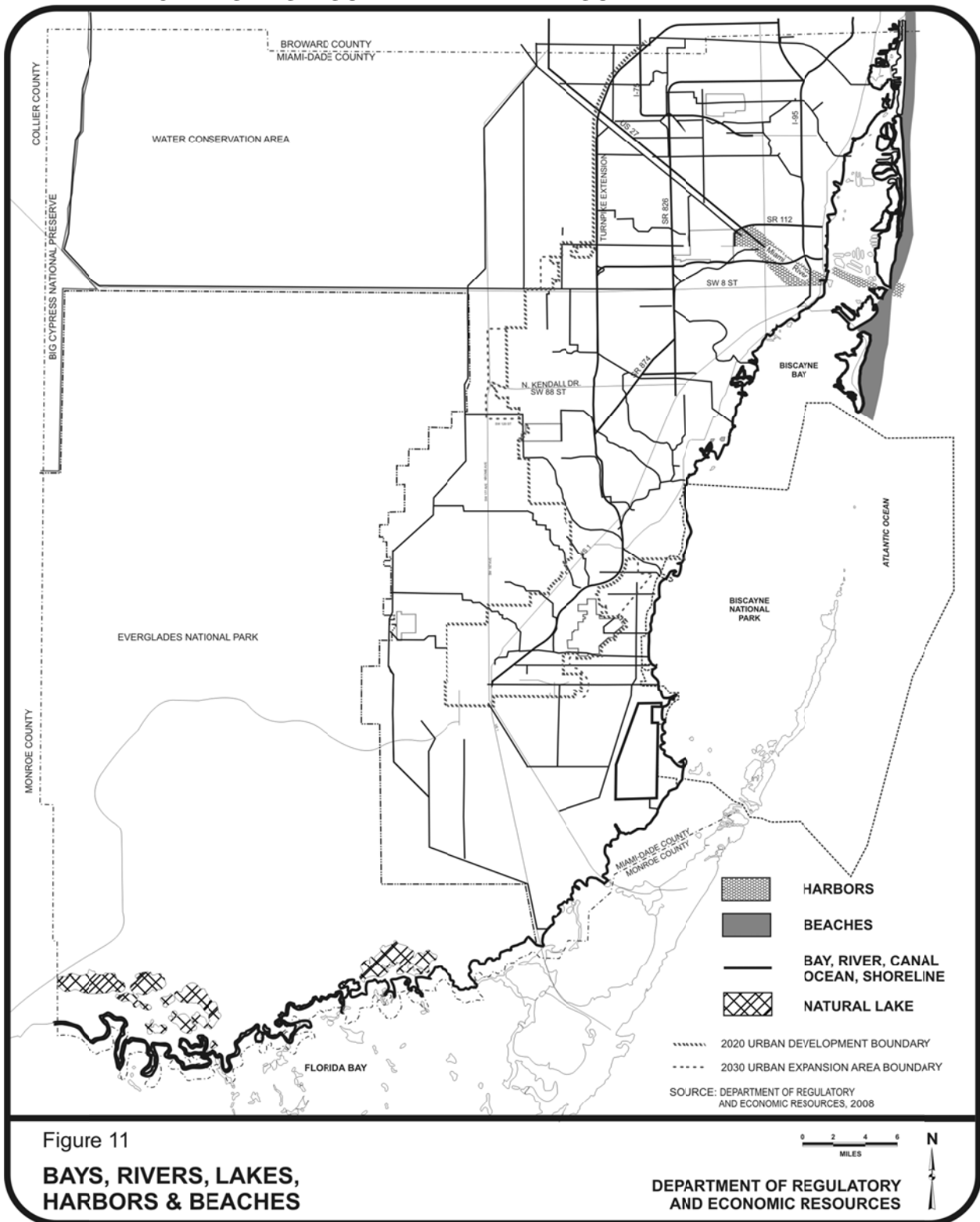
address existing topography, soils, wetland conditions and functions, historic resources in undeveloped areas of the County, and development in floodplains. The information that is summarized below, together with the extensive information contained in the Conservation, Aquifer Recharge and Drainage, 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.

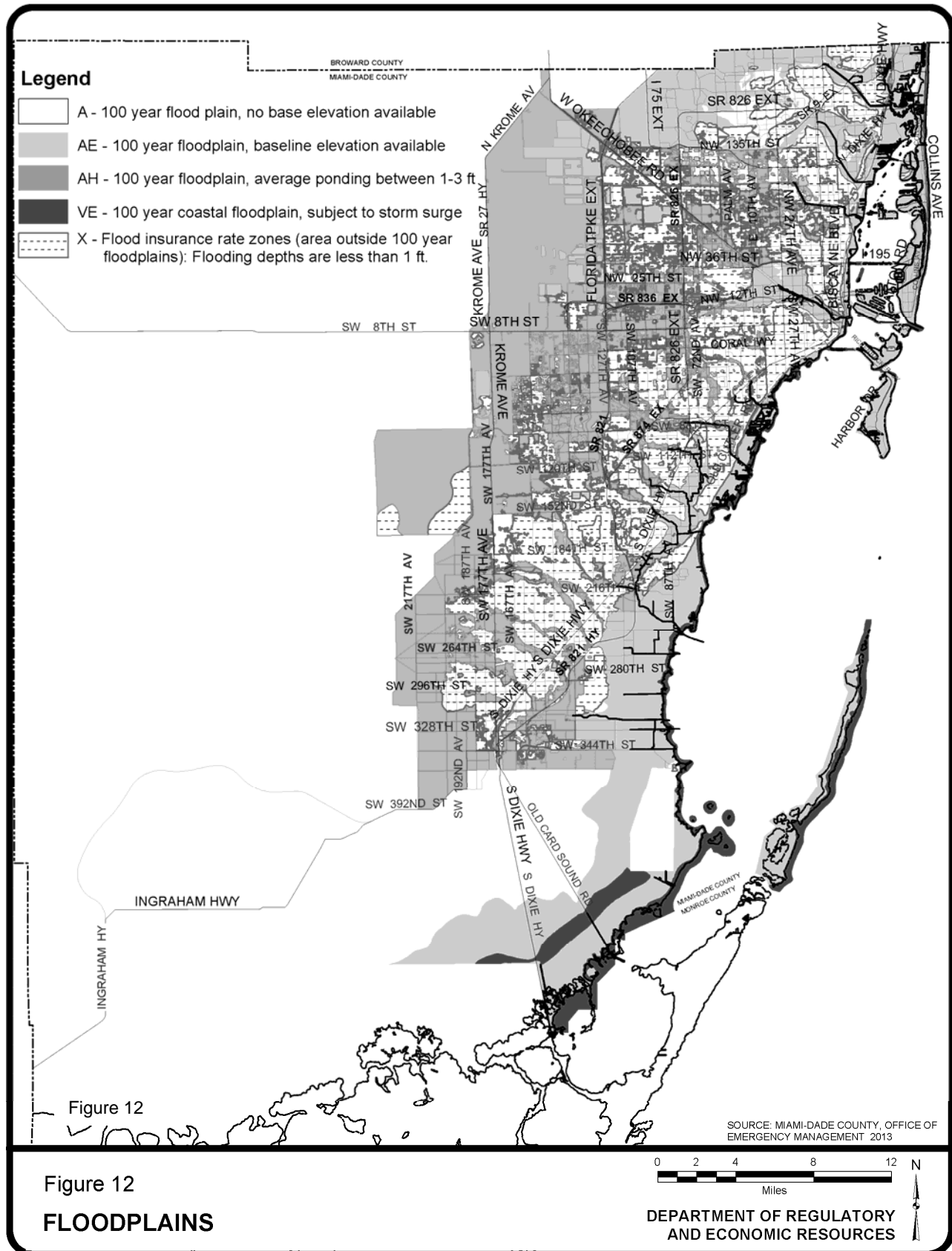
Beaches, Shores, Estuaries, Rivers, Bays, Lakes and Harbors. Figure 11 shows these natural features. The only lakes shown on this figure are the natural lakes that occur within Everglades National Park. Many of the former rock pits and lakes that have been dredged to provide fill during developments 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.

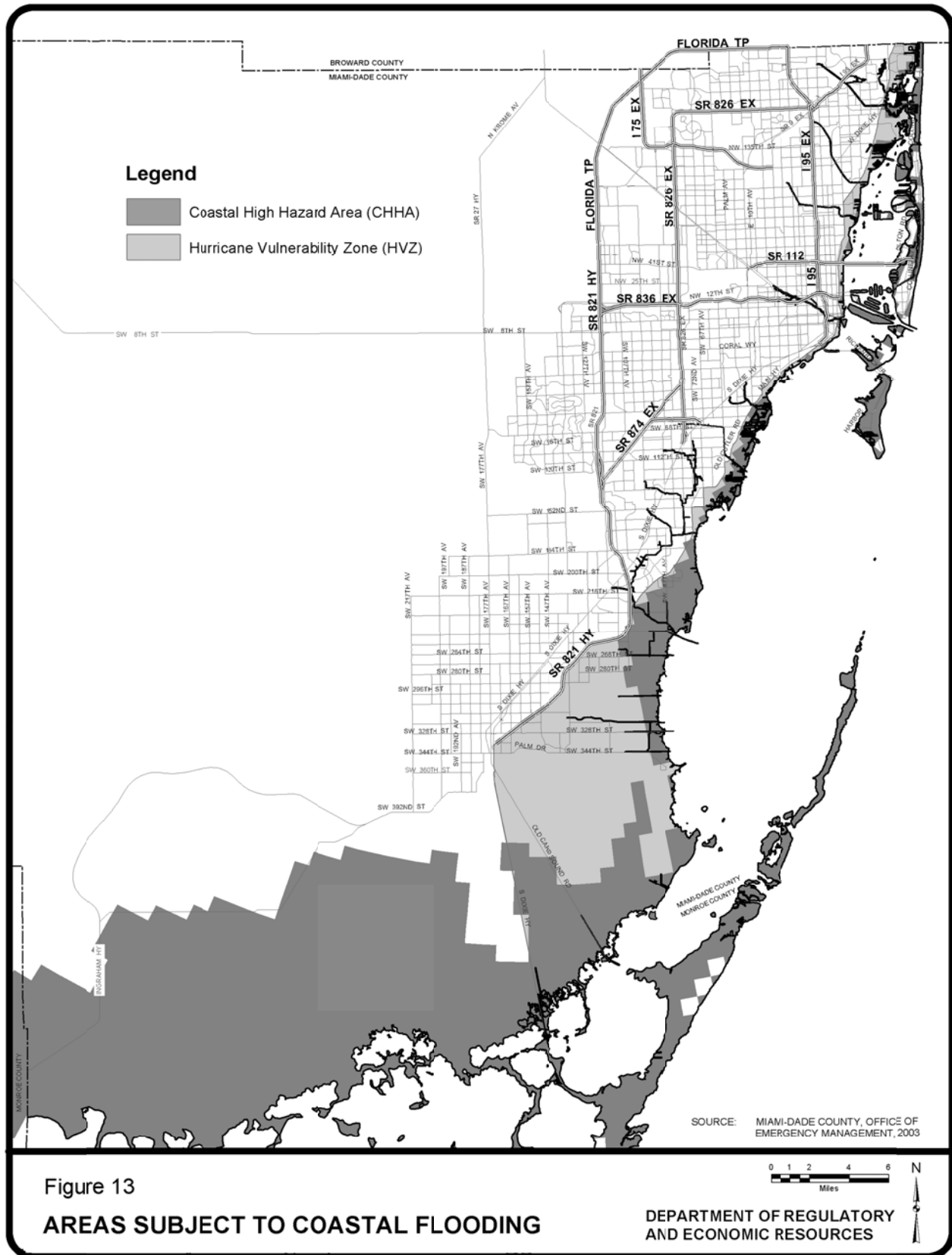
- 169 **Floodplains.** As shown on Figure 12, a very large percentage of the land within Miami-Dade County is considered to be a floodplain, or Special Flood Hazard Area (SFHA). An SFHA is defined as an area that will flood to varying depths during the 100-year flood, which is defined as an event that 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.

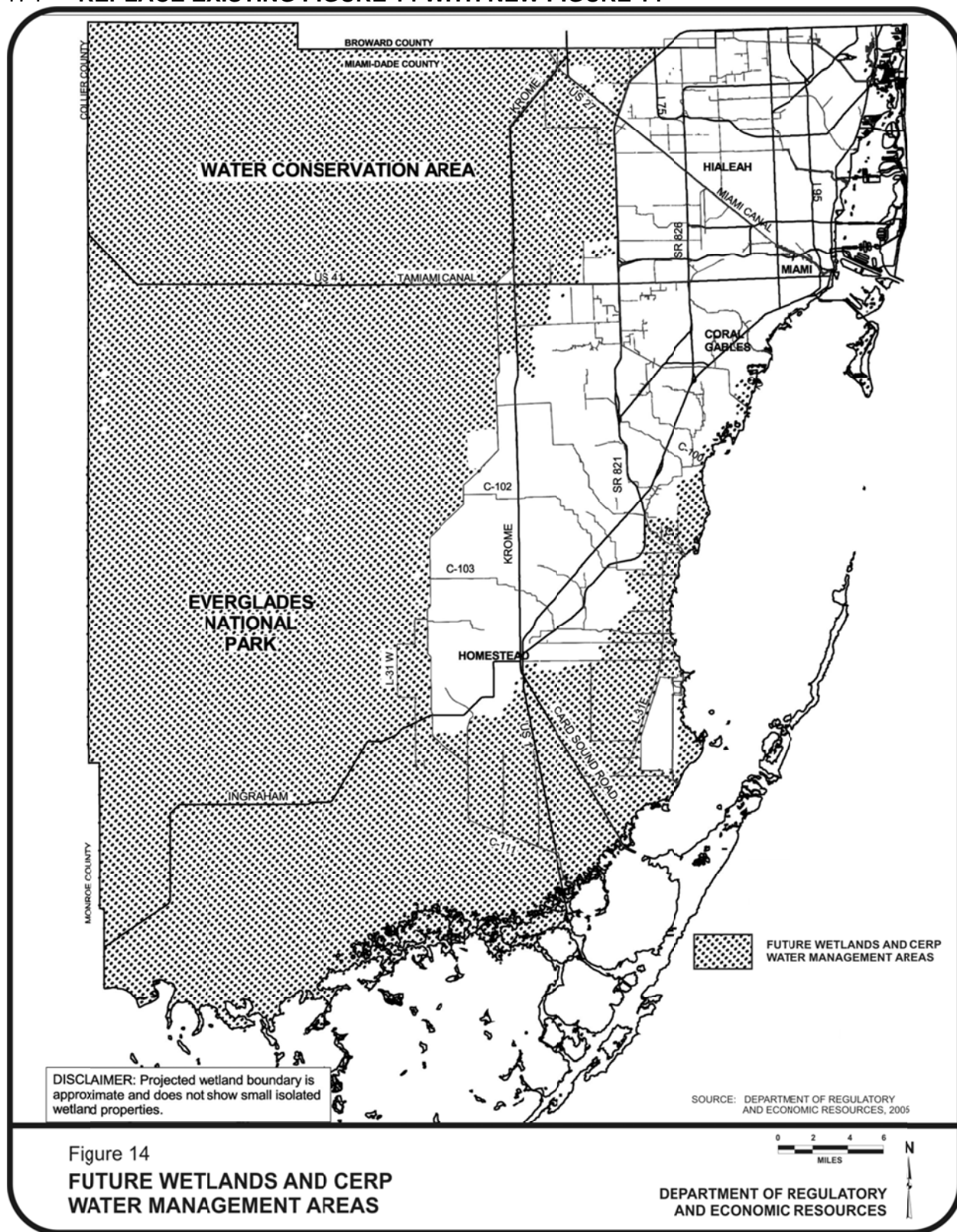




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175 **Wetlands.** Future Wetlands and Comprehensive Everglades Restoration Plan (CERP) Water Management Areas are shown on Figure 14. These wetlands and water management areas serve to filter and purify surface and groundwater, provide habitat for 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.

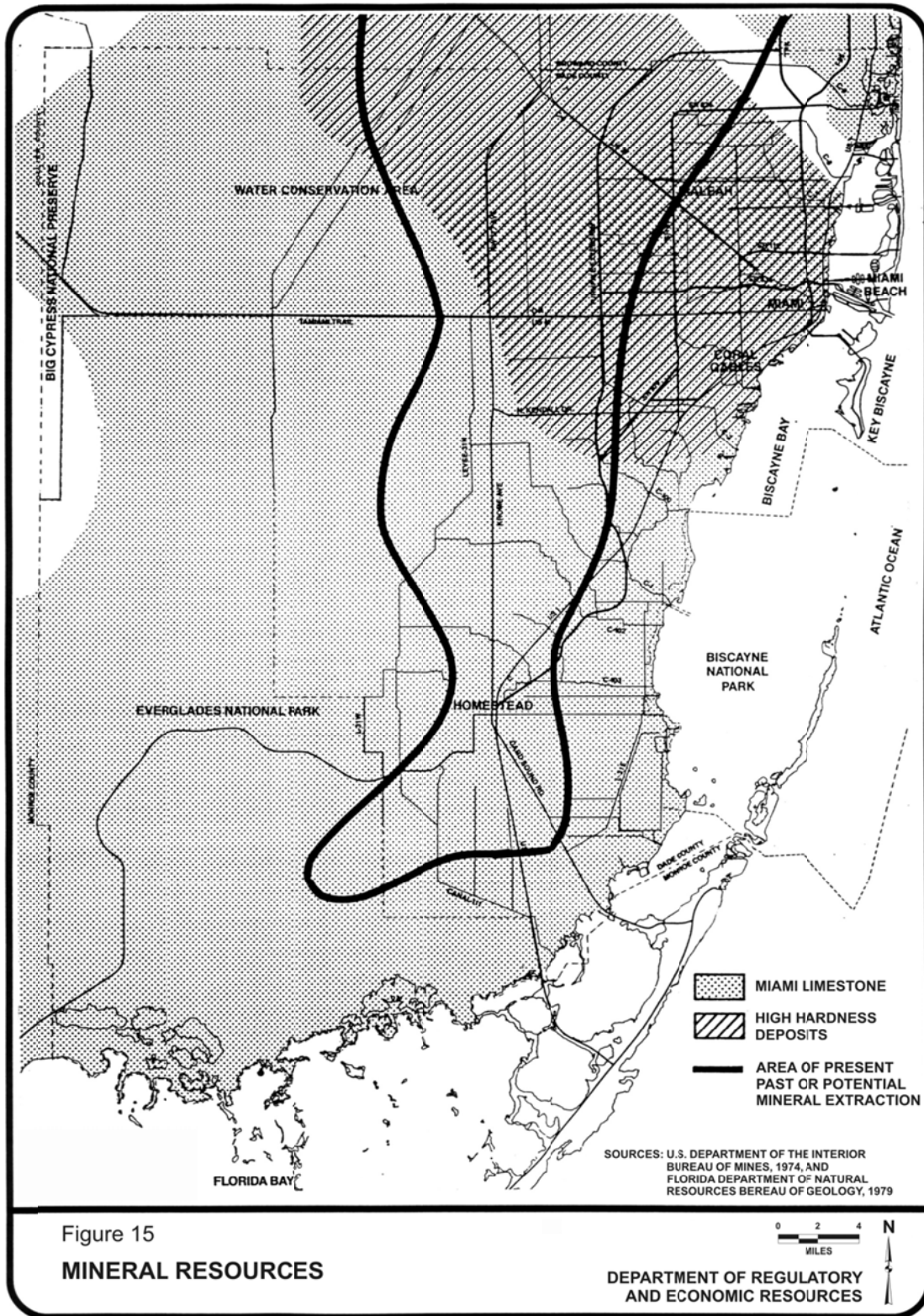
Soils. The soils that overlay the limestone in the County can generally be grouped into five broad categories: peats and mucks, marls, sands, rocky lands and man-made soils. These are shown on Figure 16. In general, the peats and mucks are unsuitable foundations for buildings or roadways and must be 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.

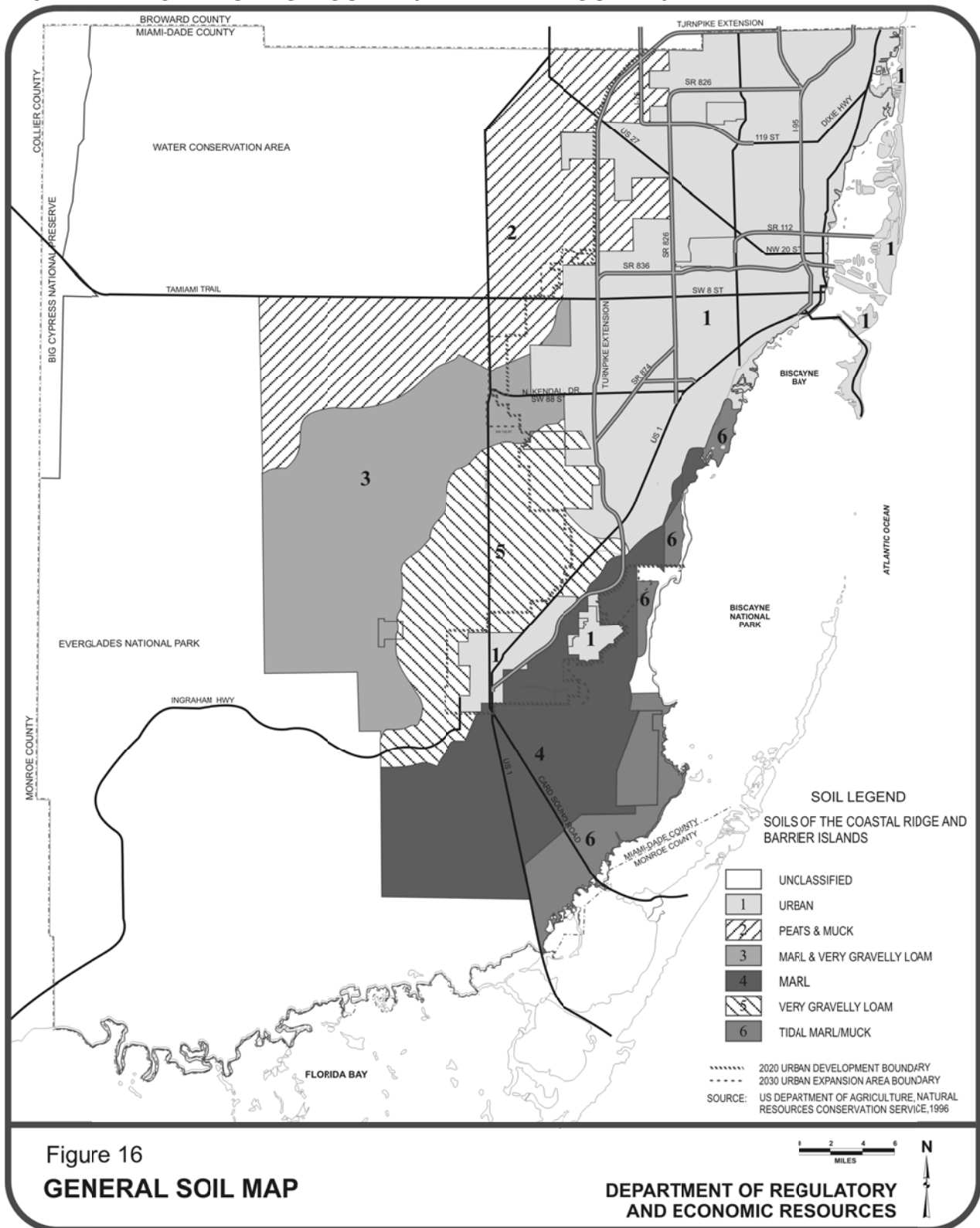
Water Resource Summary. Water resource characteristics and the County's subtle variations in topography are significant features which must be recognized in the formulation of land use, as well as water supply and management policies and plans, for Miami-Dade County. The water resource summary map presented 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

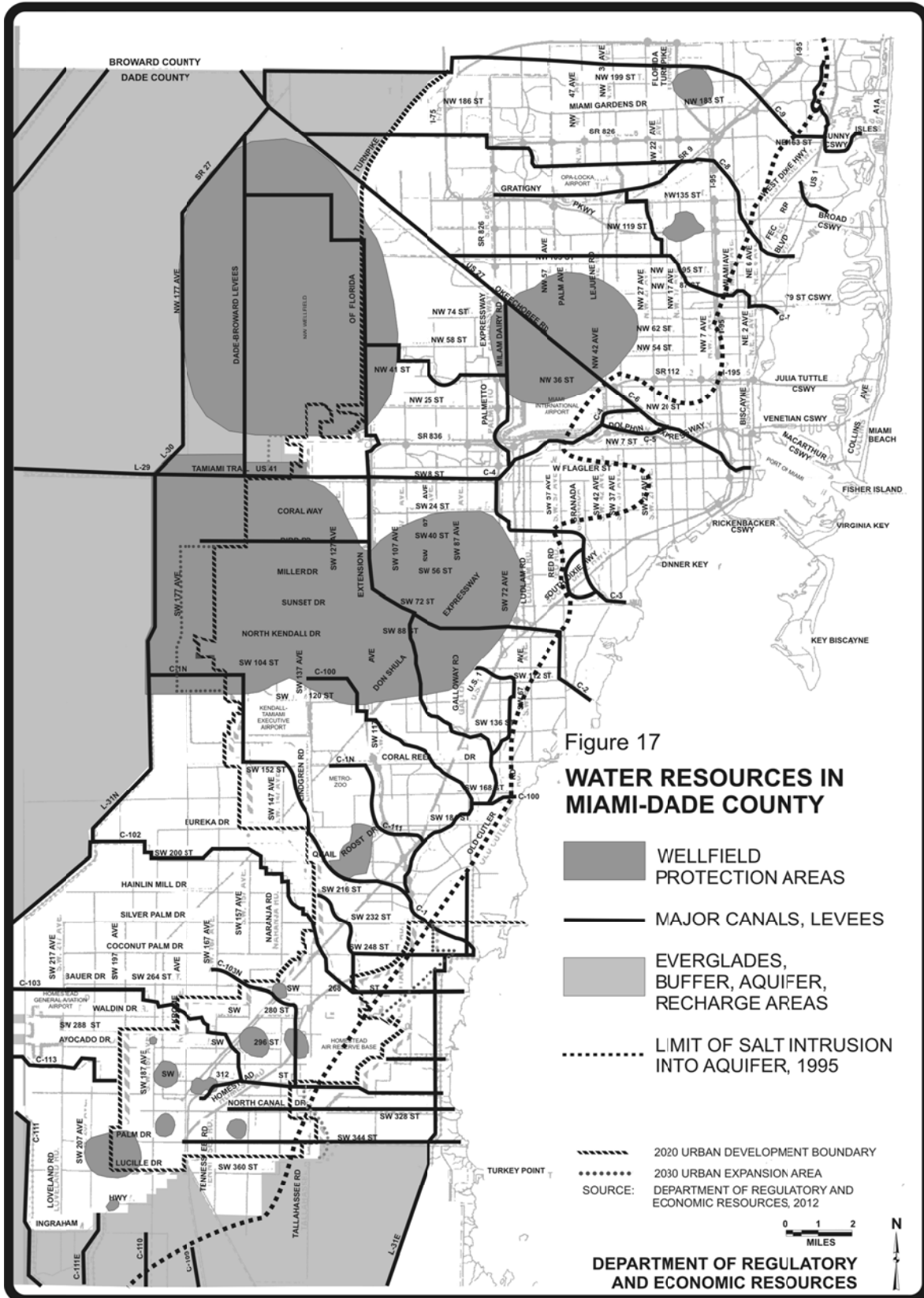
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were described in a preceding paragraph. The Aquifer Recharge Areas depicted include the Everglades, Everglades buffer areas and other areas which are poorly drained by the canal system and which provide prolonged recharge of the Biscayne Aquifer after 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 Plan 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 Resources Planning and Zoning will acquire this information annually ~~from the Miami-~~

Paragraph
Reference
Number

~~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 tress.</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>October</u>	<u>4</u>	<u>East side of Biscayne</u>	<u>Declarations</u>	<u>Applicant to comply with County.</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>2005-2006</u>		<u>Boulevard/East Dixie Highway between North east 108 and 109 Streets / (52-42-32)</u>	<u>of Restrictions</u>	<u>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 of 25-feet on center for the length of the berm and buffer; on-site</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>
				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 940 residential units; maximum of 6 DU/Ac west of SW 194 Avenue; provide transit improvements;</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>
				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, and amend its CDMP to

<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>
				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>	<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>
<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>	<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>
<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>	<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 improvement will extend SW 172 Avenue from the southern</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>
				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</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>
				meet the criteria of affordable 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>	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>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>	Prohibits residential use within the amendment site, but does not prohibit hotel or motel use.
<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>	Limits residential development to the density currently allowed under the existing Medium-High Density Residential (25-60 DU/acre)
<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>	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>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>	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>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 West Park Drive. Owner agrees to</u>

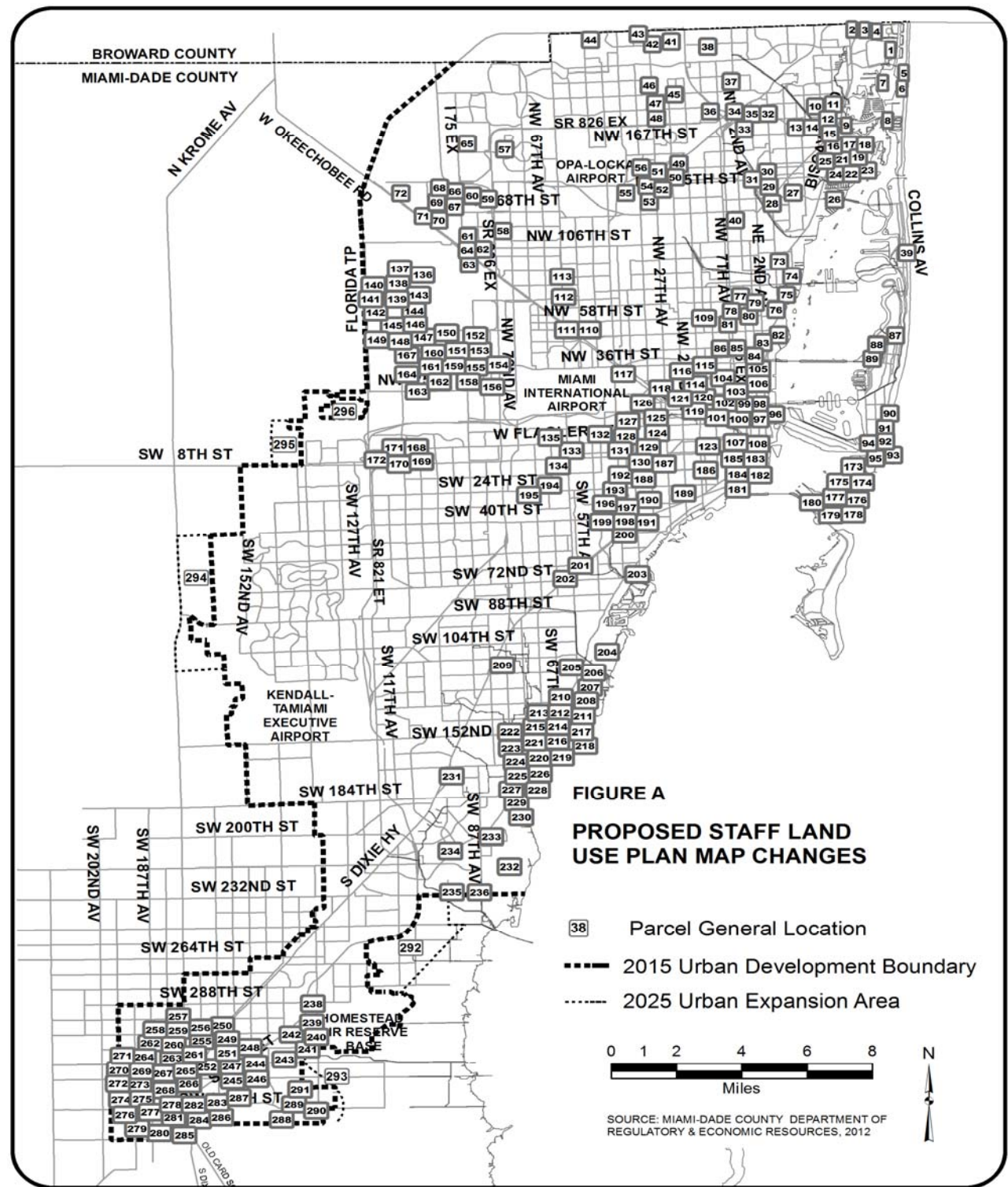
<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				implement water conservation and re-use standards. Owner to allow encroachment on property for the provision of a bus pull-out bay and bus shelter along 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 that will be at least eight feet in height at time of planting as</u>

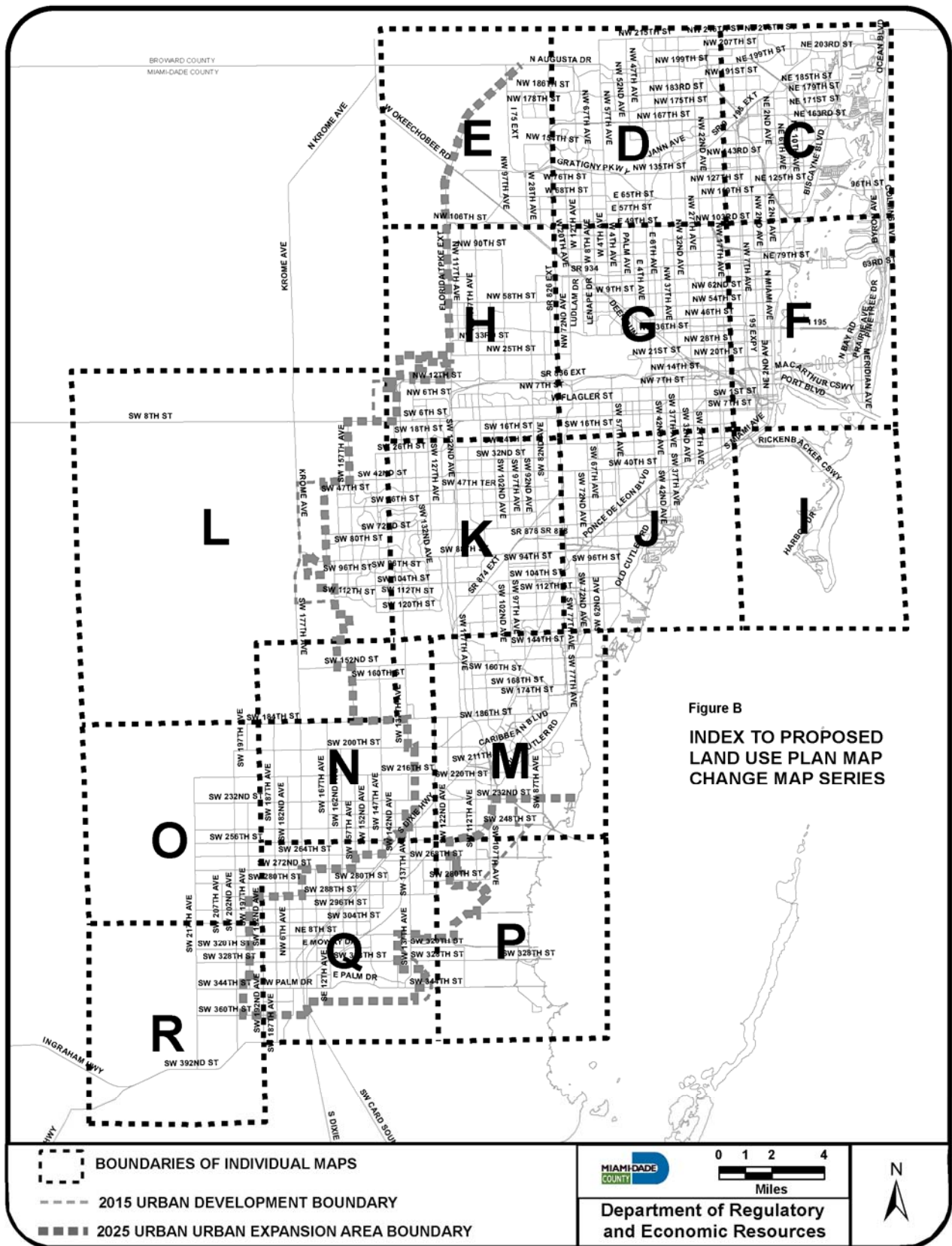
<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				measured from the top of the berm.
<u>October 2009-2010</u>	<u>3</u>	<u>Southwest corner of SW 127 and SW 200 Street / (11-56-39)</u>	<u>Declarations of Restrictions Ord. 10-31</u>	<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>
<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>	<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>
<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>	<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 serving the bays, 260 parking spaces in a garage, transit-oriented commercial uses not to</u>

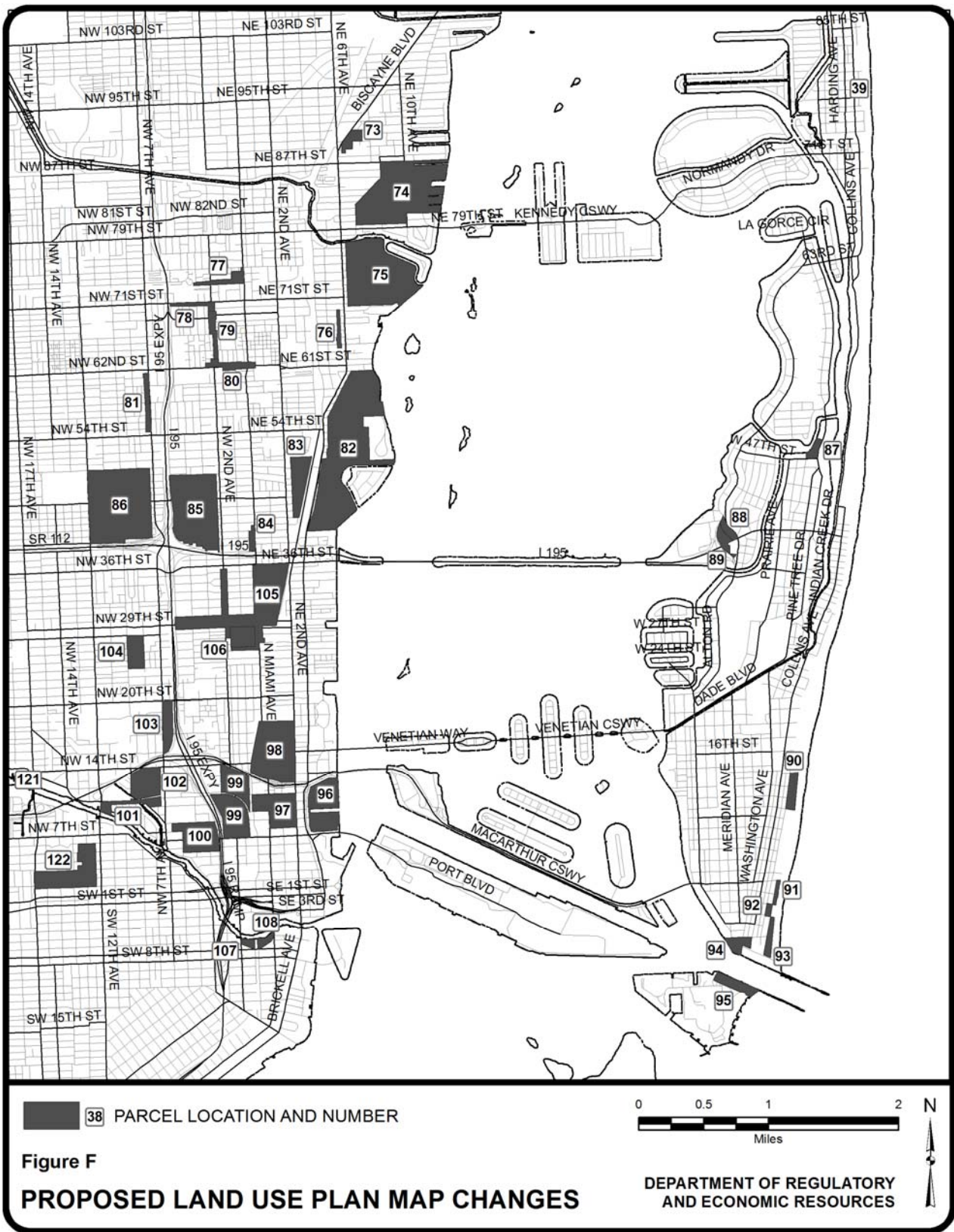
<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				exceed a maximum of 10,000 square feet, and transit lounge. The Owner agrees to fund and construct the terminal pursuant to a phased development schedule. 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 facility; provided, however, that the property shall not be used for hotels, motels, residential dwelling units, commercial office buildings,</u>

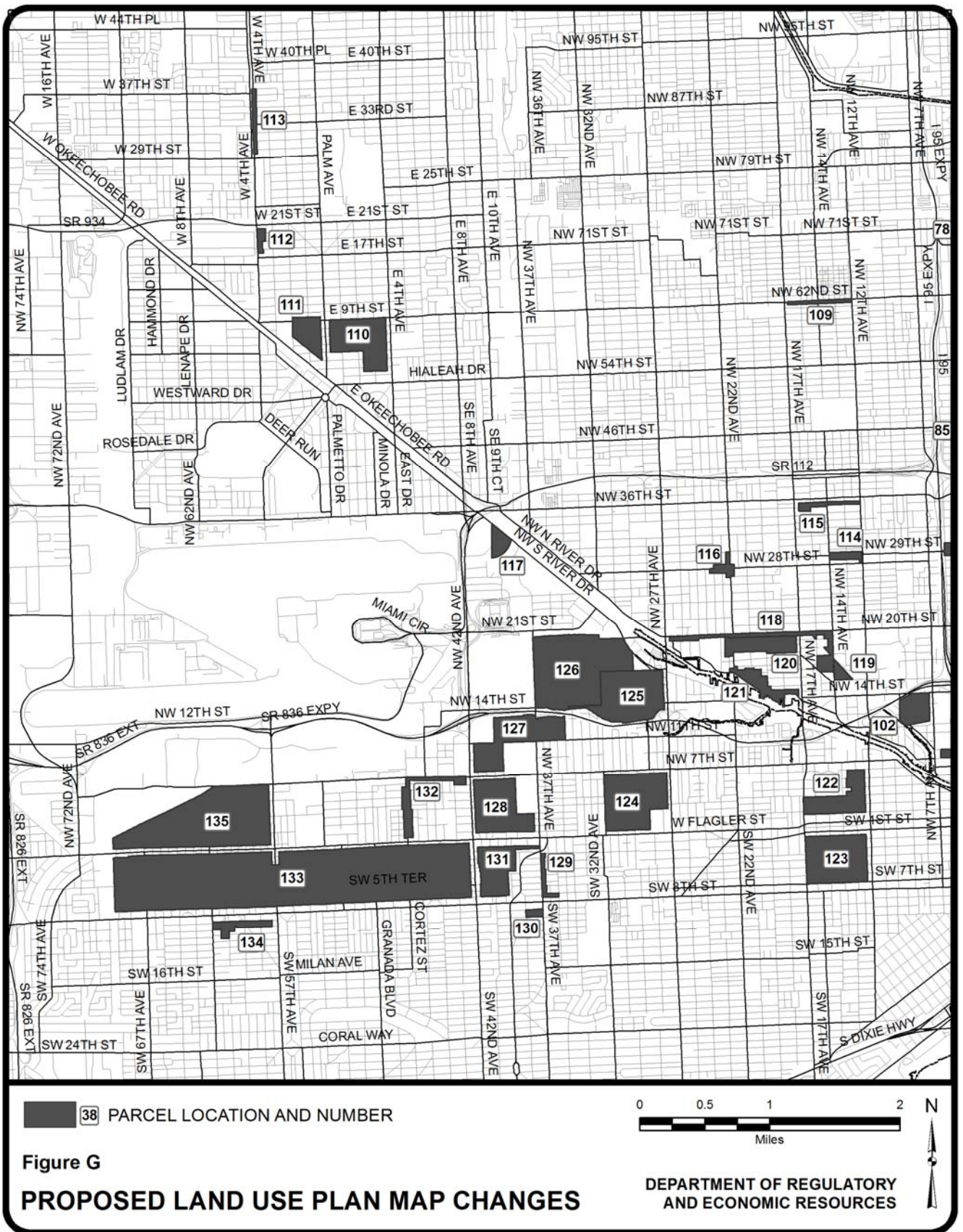
<u>Amendment Cycle</u>	<u>Appl. No.</u>	<u>General Location/ (Township-Range-Section)</u>	<u>Type of Restriction</u>	<u>Summary of Restrictions</u>
				shopping centers or other similar development; when not being used for speedway purposes, the property may be used for certain agricultural uses, such 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 – Revise the Comprehensive Development Master Plan Adopted 2015 and 2025 Land Use Plan Map for consistency with the 2025 and 2030 time horizons and as presented on figures A through T and the accompanying tables (Figures K, N, O and R are not included in the map series).

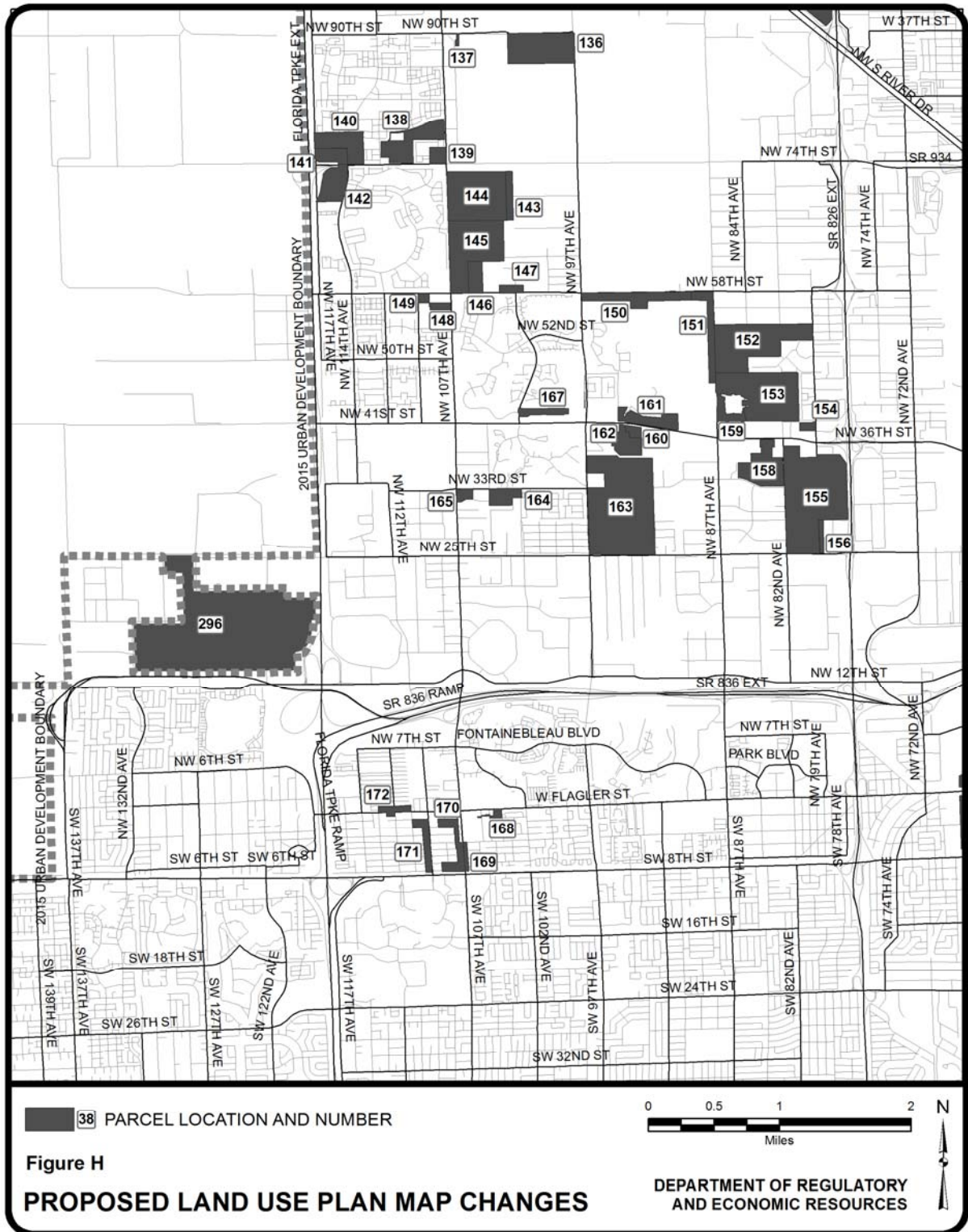


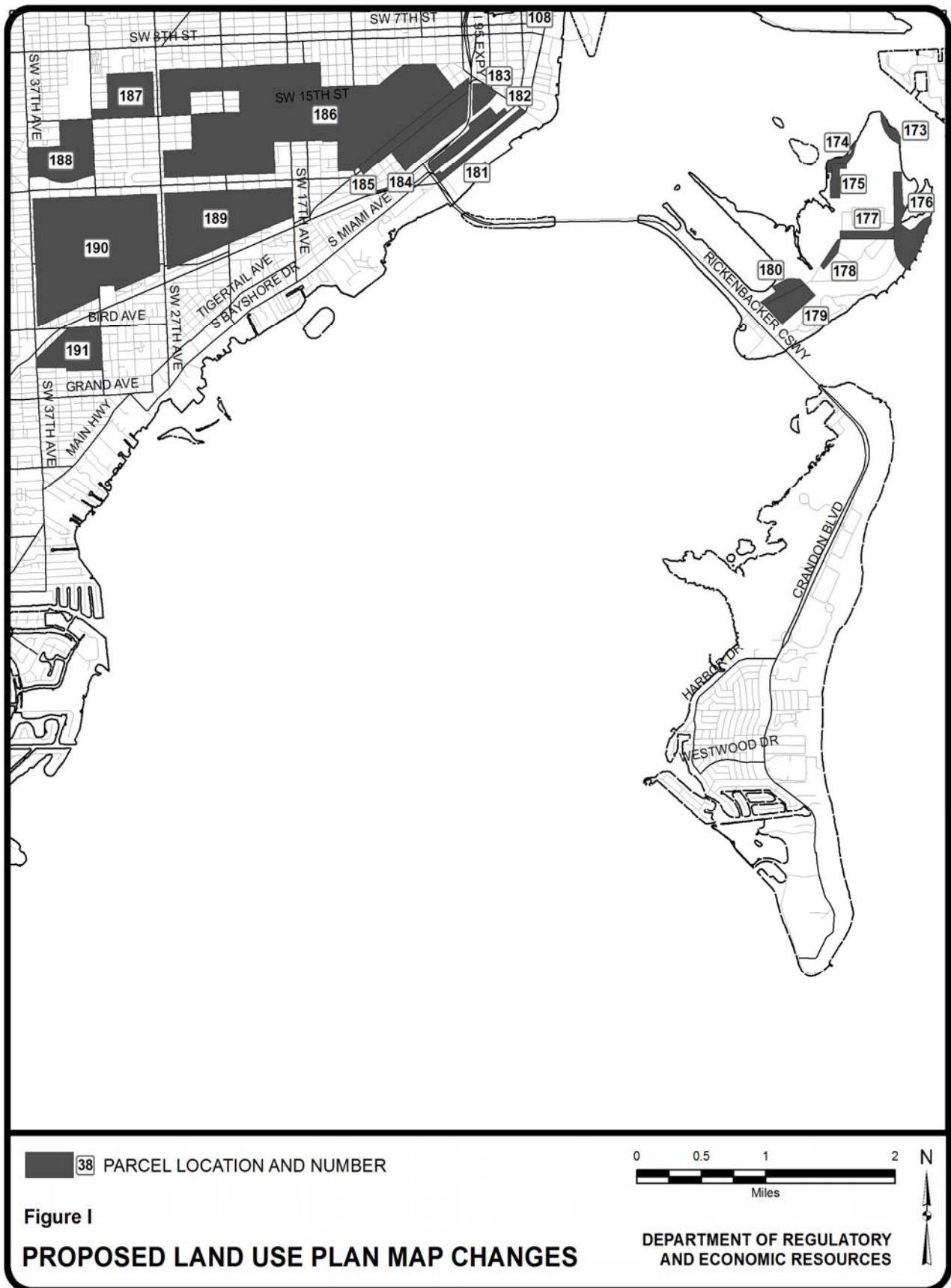


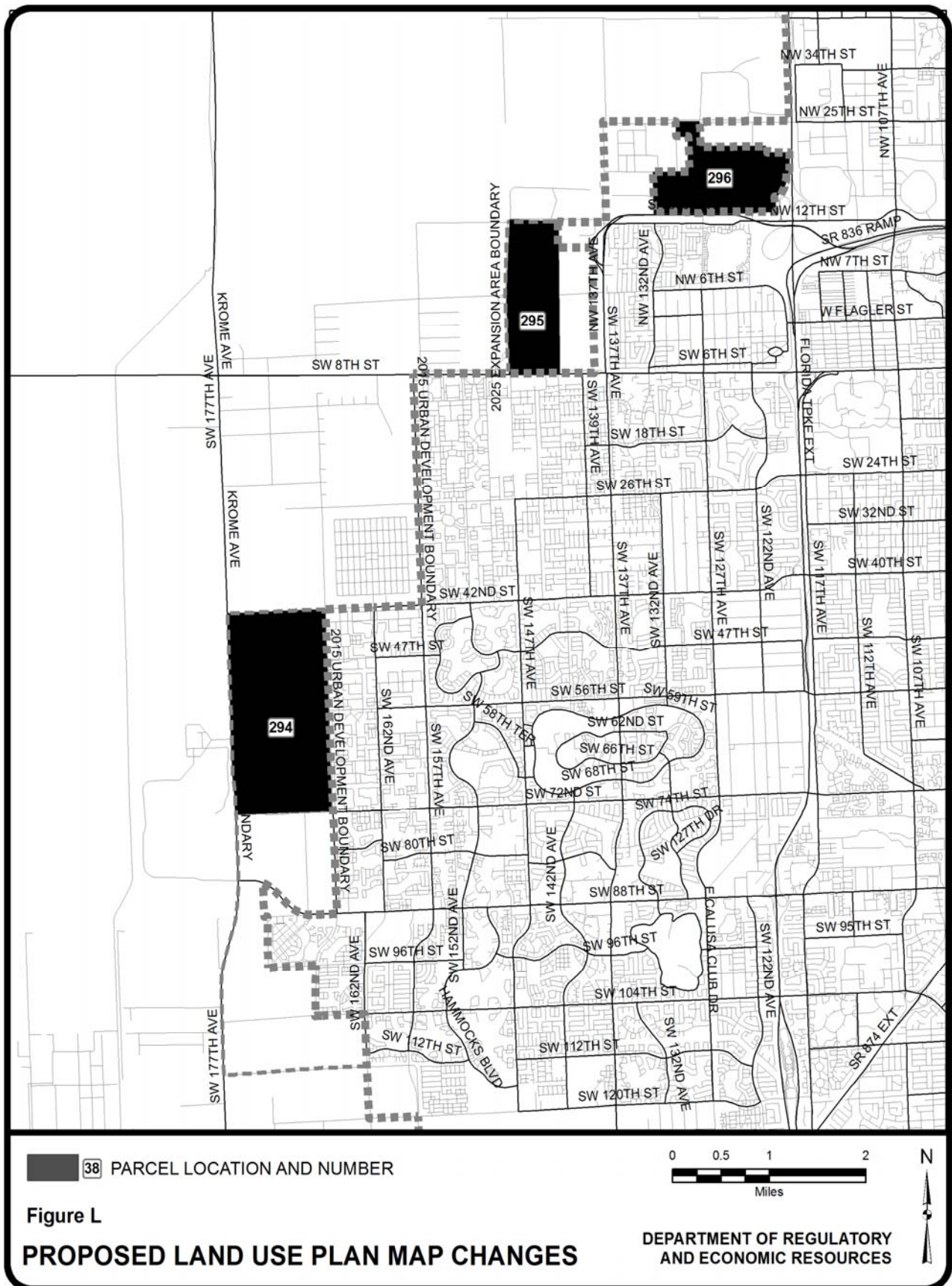




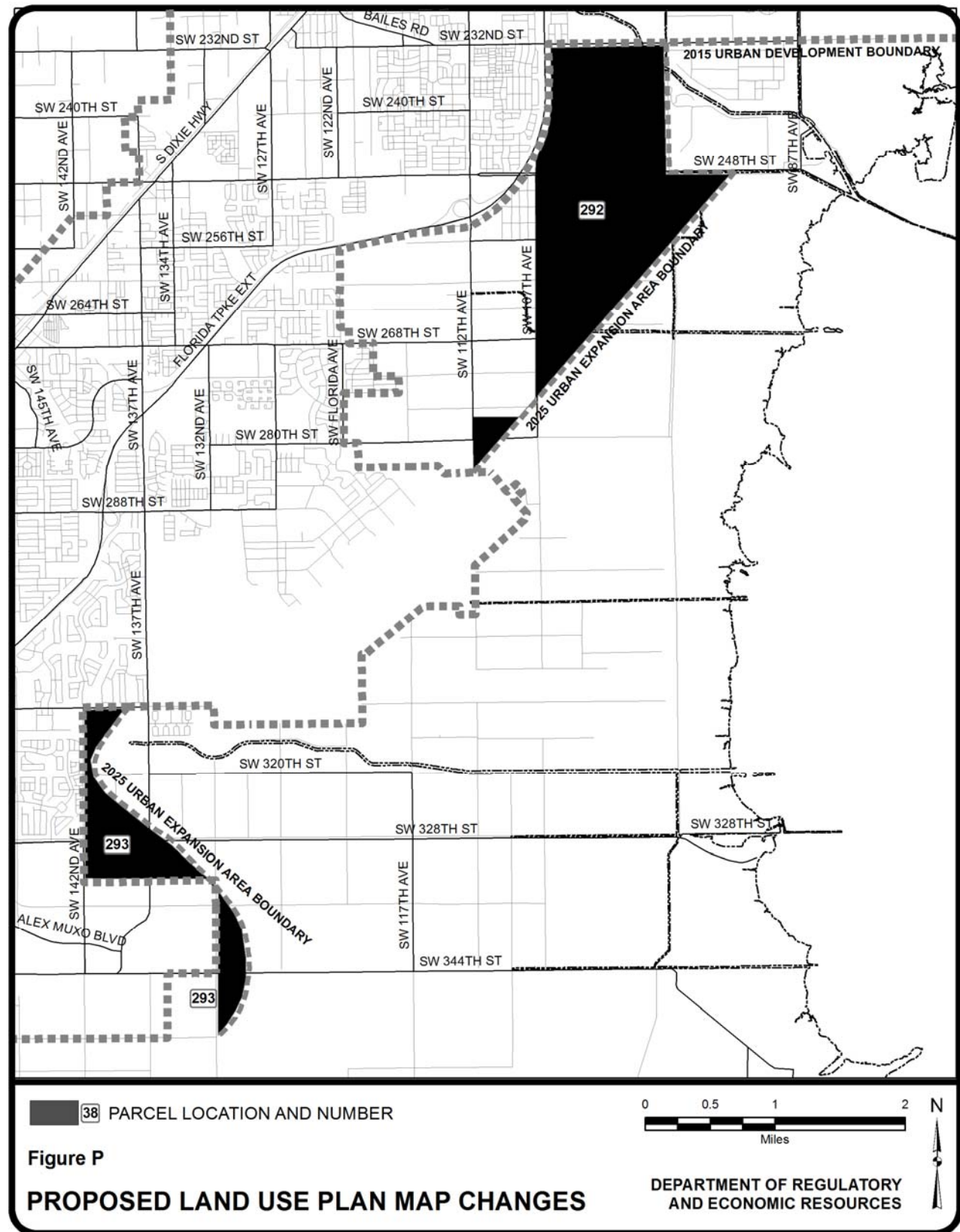
Replace existing Figure H with new Figure H – Proposed Land Use Map Changes







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Replace Table 1 with new Table 1 – Proposed Land Use Map Changes

**Table 1
LIST OF PROPOSED LAND USE PLAN MAP CHANGES
OCTOBER 2012 EAR-BASED APPLICATIONS TO AMEND 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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
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	Medium Density Residential	13

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
			Institutions, Utilities and Communications		
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	Medium-High 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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
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	Office/Residential	5
77	Southwest corner of North Miami Avenue and NW 75 Street	Miami	Medium-High Density Residential	Business 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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
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	91
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 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	Industrial and Office	Business and Office	130

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
125	West of NW 27 Avenue between NW 17 Street and SR 836 Expressway	Miami	Low-Medium Density Residential	Medium Density Residential	121
126	Northeast corner of NW 37 Avenue and NW 14 Street	Miami	Low Density Residential	Low-Medium Density Residential	219
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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
149	Southeast corner of NW 58 Street and NW 109 Avenue	Doral	Business and Office	Low-Medium Density Residential	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	Industrial and Office	Low-Medium Density Residential	27
152	Southeast corner of NW 54 Street and NW 87 Avenue	Doral	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	Parks and Recreation	122
154	Southwest corner of NW 36 Street and NW 79 Avenue	Doral	Industrial and Office	Business and Office	5
155	Northeast corner of NW 82 Avenue and NW 25 Street	Doral	Industrial and Office	Business and Office	196
156	East of NW 79 Avenue between NW 25 Street and NW 29 Street	Doral	Industrial and Office	Business and Office	6
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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	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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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	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
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 Paradise 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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
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	29
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	671
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	94
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	Homestead	Low-Medium Density Residential	Business and Office	17

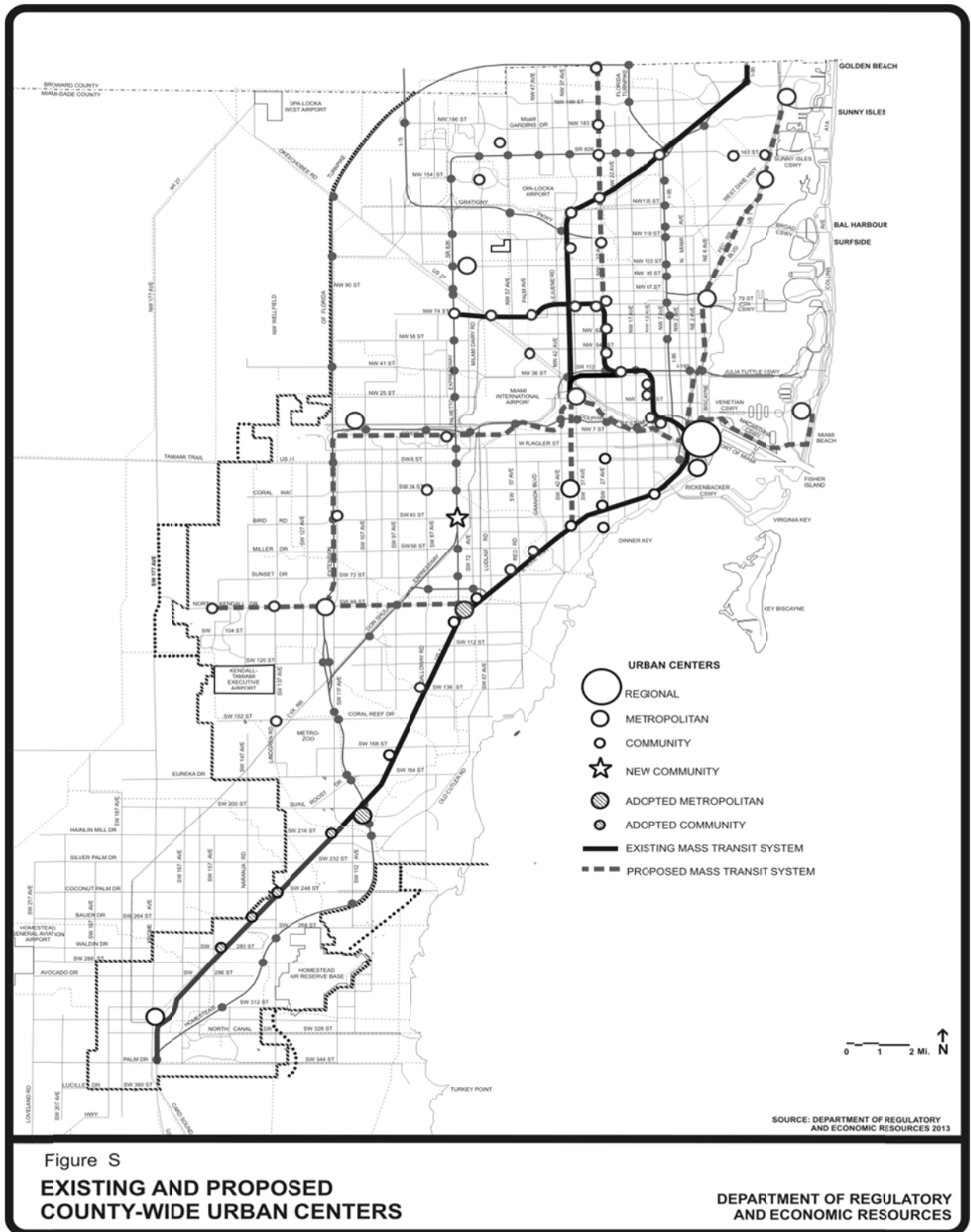
Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
	Street				
239	West side of SW 137 avenue between theoretical SW 304 Street and SW 312 Street	Homestead	Low Density Residential	Business and Office	5
240	Northwest corner of SW 137 Avenue and Waterstone 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
243	South of SW 312 Street between theoretical NE 26 Terrace and theoretical NE 30 Avenue	Homestead	Low-Medium Density Residential	Business and Office	22
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	9
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	123
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

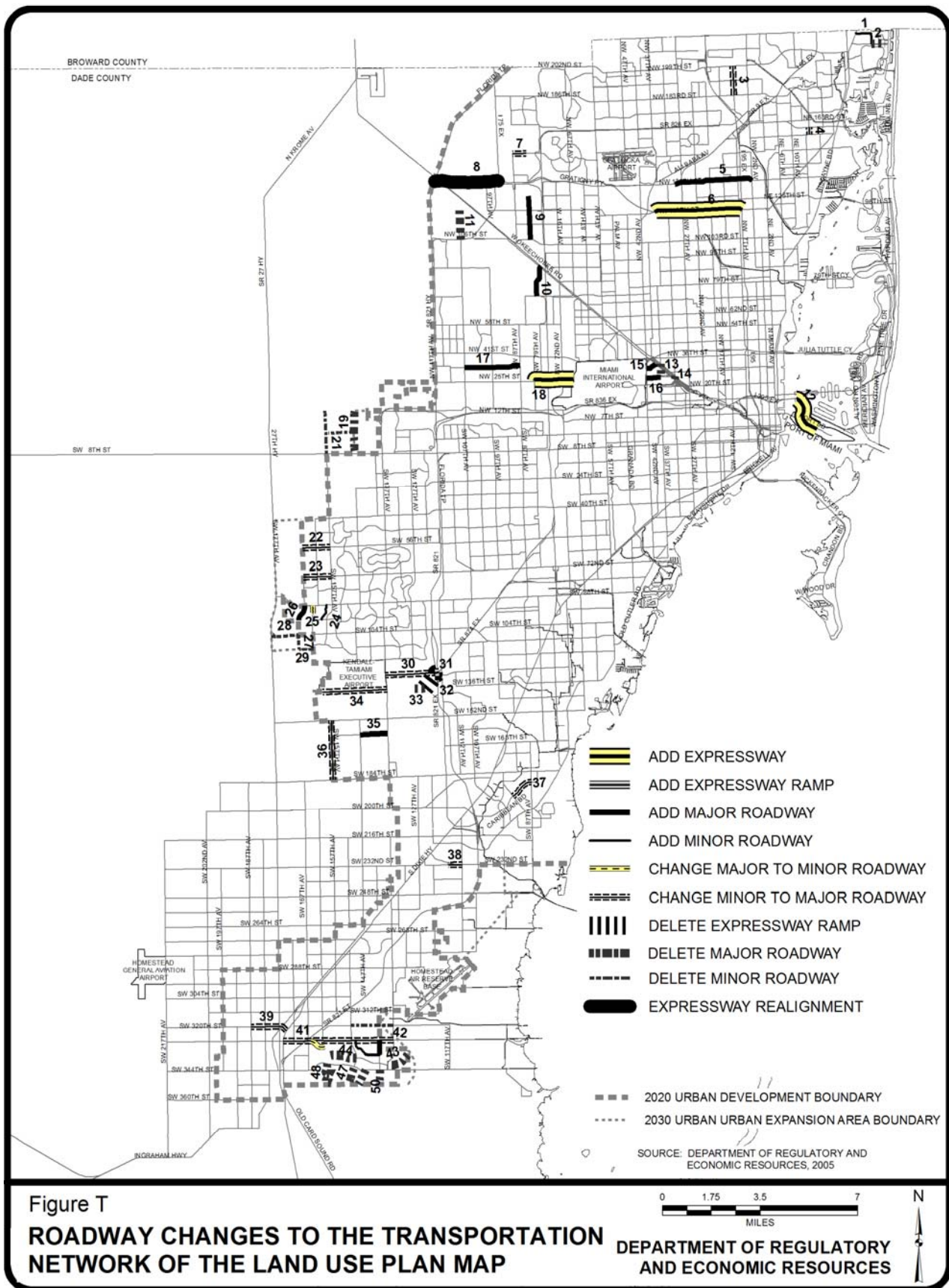
Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
257	Northwest corner of NE 19 Avenue and N Krome Avenue	Homestead	Estate Density Residential	Business and Office	3
258	Southeast corner of NW 1 Avenue and NW 18 Street	Homestead	Low and Low-Medium Density Residential	Business and Office	20
259	Southeast corner of NW 2 Avenue and NW 15 Street	Homestead	Low Density Residential	Office/Residential	57
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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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 352 Street	Florida City	Industrial and Office	Low-Medium Density Residential	6
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
292	East of SW 112 Avenue between SW 232 and SW 284 Streets	unincorporated	Inside the 2025 Urban Expansion Area (UEA); Open Land; Institutions, Utilities and Communications; Agriculture	Outside the 2025 UEA; Open Land; Institutions, Utilities and Communications; Agriculture	1,489

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
293	East of SW 142 Avenue between SW 312 and SW 352 Streets	Homestead and unincorporated	Inside the 2025 UEA; Agriculture; Open Land	Outside the 2025 UEA; Agriculture; Open Land	595
294	Between SW 177 and SW 176 Avenues and between SW 42 and SW 72 Streets	unincorporated	Inside the 2025 UEA; Open Land; Institutions, Utilities and Communications; Agriculture	Outside the 2025 UEA; Open Land; Institutions, Utilities and Communications; Agriculture	1,525
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

Replace existing Figure S with new Figure S – Existing and Proposed County-Wide Urban Centers





Revise the Land Use Plan map's roadway network as listed in Table 2 below.

Table 2
Proposed Roadway Changes
To The CDMP Adopted 2015-2025 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
24	Add Minor Roadway	SW 157 Avenue from SW 88 Street to SW 96 Street

Map No.	Description	Comments
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

REASONS FOR CHANGES

1. Parcel Nos. 1 through 291 are located in municipal areas. Redesignation of these parcels are based on the recommendation in the Adopted 2010 Evaluation and Appraisal Report (EAR), Revision No. 4 to the adopted 2015 and 2025 Land Use Plan (LUP) map, page 4-10 in Chapter 4: Conclusions and Proposed Revisions. Revision No. 4 requires the County to incorporate into the LUP map, changes that are based on the land use designations in adopted municipal comprehensive plans that were either new or have been revised since 2003. Miami-Dade County does not attempt to replicate the detail contained in the local plans of the 34 municipalities in the County. The range or residential densities, the range of uses permitted within the various land use plan categories, and the level of detail portrayed in the plans differ among the various adopted plans, and the County's plan is, appropriately, more general due to the extent of area covered with respect to municipal limits. The adopted municipal plans and subsequent amendments were previously reviewed by Miami-Dade County, the State Land Planning Agency, and other state and regional reviewing agencies pursuant to state law. The subject proposed changes to the LUP map are proposed to make the CDMP more informative to the reader of the Plan, but, will not affect the County's development capacity as the proposed designations seek to better depict the designations of the adopted municipal plans, which are already reflected in the County's calculations of development capacity within municipalities.
2. Parcel Nos. 292 through 295 are located in unincorporated Miami-Dade County within the areas designated on the LUP map as Urban Expansion Areas (UEAs) and would be removed from within the respective UEAs through the proposed UEA Boundary modifications. Recommendation No. 4 of the major issue 'UDB Capacity and Expansion' (page 4-2) addressed in the adopted 2010 EAR, requires the modification of the existing UEAs. The LUP map currently depicts the 2015 Urban Development Boundary (UDB) and four (4) UEAs. The 2015 UDB is included on the Land Use Plan map to distinguish areas where urban development may occur from areas where it should not occur. The UEAs comprise areas between the 2015 UDB and the UEA Boundaries, where urban development beyond the 2015 Urban Development Boundary (UDB) is likely to be warranted some time in the future.

The UDB Capacity and Urban Expansion major issue addressed in the Adopted 2010 Evaluation and Appraisal Report identified that each UEA is constrained by the existence of wetlands, wellfields protection areas, EEL properties within the UEAs, among other factors such as the Comprehensive Everglades Restoration Project (CERP), which are areas that shall either not be considered for urban expansion or should be avoided, pursuant to Land Use Element Policy LU-8G. Recommendation No. 4 provides that each UEA should be modified to appropriately address the provisions of Policy LU-8G and other factors that constrain development within the UEAs, and to modify the UEAs as necessary to ensure that UEA land identified for future urban expansion is free of these constraints.

3. Parcel No. 296 is located in unincorporated Miami-Dade County and outside the UDB, and is proposed to be brought inside the UDB through expansion of the boundary and to be redesignated on the LUP map from "Open Land" to "Restricted Industrial and Office". This proposed LUP map change was addressed in Recommendation No. 6 of the major issue 'UDB Capacity and Expansion' (page 4-3).

4. Figure S depicts the locations of Urban Centers, which are currently designated or are proposed to be designated on the LUP map. Revision No. 1 to the adopted 2015 and 2025 Land Use Plan (LUP) map, page 4-10, recommended locating a new urban center at the Palmetto Expressway/SR 826 and Bird Road.
5. Figure T depicts the proposed changes to the Expressways, Major and Minor Roadway network portrayed on the LUP map to reflect the most recently adopted Miami-Dade County Long Range Transportation Plan to the year 2035. Table 2 identifies the 50 proposed changes to the network, which are pursuant to Revision No. 10 to the adopted 2015 and 2025 Land Use Plan (LUP) map, page 4-11 in Chapter 4: Conclusions and Proposed Revisions.

4. REASONS FOR CHANGES

PART D SUMMARY OF CHANGES TO THE CDMP PREFACE AND THE LAND USE ELEMENT GOALS, OBJECTIVES, POLICIES AND INTERPRETIVE TEXT			
Paragraph Reference Number	Existing Goal Objective or Policy	Major Additions, Renumbering and Deletions to Objective/Policy	Reasons
Summary of Changes to Part A: CDPM Preface			
1	Preface	Text addition	New language about purpose of the CDMP
2	Preface	Text addition	New language about purpose of the CDMP
3	Preface	Text deletion	Delete redundant paragraph
4	Preface	Text deletion	Delete text (placed elsewhere in Preface)
5	Preface	Text deletion	Delete references to obsolete Chapter 9J-5
6	Preface	Text revision	Delete reference to obsolete Chapter 9J-5 and add reference to Chapter 163 provisions
7	Preface	Text relocation	Relocate "and" in listing of elements
8	Preface	Text revision	Update EAR year reference
9	Preface	Text addition	Add text discussing CDMP EAR process
10	Preface	Text addition	Add text; Preface text relocated and modified
11	Adoption of the CDMP	Text deletion	Delete obsolete references
12	Municipal Plans	Text revision	Update current number of municipalities in the County and correct typo
<u>12.1</u>	<u>Figure i</u>	<u>Figure update</u>	<u>Update department name and reflect municipality de-incorporation</u>
Summary of Changes to Part B: Land Use Element			
13	Introduction*	Text revision	Update Plan Horizon & discuss limitations to County's horizontal expansion
14	Introduction	Text revision	Delete 9J-5 reference & correct map reference for the Big Cypress Preserve
15	Introduction*	Text revision	Update Plan Horizons
16	Introduction*	Text revision	Update EAR year reference
17	Introduction*	Text revision	Update EAR year reference
18	Objective LU-1*	Text revision	Update Plan horizon
19	Policy LU-1D*	Text revision	Refer to planning of communities rather than residential neighborhoods
20	Policy LU-1H*	Policy revision	Reference Parks, Recreation and Open Space Master Plan
21	Policy LU-1J*	Policy revision	Delete obsolete program reference
22	Policy LU-1N*	Policy revision	Correct agency reference
23	Policy LU-1O*	Policy revision	Focus policy to Ag areas outside UDB
24	Policy LU-1P*	Policy revision	Add agritourism to promote Ag viability
25	Policy LU-1Q*	Policy revision	Correct EDU policy reference
26	Policy LU-1S	Policy revision	Require consistency of Strategic Plan with CDMP & reflect new goals & strategies
27	Objective LU-1*	New Policy LU-1T	Providing for pedestrianism in design &

PART D
SUMMARY OF CHANGES TO THE CDMP PREFACE AND
THE LAND USE ELEMENT GOALS, OBJECTIVES, POLICIES AND INTERPRETIVE TEXT

Paragraph Reference Number	Existing Goal Objective or Policy	Major Additions, Renumbering and Deletions to Objective/Policy	Reasons
			discourage walled or gated communities
28	Objective LU-2*	Text revision	Update target year & acknowledge other requirements of CDMP
29	Policy LU-2B	Policy revision	Highlights investment priority for urban centers and TOD corridors;
30	Policy LU-2E	Policy revision	Update department name, replace F.A.C. & F.S. EAR references with Code reference
31	Objective LU-3*	Text deletion	Delete text stating 'upon adoption of CDMP'
32	Policy LU-3D*	Policy revision	Add avoidance of development in CHHA
33	Policy LU-3E*	Policy deletion	Required Plan completed & Policy redundant
34	Policy LU-3E*	text deletion	Required Plan completed & Policy redundant
35	Policy LU-3E*	text deletion	Required Plan completed & Policy redundant
36	Figure 1*	Figure 1 deletion	Figure associated with deleted Policy LU-3E
37	Policy LU-3E*	text deletion	Required Plan completed & Policy redundant
38	Policy LU-3E*	text deletion	Required Plan completed & Policy redundant
39	Objective LU-3*	New Policy LU-3E	initiate analysis of climate change impacts on built environment
40	Objective LU-3*	New Policy LU-3F	Develop climate change impact assessment criteria/tool
41	Objective LU-3*	New Policy LU-3G	Create climate change educational tool
42	Objective LU-3	New Policy LU-3H	Address improved capability to identify areas vulnerable to climate change impacts
43	Objective LU-3	New Policy LU-3I	Address adaptation to climate change impacts
44	Objective LU-3	New Policy LU-3J	Continue collaboration in climate change Climate Change Compact
45	Objective LU-3	New Policy LU-3K	Determination of feasibility of designating Adaptation Action Areas
46	Objective LU-3	New Policy LU-3L	Address coordination with municipalities
47	Objective LU-3*	New Policy LU-3M	Address public outreach to support climate change efforts
48	Policy LU-3F*	Policy revision	Renumber policy & require simply majority vote to approve sale of Ag products and Bed and Breakfasts 1-mile of Krome
49	Policy LU-3G	Renumber	Renumber policy
50	Policy LU-3H	Renumber	Renumber policy
51	Policy LU-3I*	Policy revision	Renumber & reword to implement dredged materials management plan
52	Objective LU-3*	New Policy LU-3R	Policy addressing working waterfronts required by Chapter 163
53	Objective LU-3*	New Policy LU-3S	Policy supporting CERP
54	Objective LU-4	Text revision	Delete target date & make objective ongoing
55	Policy LU-4F*	Policy revision	Update HARB reference & include JLUS
56	Objective LU-5*	Text deletion	Delete text stating 'upon adoption of CDMP'
57	Policy LU-5B	Policy revision	Update department name

PART D
SUMMARY OF CHANGES TO THE CDMP PREFACE AND
THE LAND USE ELEMENT GOALS, OBJECTIVES, POLICIES AND INTERPRETIVE TEXT

Paragraph Reference Number	Existing Goal Objective or Policy	Major Additions, Renumbering and Deletions to Objective/Policy	Reasons
58	Policy LU-5D	Policy revision	Update department name
59	Objective LU-6*	Word change	Correct typo
60	Policy LU-6B*	Text deletion	Deletion of irrelevant 'thematic group' term
61	Policy LU-6C*	Policy revision	Identify funding sources for historic preservation
62	Policy LU-6G*	Policy revision	Make policy ongoing
63	Policy LU-6H*	Policy revision	Update name of historic preservation office
64	Policy LU-6J*	Policy revision	Update public schools and grade references
65	Policy LU-6K*	Delete text	Delete irrelevant program reference
66	Policy LU-6L*	Policy revision	Update name of historic preservation office & expand policy
67	Objective LU-7*	Expand text	Include bicycle friendly provisions
68	Policy LU-7B*	Expand text	Address bike & pedestrian friendly provisions
69	Policy LU-7C	Policy revision	Update year references
70	Policy LU-7D*	Policy revision	Reword policy for greater clarity
71	Policy LU-7G	Policy revision	Add requirement for program establishment
72	Policy LU-7H*	Policy revision	Update department name & add target year
73	Policy LU-7I*	Policy revision	Add text to clarify policy
74	Policy LU-8E*	Policy revision	Word change to make policy more direct
75	Policy LU-8G *	Text revision	Insert word 'the' in lead sentence
76	Policy LU-8G.i *		Revise Urban Development Boundary (UDB) expansion criteria
77	Policy LU-8G.ii*	Text revision	Update UDB expansion criteria
78	Policy LU-8G.iii*	Text revision	require Urban Expansion Areas (UEA) to be given priority when considering lands to be added to the UDB
79	Objective LU-8*	New Policy LU-8H	Establishes minimum development criteria for land considered for inclusion in the UDB
80	Objective LU-8	New Policy LU-8I	Requiring a study for establishing a new UEA
81	Policy LU-9H*	Policy revision	Reword policy to make ongoing
82	Policy LU-9J*	Policy revision	Require policy implementation through updates to the zoning code
83	Policy LU-9K*	Policy revision	Update target year
84	Policy LU-9N*	Delete policy	Policy obsolete; referenced study done but not adopted/accepted by Commission
85	Policy LU-9O*	Replace and renumber policy	Policy no longer warranted; New policy requires amendments to address code deficiencies
86	Policy LU-9P*	Policy revision	Renumber policy & word change
87	Policy LU-9Q	Renumber policy	Due to deletion of Policy LU-9N
88	Policy LU-9R	Renumber policy	Due to deletion of Policy LU-9N
89	Policy LU-9S*	Delete Policy	Policy requirement achieved
90	Policy LU-9T*	Policy revision	Renumber policy, delete target date & make

PART D
SUMMARY OF CHANGES TO THE CDMP PREFACE AND
THE LAND USE ELEMENT GOALS, OBJECTIVES, POLICIES AND INTERPRETIVE TEXT

Paragraph Reference Number	Existing Goal Objective or Policy	Major Additions, Renumbering and Deletions to Objective/Policy	Reasons
			ongoing
90.1	Objective LU-8G	New Policy LU-9V	Renumber policy
91	Policy LU-9U*	Policy revision	Renumber policy, delete target date & make ongoing
92	Policy LU-10A*	Policy revision	Expand policy to add infrastructure requirements
93	Policy LU-10B*	Policy revision	Update target date & department name
94	Policy LU-10E*	Policy revision	Make policy ongoing & require provision of incentives for energy efficiency
95	Policy LU-11A*	Policy revision	Update Department name and make policy more general
96	Policy LU-11B*	Delete Policy	Policy requirement achieved
97	Policy LU-11C	Renumber policy	Due to deletion of policy LU-11B
98	Policy LU-12A	Policy revision	Update Department name and make policy more general
99	Objective LU-12*	New Policy LU-12E	Incentivize infill development
100	Interpretation of LUP map text	Heading revision	Remove capitalization from 'The'
101	Interpretation of LUP map text*	Text addition	1 st paragraph; Include reference to map features
102	Interpretation of LUP map text*	FAR text addition	2 nd paragraph; Explain acronyms & reference sections with additional FARs
103	Interpretation of LUP map text*	FAR text addition	3 rd paragraph; Provide reason for 0.45 FAR inside UDB
104	Guidelines for Urban Form*	Text revision	1 st paragraph; Update Figure number reference
105	Figure 2*	Map update	Update map and Renumber to Figure 1
106	Residential Communities	Minor revision Density text	1 st paragraph; delete redundant text & insert word 'of'
107	Residential Communities*	Gross Residential Density text	2 nd paragraph; delete inclusionary zoning program text as program is established and addressed in Density Bonus Programs text
108	Residential Communities*	Gross Residential Density text	2 th paragraph; require private open spaces be connected to the County's parks system
109	Medium-High Density	Major text deletion	Text referencing Policy LU-9O deleted consistent with change to policy
110	Density Increase With Urban Design	Text revision	Delete references to Policy LU-9K and indicate that design manual may be amended from time to time
111	Density Bonus Programs*	text addition	Update 25% Bonus to reflect correct program name and clarify applicability of density bonus
112	Congregate Living Facilities*	Text addition	1 st paragraph; Clarifies applicability of section
113	Congregate	Word change	2 nd paragraph; Change should to shall

PART D
SUMMARY OF CHANGES TO THE CDMP PREFACE AND
THE LAND USE ELEMENT GOALS, OBJECTIVES, POLICIES AND INTERPRETIVE TEXT

Paragraph Reference Number	Existing Goal Objective or Policy	Major Additions, Renumbering and Deletions to Objective/Policy	Reasons
	Living Facilities*		
114	Hotels & Motels	Text insertion	Allows Bed & Breakfast in all residential categories except Estate and Low Density
115	Convenience Retail facilities*	Text deletion	Deletes minimum # of units requirement
116	Neighborhood Corner Store*	Text revision	Strengthens requirements for consistency with the Guidelines for Urban Form
117	Hospitals in Residential communities*	Text addition	Allows outpatient health facilities in Low-Medium and higher density categories
118	Industrial & Office	Minor revision	4 th paragraph; Typo correction
119	Business & Office*	Minor revision	1 st paragraph; delete unnecessary text and update policy references
120	Business & Office*	Minor revision	2 nd paragraph; update program reference
121	Office/Residential*	Text Addition	2 nd paragraph; Include reference to density bonus programs for affordable housing
122	Urban Centers	New heading	Heading identifies section referred to in Statement of Legislative Intent, paragraph B.2
123	Chapter 380 Regional Activity Centers	Text revision	Florida Statute references Obsolete and update figure reference
124	Figure 3*	Map update	Update map and Renumber to Figure 2
125	Figure 3.1*	Map update	Update map and Renumber to Figure 3
126	Parks and Recreation*	Text addition	1 st paragraph; Include reference to Parks and Open Space Master Plan
127	Parks and Recreation*	Text revision	2 nd paragraph; Update Department name and delete typo
128	Parks and Recreation*	Text revision	3 rd paragraph; Update Charter reference
129	Environmentally Protected Parks	Text revision	2 nd paragraph; Update Florida Administrative Code reference
130	Figure 4*	Map update	Update map
131	Institutions, Utilities and Communications*	Text addition	1 st paragraph; Include electricity distribution substations
132	Transportation	Text revision	4 th paragraph; Update department name
133	Water*	Text addition	Clarifies that lakes are features and can be developed
134	UDB	Text revision	Update UDB time horizon
135	UDB	Text revision	Update UDB time horizon
136	UDB	Text addition	Add provision for community and rooftop gardening inside the UDB
137	Urban Expansion Area	Text revision	1 st paragraph; Update plan horizons

PART D
SUMMARY OF CHANGES TO THE CDMP PREFACE AND
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Paragraph Reference Number	Existing Goal Objective or Policy	Major Additions, Renumbering and Deletions to Objective/Policy	Reasons
138	Urban Expansion Area	Text revision	2 nd paragraph; Update plan horizons
139	Agriculture	Text revision	1 st paragraph; delete year reference to Strategic Plan & update Education Element policy reference
140	Agriculture	Text addition	6 th paragraph; provide for the promotion of agritourism
141	Agricultural Subarea 1	Text revision	Update Environmental Protection Subarea reference
142	Figure 5	Map update	Update map
143	Open Land	Text revision	1 st paragraph; update time horizon
144	Figure 6	Map update	Update map
145	Open Land Subarea 1	Text revision	Update department name
146	Open Land Subarea 3	Text revision	Update UDB time horizon
147	Environmental Protection	Text revision	Reference current state land acquisition program and delete redundant text
148	Figure 7*	Map update	Update map
149	Environmental Protection Subarea C*	Renumbering	Renumber to Environmental Protection Subarea B
150	Environmental Protection Subarea D*	Renumbering	Renumber to Environmental Protection Subarea C
151	Environmental Protection *Subarea E	Renumbering	Renumber to Environmental Protection Subarea D
152	Environmental Protection Subarea F*	Renumbering	Renumber to Environmental Protection Subarea E
153	Concepts and Limitations*	Text revision	Update plan horizons
154	Population Distribution*	Text revision	Update plan horizons & reflect current methodology
155	Coordinated-Managed Growth*	Text revision	2 nd paragraph; Update plan horizons
156	Figure 8*	Map update	Update map
157	Limitations*	Text revision	3 rd paragraph; Update acreages in urban & agriculture use, explain LUP map limitations & reference LUP map disclaimer
158	Restrictions*	Text relocation	Move text to Appendix A at end of Element
159	Restrictions Table*	Table Relocation	Move table to Appendix A at end of Element

PART D
SUMMARY OF CHANGES TO THE CDMP PREFACE AND
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Paragraph Reference Number	Existing Goal Objective or Policy	Major Additions, Renumbering and Deletions to Objective/Policy	Reasons
160	Ultimate Development Area*	Text revision	1 st paragraph; Update plan horizons
161	Ultimate Development Area*	Text revision	2 nd paragraph; Update plan horizons
162	Ultimate Development Area*	Text revision	3 rd paragraph; Update plan horizons
163	Ultimate Development Area*	Text revision	4 th paragraph; Update plan horizons
164	Future Historic & Natural Resources*	Text revision	Update plan horizons
165	Future Historic Districts & Archaeological Zones*	Text revision	Update heading and revise text to reflect current conditions
166	Future Natural Resources*	Text revision	Update Figure references to include Figure 17
167	Figure 9*	Map update	Update map
168	Future Waterwells & Cones of Influence*	Text revision	Update timeframe
169	Floodplains*	Text revision	Update text to reflect that FIRM maps were published and adopted by BCC and indicate restrictions on development in floodplains
170	Figure 10*	Map update	Update map
171	Figure 11*	Map update	Update map
172	Figure 12*	Map update	Update map
173	Figure 13*	Map update	Update map
174	Figure 14*	Map update	Update map
175	Wetlands*	Text addition	Revision explain CERP & role of wetlands
176	Mineral Resources*	Text revision	Update timeframe
177	Figure 15*	Map update	Update map
178	Figure 16*	Map update	Update map
179	Figure 17*	Map update	Update map
180	Land Use Monitoring Program	Text revision	1 st paragraph; Reflect new comprehensive plan evaluation & appraisal requirements, and delete obsolete reference to Section 9J.5 of Florida Administrative Code
181	Land Use Monitoring	Text revision	2 nd paragraph; Delete obsolete reference to Section 9J.5 of Florida Administrative Code

PART D
SUMMARY OF CHANGES TO THE CDMP PREFACE AND
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Paragraph Reference Number	Existing Goal Objective or Policy	Major Additions, Renumbering and Deletions to Objective/Policy	Reasons
	Program		
182	Land Use Monitoring Program	Text revision	3 rd paragraph; Delete obsolete EAR reference text
183	LU-1 Measure A*	Text revision	Clarifies measure and update department name
184	LU-1 Measure B*	Text revision	Clarifies areas to be reported on in EAR
185	LU-1 Measure C*	Text revision	expands reporting criteria
186	LU-1 Measure D*	Text revision	Revises reporting criteria to be more specific to Objective
187	LU-1 Measure E	Text addition	New Monitoring Measure
188	LU-2 Measure	Text revision	Update department name
189	LU-3 Measure	Text revision	Update department name in lead sentence
190	LU-3 Measure 1	Renumber Policy	Renumber to A
191	LU-3 Measure 2*	Text revision and Renumbering	Add definition for environmentally sensitive areas and renumber to B
192	LU-3 Measure 3	Text revision and Renumbering	Revised for consistency with change to Policy LU-3D and renumber to C
193	LU-4 & LU-5 Measure	Text revision	Update department name
194	LU-6 Measure	Text revision	Update department name
195	LU-7 Measure	Text revision	Update department name
196	LU-8 Measure	Text revision	Update department name
197	LU-9 Measure	Text revision	Update department name
198	LU-10 Measure A	Text revision	Update department name
199	LU-10 Measure B*	Text revision	Replace existing measure with new measure
200	LU-10 Measure C	Text revision	Update department name
201	LU-10 Measure D*	Text addition	New monitoring measure
202	LU-10 Measure E*	Text addition	New monitoring measure
203	LU-11 Measure*	Text revision	Revise monitoring measure to report sites identified rather than methodology used to identify sites
204	LU-12 Measure*	Text revision	Replace existing measure with new measure
205	EAR Contents and Formulation Procedure	Text deletion	EAR process now appropriately addressed in CDMP Preface
206	EAR Contents and Formulation Procedure	Text deletion	EAR process now appropriately addressed in CDMP Preface
207	EAR Contents and Formulation Procedure	Text deletion	EAR process now appropriately addressed in CDMP Preface
208	EAR Contents and Formulation	Text deletion	EAR process now appropriately addressed in CDMP Preface

PART D
SUMMARY OF CHANGES TO THE CDMP PREFACE AND
THE LAND USE ELEMENT GOALS, OBJECTIVES, POLICIES AND INTERPRETIVE TEXT

Paragraph Reference Number	Existing Goal Objective or Policy	Major Additions, Renumbering and Deletions to Objective/Policy	Reasons
	Procedure		
209	EAR Contents and Formulation Procedure	Text deletion	EAR process now appropriately addressed in CDMP Preface
210	EAR Contents and Formulation Procedure	Text deletion	EAR process now appropriately addressed in CDMP Preface
211	EAR Contents and Formulation Procedure	Text deletion	EAR process now appropriately addressed in CDMP Preface
212	EAR Contents and Formulation Procedure	Text deletion	EAR process now appropriately addressed in CDMP Preface
213	Appendix A	New Appendix A	Relocated Restrictions text and Table

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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).

¹ Underlined words are additions. Words with ~~strikethrough~~ are deletions. All other words exist in the Plan and remain unchanged.

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, Metrobus 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.

4. REASONS FOR CHANGE

TRANSPORTATION ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction, paragraph 1	Addition	Add in language to include pedestrian and bicyclist facilities as mode of transportation.
2	Introduction, paragraph 2	Addition and deletion	Revise to update PortMiami name.
3	Introduction, paragraph 3	Addition and deletion	Include reference to reduce dependency on the personal automobile and improve coordination between land use and transportation planning.
4	Introduction, paragraph 4	Addition and deletion	Revise planning horizons for the Cost-Feasible projects listed in the County's Adopted 2035 Long Range Transportation Plan.
5	Goal *	Addition	Add language to consider climate change adaptation strategies, as part of the Adopted 2010 EAR Recommendations 1 and 4 for Climate Change/Sea Level Rise Major Issue.
6	Objective TE-1*	Addition and deletion	Add language addressing Adopted 2010 EAR Recommendation 5 for the Climate Change/Sea Level Rise Major Issue; delete language aiming to have transit boardings increase more than the population growth rate.
7	Policy TE-1A	Addition and deletion	Include enhanced or express bus service and bus rapid transit.
8	Policy TE-1B	Addition and deletion	Update PortMiami name and revise language indicating the County to continue efforts to support rail, bus, and freight rail services.

TRANSPORTATION ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
9	Policy TE-1C	Addition and deletion	Revise to show County's continuing efforts to provide intermodal connections at optimal transfer points.
10	Policy TE-1D*	Addition and deletion	Update intermodal facilities; delete Douglas Road Transit Center; and add the Golden Glades Interchange Multi-modal Facility
11	Policy TE-1E	Addition and deletion	Delete specific reference to CDMP policies; retain general reference to the CDMP subelements; and update PortMiami name.
12	Policy TE-1F	Addition and deletion	Update reference from the Transportation Element to the Mass Transit Subelement.
13	New Policy TE-1G*	Addition	Add policy as part of adopted 2010 EAR Recommendation 4 incorporating climate change adaptation strategies into all public investment processes.
14	New Policy TE-1H*	Addition	Add policy for transportation agencies to consider climate change adaptation strategies and to consider extending planning horizons when developing their plans. (EAR Climate Change/Sea Level Rise Major Issue Recommendation 4).
15	Objective TE-2*	Addition and deletion	Revise objective to support non-motorized modes of transportation; delete target year as this an ongoing objective.
16	Policy TE-2B*	Addition and deletion	Remove reference to target year as this policy is an ongoing effort.
17	Policy TE-2C	Addition and deletion	Address pedestrianism in existing Urban Centers, rapid transit stations, and mass transit corridors.

TRANSPORTATION ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
18	Policy TE-2D	Addition and deletion	Add requirement for non-motorized transportation facilities by new development and redevelopment around certain transit stations and selected roadways.
19	Policy TE-2E	Addition and deletion	Expand requirement from bicycle and pedestrian needs to non-motorized transportation facilities in development and redevelopment of roadways.
20	Policy TE-2F	Addition	Revise to clarify existing and planned to urban centers.
21	Objective TE-3	Deletion	Delete word local for more of a Countywide focus.
22	Policy TE-3A	Deletion	Delete reference from plural MPOs to singular MPOs.
23	Policy TE-3B	Addition and deletion	Delete reference to FDOT's ability to finance analysis of land use patterns; add reference to premium transit station areas identified in the Mass Transit Subelement as part of analysis of planned land use patterns around planned rapid transit and premium transit station areas.
24	TE-3C	Addition	Add reference to the TIP projects.
25	New Objective TE-4*	Addition	Add new objective for the development of "Complete Streets" program, in response to the Adopted 2010 EAR Transportation/Mobility Major Issue Recommendation 8.

TRANSPORTATION ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
26	New Policy TE-4A*	Addition	Add new policy with a date-specific detailing how the County will develop a "Complete Streets" program, in accordance with the Adopted 2010 EAR Transportation/Mobility Major Issue Recommendations 8.
27	New Objective TE-5*	Addition	Add new objective for the development of "Activity Corridors" in response to the Adopted 2010 EAR Transportation/Mobility Major Issue Recommendation 2.
28	New Policy TE-5A*	Addition	Add new policy for the development of "Activity Corridors" in response to the Adopted 2010 EAR Transportation/Mobility Major Issue Recommendation 2.
29	Transportation Monitoring Program, paragraph 1	Deletion	Delete obsolete references to repealed Rule 9J-5 F.A.C. and old EAR statutory requirements.
30	Objective TE-1 Monitoring Measure	Addition and deletion	Add new monitoring measure to track transportation plan amendments addressing climate change mitigation and adaptation strategies and extension of planning horizons.
31	Objective TE-2 Monitoring Measure	Addition	Add in new monitoring measure to track the number of injuries and fatalities suffered by bicyclists and pedestrians.
32	New Objective TE-4 Monitoring Measure	Addition	Add in new monitoring measure to track the development of the "Complete Streets" program.
33	New Objective TE-5 Monitoring Measure	Addition	Add in new monitoring measure to track the designation of the "Activity Corridors."

Note: * Text, goal, objective or policy revised to address proposed recommendation in the adopted 2010 Evaluation and Appraisal Report.

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.

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- 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.

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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>Metrorail, 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

<u>FIHS</u> <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 in the development of their plans when considering extending their planning horizons appropriately 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 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

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improvements associated with the construction of Turkey Point Units 6 & 7 as shown in 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

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of service for the Planned Year ~~2025~~30 roadway network. Figure 6, Planned Non-Motorized Transportation Network - ~~2025~~30, 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 - ~~2025~~30, identifies the County's designated local and regional transportation facilities critical to the evacuation of the coastal population. Figure 8, Freight Lines - ~~2025~~30, depicts future freight lines throughout the County.

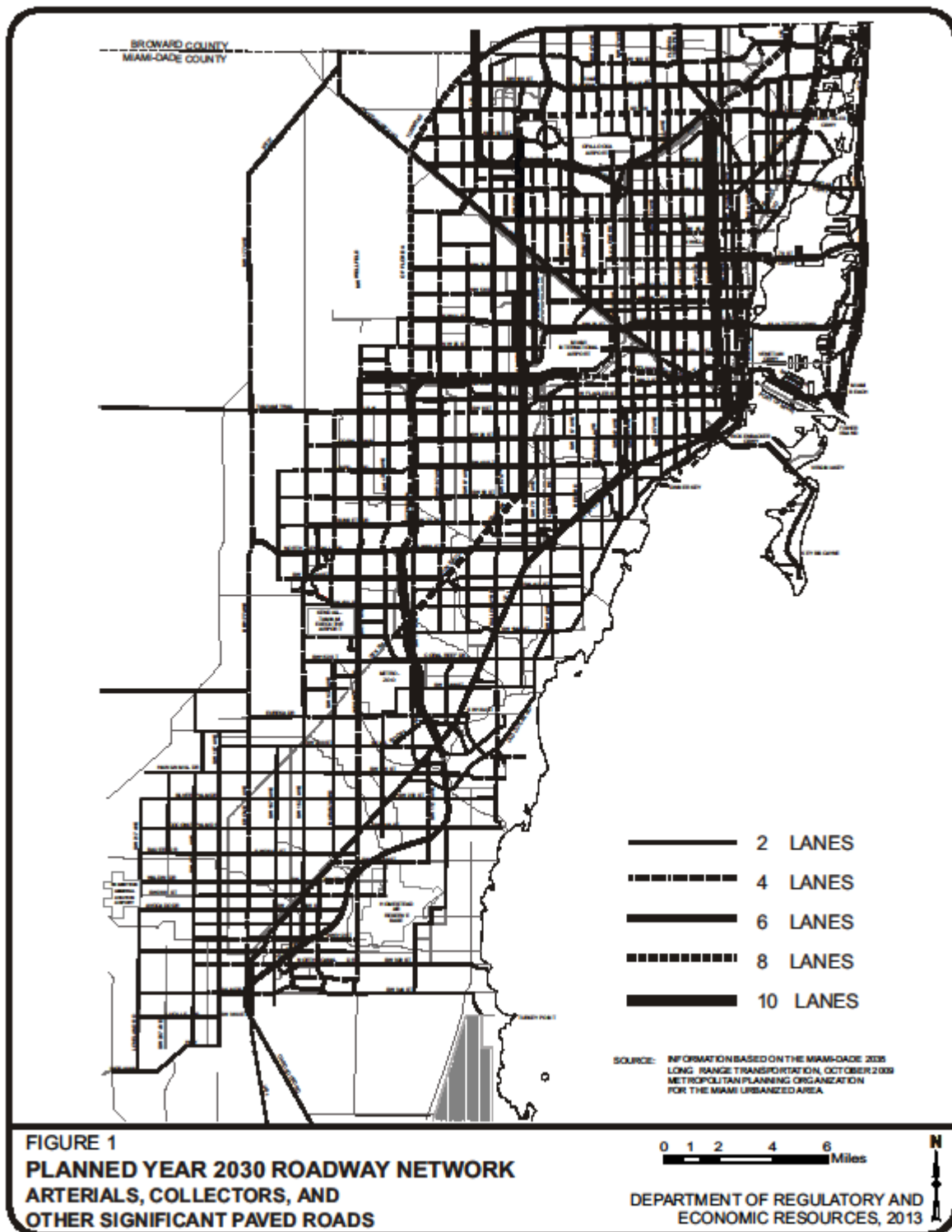
The Metropolitan Planning Organization (MPO), which coordinates all transportation planning for Miami-Dade County, is responsible for periodically updating the MPO's Long Range Transportation Plan. It is anticipated that the future traffic circulation network included in the Transportation Element will 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 (~~2045~~21-~~2020~~25);
 - SR 826/Palmetto Expressway between NW 103 Street and NW 154 Street: from 8 lanes to 10 lanes, advance to Priority 3 (~~2045~~21-~~2020~~25);
 - SR 826/Palmetto Expressway from NW 154 Street to I-95: from 6 lanes to 8 lanes, advance to Priority 3 (~~2045~~21-~~2020~~25),
 - HEFT from SR 836 to Okeechobee Road: 8 lanes + auxiliary lanes, advance to Priority 3 (~~2045~~21 to ~~2020~~25),
 - HEFT from Okeechobee Road to I-75: 8 lanes + auxiliary lanes, advance to Priority 3 (~~2045~~21 to ~~2020~~25), and
 - HEFT from I-75 to Turnpike Mainline: from 4 lanes to 6 lanes, advance to Priority 3 (~~2045~~21 to ~~2020~~25).
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 ~~2040~~17 and ~~2025~~35; the phasing of all improvement projects is listed in the adopted MPO's Long Range Transportation Plan.

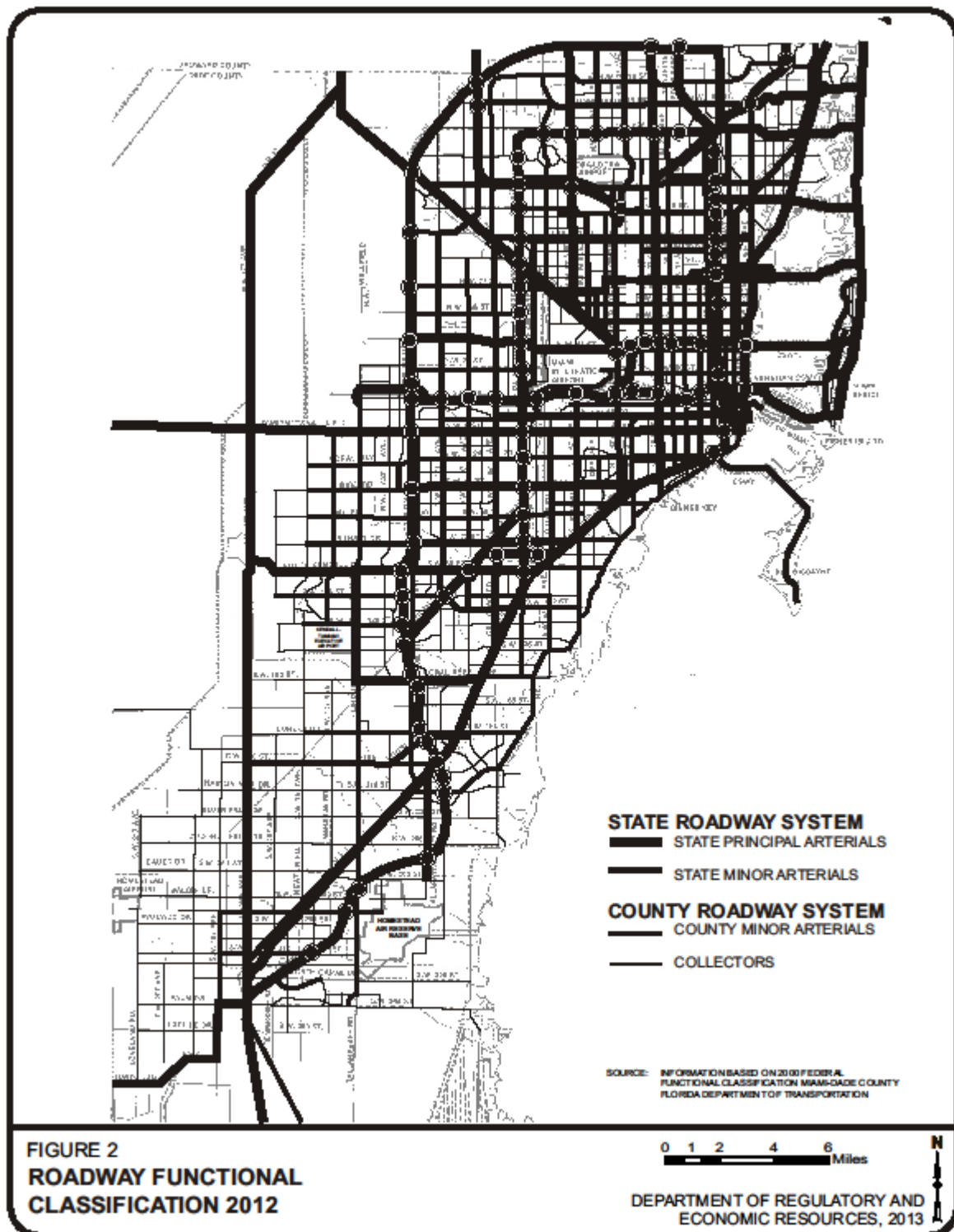
Roadway alignments shown in the traffic circulation map series are general indicators of facility location. Specific alignments will be determined through detailed transportation planning, development review processes, subdivision platting, and highway design and engineering studies.

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

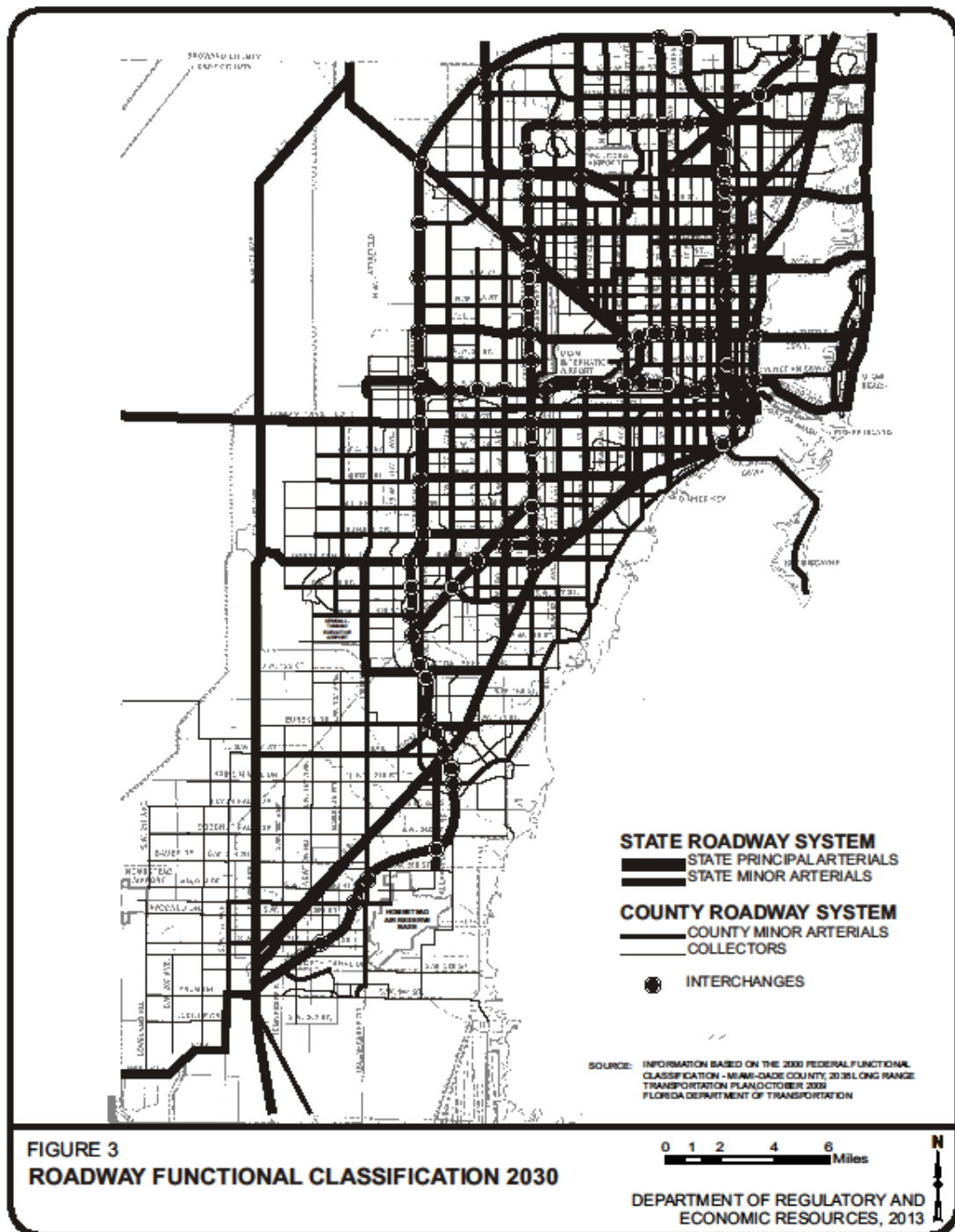


46. Replace Existing Figure 2 Roadway Functional Classification 2004 with new Figure 2.

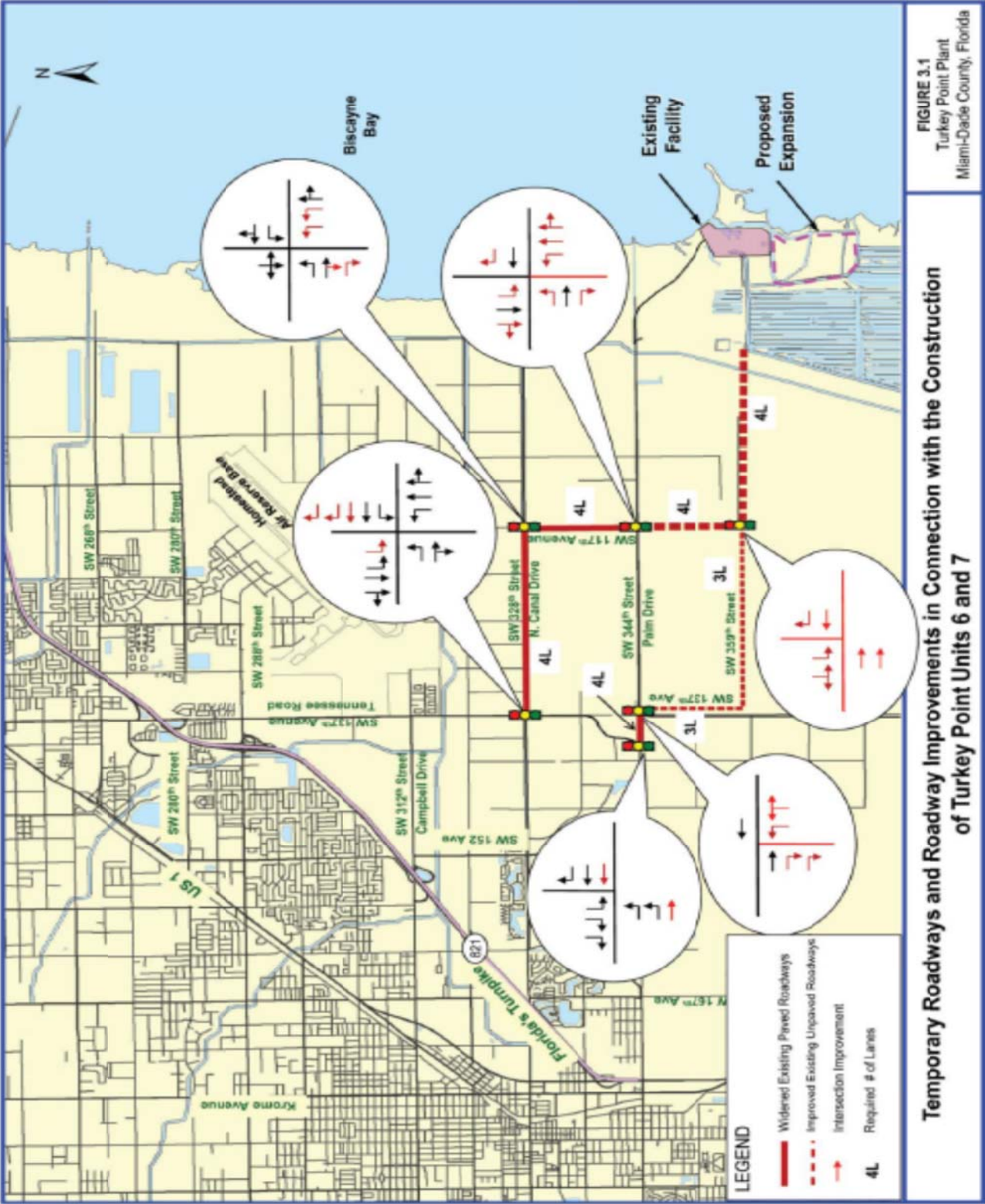


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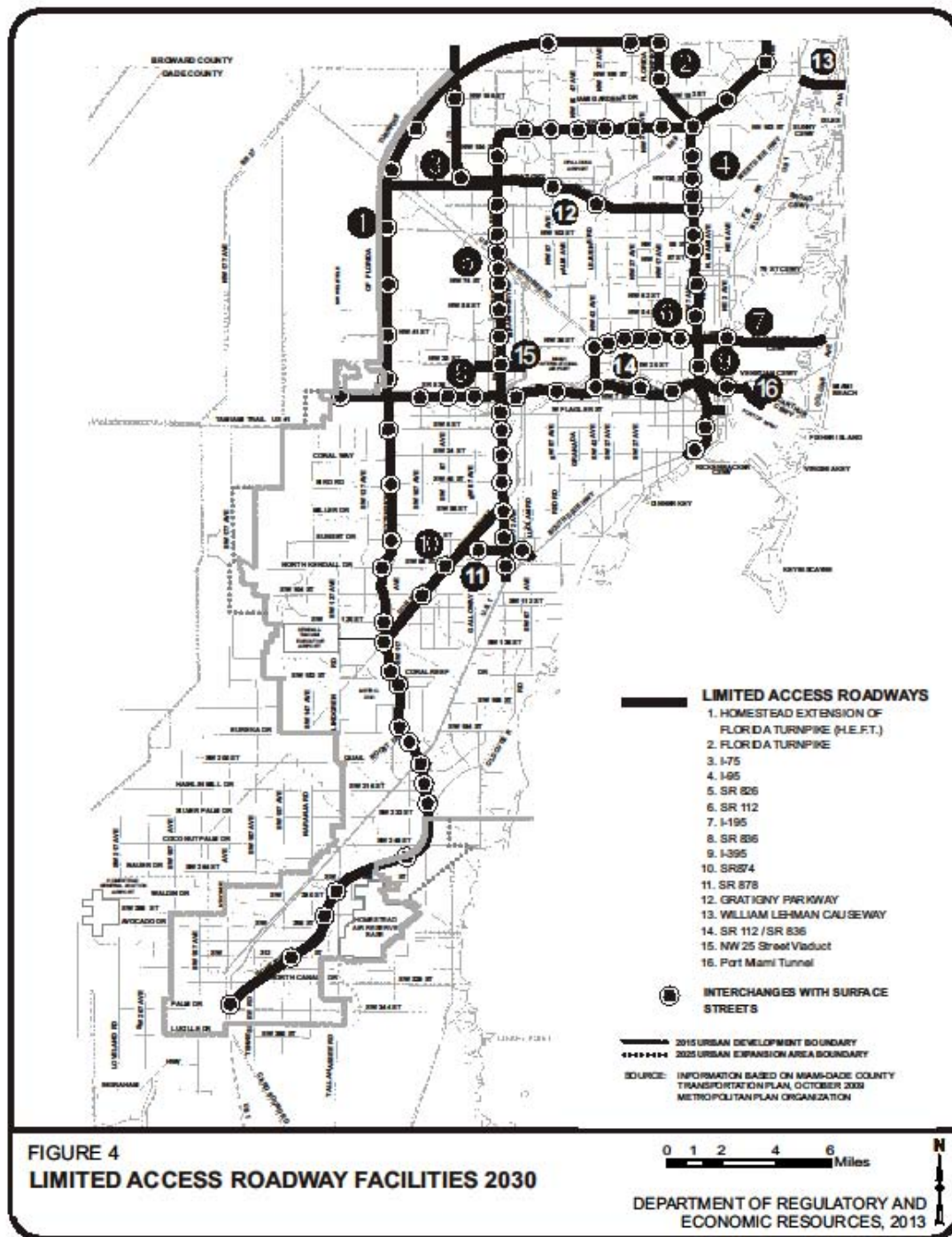
47. Replace existing Figure 3 with new Figure 3 – Roadway Functional Classification 2030



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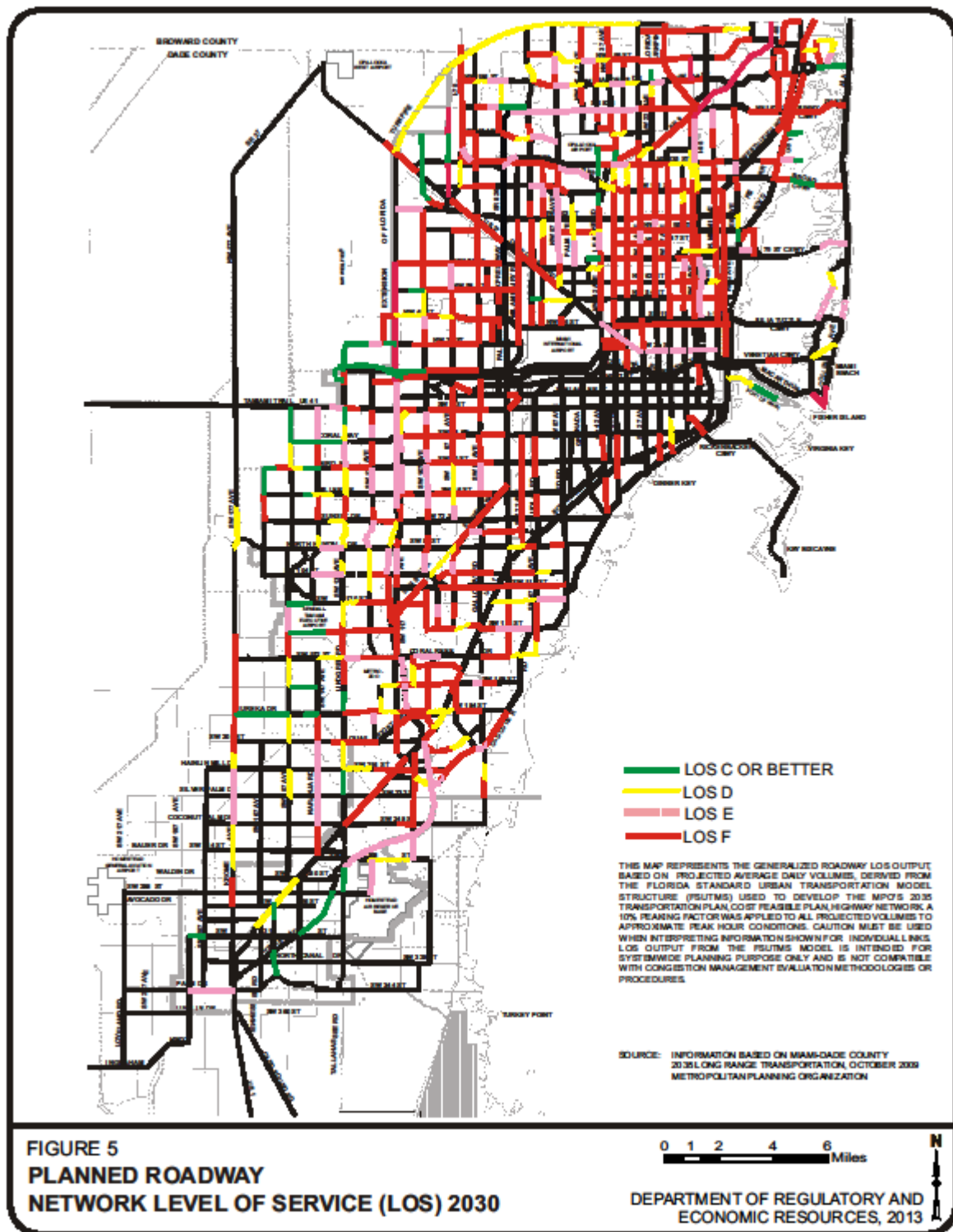


48. Replace existing Figure 4 with new Figure 4 – Limited Access Roadway Facilities 2030



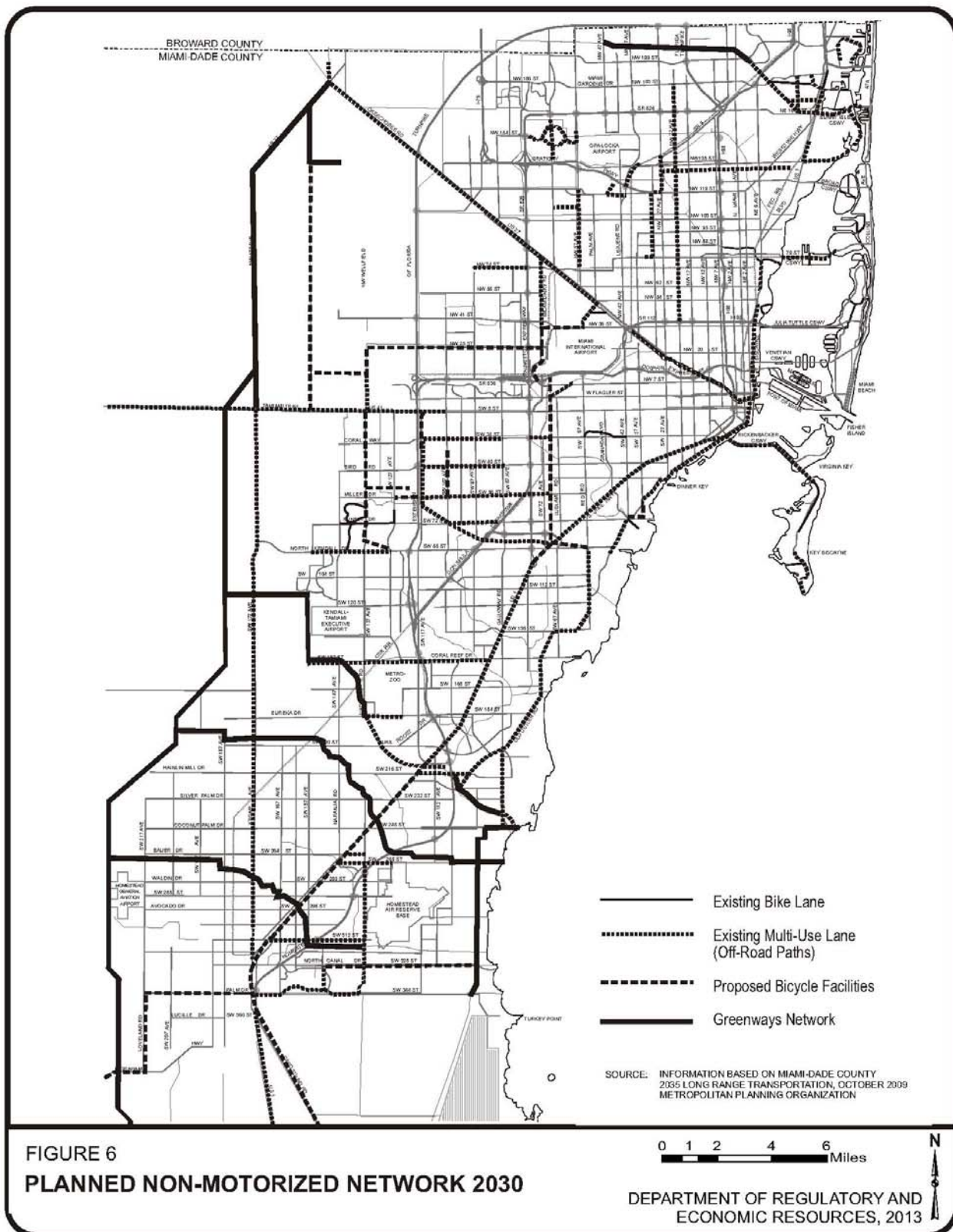
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49. Replace Existing Figure 5 Planned Roadway Network Level of Service (LOS) – 2025 with new Figure 5.

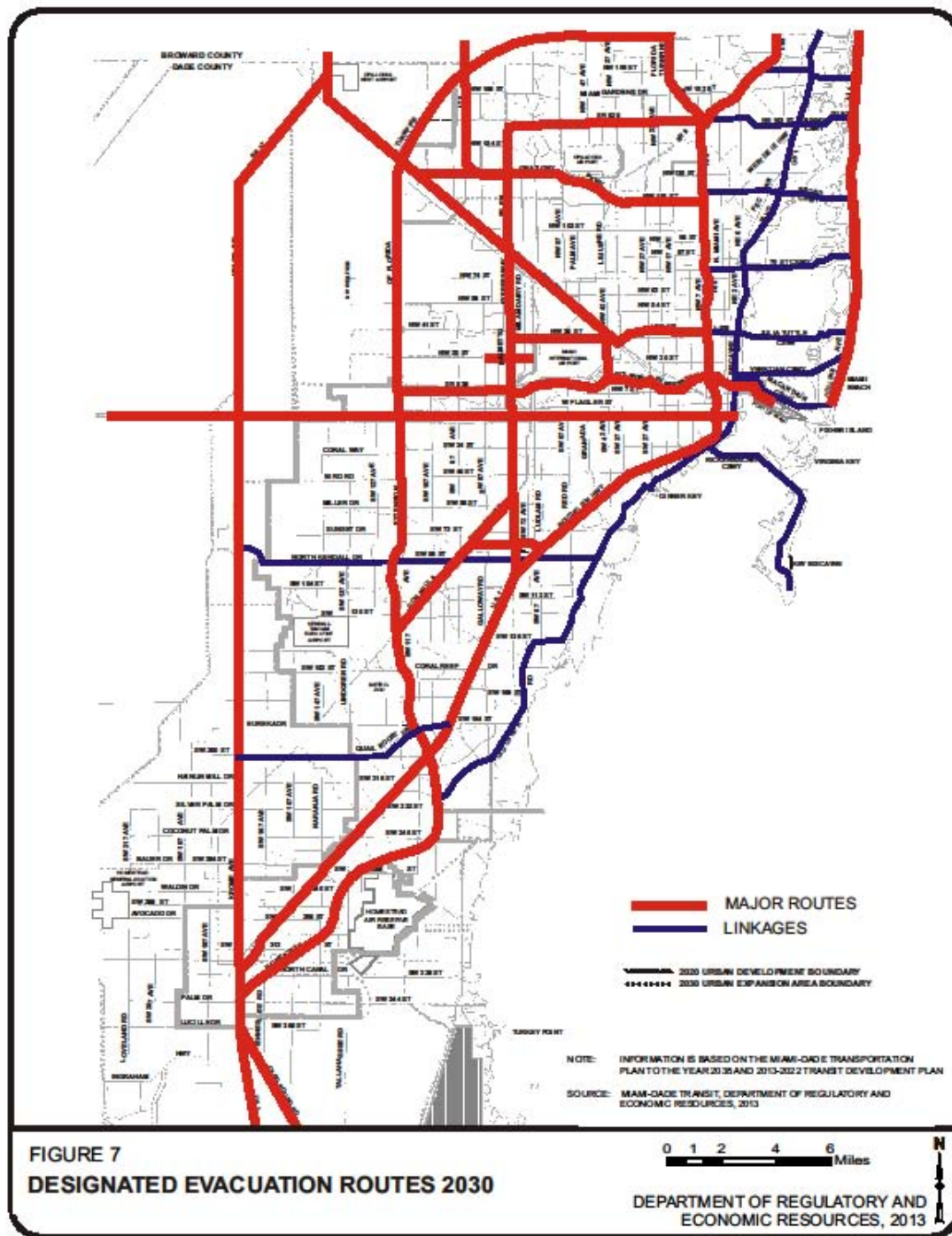


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50. Replace Existing Figure 6 Planned Non-Motorized Network 2025 with new Figure 6.

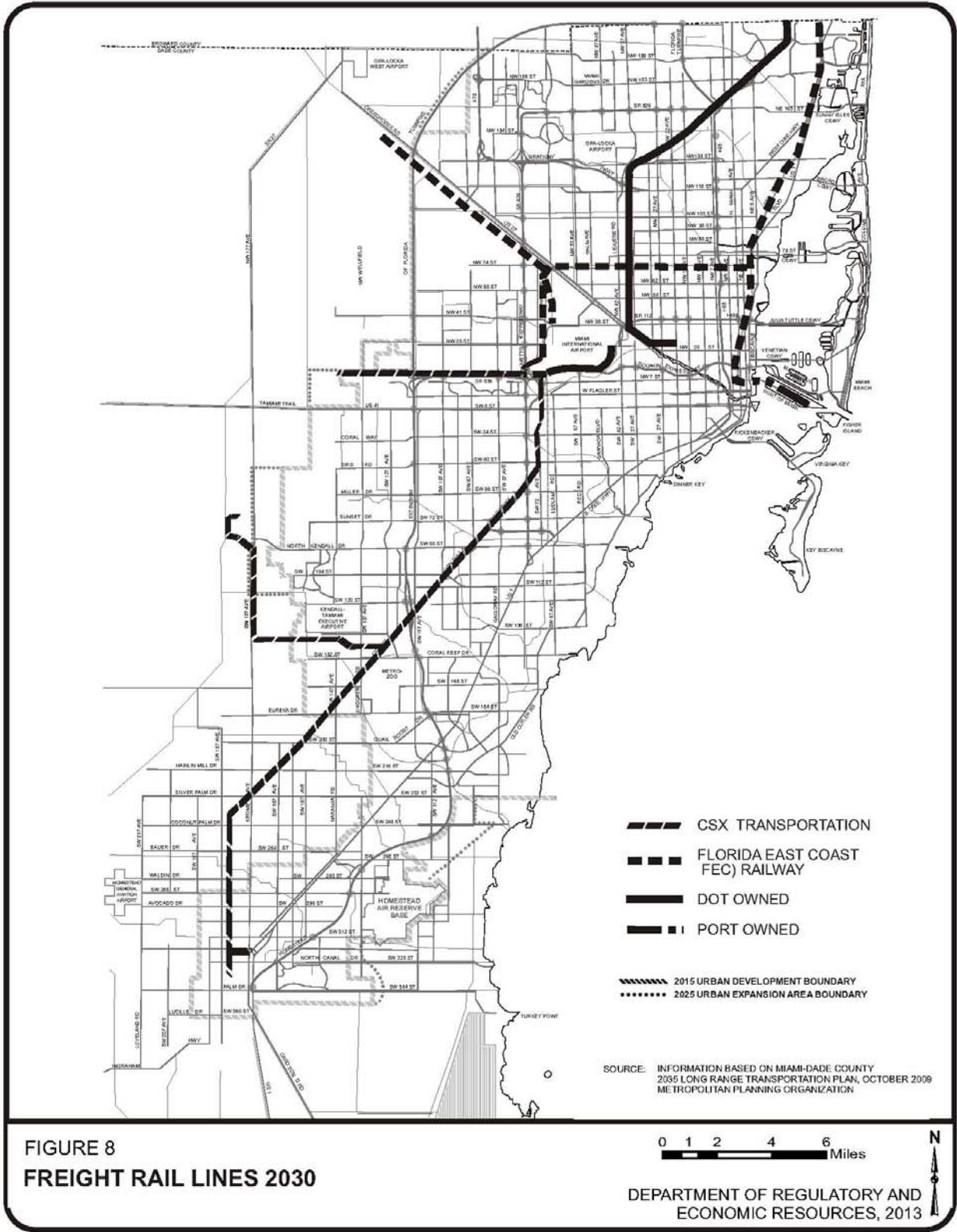


51. Replace existing Figure 7 with new Figure 7 – Designated Evacuation Route 2030



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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.

4. REASONS FOR CHANGES

TRAFFIC CIRCULATION SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction, 1 st paragraph	Addition	Add language in support of a transportation system which reduces dependence on the personal automobile.
2	Introduction, 2 nd paragraph	Deletion and Addition	Update Department's name and number of municipalities within the County.
3	Introduction, 3 rd paragraph	Deletion and Addition	Correct reference to subelement
4	Introduction, 4 th paragraph	Deletion	Delete reference to old 2003 EAR and 2030 LRTP.
5	Introduction, 5 th paragraph	Deletion and Addition	Update information on 2035 LRTP
6	Goal	Addition	Add language to include non-motorized facilities and to support transit usage.
7	Objective TC-1*	Deletion and Addition	Delete reference to LOS C and indicate that all roadways in the county shall operate at the adopted LOS standard. Target date is eliminated since intent of objective is ongoing.
8	Policy TC-1B.*	Deletion and Addition	Revise LOS standard based on FDOT's new LOS standard.
9	Policy TC-1B. 1) Footnote	Deletion	Update definition of Urban Infill Area by deleting reference to City of Islandia which was abolished.
10	Policy TC-1B 1)(c)	Addition	Add reference to rapid transit and premium bus rapid service.
11	Policy TC-1B. 2) (c)	Addition	Add reference to rapid transit and premium bus rapid service.
12	Policy TC-1B. 3)	Deletion and Addition	Delete reference to FIHS and add reference to Strategic Intermodal System (SIS).
13	Policy TC-1B 3)(a)1.	Deletion and Addition	Update LOS standard based on FDOT's new LOS standard.
14	Policy TC-1B 3)(a)2.	Deletion and Addition	Update LOS standard based on FDOT's new LOS standard.
15	Policy TC-1B 3)(a)3	Deletion and Addition	Update LOS standard based on FDOT's new LOS standard.

TRAFFIC CIRCULATION SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
16	Foot Notes	Deletion and Addition	Change reference to FIHS to SIS.
17	Summary of LOS Standards Table	Deletion and Addition	Change FIHS to SIS; add reference to Metrorail, People mover, bus rapid transit, and enhanced bus service; and update LOS standard based on FDOT's new LOS standard.
18	Summary of LOS Standards Table Notes	Deletion and Addition	Change FIHS to SIS; update LOS standard based on FDOT's new LOS standard.
19	Summary of LOS Standards table, footnotes.	Deletion and Addition	Delete Florida Intrastate Highway System and to City of Islandia.
20	Policy TC-1F	Deletion and Addition	Delete high occupancy vehicle lanes and add managed lanes.
21	Policy TC-1H	Deletion and Addition	Change FIHS to SIS.
22	Policy TC-1I.*	Deletion and Addition	Delete target date since implementation of policy is an on-going effort.
23	Policy TC-1J	Deletion and Addition	Update policy to provide for implementation of Parking studies.
24	Policy TC-2C.	Deletion and Addition	Make proper reference to Traffic Circulation and Mass Transit subelements.
25	Objective TC-3	Addition	Add reference to pedestrians and bicyclist and transit users.
26	Policy TC-3C.*	Addition	Add a "Complete Streets" policy to address Adopted 2010 EAR Transportation/ Mobility Major Issue Recommendation Number 8.
27	Policy TC-3D.*	Addition	Add new policy to require that roadway design incorporates transit facilities to encourage use of transit.
28	Policy TC-4C.*	Deletion and Addition	Revise policy to address Adopted 2010 EAR Transportation/ Mobility Major Issue Recommendation number 5, which requires priority allocation of financial resources to the UIA and TCEA areas.

**TRAFFIC CIRCULATION SUBELEMENT
SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND
DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES**

Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
29	Policy TC-4F*	Addition	Add new policy to address Adopted 2010 EAR Transportation/Mobility Major Issue Recommendation number 5, which requires language to support shift in travel modes from the personal automobile to transit and for priority funding of pedestrian, bicycle and transit facilities.
30	Policy TC-5A	Addition	Add language to also enhance character of neighborhoods
31	Policy TC-5D.	Addition	New policy to support interconnectivity between neighborhoods, schools, parks, and transit stops and stations.
32	Objective TC-6	Addition	Add language to require that transportation system are planned to address climate change impacts.
33	Policy TC-6A.	Addition	Correct name of Conservation element and add language to avoid transportation improvements in areas at risk of flooding.
34	Policy TC-6D.	Addition	Add language to require that new roadways be designed to minimize exposure and risk of climate change impacts.
35	Policy TC-6E.	Deletion and Addition	Delete express buses and add premium bus rapid transit to be consistent with the Mass Transit Subelement.
36	Policy TC-7E*	Addition	Add new policy to address Adopted 2010 EAR Climate Change/Sea Level Rise Major issue Recommendation number 7, which requires transportation agencies to coordinate their plans and planning horizon concerning climate change.
37	Future Traffic Circulation Map Series text, first paragraph	Deletion and Addition	Update planning horizon years to year 2030.

**TRAFFIC CIRCULATION SUBELEMENT
SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND
DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES**

Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
38	Future Traffic Circulation Map Series text, third paragraph	Deletion and Addition	Update planning horizon years to year 2030.
39	Future Traffic Circulation Map Series text, fourth paragraph	Deletion and Addition	Update year of nuclear expansion project from 2011 to 2013; and correct scrivener's error.
40	Future Traffic Circulation Map Series text, fourth paragraph Criteria 6.	Deletion and Addition	Update department's name.
41	Future Traffic Circulation Map Series text, fifth paragraph.	Deletion and Addition	Update planning horizon years.
42	Future Traffic Circulation Map Series text, sixth paragraph.	Deletion and Addition	Update planning horizon years.
43	Future Traffic Circulation Map Series text, eight paragraph.	Deletion and Addition	Change Priority 3 funding years.
44	Future Traffic Circulation Map Series text, ninth paragraph	Deletion and Addition	Update construction years of the remaining LRTP improvement projects.
45	Figure 1, Planned Roadway Network	Deletion and Addition	Replace Existing Figure 1 with new Figure 1
46	Figure 2, Roadway Functional Classification - 2004	Deletion and Addition	Replace Existing Figure 2 with new Figure 2
47	Figure 3, Roadway Functional Classification - 2025	Deletion and Addition	Replace Existing Figure 3 with new Figure 3
48	Figure 4, Limited Access Roadway Facilities - 2025	Deletion and Addition	Replace Existing Figure 4 with new Figure 4
49	Figure 5, Planned Roadway Network LOS 2025	Deletion and Addition	Replace Existing Figure 5 with new Figure 5

TRAFFIC CIRCULATION SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
50	Figure 6, Planned Non-Motorized Network 2025	Deletion and Addition	Replace Existing Figure 6 with new Figure 6
51	Figure 7, Designated Evacuation Routes	Deletion and Addition	Replace Existing Figure 7 with new Figure 7
52	Figure 8, Freight Rail Lines 2025	Deletion and Addition	Replace Existing Figure 8 with new Figure 8
53	Monitoring Program, first paragraph	Deletion	Delete reference to obsolete Rule 9J-5, F.A.C. and other EAR requirements.
54	Monitoring Program , second paragraph	Deletion	Delete reference to obsolete Rule 9J-5, F.A.C. rule and other EAR requirements.
55	Monitoring Achievement of Traffic Circulation Objectives title	Deletion	Unneeded subheading.
56	Monitoring Achievement of Traffic Circulation Objectives paragraph	Deletion	Unneeded text.
57	Objective TC-4	Addition	Add new monitoring measure for transportation projects enhancing transit, bicycle and pedestrian modes of transportation.
58	Objective TC-5	Addition	Add new monitoring measure for plan approvals enhancing interconnectivity between neighborhoods, local services, schools and employment centers.
59	Objective TC-6	Addition	Add new monitoring measure for transportation projects that address climate change impacts.
60	Objective TC-7	Addition	Add new monitoring measure for transportation plans extending planning horizons to address climate change impacts.

Note: * Existing Text, Goal, Objectives and Policies revised and new policies added to address adopted 2010 EAR recommendations.

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, t~~**The 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~~ 60-minute headways and an average route spacing of one mile provided that:

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Number

- 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 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.

Paragraph
Reference
Number

9. MT-2D. Planning of transit system modifications and improvements shall be coordinated with 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 ~~allowing part~~ expanding the use of the Roadway impact fees ~~to be expended on~~ 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

Paragraph
Reference
Number

centers of employment, commercial, medical, educational, governmental, and recreational activity, and planned urban centers identified in the Land Use Element.

17. MT-4C 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.**

Paragraph
Reference
Number

Policies

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

Paragraph
Reference
Number

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 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.

Paragraph
Reference
Number

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~~-2025~~30~~ 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:
4. 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. ~~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.

Paragraph
Reference
Number

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.

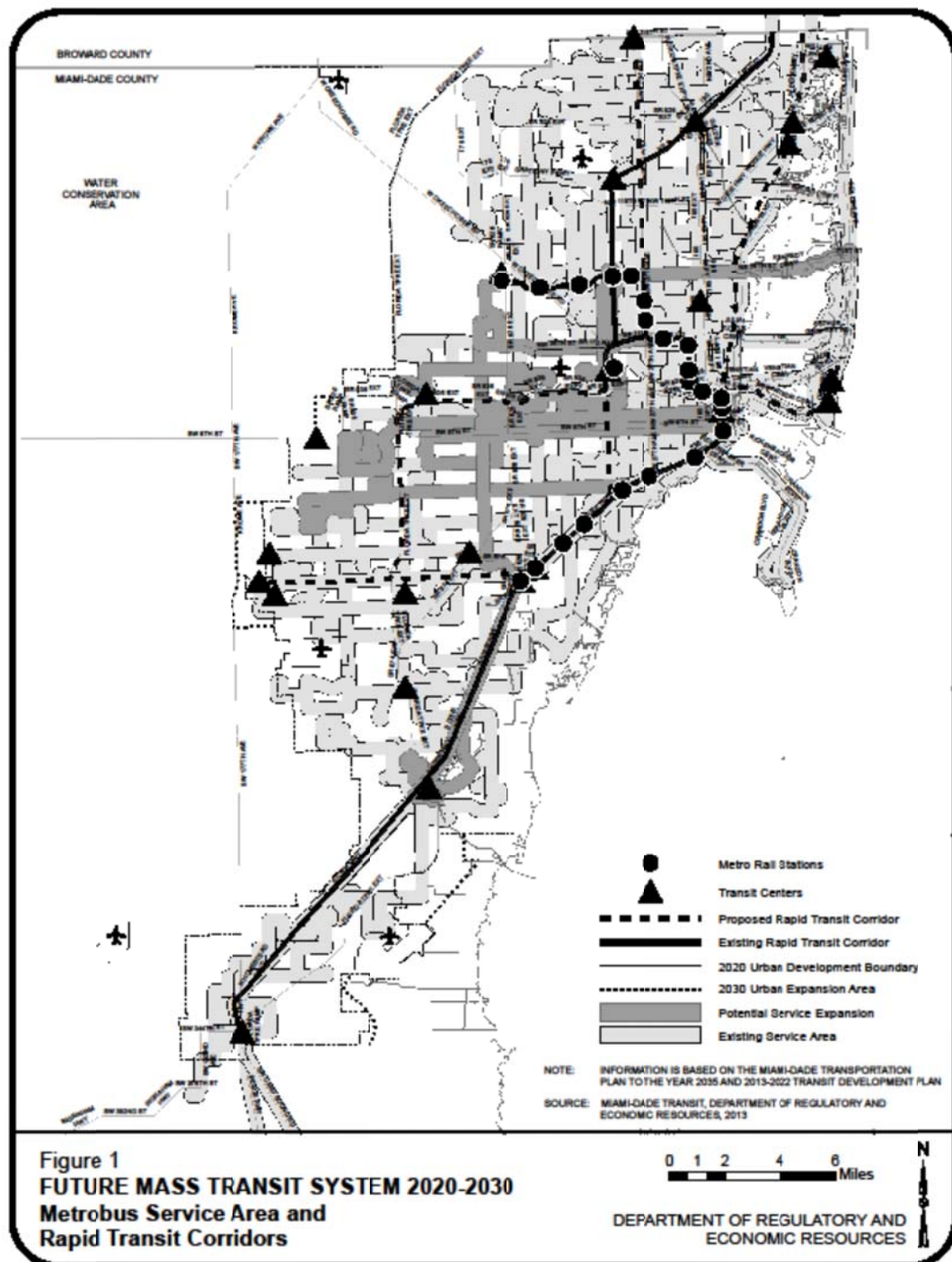
40. Premium bus rapid transit (BRT) corridor is defined as a fixed-route bus system that either (1) operates ~~their~~ routes predominantly on fixed guideways (other than on highway HOV or shoulder lanes, such as for commuter bus service) or (2) ~~that~~ operates routes of high-frequency service with 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).

Paragraph
Reference
Number

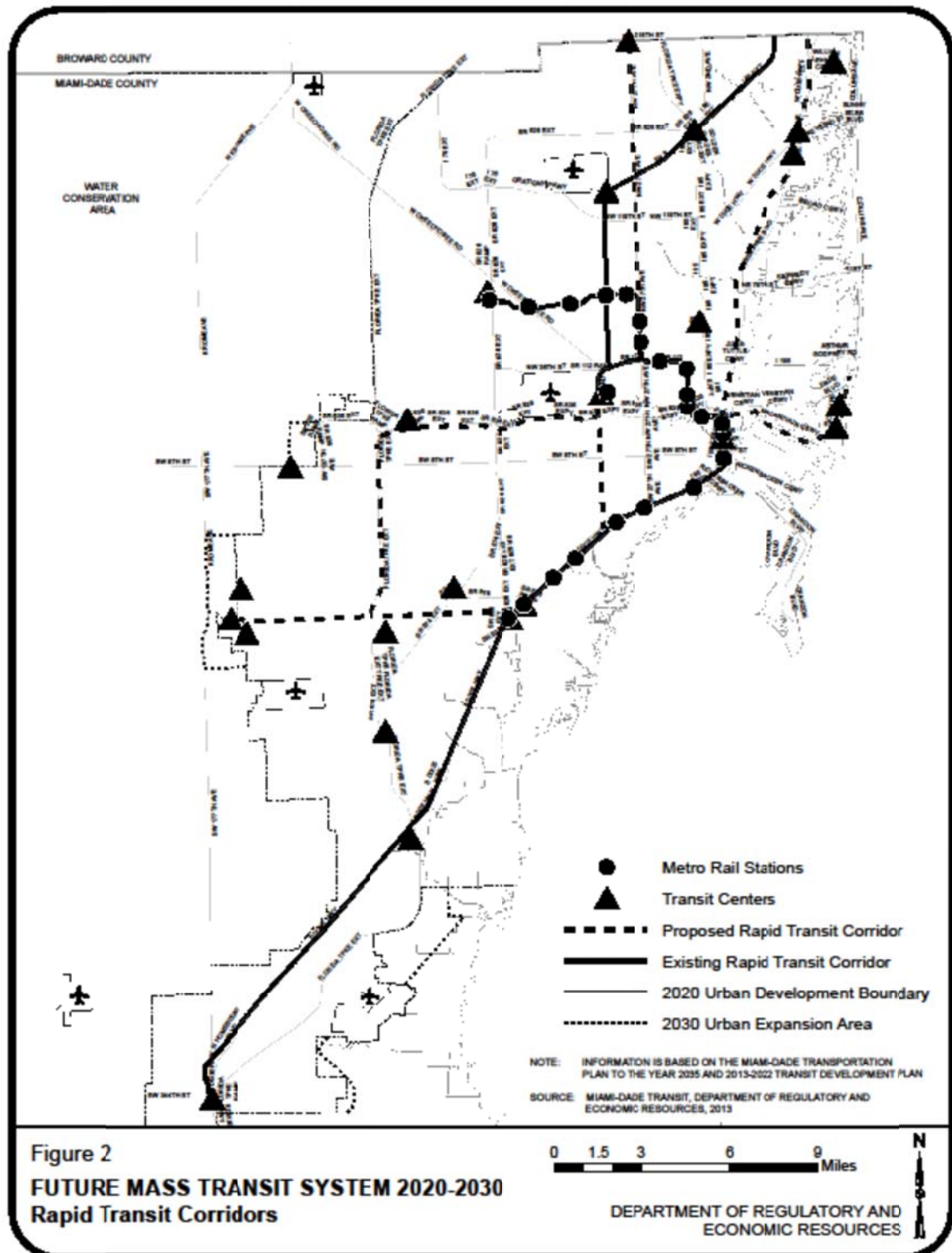
42. Figure ~~3~~ 4 shows the existing Metromover system comprised of the downtown loop, Omni and Brickell legs, and the stations serving the system. Also shown are two planned future station locations.
43. Figure ~~4-5~~ shows proposed major traffic generators and attractors consistent with development patterns shown on the ~~2045~~20 and ~~2025~~30 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.

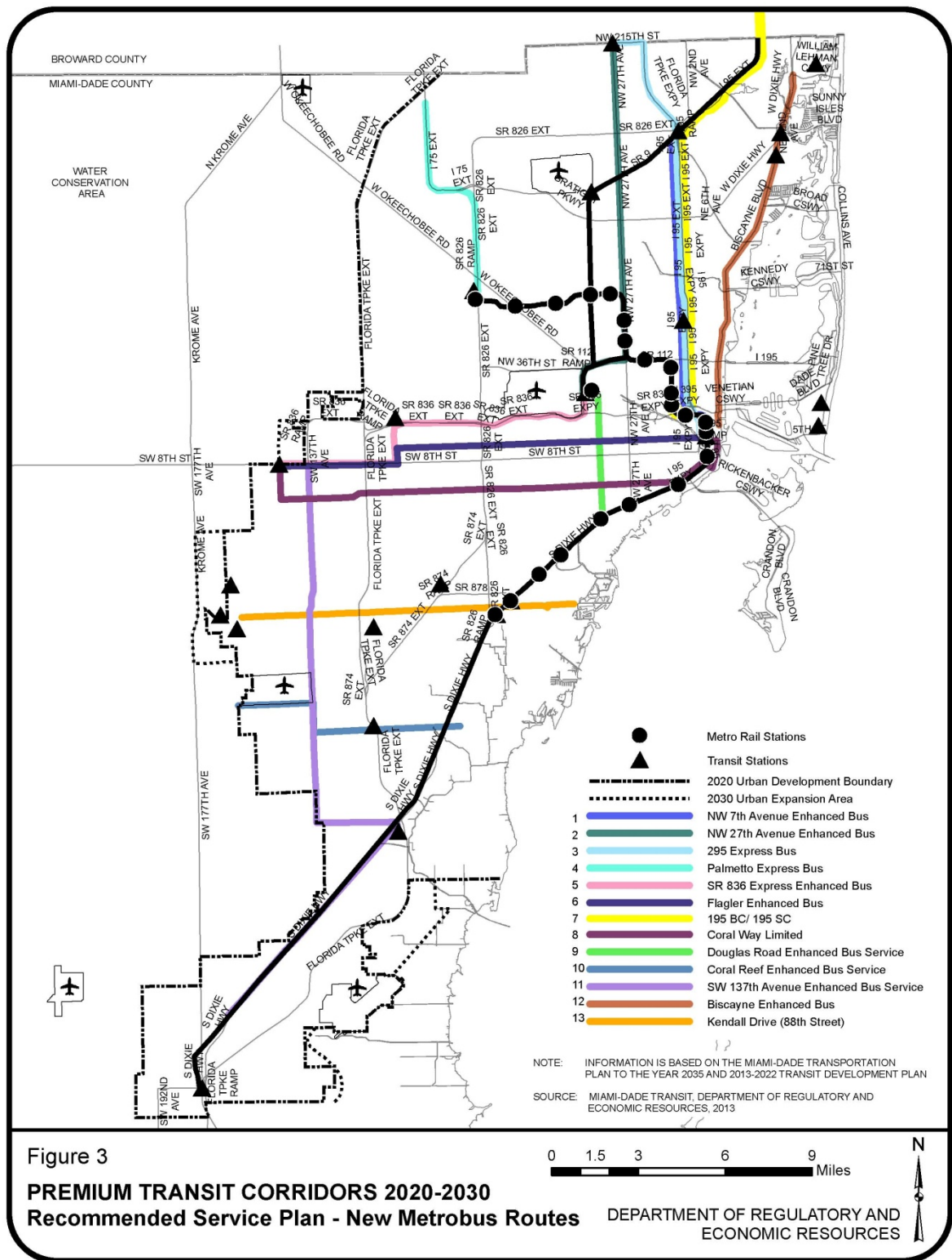
44. Replace existing Figure 1 Future Mass Transit System 2015-2025 – with new Figure 1 Future Mass Transit System 2020-2030



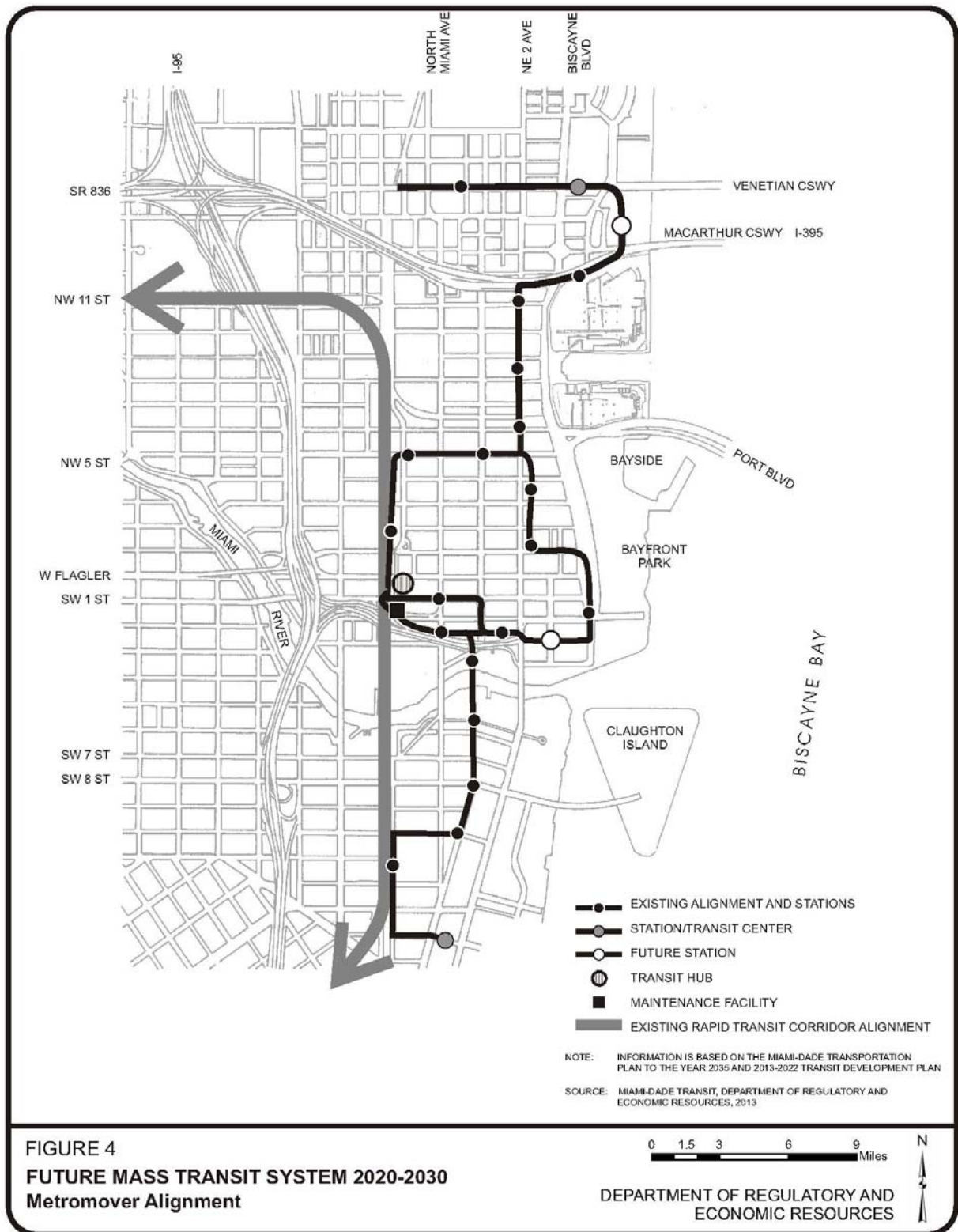
45. Replace existing Figure 2 Future Mass Transit System 2025 – with new Figure 2 Future Mass Transit System 2020-2030



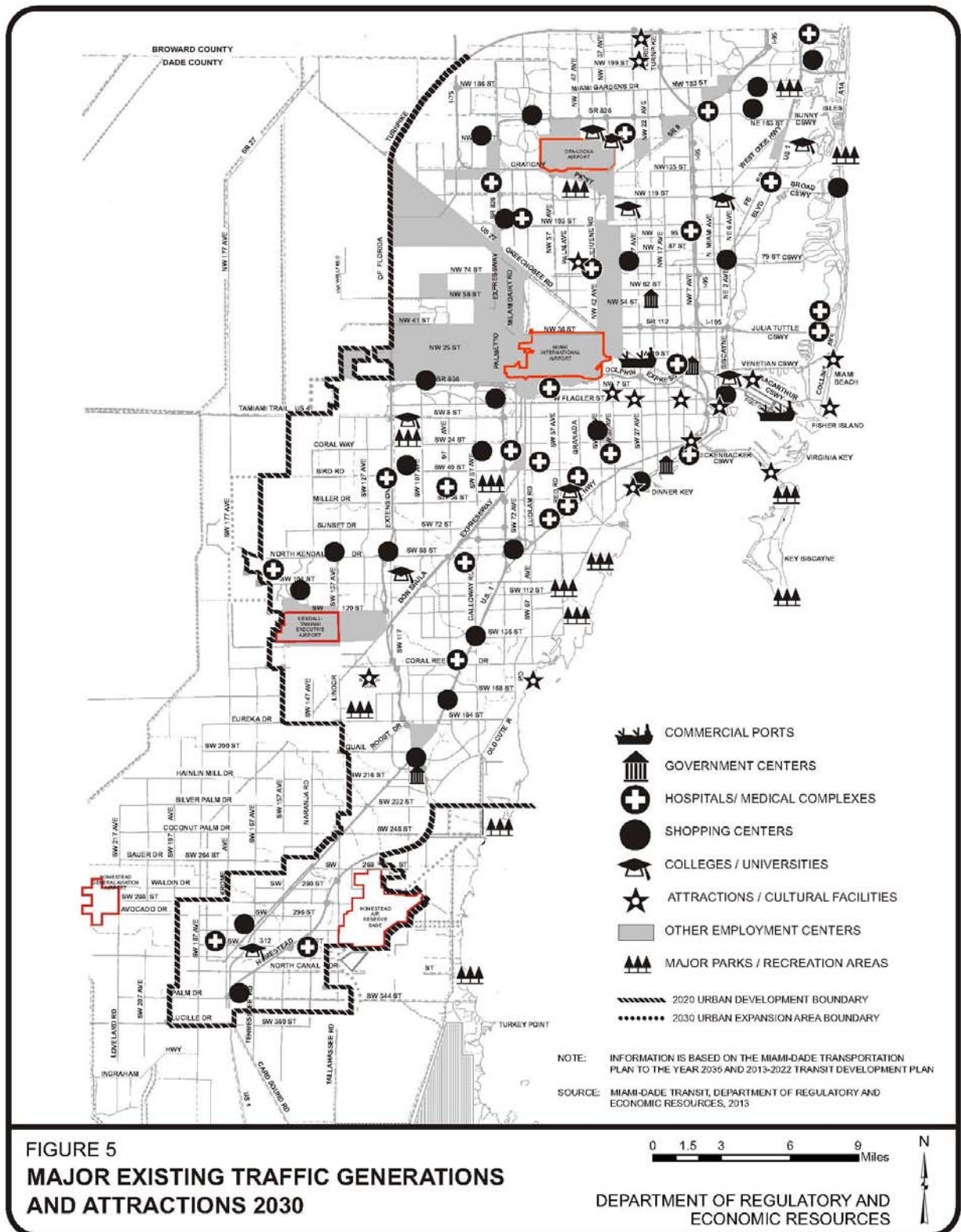
46. Insert new Figure 3 Premium Transit Corridors



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.

4. REASONS FOR CHANGES

PART C MASS TRANSIT SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING GOAL, TEXT, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction Paragraph 1	Deletion and Addition	Revise planning horizon year and add multimodal to the transportation system.
2	Introduction, Paragraph 2	Deletion and Addition	Revise to add mass transit and facilities.
3	Introduction, Paragraph 3	Deletion and Addition	Delete reference to 2003 EAR; include focus on mass transit.
4	Goal	Deletion and addition	Revise wording from tourists to visitors.
5	Objective MT-1*	Deletion	Revise as a result of Adopted 2010 EAR recommendation to delete specific target year as objective is ongoing.
6	Policy MT-1A.	Deletion and addition	Revise transit LOS to change headway from 30 to 60 minutes.
7	Policy MT-1D	Deletion and addition	Correct name of TDP.
8	Policy MT-2B	Deletion and addition	Revise to indicate future rapid transit stations not sited or depicted on LUP map.
9	New Policy MT-2D*	Addition	Add new policy as a result of Adopted 2010 EAR's Climate Change Major Recommendation 7 to show inter-departmental and regional coordination among transit agencies.
10	New Policy MT-2E*	Addition	Add new policy as a result of Adopted 2010 EAR's Climate Change Major Issue Recommendation 4 to include climate change in transit planning.
11	Objective MT-3*	Deletion and addition	Revised as a result of Adopted 2010 EAR recommendation to change language from transportation to transit.
12	New Policy MT-3C*	Addition	Add new policy as a result of Adopted 2010 EAR's Transportation Mobility Major Issue Recommendation 6.
13	New Policy MT-3D*	Addition	Add new policy as a result of

PART C MASS TRANSIT SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMF TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING GOAL, TEXT, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
			Adopted 2010 EAR's Transportation Mobility Major Issue Recommendation 7.
14	Objective MT-4	Addition	Add word safe to objective.
15	Policy MT-4A	Deletion	Delete since policy is currently addressed in Policy MT-4B.
16	Policy MT-4B	Renumber	Renumber Policy MT-4B to become MT-4A and revise to include urban centers.
17	Policy MT-4C	Renumber	Renumber Policy MT-4C to become MT-4B and include MDX and other pertinent transportation agencies.
18	New Policy MT-4C	Addition	New policy to acknowledge express bus routes along managed lane corridors.
19	Objective MT-5	Deletion and addition	Revise language from population to area.
20	Policy MT-5A	Deletion and addition	Revise to indicate County's ongoing efforts.
21	Policy MT-5B	Deletion and addition	Revise to indicate County's ongoing efforts.
22	Policy MT-5C	Deletion and addition	Revise to indicate County's ongoing efforts.
23	Objective MT-6	Addition	Revise to include TDP.
24	Policy MT-6A	Addition	Revise to include TDP.
25	Policy MT-6F	Addition	New policy for coordination among municipalities in transit planning.
26	Objective MT-7*	Deletion and addition	Change specific target year from 2007 to 2016 as a result of Adopted 2010 EAR recommendation.
27	Policy MT-7B	Addition	Add specific target year.
28	Policy MT-7C	Deletion and addition	Revise to indicate County's ongoing efforts.
29	Policy MT-7D*	Addition	New policy as result of Adopted 2010 EAR recommendation requiring further study of buses-on-shoulders.

PART C MASS TRANSIT SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING GOAL, TEXT, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
30	Policy MT-8A	Deletion and addition	Revise to include other enhancements to transit facilities such as kiss-and-ride areas and motorcycle/scooter parking.
31	Policy MT-8B	Deletion and addition	Revise to include bicyclists and change wording from sundries to other retail.
32	Policy MT-8D	Deletion and addition	Change express bus routes to premium bus rapid transit routes.
33	Policy MT-8E	Addition	Revise to spell out HOV acronym.
34	New Policy MT-8F	Addition	New policy to provide for transit signal priority, queue jumpers and for major development to provide transit-supportive facilities and service.
35	New Policy MT-8G	Addition	New policy to indicate County and regional efforts to provide sidewalk/bicycle facilities along existing/ planned transit stations/ centers and bus stops.
36	Future Mass Transit Map Series, first paragraph*	Deletion and Addition	Revise planning horizon years.
37	Future Mass Transit Map Series, second paragraph	Addition	Add language that TDP identifies transit centers as transit hubs.
38	Future Mass Transit Map Series, third paragraph	Deletion and Addition	Revise planning horizon years.
39	Future Mass Transit Map Series, fourth paragraph	Deletion and Addition	Change name of Port of Miami to PortMiami and update rapid transit corridors.
40	Future Mass Transit Map Series, add new paragraph	Addition	Add new paragraph defining premium bus rapid transit corridors.
41	Future Mass Transit Map Series, add new paragraph	Addition	Add new paragraph identifying proposed premium transit corridors (13 total).
42	Future Mass Transit Map Series, eighth paragraph	Deletion and addition	In existing paragraph renumber Figure 3 to Figure 4.

PART C MASS TRANSIT SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING GOAL, TEXT, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
43	Future Mass Transit Map Series, ninth paragraph	Deletion and addition	In existing paragraph renumber existing Figure 4 to Figure 5.
44	Existing Figure 1*	Deletion and addition	Replace existing Figure 1 with updated Figure 1
45	Existing Figure 2*	Deletion and addition	Replace existing Figure 2 with updated Figure 2
46	New Figure 3	Addition	Addition of new Figure 3, Premium Transit Corridors
47	Existing Figure 3*	Deletion and addition	Delete existing Figure 3 and replace with updated and renumbered Figure 4.
48	Existing Figure 4*	Deletion and addition	Delete existing Figure 4 and replace with updated and renumbered Figure 5.
49	Monitoring Program paragraph 1	Deletion	Obsolete reference to abolished Rule Chapter 9J.5 F.A.C., and EAR statutory requirements.
50	Monitoring Program paragraph 2	Deletion	Obsolete reference to abolished Rule Chapter 9-J5, F.A.C., and EAR statutory requirements.
51	Monitoring Achievement of Mass Transit Objectives	Deletion	Delete repetitive subheading.
52	Monitoring Measure for Objectives MT 1 and MT-2*	Deletion and addition	Update department's name and add monitoring measure for CDMP LUP map changes as required by Adopted 2010 EAR recommendation.
53	Monitoring Measure for Objective MT-7.	Deletion and addition	Revise target year.

Note: * Text, goal, objective or policy revised to address proposed recommendation in the adopted 2010 Evaluation and Appraisal Report.

PART D

AVIATION SUBELEMENT

Introduction

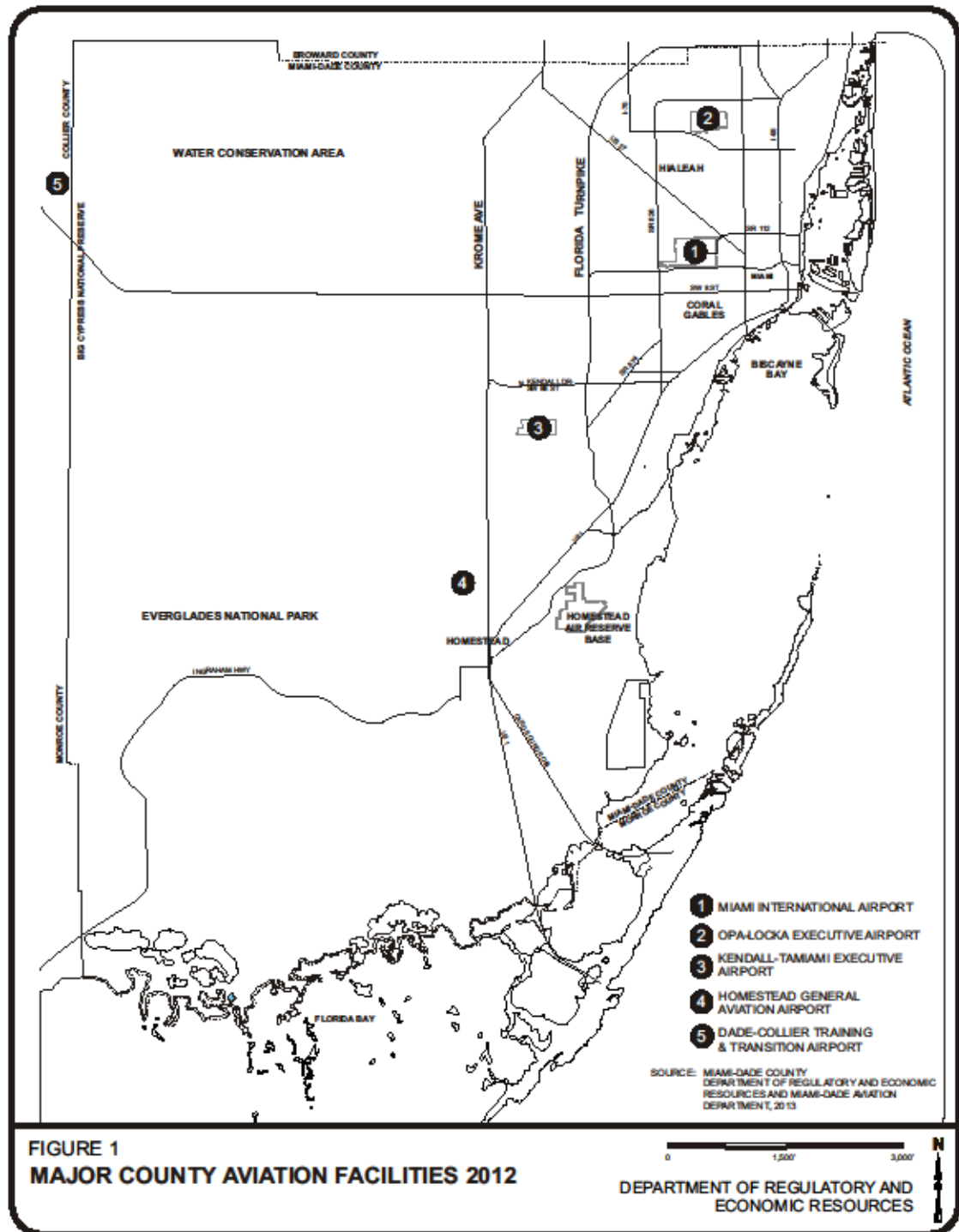
1. The Miami-Dade County aviation system consists of the following facilities owned ~~and operated~~ by Miami-Dade County ~~and operated by the Miami-Dade Aviation Department~~: Miami International, Opa-locka Executive, Kendall-Tamiami Executive, Homestead General Aviation, and the Miami-Dade/Collier 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 sSubelement 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

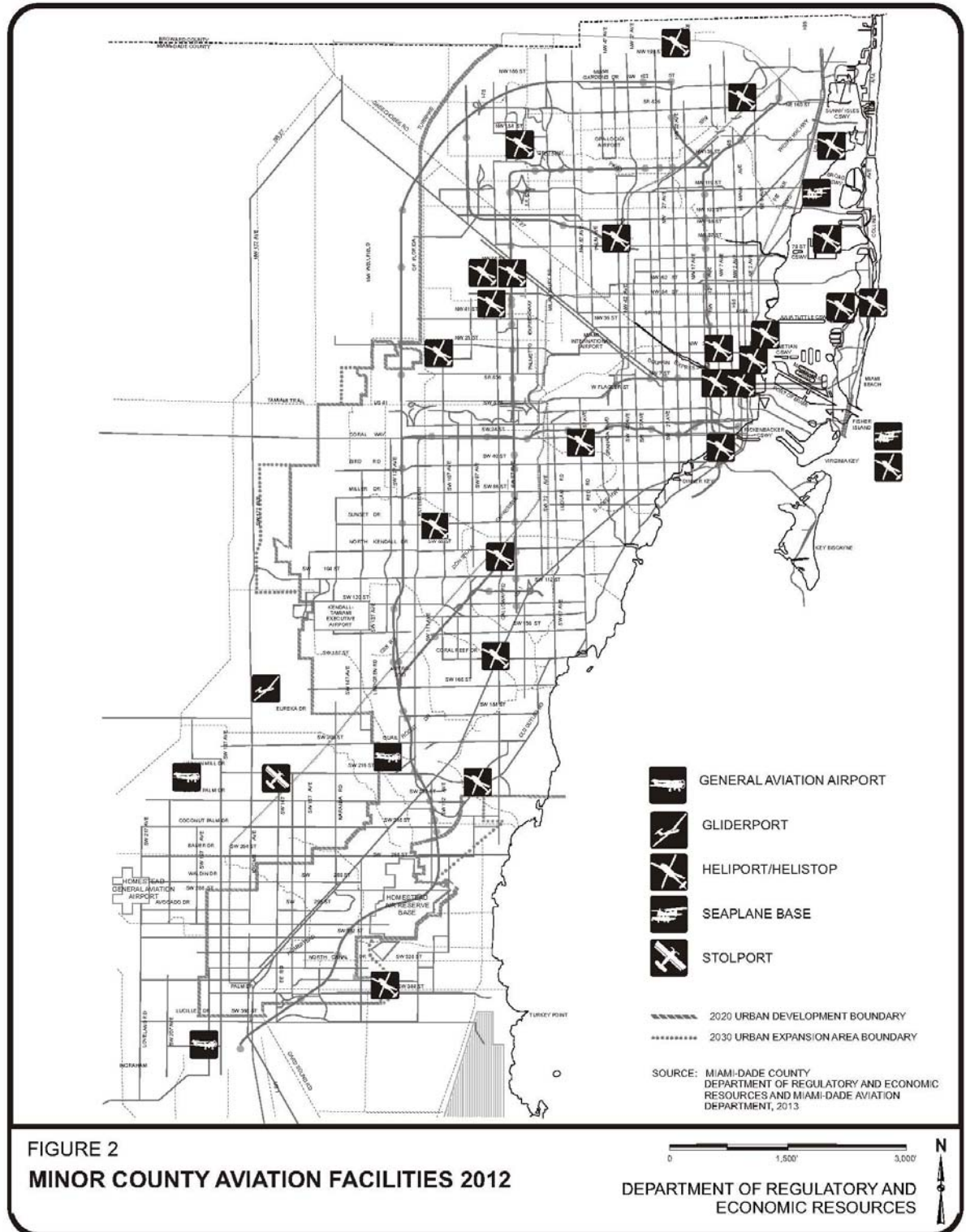
6. Replace existing Figure 1 with new Figure 1 – Major County Aviation Facilities 2012



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>
<u>1.8 million</u>	<u>2011</u>	<u>2011</u>	<u>2011</u>
<u>2.2 million</u>	<u>2016</u>	<u>2016</u>	<u>2017</u>
<u>3.5 million</u>	<u>2027</u>	<u>2029</u>	<u>2031</u>

Paragraph
Reference
Number

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)

Paragraph
Reference
Number

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
airport (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.~~

Paragraph
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

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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

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Number

~~availability when needed.~~

38. AV-7E5G. 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-7B5E.
39. AV-7F5H. 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-86**

Maximize support of local and regional economic growth.

Policies

41. AV-86A. 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-86B. 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.~~

Paragraph
Reference
Number

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 (~~2007-13-2012~~18) 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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Number

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.

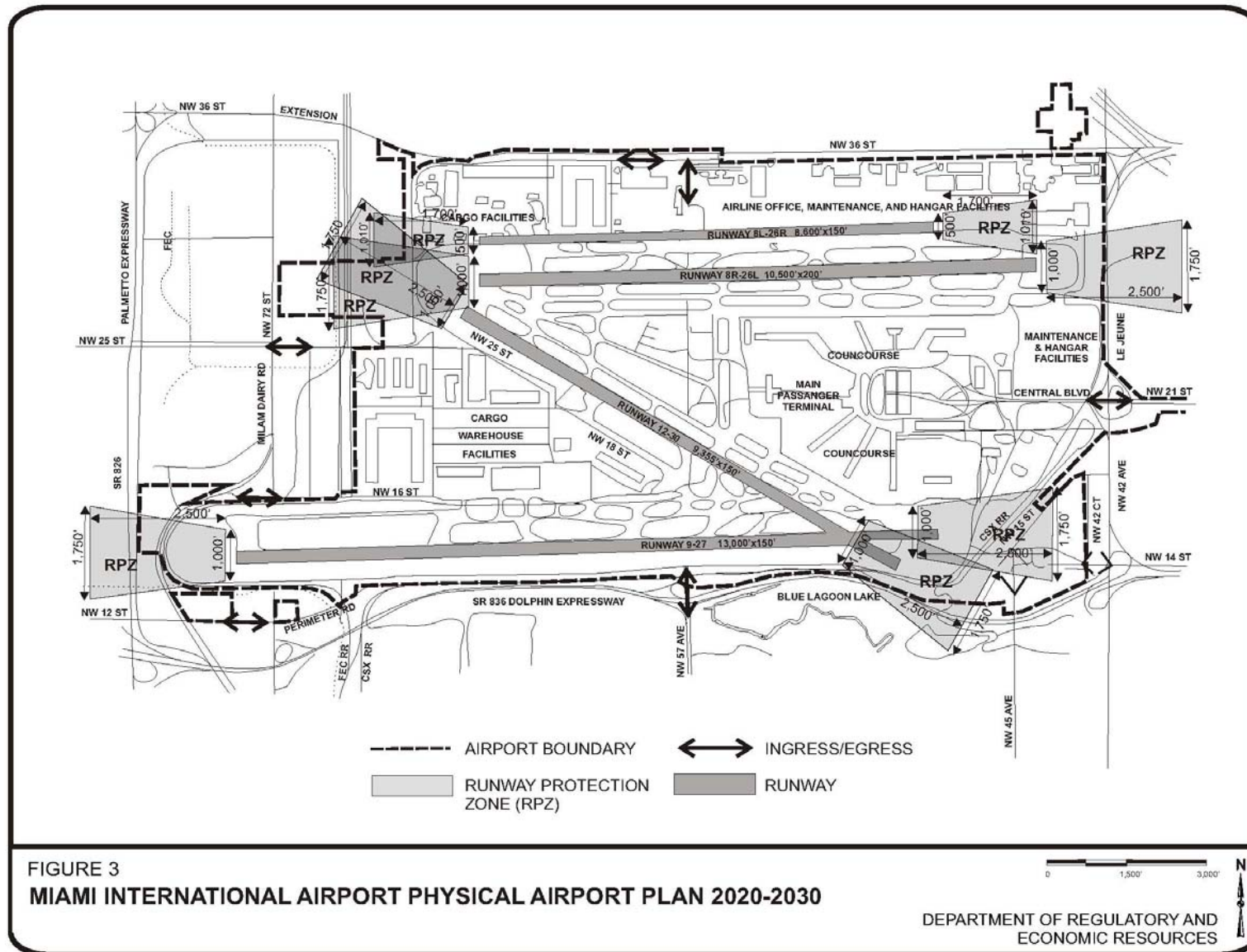
- (2) Those portions of Homestead General Aviation Airport that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed with agricultural uses.
- (3) Each non-aviation use shall comply with applicable law, including but not limited to FAA regulations 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.

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

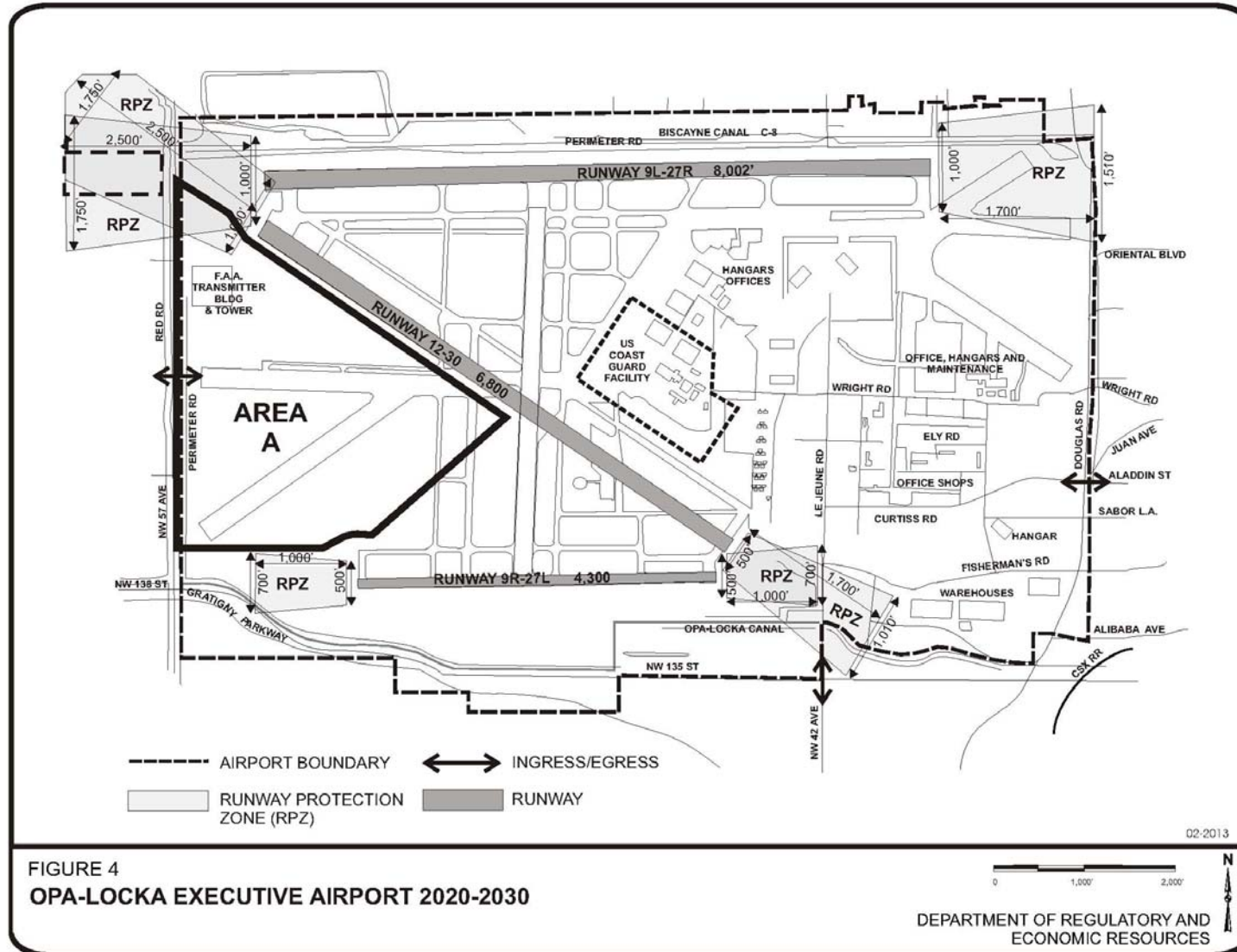
55.

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.

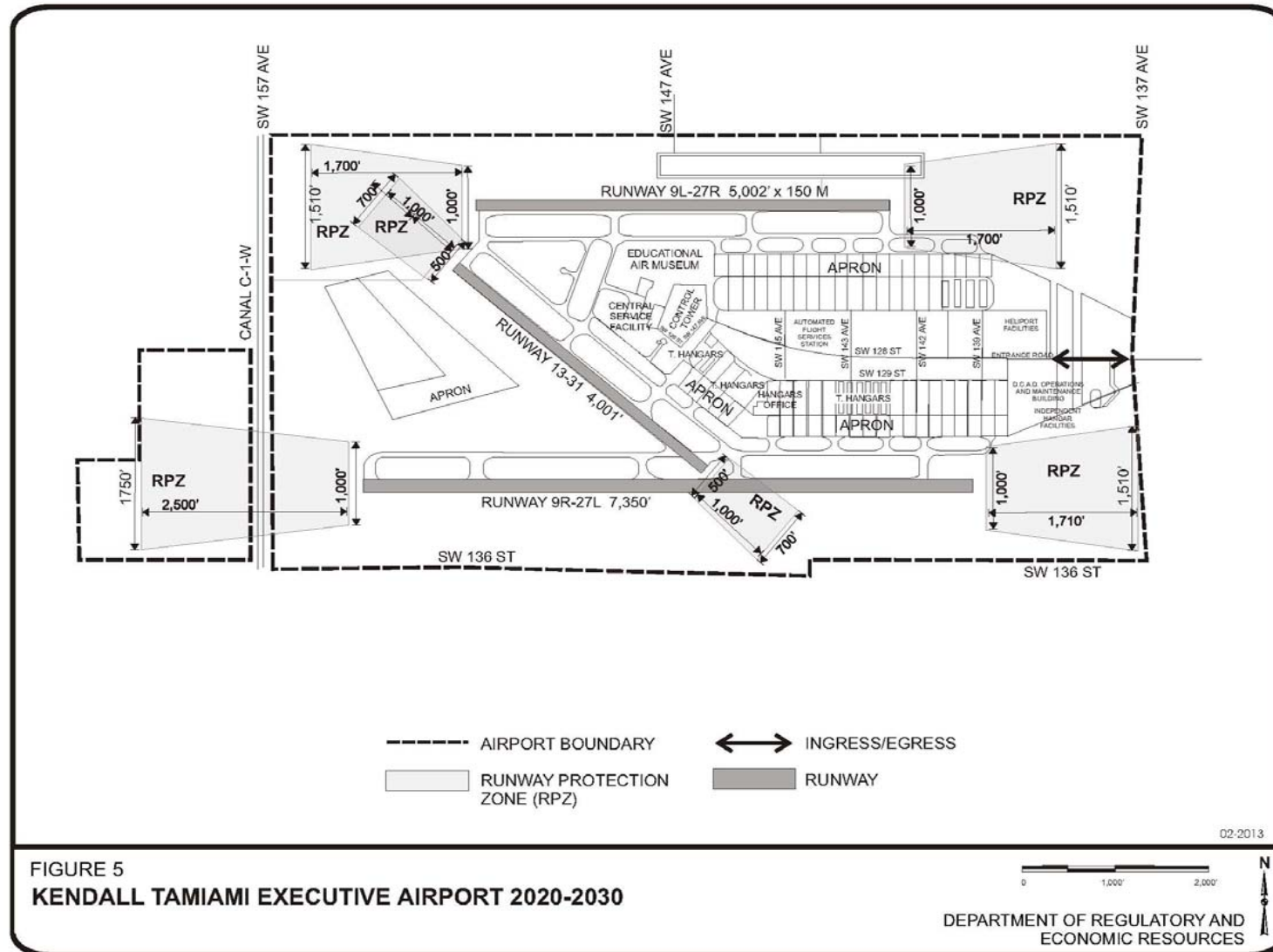
56. Replace existing Figure 3 – Miami International Airport Physical Report 2015-2025 with new Figure 3 Miami International Airport Physical Report 2020-2030



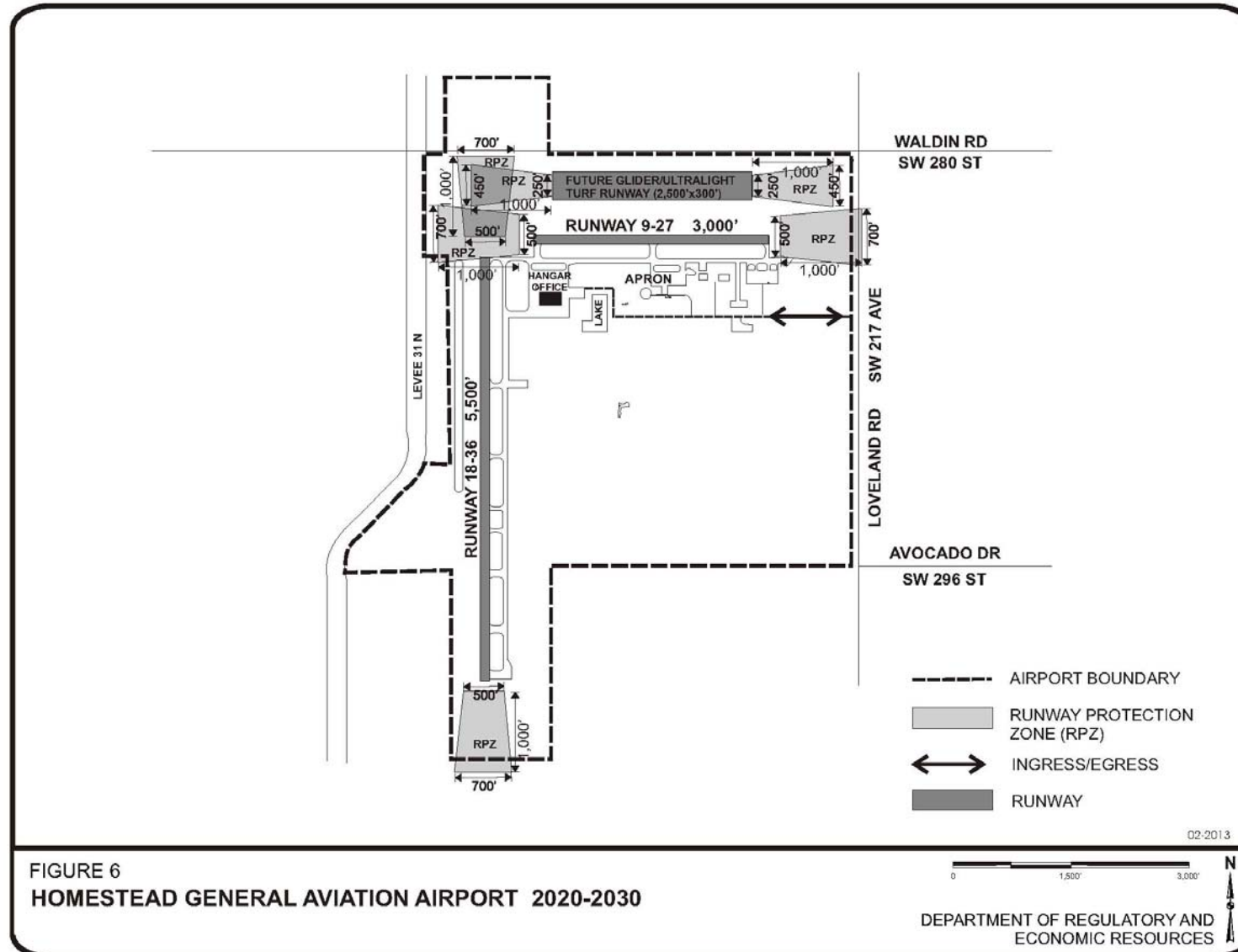
57. Replace existing Figure 4 – Opa-Locka Executive Airport 2015-2025 with new Figure 4 – Opa-Locka Executive Airport 2020-2030



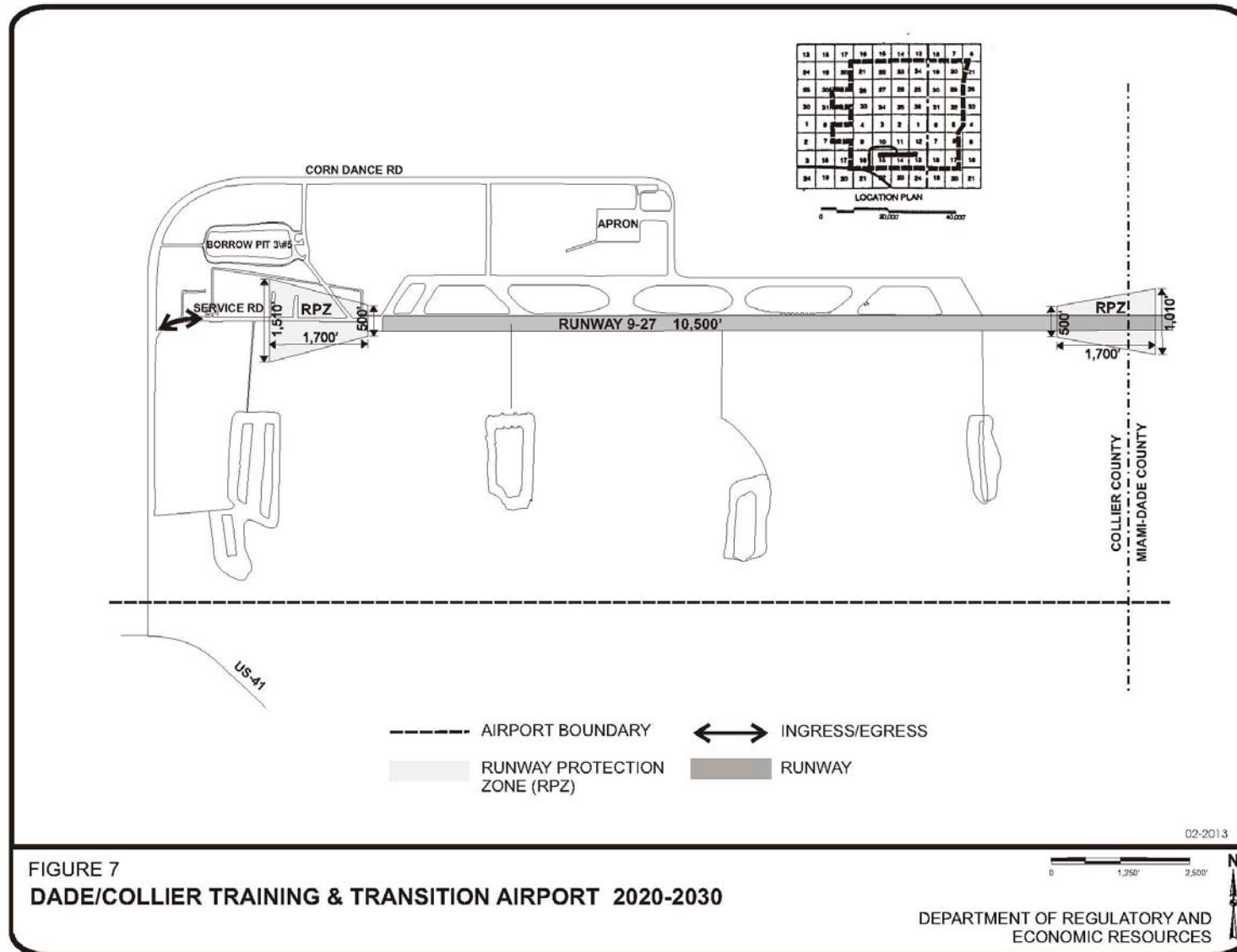
58. Replace existing Figure 5 – Kendall Tamiami Executive Airport 2015-2025 with new Figure 5 – Kendall Tamiami Executive Airport 2020-2030



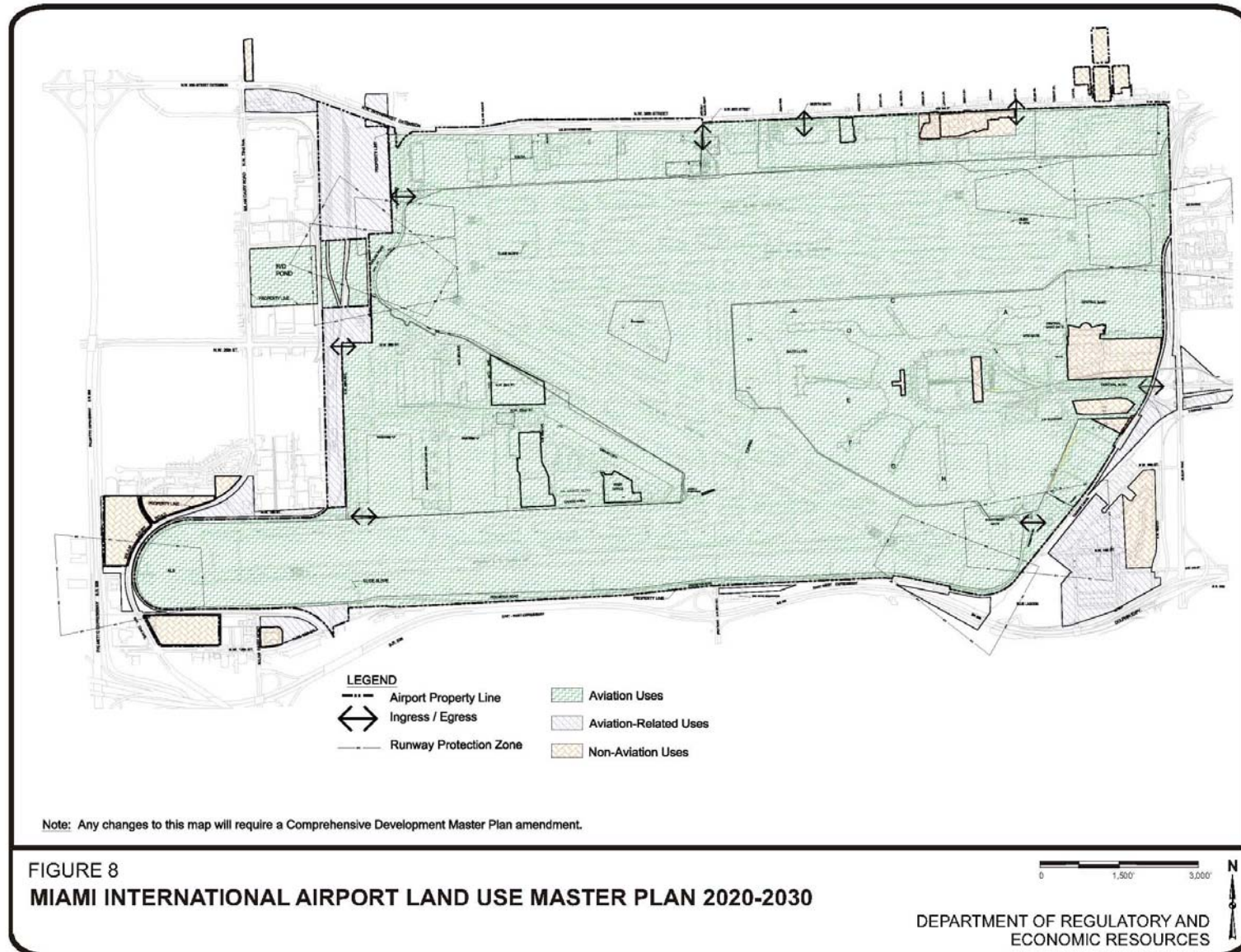
59. Replace existing Figure 6 – Homestead General Aviation Airport 2015-2025 with new Figure 6 – Homestead General Aviation Airport 2020-2030



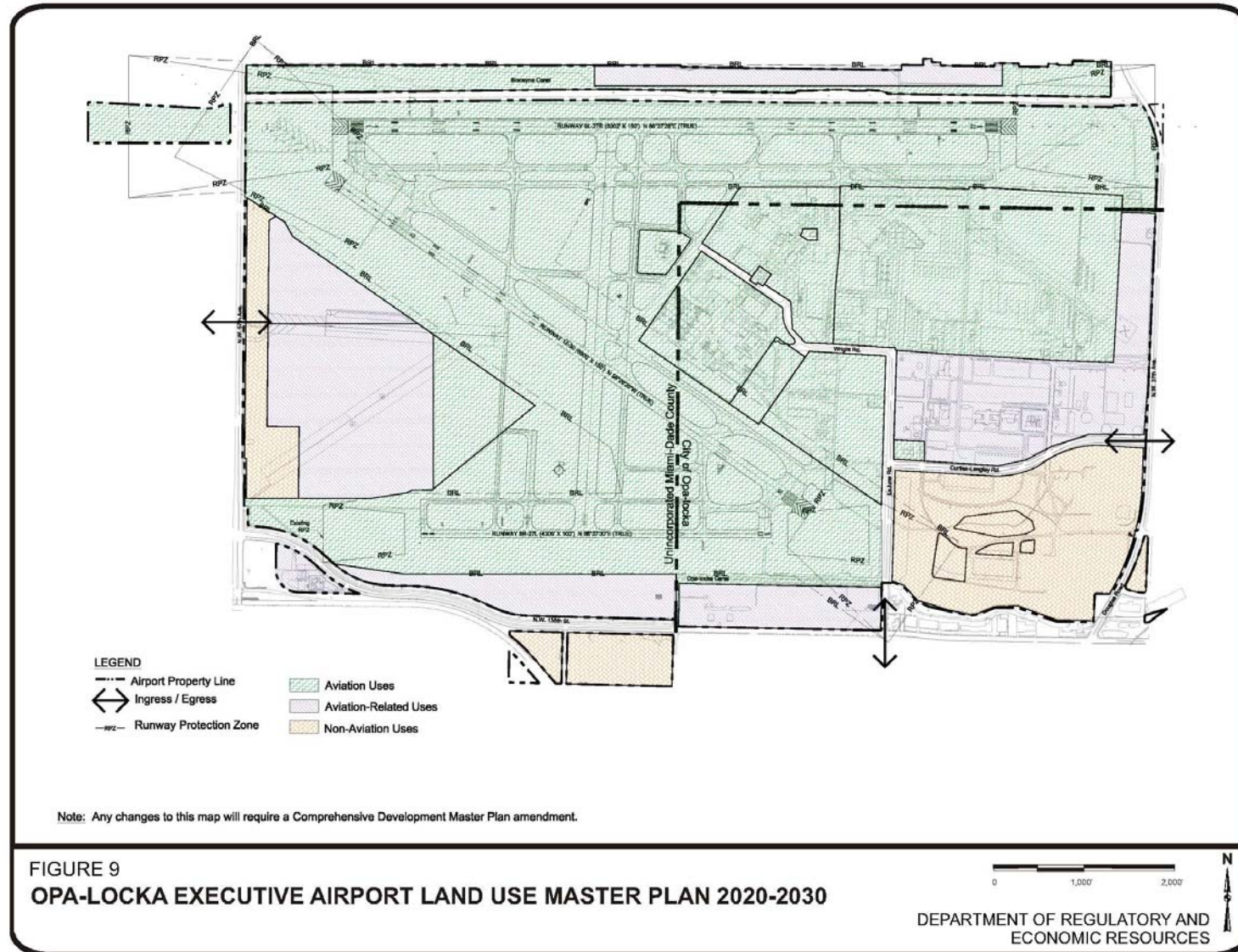
60. Replace existing Figure 7 – Miami-Dade/Collier Training & Transition Airport 2015-2025 with new Figure 7 Dade/Collier Training & Transition Airport 2020-2030



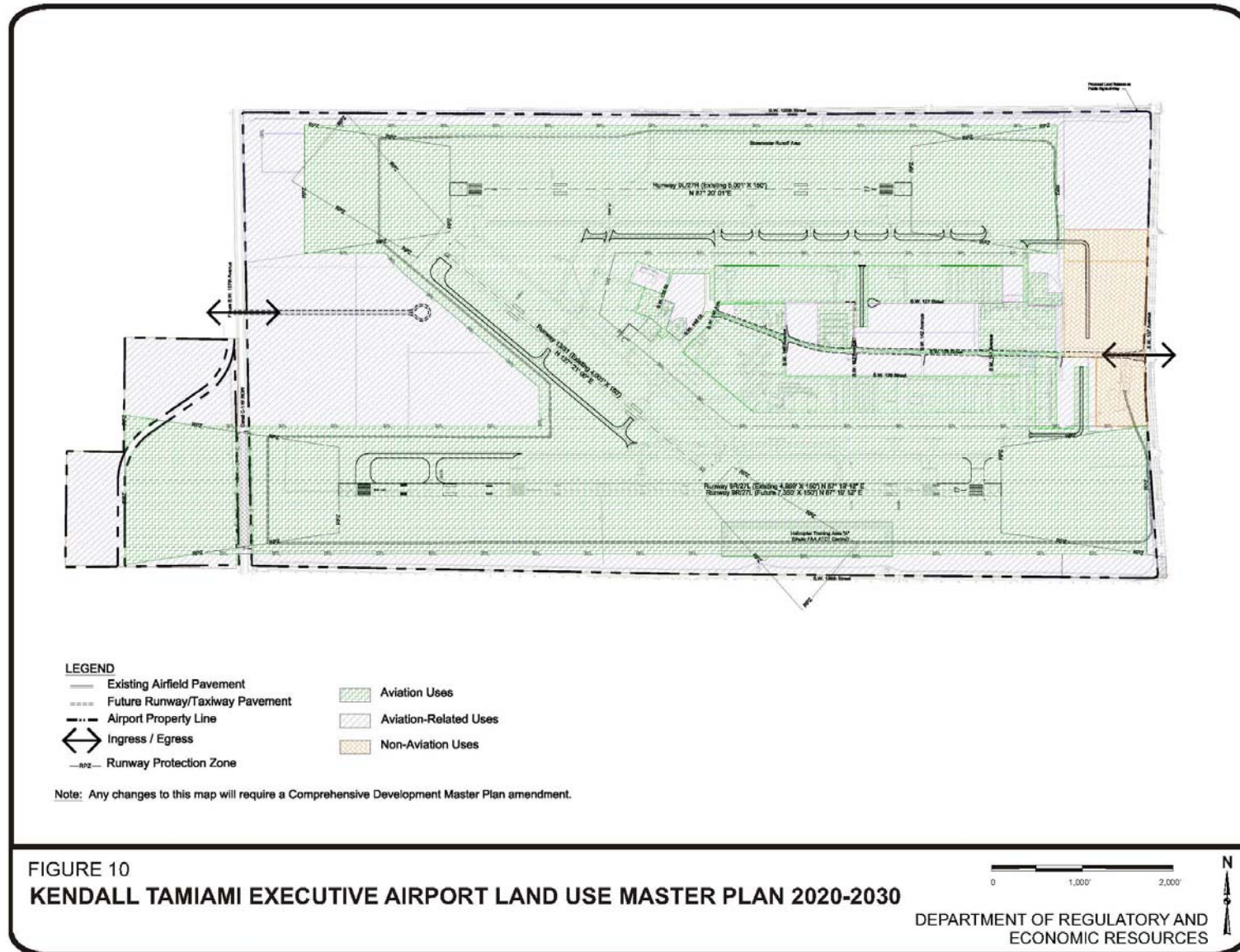
61. Replace existing Figure 8 Miami International Airport – Airport Land Use Master Plan 2015-2025 with new Figure 8 Miami International Airport – Airport Land Use Master Plan 2020-2030



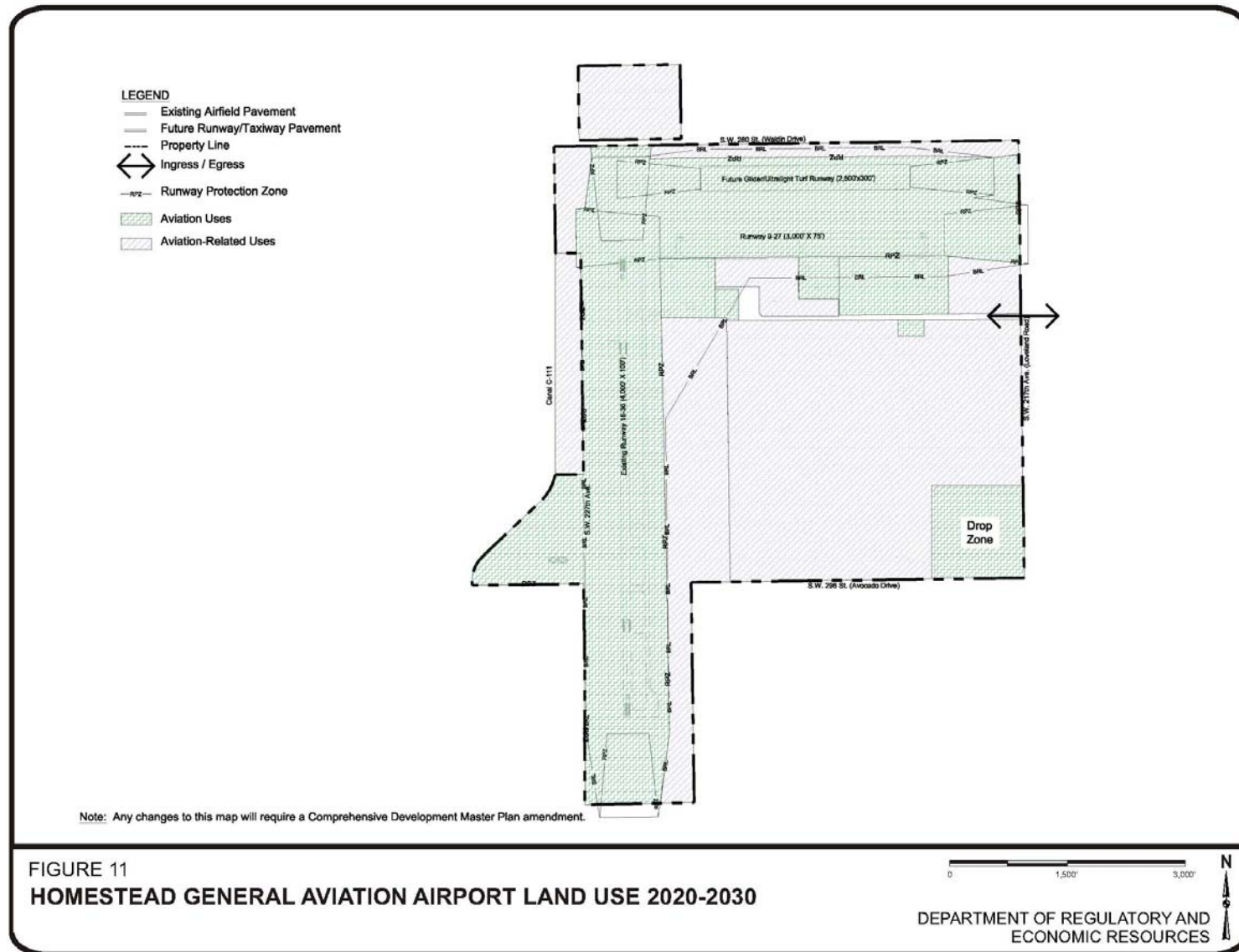
62. Replace existing Figure 9 – Opa-Locka Executive Airport – Proposed Opa-Locka Executive Airport Land Use Master Plan 2015-2025 with new Figure 9 – Opa-Locka Executive Airport – Proposed Opa-Locka Executive Airport Land Use Master Plan 2020-2030



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



Paragraph
Reference
Number
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 (Airside)</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.

Paragraph
Reference
Number

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.

AVIATION SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction, paragraph 1	Addition and deletion	Revise to correct names and operation of airports and to add Homestead Air Reserve Base.
2	Introductory text, paragraph 2	Addition and deletion	Revise header to indicate complete name of the Airport Master Plan.
3	Introductory text, paragraph 3	Deletion	Delete reference to old aviation plan.
4	Introductory text, paragraph 4	Addition	Add paragraph explaining the Airport Master Plan.
5	Introductory text, paragraph 5	Addition and deletion	Revise to indicate Aviation subelement and name of Airport Master Plan.
6	Figure 1	Addition and deletion	Replace existing Figure 1 with new Figure 1.
7	Figure 2	Addition and deletion	Replace existing Figure 2 with new Figure 2.
8	Goal	Addition and deletion	Replace current goal with new goal.
9	Objective AV-1*	Addition and deletion	Replace current objective with a new objective that focus on passengers and cargo.
10	Policy AV-1A*	Addition and deletion	Update forecasting levels of passenger and cargo.
11	Policy AV-1B*	Addition and deletion	Update forecasting levels of total annual aircraft operations.
12	Policy AV-1C*	Addition and deletion	Delete reference to heliports system plan, which was implemented and reference the implementation of the Florida Aviation System plan's goals and objectives.
13	Policy AV-1D	Addition and deletion	Remove specific reference to regional plans and CDMP elements and replace with general reference to state and county transportation plans.
14	Policy AV-2A*	Addition	Add cargo to clarify that Miami International Airport is both a commercial air service and cargo airport.
15	Policy AV-2B	Addition	Add airport to clarify that Homestead is a general utility airport.
16	Policy AV-2C*	Addition and Deletion	Revise to reflect current name of the Dade/Collier Training and Transition airport.

AVIATION SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
17	Objective AV-3	Addition and Deletion	Replace existing objective with a new one aiming at minimizing airspace hazards to ensure safety to both aircraft operators/users and County residents.
18	Policy AV-3A	Addition and Deletion	Revise objective to add aircraft incursions.
19	Policy AV-3B	Addition and Deletion	Revise language to include coordination with FAA in providing air traffic control towers.
20	Policy AV-3C	Addition and Deletion	Revise policy to clarify that height restriction is consistent with federal, state and county guidelines and regulations.
21	Policy AV-3D	Addition and Deletion	Revise to clarify continuing cooperation with federal agency to protect airspace from development obstruct-ions or hazards.
22	Objective AV-4	Deletion	Objective was unachievable and difficult to monitor.
23	Policy AV-4A	Deletion	Policy relates to Objective AV-4.
24	Policy AV-4B	Deletion	Policy relates to Objective AV-4.
25	Objective AV-5	Addition and Deletion	Renumber existing Objective AV-5 to new Objective AV-4; new objective indicates the need to continue to coordinate airport accessibility with relevant transportation agencies.
26	Policy AV-5A	Addition and Deletion	Renumber existing Policy AV-5A to new Policy AV-4A.
27	Policy AV-5B	Addition and delete	Replace existing Policy AV-5B with new Policy AV-4B to provide for partnership with federal, state, regional and local transportation agencies.
28	Policy AV-5C	Addition	Renumber existing Policy AV-5C to Policy AV-4B.
29	Objective AV-6	Addition and deletion	Renumber existing Objective AV-6 to Objective AV-5 and revise to ensure airport compatibility with surrounding environment and neighboring communities.

AVIATION SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
30	Objective AV-6A*	Addition and deletion	Renumber existing Policy AV-6A to Policy AV-5A; remove specific reference to regional plans and CDMP elements; provide reference to environmentally protected areas, CDMP and County Code.
31	New Policy AV-5B	Addition	Add new Policy AV-5B requiring aviation facilities are in conformance with applicable environmental regulations.
32	New Policy AV-5C	Addition	Add new Policy AV-5C requiring ongoing review of environmental, community and technology guidelines and regulations for pertinent changes.
33	Objective AV-7*	Deletion	Delete Objective AV-7 as it is incorporated in new Objective AV-5).
34	Policy AV-7A	Addition and deletion	Renumber existing Policy AV-7A to new Policy AV-5D; update Air Base's name and correct reference to County Code.
35	Policy AV-7B*	Addition	Renumber existing Policy AV-7B to new Policy AV-5E; correct references to County code, federal agencies, and publication date.
36	Policy AV-7C	Addition and deletion	Renumber existing Policy AV-7C to new Policy AV-5F; include the Homestead Air Reserve Base.
37	Policy AV-7D	Deletion	Policy no longer needed.
38	Policy AV-7E*	Addition and deletion	Renumber existing Policy AV-7E to new Policy AV-5G; include Homestead Air Reserve Base; and update reference to renumbered Policy AV-5E.
39	Policy AV-7F*	Addition and deletion	Renumber existing Policy AV-7F to new Policy AV-5H; revise specific reference from City of Opa-Locka to reference to adjacent municipalities.
40	Objective AV-8	Addition and deletion	Renumber existing Objective AV-8 to new Objective AV-6.
41	Policy AV-8A	Addition and deletion	Renumber existing Policy AV-8A to new Policy AV-6A.

AVIATION SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
42	Policy AV-8B	Addition and deletion	Renumber existing Policy AV-8B to new Policy AV-6B.
43	New Policy AV-6C	Addition	Add new policy supporting development opportunities in certain areas in airports while also protecting the availability of same areas for future aviation needs.
44	New Policy AV-6D	Addition	Add new policy supporting development opportunities within certain areas in airports if compatible with airport operations, development regulations, and with the surrounding community.
45	New Policy AV-6E	Addition	Add new policy for RER to amend or implement airport land use zoning to accommodate land uses compatible with airport operations and surrounding community.
46	Objective AV-9	Addition and deletion	Renumber existing Objective AV-9 to new Objective AV-7 and refine Objective to apply to the Miami-Dade Aviation Department.
47	Policy AV-9A*	Addition and deletion	Renumber existing Policy AV-9A to Policy AV-7A; delete reference to 2020; require improvements meet airport's needs.
48	Policy AV-9B*	Addition and deletion	Renumber existing Policy AV-9B to new Policy AV-7B; include reference to system improvements in pace with emerging technologies.
49	Policy AV-9C	Deletion	Policy no needed.
50	Policy AV-9D*	Deletion	Policy has been implemented and it is no longer needed.
51	Future Aviation Facilities Section	Deletion	Correct name of airport.
52	Future Aviation Facilities Section, second paragraph	Addition and deletion	Correct reference to years for map series and revise reference to maps.
53	Aviation Facility Improvements, first paragraph	Addition and deletion	Correct reference to years in map series.
54	Aviation Facility Improvements, third paragraph	Addition and deletion	Correct department's name.

AVIATION SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
55	Airport Land Use Master Plan Maps	Addition and deletion	Correct reference to years in map series.
56	Figure 3	Addition and deletion	Replace existing Figure 3 with new Figure 3.
57	Figure 4	Addition and deletion	Replace existing Figure 4 with new Figure 4.
58	Figure 5	Addition and deletion	Replace existing Figure 5 with new Figure 5.
59	Figure 6	Addition and deletion	Replace existing Figure 6 with new Figure 6.
60	Figure 7	Addition and deletion	Replace existing Figure 7 with new Figure 7.
61	Figure 8	Deletion	Replace existing Figure 8 with new Figure 8.
62	Figure 9	Deletion	Replace existing Figure 9 with new Figure 9.
63	Figure 10	Deletion	Replace existing Figure 10 with new Figure 10.
64	Figure 11	Deletion	Replace existing Figure 11 with new Figure 11.
65	Table – Miami International Airport	Deletion	Replace existing table with new Planned Aviation Facility Improvement table.
66	New Table – Planned Aviation Facility Improvements	Addition	The new table replaces the previous table deleted in paragraph 63 and outlines aviation improvements planned for all the airports.
67	Aviation Monitoring Program – paragraph 1	Deletion	Delete obsolete reference to Rule 9J-5 F.A.C. and other EAR references.
68	Objective AV-1 Monitoring Measure	Addition and deletion	Add language tracking peak hour enplanement, and new monitoring measure for annual gate/facility utilization rates and patterns at air carrier facilities.
69	Objective AV-3* Monitoring Measure	Addition and deletion	Change monitoring measure to number of airport zoning reviews.
70	Objective AV-4 Monitoring Measure, first bullet	Deletion	Existing Objective AV-5 became new Objective AV-4; monitoring measures of existing Objective AV-5 become the monitoring measures of new Objective AV-4.
71	Objective AV-5 Monitoring Measure	Addition and deletion	Same as above.

AVIATION SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
72	Objective AV-6 Monitoring Measure	Addition and deletion	Existing Objectives AV-6 and AV-7 were combined to become new Objective AV-5; renumber existing monitoring measure for old Objective AV-6 to become the monitoring measure for new Objective AV-5; and delete specific year reference.
73	Objective AV-7 Monitoring Measure	Addition and deletion	Renumber monitoring measure for existing Objective AV-6 to become the monitoring measure for new Objective AV-6; revise first bullet to remove specific year reference and specify the Miami-Dade Aviation Department System of Airports.
74	Objective AV-8 Monitoring Measure	Addition and deletion	Delete heading for the Monitoring Measure for existing Objective AV-8, and move the three bullets containing the Monitoring Measures under the new Monitoring Measure for Objective AV-6.
75	Objective AV-9 Monitoring Measure	Addition and deletion	Renumber monitoring measure for existing Objective AV-9 to become monitoring measure for new Objective AV-7, and delete reference to date.

Note: * Text, goal, objective or policy revised to address recommendations in the adopted 2010 Evaluation and Appraisal Report.

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

Paragraph
Reference
Number

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.

4. REASONS FOR CHANGES

PORT OF MIAMI RIVER SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS TO EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction text	Deletion	Clarification of Subelement's purpose; portions of language in paragraph 1 are included in paragraph 3.
2	The Plan	Deletion and Additions	Revises paragraph to provide clarification of the Subelement.
3	Policy PMR-1A.*	Deletion and Additions	Recommended revision from adopted 2010 EAR to promote and enhance marine industrial activities of entire Miami River area.
4	Policy PMR-2A.*	Deletion and Additions	Recommended revision from adopted 2010 EAR to acknowledge existence of multimodal transportation plan and focus on implementation of plan.
5	Policy PMR-3A.*	Addition	Recommended revision from adopted 2010 EAR to add dredging of the tributaries.
6	Policy PMR-3C.	Deletion and Addition	Update name of department.
7	Policy PMR-3D.	Deletion and Addition	Program is an ongoing effort.
8	Future Port of Miami River 3 rd Paragraph	Deletion and Addition	Update information of Long Range Transportation Plan.
9	Future Land Use Figure 1*	Deletion and Additions	Recommended revision from adopted 2010 EAR to reflect changes to existing conditions.
10	Monitoring Program Objective PMR-1	Deletion and Addition	Change base year.
11	Monitoring Program Objective PMR-2.	Deletion and Addition	Update name of department
12	Monitoring Program Objective PMR-3.*	Deletion and Addition	Recommended revision from adopted 2010 EAR to comply with directive for dredging of tributaries.

Note: *Text, Goal, Objective and Policy revised to address Adopted 2010 EAR recommendations.

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

Paragraph
Reference
Number

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)
2015-2030	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 increasingly 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
Number

~~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.

Paragraph
Reference
Number

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 the local and regional economic growth and enhance its 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

Paragraph
Reference
Number

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

Paragraph
Reference
Number

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.

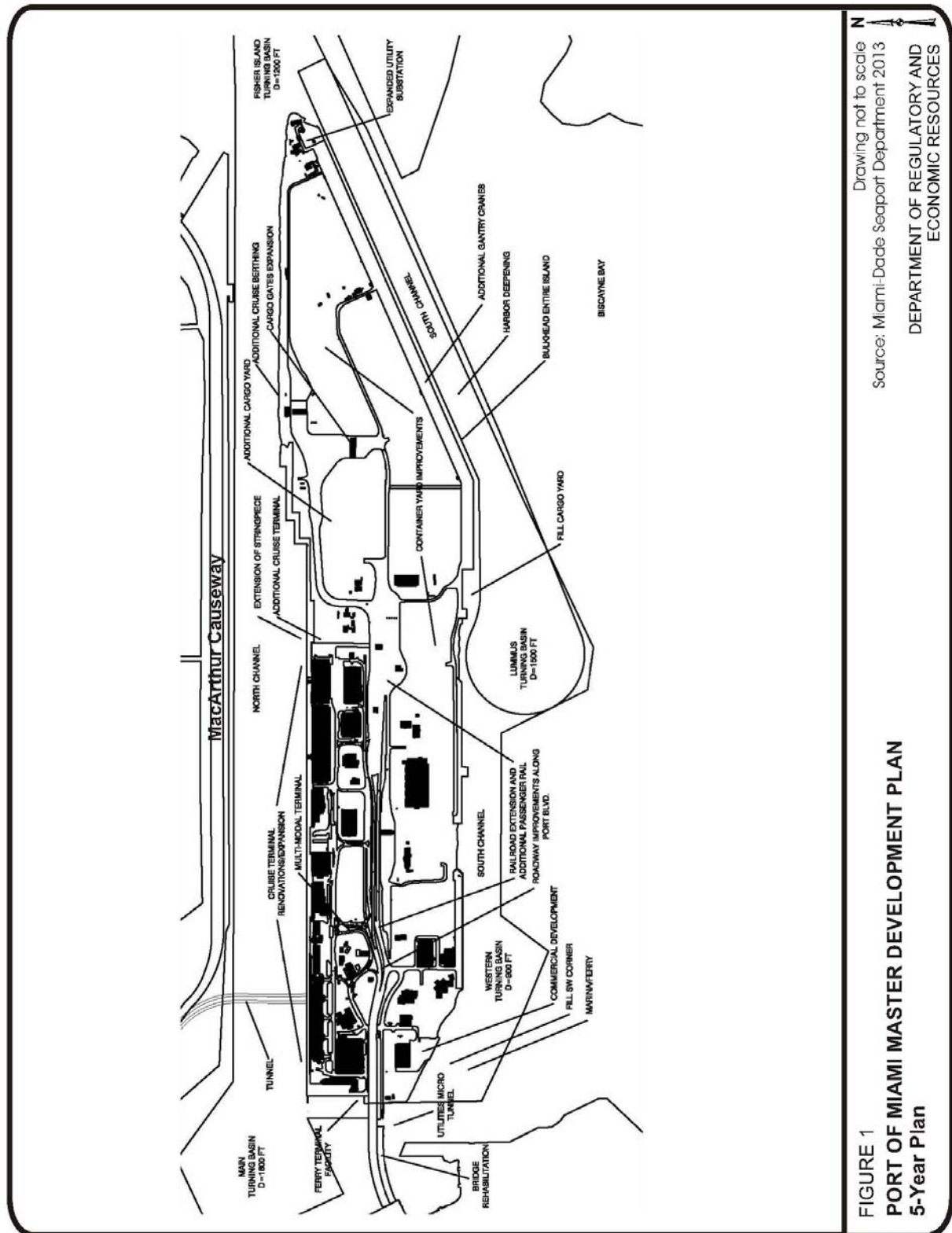
12.

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.~~

4. REASONS FOR CHANGE

PORTMIAMI SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Title	Deletion and Addition	Update name of Subelement from The Port of Miami Master Plan to PortMiami Subelement
2	Introduction, 1 st paragraph	Deletion and Addition	Update reference to Port's new name and status.
3	Introduction, 2 nd paragraph	Deletion and Addition	Update Port's new name and define on-island and off-island activities.
4	Introduction, 3 rd paragraph	Deletion	Reference to truck routes and railroad service needs is obsolete. The need for truck and rail services has been assessed. Port of Miami tunnel is under construction and the rail system will be reactivated.
5	The Plan, 1 st paragraph	Deletion and Addition	Delete reference to old Port of Miami Master Plan; update reference to new PortMiami 2035 Master Plan.
6	Table 1	Deletion and Addition	Update Table 1 with new cruise and cargo projections.
7	The Plan, new paragraph	Addition	Add new paragraph detailing components of the PortMiami 2035 Master Plan.
8	The Plan, last paragraph	Addition	Update reference to new PortMiami 2035 Master Plan; clarify that monitoring and evaluation measurements are for implementation of Subelement.
8	Goal I through Policy PM-11E (Pages II-70 through II-78 of the CDMP).	Deletion	Since adoption of the 2010 EAR, major changes have occurred with the Port of Miami, including the change of its name to PortMiami; completion of the PortMiami 2035 Master Plan; the periodical updates and refinement of the planning documents to respond to trends, market changes, projected cargo and cruise business, and community and environmental issues. Consequently, the Seaport Department decided to rewrite The Port of Miami Master Plan Subelement.

PORTMIAMI SUBELEMNT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
9	New Goal, Objectives and Policies	Addition	Consolidation of goals, objectives and policies in order to address the recommendations of the Adopted 2010 EAR. These recommendations include revisions to following objectives and policies: Objective PM-1, Objective PM-2, Objective PM-4, Objective PM-5, Objective PM-7, Objective PM-9, and Objective PM-10; Policies PM-1A, PM-4C , PM-4D, PM-6C; PM-7C, PM-8C, PM-9A, PM-9B, PM-9C, PM-9E, PM-9F, PM-10A, PM-10B, PM-10C, PM-10D, and Policies PM-11A and PM-11B; and the addition of new policies to Objectives PM-3, PM-4, PM-5, and PM-10. The revised Subelement consolidate and update the current two goals, 11 objectives and 47 policies into one new goal, five objectives and 37 policies and address the recommendations of the 2010 adopted EAR and the recently approved PortMiami 2035 Master Plan
10	Header - Future Port of Miami Facilities	Deletion and Addition	Change Port's name to PortMiami
11	Future Port of Miami Facilities paragraph 1	Deletion and Addition	Change Port's name to PortMiami.
12	Listing of projects	Deletion	Delete listing of Port's old projects as they have been either completed or deleted.
13	New listing of projects	Addition	Add listing of Port's new projects
14	Figure 1	Deletion and Addition	Replace existing Figure 1 with new updated Figure 1.
15	Monitoring Program	Deletion and Addition	Update Port's name and clarify monitoring measures are for evaluation of objectives.
16	Objective PM-1 Monitoring Measure	Deletion and Addition	Update Port's name and clarify reporting period.
17	Objective PM-2 Monitoring Measure	Deletion and Addition	Update Port's name and clarify reporting period.

PORTMIAMI SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
18	Objective PM-3 Monitoring Measure	Deletion and Addition	Monitoring measures for new Objective 3 to track port's on and off-island expansions.
19	Objective PM-4 Monitoring Measure	Deletion and Addition	Update Port's new name, clarifies evaluation reporting period, and track permits and approvals issued to the Port.
20	Objective PM-5 Monitoring Measure	Deletion/Addition	Monitoring measures for new Objective PM 5; track number of intergovernmental agreements and compliance with security requirements and plans.
21	Objectives PM-6 through PM-11 Monitoring Measures	Deletion	Delete monitoring measures for old Objectives PM-5 through PM-11

Note: The Adopted 2010 Evaluation and Appraisal Report recommends consolidation and revisions to several objectives and policies, addition of new policies, and revisions to monitoring measures. However, with the update of the Port's Master Plan in 2011, the Seaport Department decided to revise and update the entire Port of Miami Master Plan Subelement.

**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).

¹ Underlined words are additions. Words with ~~strikethrough~~ are deletions. All other words exist in the Plan and remain unchanged.

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

Paragraph
Reference
Number

housing assistance programs. Below are the income limits as defined by HUD standards, 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 those 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, T~~ the 2010 EAR Report points out that these trends are likely to continue in Miami-Dade County. ~~If T~~ the projected demographic makeup, income distribution, wage rates, poverty levels and sources of economic and population growth, ~~if they~~ it virtually assures that insufficient affordable housing will remain a serious problem in Miami-Dade County well into the future.

Paragraph
Reference
Number

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

Paragraph
Reference
Number

surrounding residential development.

- 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.

Paragraph
Reference
Number

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 further 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

Paragraph
Reference
Number

- HO-6A. Promote the location of housing for extremely low, very low, low, and moderate-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.

Paragraph
Reference
Number

- HO-7D. All legal nonconforming uses and structures in existing mobile home parks shall be 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.

Paragraph
Reference
Number

29. HO-8B. Continue supporting development of ~~new and~~ innovative and cost-efficient ~~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.

Paragraph
Reference
Number

Halfway houses and special needs congregate living facilities for institutionalized such groups ~~such as persons with AIDS~~ should be made available.

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.~~

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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 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;

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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 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.

4. REASONS FOR CHANGES

HOUSING ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction	Deletion and Changes	Delete reference to repealed Rule 9J-5; update department name; revise number of municipalities.
2	Introduction text	Deletion	Delete unneeded term.
3	Introduction text	Deletion	Delete unneeded term.
4	Introduction text	Deletion	The data is obsolete and not needed.
5	Introduction text	Deletion and Changes	Update years and revise data.
6	Goal I	Deletion and Changes	Improve for clarity.
7	Objective HO-1	Deletion	Segregation index is not needed as a measure.
8	Policy HO-1A.	Addition	Adds state, federal and local regulations.
9	Policy HO-1C.	Deletion	Not needed; Policy HO-4A inclusive of this policy.
10	Objective HO-2	Deletion and Change	Change year; no need to include specific acreage or densities.
11	Policy HO-2A	Deletion and Change	Old language not related to objective; new language is more appropriate.
12	Policy HO-2E.	Deletion and Change	Update department name
13	Objective HO-3	Deletion and Change	Update planning horizon; no need to specify number of units.
14	Policy HO-3A.	Addition	Specify that incentives are fiscal.
15	Policy HO-3C.	Addition	Improve language.
16	Policy HO-3D.	Deletion	No need to specify programs
17	Policy HO-3F.	Deletion and Change	Improve language and delete year.
18	Policy HO-3G.	Deletion and Change	Update department name.
19	Policy HO-3H.	Addition	New policy to remove barriers to housing development.
20	Policy HO-3I.	Addition	New policy to encourage development in areas with existing infrastructure.
21	Policy HO-4A.	Deletion and Addition	Specify strategy and improve language.
22	Policy HO-4B.	Deletion and Addition	Specify community meetings.

HOUSING ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
23	Policy HO-5B.	Deletion and Addition	Improve language.
24	Policy HO-6B.	Deletion and Addition	Delete specific programs and provide for more financial incentives and programs.
25	Policy HO-6E.	Addition	New policy to help preservation of government affordable housing.
26	Objective HO-7	Addition	Adds language consistent with energy and resource conservation.
27	Policy HO-7F.	Deletion	Remove time restriction.
28	Goal III	Addition	Adds language consistent with resource and conservation energy.
29	Policy HO-8B.	Deletion and Addition	Improve language.
30	Policy HO-8E.	Deletion	Unneeded term.
31	Policy HO-8G.	Addition	New policy to support conservation and preservation of historic neighborhoods.
32	Objective 10	Deletion and Addition	Improves wording; deletes reference to person with AIDS.
33	Policy HO-10A.	Deletion	Deletes reference to persons with AIDS; and reference to institutionalized.
34	Monitoring Program	Deletion	Obsolete reference to repealed Rule 9J-5.
35	Monitoring Program	Deletion	Unneeded language. .
36	Monitoring Program	Deletion	Obsolete reference to repealed Rule 9J-5.
37	Evaluation Assessment Review	Deletion	Unneeded year reference.
38	Goal I Objective HO-1.	Deletion and Addition	Delete old monitoring measure and add a more appropriate monitoring measure.
39	Goal I Objective HO-2.	Delete and Addition	Improve monitoring measure.
40	Goal I Objective HO-3.	Deletion and Addition	Improve existing monitoring measure and add new measure.
41	Goal II Objective HO-5.	Deletion and Addition	Delete year reference.

HOUSING ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
42	Goal II Objective HO-6.	Deletion and Addition	Delete year reference and improve monitoring measure.
43	Goal II Objective HO-7.	Addition	Adds needed sustainability language.
44	Goal III Objective HO-9.	Deletion and Addition	Change evaluation period from 5 to 7 years.

**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).

*Underlined words are additions. Words with ~~strikethrough~~ are deletions. All other words exist in the Plan and remain unchanged.

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT

INTRODUCTION

1. ~~The environmental sensitivity of Miami-Dade County is underscored by the fact that the urban developed area of the County portion lies between two national parks, Everglades and Biscayne National Parks, and the Florida Keys National Marine Sanctuary. The close relationship of tourism to the preservation of Miami-Dade County's unique native plants, fish, wildlife, beaches and near shore water quality is closely related to the continued success of the County's tourism industry. and as such preservation So, natural resource preservation in Miami-Dade County has been recognized as an economic as well as environmental issue. 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. 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.~~

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 County has addressed this is also working to address these challenges by 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, GreenPrint, the County's plan for sustainability, and over three decades of local planning, monitoring, and evaluating proposed activities in wetlands and uplands. It is the intent of Since 1975, Miami-Dade County has sought to channel growth~~

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~~toward those areas of the County that are most intrinsically suited for development, in conjunction with municipalities and the development community.~~

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, 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. ~~This Element and the proposed natural resources objectives, policies and maps in the Land Use Element and Coastal Management Element continue the County's efforts to manage growth while that established trend striving to identify, conserve, appropriately use, protect and restore the biological, geological and hydrological resources of Miami-Dade County of the County. This Element is implemented through relevant sections of the County Code and through the development review process. Since the adoption of the Comprehensive Development Master Plan (CDMP) in 1975, Miami-Dade County has been committed to Policies in this Element are designed to protection of protect and manage impacts to environmentally sensitive uplands, 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 the establishment of the Miami-Dade County Department of Environmental Resources Management (DERM) in 1974, Miami-Dade County has also 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. Through local and regional partnerships, the County will continue to work towards sustainable development patterns, while protecting unique natural resources critical to the South Florida economy.~~

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

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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, water wells, 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, marine habitats, and other natural resources.

5. ~~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.~~

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

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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 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

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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 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

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- 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 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.

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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.
- 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 approved wellfield protection areas plans shall be strictly enforced. ~~The recommendations of the NW Wellfield Protection Plan shall continue to be fully implemented, as are recommendations that evolve from the West Wellfield and South Dade Wellfield planning processes.~~ Recommendations from the Lakebelt Planning Process and other ongoing planning activities shall continue to be implemented and enforced.

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.

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- 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 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

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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 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

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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.
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

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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 (DPO 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

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

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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.

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~~ 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.

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29. ~~CON-5I~~ ~~Miami-Dade County shall consider w~~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.
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~~ 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. ~~CON-6E~~. ~~Areas in Miami-Dade County having soils with good potential for agricultural use without additional drainage of wetlands shall be protected from urban encroachment.~~ *
36. ~~CON-6F~~. 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-6G~~. 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.

* Changes made by the Board of County Commissioners by Resolution No. R-405-13 adopted on May 22, 2013.

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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.
- 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.

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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 ~~2015~~. This shall be funded from ad valorem tax revenues unless other revenue streams sufficient for this purpose are identified and implemented prior to 2020.
- 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

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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, 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

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the provision and preservation of canopy and understory for aesthetics, physical comfort, energy savings, economic benefits, and wildlife habitat.

48. CON-81. 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.

<i>Species – Latin Name</i>	<i>Species Common Name</i>
<i>Abrus precatorius</i>	Rosary pea
<i>Acacia auriculiformis</i>	Earleaf acacia
<i>Adenanthera 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 spp.</i>	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>	Carrotwood
<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

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<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>	Waterhyme, 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 leucocephala</i>	White leadtree, lead tree, jumbie bean, tantan
<i>Ludwigia peruviana</i>	Peruvian primrosewillow
<i>Lygodium spp. Except L.</i>	Climbing fern, e.g. Old World climbing fern
<i>Palmatum</i>	Japanese climbing fern
<i>Macfadyena unguis-cati</i>	Catclawvine
<i>Melaleuca quinquenervia</i>	Punk tree, melaleuca, cajeput, paperbark tree, tea tree, swamp tea tree
<i>Melia azedarach</i>	Chinaberrytree, Chinaberry
<i>Merremia tuberosa</i>	Spanish arborvine, yellow morning glory, woodrose, Hawaiian woodrose, ceylon morning glory, Spanish wood vine
<i>Mimosa pigra</i>	Black mimosa, Catclaw mimosa
<i>Neyraudia reynaudiana</i>	Burmareed, silkreed
<i>Paederia spp.</i>	Sewervine, skunkvine, onion vine
<i>Panicum repens</i>	Torpedograss
<i>Pennisetum purpureum</i>	Elephantgrass, Napiergrass
<i>Pistia stratiotes</i>	Water lettuce
<i>Pueraria montana var.</i>	Kudzu lobata
<i>Rhodomyrtus tomentosa</i>	Rose myrtle, Downy rose myrtle
<i>Rhynchelytrum repens</i>	Rose natalgrass, Natal grass
<i>Ricinus communis</i>	Castorbean, castor oil plant, palma christi, wonder tree
<i>Sapium sebiferum</i>	Popcorn tree, Chinese tallowtree
<i>Scaevola taccada</i>	Beach naupaka, scaevola, half flower
<i>Schefflera actinophylla</i>	Australian umbrella tree, umbrella tree, rubber tree, starleaf
<i>Schinus terebinthifolius</i>	Brazilian pepper, Christmas berry tree, Florida holly
<i>Senna pendula var.</i>	Valamuerto, Climbing cassia, Christmas
<i>Glabrata</i>	Cassia, Christmas senna
<i>Solanum tampicense</i>	Aquatic soda apple, wetland nightshade
<i>Solanum viarum</i>	Tropical soda apple

[†] *Ficus microcarpa* may be propagated for export outside of the State of Florida.

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<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.

Species Latin Name	Species Common Name
<i>Bauhinia variegata</i>	<i>Orchid tree</i>
<i>Bauhinia purpurata</i>	<i>Orchid tree</i>
<i>Calophyllum calaba</i>	<i>Mastwood</i>
<i>Catharanthus roseus</i>	<i>Madagascar periwinkle</i>
<i>Derris Indica</i>	<i>Pongam</i>
<i>Eugenia uniflora</i>	<i>Surinam cherry</i>
<i>Epipremnum pinnatum</i> vc. <i>Aureum</i>	<i>Pothos</i>
<i>Kalanchoe pinnata</i>	<i>Life plant</i>
<i>Lantana camara</i>	<i>Lantana</i>
<i>Murraya paniculata</i> (orange jessamine)	<i>Orange jessamine</i>
<i>Pittosporum tobira</i> (pittosporum)	<i>Japanese pittosporum</i>
<i>Pouteria campechiana</i>	<i>Ganistel</i>
<i>Psidium guyava</i>	<i>Guava</i>
<i>Psidium littorale</i>	<i>Cattley guava</i>
<i>Rhoeo spathacea</i>	<i>Oyster plant</i>
<i>Sansevieria hyacinthoides</i> (= <i>S. trifasciata</i>)	<i>Bowstring hemp</i>
<i>Syngonium podophyllum</i>	<i>Arrowhead</i>
<i>Syzygium cumini</i>	<i>Jambolan; Java plum</i>
<i>Syzygium jambos</i>	<i>Rose apple</i>
<i>Terminalia catappa</i>	<i>Tropical almond</i>
<i>Washingtonia</i> spp.	<i>Washington Palm</i>
<i>Wedelia trilobata</i>	<i>Wedelia</i>
<i>Zebrina pendula</i>	<i>Wandering zebrine</i>

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

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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.
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 net 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

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map wildlife populations, and by 2005~~20~~, 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

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

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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 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.

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
<i>Acacia choriophylla</i>	Tamarindillo; cinnecord	E	NL	Y
<i>Acanthocereus tetragenus</i>	Triangle cactus	T	NL	Y
<i>Acoelorrhaphe wrightii</i>	Everglades palm	T	NL	Y
<i>Acrostichum aureum</i>	Golden leather fern	T	NL	Y
<i>Adiantum capillus-veneris</i>	Venus hair fern; southern maidenhair fern	NL	NL	Y
<i>Adiantum melanoleucum</i>	Fragrant maidenhair fern	E	NL	Y
<i>Adiantum tenerum</i>	Brittle maidenhair fern	E	NL	Y
<i>Aeschynomene pratensis</i>	Meadow joint-vetch	E	NL	Y
<i>Agalinis filifolia</i>	Seminole false fox glove	NL	NL	Y
<i>Aletris bracteata</i>	White colic root	E	NL	Y
<i>Alvaradoa amorphoides</i>	Mexican alvaradoa	E	NL	Y
<i>Amorpha herbacea</i> var. <i>crenulata</i>	Crenulate (=Miami) lead plant	E	E	Y
<i>Amphitecna latifolia</i>	Black calabash	NL	NL	Y
<i>Anemia wrightii</i>	Parsley fern Wright's pineland fern	E	NL	Y
<i>Angadenia berteroi</i>	Pineland golden trumpet	T	NL	Y
<i>Argusia gnaphalodes</i>	Sea rosemary	E	NL	Y
<i>Argythamnia blodgettii</i>	Blodgett's silverbush	E	C	Y
<i>Aristolochia pentandra</i>	Marsh's dutchmans pipe	E	NL	Y
<i>Asimina tetramera</i>	Four petal paw paw	E	NL	
<i>Asplenium abscissum</i>	Cutleaf spleenwort	NL	NL	Y
<i>Asplenium dentatum</i>	Toothed spleenwort	E	NL	Y
<i>Asplenium serratum</i>	Wild bird nest fern	E	NL	Y
<i>Asplenium verecundum</i>	Modest spleenwort	E	NL	Y
<i>Asplenium x biscoyanianum</i>	Biscayne spleenwort	NL	NL	Y
<i>Asteraea lobata</i>	Lobed croton; Florida treefern	NL	NL	Y
<i>Baccharis dioica</i>	Broombush falsewillow	E	NL	Y
<i>Basiphyllaea corallicola</i>	Carter's orchid	E	NL	Y
<i>Bletia patula</i>	Flor de Pesmo	NL	NL	Y
<i>Bletia purpurea</i>	Pinepink orchid	T	NL	Y
<i>Bourreria cassinifolia</i>	Little Smooth strongback	E	NL	Y
<i>Bourreria succulenta</i>	Bahama strongback	E	NL	Y
<i>Brassia caudata</i>	Long-tailed Spider orchid	TE	NL	Y
<i>Brickellia eupatorioides</i> var. <i>floridana</i> <i>Brickellia mosieri</i>	Florida bBrickell-brush; Florida Mosier's false boneset	E	C2	Y
<i>Byrsonima lucida</i>	Locustberry	T	NL	Y
<i>Caesalpinia major</i>	Yellow nickerbean	E	NL	Y
<i>Calopogon multiflorus</i>	Many-flowered grass pink	E	NL	Y
<i>Calypttranthes pallens</i>	Spicewood; pale lid flower	T	NL	Y
<i>Calypttranthes zuzygium</i>	Myrtle-of-the-river	E	NL	Y
<i>Campanula robinisiae</i>	Brooksville bellflower	E	NL	
<i>Campyloneurum angustifolium</i>	Narrow strap fern	E	NL	Y
<i>Campyloneurum costatum</i>	Tailed strap fern	E	NL	Y
<i>Campyloneurum latum</i>	Broad strap fern	E	NL	Y
<i>Canella winterana</i>	Pepper Wild cinnamon bark	E	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
Cassia keysonsis (=Chaemoncrista)	Big Pine partridge pea	F	NL	
<u>Catopsis berteroniana</u>	Powdery catopsis strap airplant	E	NL	Y
<u>Catopsis floribunda</u>	Florida strap airplant	E	NL	Y
<u>Cayaponia americana</u>	American melonleaf	NL	NL	Y
<u>Ceropteris pteridoides</u>	Water horn fern	NL	NL	Y
<u>Celosia nitida</u>	West Indian cock's comb	E	NL	Y
<u>Centrogenium setaceum</u>	Spurred neotia	E	NL	
<u>Cereus eriophoris</u> var. <u>fragrans</u>	Fragrant prickly apple	E	NL	
<u>Cereus robinii</u>	Key tree cactus	E	NL	
<u>Chamaesyce deltoidea</u> ssp. <u>adherens</u>	Gould's wedge sandmat	E	NL	Y
<u>Chamaesyce deltoidea deltoidea</u>	Deltaoid spurge Wedge sandmat; rockland spurge	E	E	Y
<u>Chamaesyce deltoidea garberi</u>	Garber's sandmat; Garber's spurge	E	T	Y
<u>Chamaesyce deltoidea pinetorum</u>	Pineland sandmat	E	C	Y
<u>Chamaesyce pergamena</u>	Southern Florida sandmat	T	NL	Y
<u>Chamaesyce portieriana</u>	Porter's sandmat	E	NL	Y
<u>Chaptalia albicans</u>	White sunbonnets	T	NL	Y
<u>Cheilanthes microphylla</u>	Southern lip fern	E	NL	Y
<u>Chionanthus pygmaeus</u>	Pygmy fringe tree	E	NL	
<u>Chrysophyllum oliviforme</u>	Satin leaf	T	NL	Y
<u>Chrysopsis floridana</u>	Florida golden aster	E	NL	
<u>Cissampelos pareira</u>	Velvet leaf; pareira brava	E	NL	Y
<u>Cladonia perforata</u>	Florida perforate cladonia	E	NL	
<u>Clitoria fragrans</u>	Pigeon wings	T	NL	
<u>Clitoria mariana</u>	Butterfly pea; Atlantic pigeonwings	NL	T	Y
<u>Coccothrinax argentata</u>	Florida silver palm	T	NL	Y
<u>Colubrina cubensis</u> var. <u>floridana</u>	Cuban nakedwood	E	NL	Y
<u>Colubrina elliptica</u>	Soldierwood	E	NL	Y
<u>Conradina brevifolia</u>	Short-leaved rosemary	E	G2	
<u>Conradina etonia</u>	Etonia rosemary	E	NL	
<u>Conradina glabra</u>	Apalachicola rosemary	E	NL	
<u>Conradina grandiflora</u>	Large flowered false rosemary	T	NL	Y
<u>Cordia globosa</u>	Curacao bush	E	NL	Y
<u>Cranichis muscosa</u>	Cypress knee helmet orchid; moss orchid	E	NL	Y
<u>Crotalaria avonensis</u>	Avon park harebells	E	NL	
<u>Crossopetalum ilicifolium</u>	Christmas berry	T	NL	Y
<u>Crossopetalum rhacoma</u>	Rhacoma maidenberry	T	NL	Y
<u>Croton humilis</u>	Pepperbush	E	NL	Y
<u>Ctenitis sloanei</u>	Red-hair comb fern	E	NL	Y
<u>Ctenitis submarginalis</u>	Brown-hair comb fern	E	NL	Y
<u>Cupania glabra</u>	Florida toadwood	E	NL	Y
<u>Cucurbita okeechobeensis</u>	Okeechobee gourd	E	E	
<u>Cuscuta americana</u>	American dodder	NL	NL	Y
<u>Cynanchum blodgettii</u>	Blodgett's swallowwort	T	NL	Y
<u>Cyperus pendunculatus</u>	Beach star	E	NL	Y
<u>Cyrtopodium punctatum</u>	Cow-horn orchid; cigar orchid	E	NL	Y
<u>Dalbergia brownei</u>	Browne's Indian rosewood	E	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
<u>Dalea carthagenensis</u> var. <u>floridana</u>	Florida prairie clover	E	C	Y
<u>Dendrophylax lindenii</u>	Ghost orchid	E	NL	Y
<u>Deeringothamnus pulchellus</u>	Beautiful paw paw	E	NL	
<u>Deeringothamnus rugelii</u>	Rugel's paw paw	E	NL	
<u>Dicerandra christmanii</u>	Garett's mint	E	NL	
<u>Dicerandra cornutissima</u>	Longspurred mint	E	NL	
<u>Dicerandra frutescens</u>	Scrub mint	E	NL	
<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;	E	NL	Y
	spurred neottia			
<u>Encyclia tampensis</u>	Butterfly orchid	CE	NL	Y
<u>Epidendrum anceps</u>	Dingy-flowered star orchid;	E	NL	Y
	dingy-flowered epidendrum			
<u>Epidendrum floridense</u>	Umbrella star orchid;	E	NL	Y
	umbrella epidendrum			
<u>Epidendrum nocturnum</u>	Night scented; night	E	NL	Y
	scented epidendrum			
<u>Epidendrum rigidum</u>	Stiff-flowered star orchid;	E	NL	Y
	rigid epidendrum			
<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	E	NL	Y
	nerved ernodea			
<u>Eryngium cuneifolium</u>	Snakeroot	E	NL	
<u>Eugenia confusa</u>	Redberry stopper; redberry	E	NL	Y
	eugenia			
<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	E	NL	Y
	glory; dwarf bindweed			
<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	E	NL	Y
	hooded orchid			
<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	E	NL	Y
	goenia			
<u>Guaiacum sanctum</u>	Hollywood lignumvitae	E	NL	Y
<u>Guzmania monostachia</u>	Fuch's bromeliad; West	E	NL	Y
	Indian tufted airplant			
<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

Scientific Name	Common Name	Designated State	Status Federal	County
<u>Habenaria nivea</u>	<u>Snowy orchid</u>	<u>T</u>	<u>NL</u>	<u>Y</u>
	Johnson's seagrass	<u>T</u>	<u>NLT</u>	<u>Y</u>
<u>Harperocallis flava</u>	<u>Harper's beauty</u>	<u>E</u>	<u>NL</u>	
<u>Harrisia fragrans</u>	<u>Caribbean apple cactus;</u> <u>Indian River prickly-apple;</u> <u>Simpson's applecactus</u>	<u>E</u>	<u>E</u>	<u>Y</u>
<u>Harrisela porrecta</u>	<u>Needleroot airplant</u>	<u>T</u>	<u>NL</u>	<u>Y</u>
<u>Helenium flexuosum</u>	<u>Purple sneeze weed</u>	<u>NL</u>	<u>NL</u>	<u>Y</u>
<u>Hibiscus poeppigii</u>	<u>Poepigg's rosemallow</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Hippomane mancinella</u>	<u>Manchineel</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Hypelate trifoliata</u>	<u>White ironwood</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Hypericum cumulicola</u>	<u>Highlands scrub hypericum</u>	<u>E</u>	<u>NL</u>	
<u>Hypericum myrtifolium</u>	<u>Myrtle leaf St. John's wort</u>	<u>NL</u>	<u>NL</u>	<u>Y</u>
<u>Ilex krugiana</u>	<u>Krug's holly</u>	<u>T</u>	<u>NL</u>	<u>Y</u>
<u>Indigofera trita ssp. scabra keyensis</u>	<u>Florida Keys indigo</u>	<u>E</u>	<u>C</u>	<u>Y</u>
<u>Ipomoea microdactyla</u>	<u>Bejuco colorado; wild</u> <u>potato morning glory; man-</u> <u>in-the-ground</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Ipomoea tenuissima</u>	<u>Rockland morning glory</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Isoetes flaccida</u>	<u>Florida quillwort</u>	<u>NL</u>	<u>NL</u>	<u>Y</u>
<u>Jacquemontia curtisii</u>	<u>Pineland jacquemontia</u>	<u>T</u>	<u>NL</u>	<u>Y</u>
<u>Jacquemontia havanensis</u>	<u>Havana clustervine</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Jacquemontia pentanthos</u>	<u>Skyblue clustervine</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Jacquemontia reclinata</u>	<u>Beach clustervine; Bbeach</u> <u>Jacquemontia</u>	<u>E</u>	<u>E</u>	<u>Y</u>
<u>Jacquinia keyensis</u>	<u>Joewood</u>	<u>T</u>	<u>NL</u>	<u>Y</u>
<u>Justica cooleyi</u>	<u>Coeley's water willow</u>	<u>E</u>	<u>NL</u>	
<u>Koanophyllon villosum</u>	<u>Florida shrub</u> <u>thoroughwood</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Lantana canescens</u>	<u>Hammock shrub verbena</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Lantana depressa</u>	<u>Rockland shrub verbena</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Lactuca floridana</u>	<u>Woodland lettuce</u>	<u>NL</u>	<u>NL</u>	<u>Y</u>
<u>Lechea divaricata</u>	<u>Drysand pinweed;</u> <u>spreading pinweed</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Leptochloa fusca var. uninervia</u>	<u>Mexican sprangletop</u>	<u>NL</u>	<u>NL</u>	<u>Y</u>
<u>Leptochloa virgata</u>	<u>Tropical sprangletop</u>	<u>NL</u>	<u>NL</u>	<u>Y</u>
<u>Licaria triandra</u>	<u>Pepper leaf sweetwood</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Lindera melissifolia</u>	<u>Pondberry</u>	<u>E</u>	<u>NL</u>	
<u>Linum arenicola</u>	<u>Sand flax</u>	<u>E</u>	<u>C</u>	<u>Y</u>
<u>Linum carteri</u>	<u>Everglades flax</u>	<u>E</u>	<u>C</u>	<u>Y</u>
<u>Linum carteri var. carterii</u>	<u>Carter's Everglades flax</u>	<u>E</u>	<u>C</u>	<u>Y</u>
<u>Linum carteri var. smallii</u>	<u>Small's flax</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Linum floridanum</u>	<u>Florida yellow flax</u>	<u>NL</u>	<u>NL</u>	<u>Y</u>
<u>Lippia stoechadifolia</u>	<u>Southern fogfruit; southern</u> <u>matchsticks</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Liparis nervosa</u>	<u>Pantropical widelip orchid;</u> <u>tall tway blade</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Lomariopsis kunzeana</u>	<u>Hollyvine fern; climbing</u> <u>holly fern</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Lupinus aridorum</u>	<u>Scrub lupine</u>	<u>E</u>	<u>NL</u>	
<u>Macbridea alba</u>	<u>White birds-in-a-nest</u>	<u>T</u>	<u>NL</u>	
<u>Macradenia lutescens</u>	<u>Long-gland orchid; Trinidad</u> <u>macradenia</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Manilkara jaimiqui ssp. emarginata</u>	<u>Wild dilly</u>	<u>T</u>	<u>NL</u>	<u>Y</u>

Scientific Name	Common Name	Designated State	Status Federal	County
<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
<u>Opuntia corallicola</u>	Semaphore pricklypear; semaphore cactus	E	NL	Y
<u>Opuntia stricta</u>	Erect pricklypear; shell-mound pricklypear	T	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	T	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 pilodon var. bourgeaniana</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	T	NL	

Scientific Name	Common Name	Designated State	Status Federal	County
<u>Pithecellobium keyense</u>	Florida Keys blackbead	T	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 geniculata</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	T	NL	Y
<u>Pseudophoenix sargentii</u>	Seargants cherry palm; buccaneer palm	E	NL	Y
<u>Psidium longipes</u>	Mangrove berry	T	NL	Y
<u>Psychotria ligustrifolia</u>	Bahama wild coffee; smooth wild coffee	E	NL	Y
<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 ladies	T	NL	Y
<u>Sacoila lanceolata</u> var. <u>paludicola</u>	Leafy beaked ladies	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>Sesuvium portulacastrum</u>	American chaffseed	E	NL	
<u>Scleria ciliata</u> var. <u>curtissii</u>	Fringed nutrush	NL	NL	Y
<u>Scleria lithosperma</u>	Florida Keys nutrush	E	NL	Y
<u>Scutellaria floridana</u>	Florida Skullcap	T	NL	
<u>Scutellaria havanensis</u>	Havana skullcap	E	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
<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 lady's slippers; small lady's slippers	E	NL	Y
<u>Spiranthes costaricensis</u>	Costa Rican lady's slippers	E	NL	Y
<u>Spiranthes elata</u>	Tall neottia; tall lady's slippers	E	NL	Y
<u>Spiranthes laciniata</u>	Lace lip lady's slippers	T	NL	Y
<u>Spiranthes longibras</u>	Long lip lady's slippers	T	NL	Y
<u>Spiranthes lucayana</u>	Gray lady's slippers;	E	NL	Y
<u>Spiranthes torta</u>	Southern lady's slippers	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 hoary pea	E	NL	Y
<u>Tephrosia angustissima var. corallicola</u>	Coral hoary pea	E	NL	Y
<u>Tephrosia spicata</u>	Spiked hoary pea	NL	NL	Y
<u>Tetrazygia bicolor</u>	Florida clover ash	T	NL	Y
<u>Thalictrum cooley</u>	Cooley's meadow rue	E	NL	
<u>Thelypteris augescens</u>	Abrupt tipped maiden fern	T	NL	Y
<u>Thelypteris hispidula var. 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 var. clavisipica</u>	Clubspike cardinal airplant	E	NL	Y
<u>Tillandsia fasciculata var. densispica</u>	Mez stiff-leaved wild pine	E	NL	Y
<u>Tillandsia flexuosa</u>	Twisted air plant	T	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
<u>Tillandsia utriculata</u>	<u>Giant airplant; giant wild pine</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Tillandsia variabilis</u>	<u>Leatherleaf airplant</u>	<u>T</u>	<u>NL</u>	<u>Y</u>
<u>Torreya taxifolia</u>	<u>Florida Torreya</u>	<u>E</u>	<u>NL</u>	
<u>Tournefortia hirsutissima</u>	<u>Chiggery grapes</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Tragia saxicola</u>	<u>Rockland noseburn</u>	<u>T</u>	<u>NL</u>	<u>Y</u>
<u>Trema lamarckiana</u>	<u>West Indian trema; Lamarck's trema</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Trichomanes krausii</u>	<u>Kraus' bristle fern</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Trichomanes lineolatum</u>	<u>Lined bristle fern</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Trichomanes punctatum ssp. floridanum</u>	<u>Florida bristle fern</u>	<u>E</u>	<u>C</u>	<u>Y</u>
<u>Tricocentrum undulata</u>	<u>Mule-eared oncidium; Cape Sable dancing lady orchid</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Tridens flavus</u>	<u>Tall redbot; purple tridens</u>	<u>NL</u>	<u>NL</u>	<u>Y</u>
<u>Triplasis americana</u>	<u>Perennial sandgrass</u>	<u>NL</u>	<u>NL</u>	<u>Y</u>
<u>Tripsacum floridanum</u>	<u>Florida gamagrass</u>	<u>T</u>	<u>NL</u>	<u>Y</u>
<u>Tropidia polystachya</u>	<u>Young palm orchid</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Utricularia juncea</u>	<u>Southern bladderwort</u>	<u>NL</u>	<u>NL</u>	<u>Y</u>
<u>Vallesia antillana</u>	<u>Tearshrub</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Vanilla barbellata</u>	<u>Worm-vine orchid</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Vanilla dilloniana</u>	<u>Leafless vanilla; Dillon's vanilla</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Vanilla mexicana</u>	<u>Mexican vanilla; unscented vanilla; Fuch's vanilla</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Voyria parasitica</u>	<u>Parasitic ghostplant</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Warea carteri</u>	<u>Carter's pinelandcress; Carter's mustard</u>	<u>E</u>	<u>E</u>	<u>Y</u>
<u>Warea wide leaf</u>	<u>Wasrea amplexifolia</u>	<u>E</u>	<u>NL</u>	
<u>Zamia pumila</u>	<u>Florida arrowroot; coontie</u>	<u>CE</u>	<u>NL</u>	<u>Y</u>
<u>Zanthoxylum coriaceum</u>	<u>Biscayne pricklyash; leathery pricklyash</u>	<u>E</u>	<u>NL</u>	<u>Y</u>
<u>Zaphranthes atamasca</u>	<u>Atamasco lily</u>	<u>T</u>	<u>NL</u>	<u>Y</u>
<u>Zornia bracteata</u>	<u>Viperina</u>	<u>NL</u>	<u>NL</u>	<u>Y</u>

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.

**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	E	E	Y
<i>Acipenser oxyrinchus desotoi</i>	Atlantic (Gulf) Sturgeon	SSCT	T	Y
<i>Acipenser oxyrinchus oxyrinchus</i>	Atlantic Sturgeon	E	E	Y
<i>Cyprinodon variegatus hubbsi</i>	Lake Eustis pupfish	SSC	NL	
<i>Etheostoma histrio</i>	Harlequin darter	SSC	NL	
<i>Etheostoma olmstedti maculatiiceps</i>	Southern tessellated darter	SSC	NL	Y
<i>Fundulus jenkinsi</i>	Saltmarsh topminnow	SSC	NL	Y
<i>Menidia conchorum</i>	Key silverside	T	NL	Y
<i>Micropterus notius</i>	Suwannee bass	SSC	NL	
<i>Notropis melanostomus</i>	Blackmouth shiner	E	NL	
<i>Pristis pectinata</i>	Smalltooth Sawfish	NL	E	Y
<i>Pteronotopis 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	SSCT	T	
<i>Ambystoma cingulatum</i>	Flatwoods salamander	SSC	T	
<i>Caretta caretta</i>	Loggerhead sea turtle	T	T	
<i>Chelonia mydas</i>	Green sea turtle	E	E	
<i>Crocodylus acutus</i>	American crocodile	ET	E	Y
<i>Dermochelys coriacea</i>	Leatherback sea turtle	E	E	
<i>Drymarchon corais couperi</i>	Eastern indigo snake	T	T	Y
<i>Elaphe guttata guttata</i>	Red rat snake	TSSC	TNL	Y
<i>Eretmochelys imbricata</i>	Hawksbill sea turtle	E	E	
<i>Eumeces egregius lividus</i>	Bluetail mole skink	T	T	
<i>Eumeces egregius egregious</i>	Florida Keys mole skink	SSC	NL	Y
<i>Gopherus polyphemus</i>	Gopher Tortoise	SSCT	C2	Y
<i>Graptomys barbouri</i>	Barbour's map turtle	SSC	NL	
<i>Haidetriton wallacei</i>	Georgia blind salamander	SSC	NL	
<i>Hyla andersonii</i>	Pine barrens treefrog	SSC	NL	
<i>Kinosternon baurii</i>	Striped mud turtle	E	NL	Y
<i>Lepidochelys Kempii</i>	Atlantic (Kemp's) Ridley sea turtle	E	E	
<i>Macroclomys temminckii</i>	Alligator snapping turtle	SSC	NL	
<i>Malaclemys terrapin</i>	Mangrove terrain turtle	NL	NL	Y
<i>Neoseps reynoldsi</i>	Sand skink	T	T	
<i>Nerodia clarkii taeniata</i>	Atlantic salt marsh water snake	T	T	Y
<i>Pituophis melanoleucus mugitus</i>	Florida pine snake	SSC	G2NL	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</i>	Gopher frog	SSC	NL	Y
<i>Rana okaloosae</i>	Florida bogfrog	SSC	NL	
<i>Sittosepsia extenuatum</i>	Short-tailed snake	T	NL	Y
<i>Storeria dekayi victa</i>	Florida brown snake	T	NL	
<i>Tantilla oolitica</i>	Rim Rock Crowned snake	T	G2NL	Y
<i>Thamnophis sauritus sackeni</i>	Florida Ribbon Snake	T	NL	Y
BIRDS				
<i>Accipiter cooperii</i>	Cooper's hawk	NL	NL	Y
<i>Aimophila aestivalis</i>	Bachman's sparrow	NL	NL	Y
<i>Ammodramus maritimes pennisulae</i>	Scott's seaside sparrow	SSC	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
Ammodramus maritimus junciculus	Wakulla seaside sparrow	SSC	NL	
Ammodramus maritimus mirabilis	Cape sable seaside sparrow	E	E	Y
Ammodramus savannarum floridanus	Florida grasshopper sparrow	E	E	
Aphelocoma coerulescens	Florida scrub jay	T	T	
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	E	E	Y
Caracara cheriway	Crested caracara	T	T	
Charadrius melodus	Piping plover	T	T	Y
Charadrius alexandrinus tenuirostris	Southeastern (Cuban) snowy plover	T	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	E	NL	
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	Y
Falco sparverius paulus	Southeastern American kestrel	T	G2NL	Y
Frigata magnificens	Magnificent frigate bird	NL	NL	Y
Grus canadensis pratensis	Florida sandhill crane	T	NL	Y
Grus americana	Whooping crane	SSCE	NL	
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	E	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	Y
Passerina ciris	Painted bunting	NL	NL	Y
Patagioenas leucocephala	White crowned pigeon	T	NL	Y
Picoides borealis	Red-cockaded woodpecker	SSCE	E	Y
Picoides villosus	Hairy woodpecker	NL	NL	Y
Platalea ajaja	Roseate spoonbill	SSC	NL	Y
Polyborus plancus audubonii	Audobon's crested caraca	T	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	Everlades snail kite	E	E	Y
Rynchops niger	Black skimmer	SSC	NL	Y
Setophaga discolor	Prairie warbler	NL	NL	Y
Sterna antillarum	Least tern	T	NL	Y
Sterna dougalli	Roseate tern	T	T	Y

Scientific Name	Common Name	Designated State	Status Federal	County
<u>Thalasseus sandvicensis</u>	Sandwich tern	NL	NL	Y
<u>Vermivora bachmanii</u>	Bachman's warbler	E	E	Y
<u>Vireo altiloquus</u>	Black-whiskered vireo	NL	NL	Y
MAMMALS				
<u>Balaenoptera borealis</u>	Sei whale	E	NLE	
<u>Balaenoptera physalus</u>	Finback whale	E	E	
<u>Blarina carolinensis shermani</u>	Sherman's short-tailed shrew	SSC	G2	
<u>Eubalaena glacialis</u>	North Atlantic right whale	E	NLE	
<u>Eumops glaucinus floridanus</u>	Florida bonneted (mastiff) bat	E	C4	Y
<u>Felis concolor coryi</u>	Florida Panther	E	E	Y
<u>Lutra canadensis</u>	River otter	E	NL	Y
<u>Megaptera novaeangliae</u>	Humpback whale	E	E	
<u>Monachus tropicalis</u>	Caribbean monk seal	NL	NL	Y
<u>Neotoma floridana smalli</u>	Key Largo woodrat	E	E	Y
<u>Neovison vison evergladensis</u>	Everglades mink	T	NL	Y
<u>Odocoileus virginianus clavium</u>	Key deer	E	E	
<u>Peromyscus gossypinus allapaticola</u>	Key Largo Cotton Mouse	E	E	Y
<u>Peromyscus polionotus allophrys</u>	Choctawhatchee beach mouse	E	E	
<u>Peromyscus polionotus niveiventris</u>	Southeastern beach mouse	T	T	Y
<u>Peromyscus polionotus phasma</u>	Anastasia Island Beach mouse	E	E	
<u>Peromyscus polionotus trissyllepsis</u>	Perdido Key mouse	E	E	
<u>Physeter catodon</u>	Sperm whale	ENL	E	
<u>Physter macrocephalus</u>	Sperm whale	E	NL	
<u>Plecotus rafinesquii</u>	Rafinesque's big eared bat	NL	NL	Y
<u>Podomys floridanus</u>	Florida mouse	SSC	G2NL	Y
<u>Sciurus niger avicennia</u>	Big Cypress fox squirrel	SSC	G2NL	Y
<u>Sciurus niger shermani</u>	Sherman's fox squirrel	SSC	G2NL	Y
<u>Trichechus manatus latirostris</u>	Florida manatee	E	E	Y
<u>Ursus americanus floridanus</u>	Florida black bear	NL	NL	Y
INVERTEBRATES				
CRUSTACEANS				
<u>Crangonyx gradimanus</u>	Florida cave amphipod	NL	NL	Y
<u>Palaemonetes cummingi</u>	Squirrel-chimney cave shrimp	NL	T	
<u>Procambarus econfinae</u>	Panama-city crayfish	SSC	NL	
<u>Procambarus orythrope</u>	Sims sink crayfish	SSC	NL	
<u>Procambarus Pictus</u>	Black creek crayfish	SSC	NL	
CORALS				
<u>Acropora cervicornis</u>	Staghorn coral	T	T	Y
<u>Acropora palmata</u>	Elkhorn coral	T	T	Y
<u>Agaricia lamarcki</u>	Lamarck's sheet coral	NL	NL	Y
<u>Agaricia spp</u>	Lettuce corals	NL	NL	Y
<u>Colpophyllia natans</u>	Boulder brain coral	NL	NL	Y
<u>Dendrogyra cylindrus</u>	Pillar coral	E	NL	Y
<u>Diploria ciliosa</u>	Knobby brain coral	NL	NL	Y
<u>Diploria labyrinthiformis</u>	Grooved brain coral	NL	NL	Y
<u>Dipolria strigosa</u>	Symmetrical brain coral	NL	NL	Y
<u>Eusmilia fastigiata</u>	Smooth flower coral	NL	NL	Y
<u>Meandrina meandrites</u>	Maze coral	NL	NL	Y
<u>Montastrea annularis</u>	Boulder star coral	NL	NL	Y
<u>Montastrea cavernosa</u>	Great star coral	NL	NL	Y
<u>Montastera faveolata</u>	Mountainous star coral	NL	NL	Y

Scientific Name	Common Name	Designated State	Status Federal	County
<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>Siderastera 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	E	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	E	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 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 bankclimber	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	T	T	Y
<u>Pleurobema 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 = Listed as Threatened Species. Defined as any species that 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 Species by the Florida ~~Game and Freshwater~~ Fish and Wildlife Conservation Commission (~~FGFW~~FWCC). 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~~FWCC. 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.

SSC = Listed as Species of Special Concern by the ~~FGFWFC~~FWCC. 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.

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.

4. REASONS FOR CHANGES

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction	Deletion and Addition	Revise to acknowledge issue of climate change and the County's participation in climate change activities.
2	Introduction text	Deletion and Addition	Delete reference to old plans and add in newer plans such as Greenprint.
3	Introduction text	Deletion and Addition	Delete old CDMP references and replace with language referring to the region's unique natural resources.
4	Introduction text	Deletion	Delete redundant reference to state statutes.
5	Introduction text	Deletion and Addition	Revise reference to the Coastal Management Element.
6	Introduction text	Deletion	Delete old reference to 2003 EAR.
7	Objective CON-1 *	Addition	Add in reference to climate change mitigation and adaptation strategies, in accordance with the EAR Climate Change/Sea Level Rise recommendation number four.
8	Policy CON-1A. *	Deletion and Addition	Reword to indicate the County's air compliance facilities and correct wording regarding air pollutants.
9	Policy CON-1D. *	Deletion and Addition	Reword to indicate the activities of the County's Cooperative Extension Service.
10	Policy CON-1E. *	Deletion and Addition	Reword to acknowledge training hosted by the County's Cooperative Service and remove specific reference to methyl bromide.
11	Policy CON-1G. *	Deletion and Addition	Correct wording regarding air pollutants.
12	Policy CON-1J. *	Addition	Reword to indicate

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
			recommendations of the Southeast Florida Regional Climate Change Compact to reduce greenhouse gas emissions.
13	Policy CON-2A. *	Deletion and Addition	Update policy to state that the stormwater master plans will continue to prioritize the listings of stormwater/drainage improvements.
14	Policy CON-2C.	Deletion and Addition	Correct department name.
15	Policy CON-2H.*	Deletion and Addition	Revise policy to better reflect the role of the County's Cooperative Extension in providing educational training for agricultural producers.
16	Policy CON-2I.*	Deletion and Addition	Rewrite to state information from hazardous facilities inspection programs and waste spills will continue to be integrated in GIS, and continue to maintain database of wellfield and ambient groundwater monitoring well program.
17	Policy CON-2J.	Deletion and Addition	Revise policy to make the enforcement of the 500-foot protection zone for certain water supplies an ongoing activity.
18	Policy CON-2K.*	Deletion and Addition	Revise policy to determine levels of concentrations for NPDES priority pollutants.
19	Policy CON-2M.	Addition	Add new policy that County will assist in distributing information regarding beach water quality.
20	Objective CON-3*	Deletion and Addition	Revise reference to specific plans and broaden policy regarding wellfield protection areas to acknowledge recommendations of other

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
			planning activities.
21	Policy CON-4A.*	Addition	Add new language to include undeveloped land and water storage values.
22	Policy CON-4C.	Deletion and Addition	Update department name.
23	Policy CON-4D.*	Deletion and Addition	Delete xeriscape term to replace with newer term of "Florida Friendly landscaping."
24	Policy CON-4E.*	Addition	Add language to investigate the suitability of reused water in wetland hydration.
25	Policy CON-4F.	Deletion and Addition	Update department name.
26	Objective CON-5*	Deletion and Addition	Delete reference to specific date in order to make updates to stormwater master plans an ongoing objective.
27	Policy CON-5A.*	Deletion and Addition	Correct the number of primary hydrologic basins and rewrite to have the Water Quality Level of Service measured by the geometric mean rather than the average, and include reference to additional parameters.
28	Policy CON-5G.*	Deletion and Addition	Analyze need for buffers between water impoundment areas and development based on analysis of water impoundment areas.
29	Policy CON-5I.*	Addition	In accordance with the EAR recommendation for Policy CON-3C, add new policy that the County should consider sea level rise when considering new county facilities.
30	Policy CON-6A.*	Deletion	Delete language of premature and retain current wording for encroachment.
31	Policy CON-6B.*	Addition	In accordance with the EAR recommendation for Objective CON-6 (Page 2.4-18), add new policy for planning

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
			considerations related to minerals/rockmining and soils/agriculture.
32	Policy CON-6C.	Deletion and Addition	Renumber policy.
33	Policy CON-6D.*	Deletion and Addition	Delete language of premature and retain current wording for encroachment.
34	Policy CON-6D.*	Deletion	Delete redundant policy as it is addressed in the Florida Building Code.
35	Policy CON-6E.	Addition	This new Policy and Policies CON-6F, CON-6G restate the County's goal to protect agricultural land and support the agricultural industry.
36	Policy CON-6F.	Addition	See above reason for Policy CON-6E.
37	Policy CON-6G.	Addition	See reason for Policy CON-6E, and in accordance with the EAR Recommendation number 4 regarding Climate Change/Sea Level Rise, consider climate change impacts.
38	Policy CON-7A.*	Deletion and Addition	Add the term degraded in reference to wetlands.
39	Policy CON-7D.	Deletion and Addition	Correct department names.
40	Policy CON-7E.*	Addition	Add Florida Forever to the list of acquisition programs.
41	Policy CON-7F.*	Deletion and Addition	Broaden policy to allow flexibility in selection of mitigation areas.
42	Policy CON-7G.*	Deletion and Addition	Revise policy to acknowledge coordination regarding basin management plans and add Florida Forever to the list of acquisition programs.
43	Policy CON-7H.*	Deletion and Addition	Update reference to specific date and add reference to long-term funding.
44	Policy CON-7J.*	Deletion and Addition	Strengthen policy to avoid approval of proposed

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
			applications and development that are inconsistent with CERP projects.
45	Policy CON-8B.*	Deletion and Addition	Add Florida Forever to the list of acquisition programs.
46	Policy CON-8D.*	Addition	Add language of understory to the forest canopy to avoid disturbance to hammocks and pinelands.
47	Policy CON-8H.*	Addition	Add language of understory to the forest canopy to avoid disturbance to hammocks and pinelands.
48	Policy CON-8I.*	Deletion and Addition	Delete listings of prohibited pest plants and nuisance species as it is being added to the County Code and add in reference to the County's Landscape Manual for the second listing of controlled exotic plant species prohibited from planted with 500 feet of native plant communities.
49	Policy CON-8J.*	Addition	Add reference to listed animal species.
50	Policy CON-8M.*	Addition	Add reference year for goal and references to tree ordinance changes to further increase canopy.
51	Policy CON-8N.*	Addition	Add reference to acknowledge County's existing program regarding EEL and NFC status and include reference to the possible creation of new programs.
52	Objective CON-9*	Deletion and Addition	Add reference to plants and change reference to undeveloped habitat.
53	Policy CON-9B.*	Deletion and Addition	Delete language stating where necessary and add language preventing degradation or destruction of habitat to

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
			strengthen policy.
54	Policy CON-9D.*	Deletion and Addition	Revise reference to specific date.
55	Monitoring Measure for CON-2.*	Deletion and Addition	Delete monitoring measure reference to average and replace with reference to geometric mean.
56	Monitoring Measure for CON-5.*	Addition*	Add in monitoring measure to track drainage facilities outside the UDB.
57	Monitoring Measure for CON-7.*	Addition	Add monitoring measure to track wetlands acquired through the Florida Forever program.
58	Appendix A*	Deletion and Addition	Update to reflect latest listings.
59	Appendix B*	Deletion and Addition	Update to reflect latest listings.

*Note: Text, goal, objective and/or policy complies with the proposed recommendation in the adopted 2010 Evaluation and Appraisal Report.

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**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).

* Underlined words are proposed additions. ~~Strikethrough words~~ are proposed deletions. All other words exist in the Plan and will remain unchanged.

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 143 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 quality.

Paragraph
Reference
Number

- 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 daily capacity no less than 2 percent above the maximum daily flow for

Paragraph
Reference
Number

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 any case where the federal, state, or County standards referenced in Policy WS-2A

Paragraph
Reference
Number

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:

Paragraph
Reference
Number

- 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.
 - (e) Location within areas of low land elevation in conjunction with high

Paragraph
Reference
Number

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, impacts on proximate land uses, the potential for creating a present or future

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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 monitor existing septic tanks that are currently at risk of malfunctioning due to high

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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.

4. REASONS FOR CHANGES

PART A – WATER AND SEWER SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction, paragraph 1	Deletion	Delete paragraph 1 with references to old EARs and replace with paragraph 3
2	Introduction, paragraph 2	Deletion	Delete paragraph 2 with references to old EARs and replace with paragraph 4
3	Introduction, paragraph	Addition	Replacing paragraph 1 with new introduction to Water and Sewer Subelement
4	Introduction, paragraph	Addition	Replacing paragraph 2 with new introduction to Solid Waste Subelement
5	WS-2A. (1)(a)*	Addition	Add sentence to ensure consistency between WASD and DERM calculations for maximum daily flow.
	WS-2A. (2) (b)	Addition	Correct department name and underline gpm
6	WS-2F*	Addition and deletion	Update planning horizon year.
7	WS-3F*	Addition and deletion	Change name of Master Plan; include initiatives addressing climate change and sea level rise.
8	WS-4B	Addition and deletion	Update name of DERM
9	WS-4C	Addition	Correct scrivener's error.
10	WS-4H	Addition	Add new policy to address problem of septic tanks.
11	WS-5E*	Addition and deletion	Update reference to high efficiency plumbing fixtures and include reference to County and Florida codes.
12	WS-5F*	Addition and deletion	Delete obsolete reference to landscape ordinance and include reference to specific County codes.
13	WS-6E*	Addition and deletion	Revise to include general language about reclaimed water use strategies and CERP pilot programs.
14	WS-6F	Addition	Correct name of South Florida Water Management District.

PART A – WATER AND SEWER SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
15	WS-7A*	Addition and deletion	Revise to clarify Water Supply Facilities Work Plan and that information about water supply facilities will be provided annually to the SFWMD.
16	Table 1*	Addition and deletion	Update Table 1 to reflect the planning timeframe, construction estimates and completion dates.
17	Monitoring Program, paragraph 1	Deletion	Delete old reference to statutory requirements regarding EARs.
18	Monitoring Program, paragraph 3	Deletion	Delete old reference to statutory requirements regarding EARs.
19	Monitoring Program, Objective WS-4.	Addition	Add new monitoring measure to better track septic tanks at risk.
20	Monitoring Program, Objective WS-6*	Addition	Add new monitoring measure to track other projects as specified in the County's Water Use permit.

Note: * Text, goal, objective or policy revised to address proposed recommendation in the adopted 2010 Evaluation and Appraisal Report.

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.

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

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fail or threaten to fail to meet health, safety or environmental standards.

- 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

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Reference
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14. SW-5A. Miami-Dade County shall seek to achieve a balanced program of solid waste 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.~~

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19. SW-6D. Miami-Dade County shall seek to develop funding to establish a comprehensive 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

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individual policy evaluation. The following measures are recommended for use in monitoring 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~~

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Reference
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~~recovery, and alternative packaging.~~

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;

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Reference
Number

- 5) Number of private entities that accept used oil:
- 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, Aavailable 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.

4. REASONS FOR CHANGES

PART B - SOLID WASTE SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Goal	Addition	Update and reword to clarify the Subelement's goal.
2	Objective SW-1.	Deletion and Addition	Update formal title of Comprehensive Development Master Plan.
3	Policy SW-1A.*	Deletion and Addition	Scrivener's error.
4	Objective SW-2.	Deletion and Addition	Updates the text to reflect deficiencies within the solid waste system rather than individual facilities.
5	Policy SW-2C.	Deletion and Addition	Updates the text to reflect monitoring the LOS of the solid waste system rather than individual facilities.
6	Policy SW-3A.(4)*	Addition	Update text to include acronym for the Urban Development Boundary.
7	Policy SW-3B.*	Deletion and Addition	Updates text to formalize the name of the Solid Waste Management System.
8	Policy SW-3C.*	Deletion and Addition	Updates text to formalize the name of the Solid Waste Management System.
9	Policy SW-3D.*	Addition	Scrivener's error.
10	Objective SW-4.*	Addition	Updates the text to include recycling and waste reduction as a high priority of waste management.
11	Policy SW-4B.	Deletion and Addition	Scrivener's error.
12	Policy SW-4D.	Addition	Rewording to clarify policy.
13	Policy SW-4E.	Addition	Addition of alternatives to reduce yard waste.

PART B - SOLID WASTE SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
14	Policy SW-5A.*	Addition	Update policy to be consistent with the Solid Waste Management Master Plan.
15	Policy SW-5C.*	Deletion and Addition	Update to correct the new name of the department.
16	Objective SW-6*	Deletion and Addition	Update text to include reduction of household chemicals.
17	Policy SW-6A.	Deletion and Addition	Update text to include reduction of household chemicals.
18	Policy SW-6C.	Deletion and Addition	Adds language to include disposal of special waste and delete reference to amnesty for household hazardous waste.
19	Policy SW-6D.	Deletion and Addition	Updates text to reference chemical and special waste disposal.
20	Policy SW-6E.	Addition	Updates text to include acceptance of lead acid batteries for recycling.
21	Monitoring Program text	Deletion	Deletes references to repealed Rule 9J-5.
22	Monitoring Program text	Addition	Clarifies that objectives provided in the document only summarize the monitoring and evaluation concepts.
23	Monitoring Program text	Deletion	Deletes reference to repealed Rule 9J-5.
24	Monitoring	Deletion and Addition	Clarifies that one or more monitoring measures may be applied for each objective.
25	Objective SW-1	Addition	Updates text to include recommended measures to correct the name of the department.

PART B - SOLID WASTE SUBELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
26	Objective SW-2	Deletion and Addition	Revises text to delete old measures and recommended new measures.
27	Objective SW-3, 1 st paragraph	Deletion and Addition	Adds implementation of capital projects as a measure to meet existing and future needs.
28	Objective SW-4	Deletion and Addition	A reduction in disposal will be minimized through several specific programs, adds biomass fuel as a source of energy, and clarifies the alternative measurement for the objective.
29	Objective SW-5	Deletion and Addition	Updates text to formalize the name of the Solid Waste Management System; adds the Solid Waste Management Master Plan as a measurement to achieve the objective.
30	Objective SW-6*	Deletion and Addition	Clarifies terminology; amends the objective to address alternate measures; and deletes a paragraph to address alternative measures.
31	Evaluation	Addition	Clarifies the evaluation of the sub-elements' objective and deletes obsolete notations.

Note: * Objectives and/or Policies recommended for modification in the Adopted 2010 EAR to be revised upon completion of the Department of Public Works and Waste Management's Solid Waste Management Master Plan.

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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).

* Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist and will remain.

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.
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.

Paragraph
Reference
Number
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

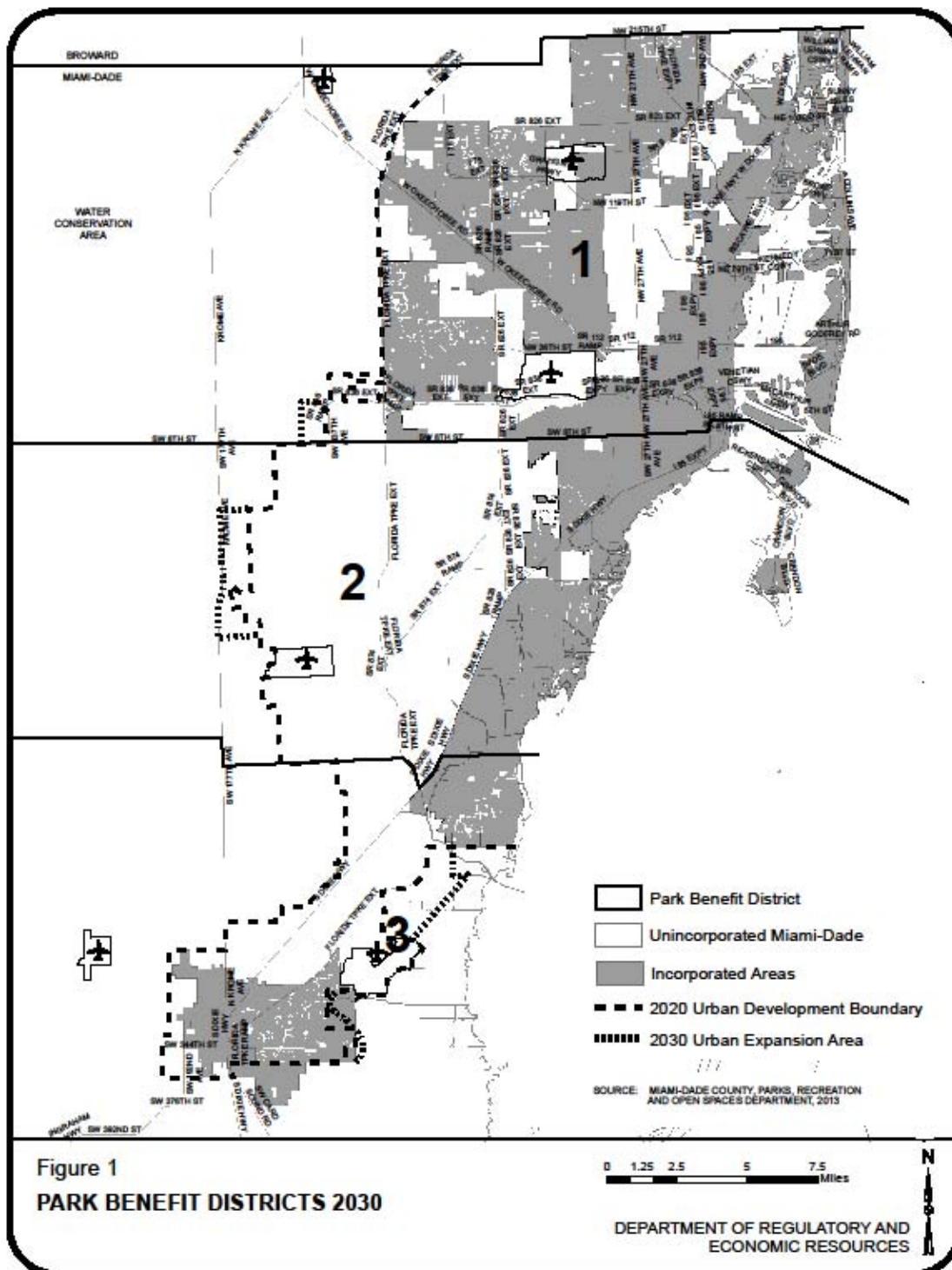
In order to provide an optimum balance of local recreation open space throughout unincorporated areas, the County has identified the following benchmarks as desirable: the provision of five acres of neighborhood recreation open space per 5,500 unincorporated area residents; the provision of 30 acres 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.

7. 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-4EF. 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-4FG. 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~~ Parks, 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~~ Parks, 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~~ Parks, 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~~ Parks, 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~~ Parks, 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.

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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 2014³, 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~~ 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 2014³, 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.

4. REASONS FOR CHANGES:

RECREATION AND OPEN SPACE ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	Existing Text, Goal, Objective Or Policy	Major Additions, Renumberings And Deletions	Reasons
1	Introduction, 2 nd paragraph	Addition	Reference to Complete Streets.
2	Introduction, 3 rd paragraph	Addition and deletion	Park service area redefined; term “tourists” replaced by “visitors.”
3	Introduction, 4 th paragraph	Addition	Table 1 referenced.
4	Introduction	Addition	New paragraph to introduce Equity Access Criteria.
5	New Chart	Addition	Equity Access Criteria chart added.
6	Introduction, Table 1	Addition and deletion	Change countywide to areawide; update Department’s name
7	Introduction, last paragraph	Addition and deletion	Delete reference to previous Evaluation and Appraisal reports; add reference to most recent adopted EAR.
8	Figure 1	Addition	Revised Figure 1 added.
9	Objective ROS-1*	Addition and deletion	Public and private sites added to text; target date updated.
10	Policy ROS-1A	Addition and deletion	References to areawide parks and visitors added; change tourists to visitors.
11	Policy ROS-1B	Addition and deletion	Change countywide to areawide; department’s name updated; park service area redefined on footer
12	Policy ROS-1D	Addition and deletion	Department’s name updated; change countywide to areawide.
13	Objective ROS-2*	Addition and deletion*	Target date updated.
14	Policy ROS-2C	Addition and deletion	Target dates updated.
15	Policy ROS-2E	Addition and deletion	Department’s name updated.
16	Objective ROS-3*	Addition and deletion	Target date updated.
17	Policy ROS-3A*	Addition and deletion	Departments’ name updated; add Florida Department of Transportation.
18	Policy ROS-3C	Addition and deletion	Department’s name updated.
19	Policy ROS-3D	Addition	“Water views” included in coastal protection areas.
20	Policy ROS-3E	Addition and deletion	Department’s name updated.
21	Objective ROS-4*	Addition	Sources for capital financing plan expanded.
22	Policy ROS-4A	Addition and deletion	Department’s name updated.
23	Policy ROS-4B	Addition and deletion	Department’s name updated.
24	Policy ROS-4C	Addition and deletion	Department’s name updated.

RECREATION AND OPEN SPACE ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	Existing Text, Goal, Objective Or Policy	Major Additions, Renumberings And Deletions	Reasons
25	New Policy under Objective ROS-4*	Addition	New policy to pursue federal, state and private grants for park acquisition as required by Adopted EAR.
26	Policy ROS-4E*	Addition, deletion and renumbering	Department's name updated; park program deleted from text; policy renumbered.
27	Policy ROS-4F	Addition, deletion, renumbering	Departments' name updated; policy renumbered.
28	Policy ROS-5B*	Addition and deletion	Department's name updated; new provision requiring updating the park acquisition strategic plan; modified requirement for the preservation of acquired lands as conservation areas; include Equity Access Criteria for selection park sites; balance of provisions renumbered.
29	Policy ROS-5C*	Addition and deletion	Department's name updated; Pattern Book and "LEED" principles identified as sources containing criteria for the design and improvements of existing parks.
30	Policy ROS-5D	Addition	Pattern Book and "LEED" principles identified as sources containing criteria for the design of new parks.
31	Policy ROS-5E	Addition and deletion	Department's name updated.
32	Objective ROS-6*	Addition	" <i>Natural Areas Management Plan</i> " identified as primary guide for management of natural areas.
33	Policy ROS-6B*	Addition	Language added to enhance the historical and cultural resources of sites with historical and cultural resources.
34	Policy ROS-7A	Addition and deletion	Department's name updated; provide for Community Needs Assessment and Leisure Interest Survey.
35	Policy ROS-7B	Addition	Provide for new technology such as social media to increase public participation.
36	Objective ROS-8	Deletion	Delete approval year of OSMP report.
37	Policy ROS-8A	Addition and deletion	Target date deleted; text modified to allow countywide evaluation of neighborhoods to be performed continuously.
38	Policy ROS-8B	Addition and deletion	Target date changed; require implementation strategy to achieve Access and Equity Criteria.

RECREATION AND OPEN SPACE ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	Existing Text, Goal, Objective Or Policy	Major Additions, Renumberings And Deletions	Reasons
39	Policy ROS-8C	Addition and deletion	Target date deleted; require utilization of the Parks and Open Space Design Criteria to guide development of public realm.
40	Policy ROS-8D	Deletion	Delete target date.
41	Policy ROS-8E	Addition and deletion	Target date changed; new language requiring development of greenway prioritization plan and implementation of the Miami-Dade County Trail Design Guidelines and Standards.
42	Policy ROS-8G		New language requiring implementation Urban Design guidelines and standards.
43	Monitoring Program - Introduction	Deletion	References to abolished Rule 9J-5, F.A.C.
44	Objective ROS-1 Monitoring Measure	Addition and deletion	Target dates updated; park service area redefined; change countywide to areawide.
45	Objective ROS-2 Monitoring Measure	Addition and deletion	Target date updated.
46	Objective ROS-3 Monitoring Measure	Addition and deletion	Target dates updated.
47	Objective ROS-4 Monitoring Measure	Addition and deletion	Target date updated; Departments' name updated.
48	Objective ROS-5 Monitoring Measure	Addition and deletion	Target dates updated; existing measure expanded.
49	Objective ROS-6 Monitoring Measure	Addition and deletion	Target date updated; existing measure expanded to include designation of heritage parks.

Note: * Objective and Policies revised to address Adopted 2010 Evaluation and Appraisal Report recommendations.

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APPLICATION NO. 7

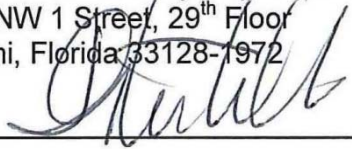
APPLICATION REQUESTING AMENDMENT TO COASTAL MANAGEMENT ELEMENT IN THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1 Street, Suite 1210
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(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 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).

¹ Underlined words are additions. Words with ~~strikethrough~~ are deletions. All other words exist in the Plan and remain unchanged.

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~~

Paragraph
Reference
Number

~~integral to the severity of a storm's impacts.~~

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.

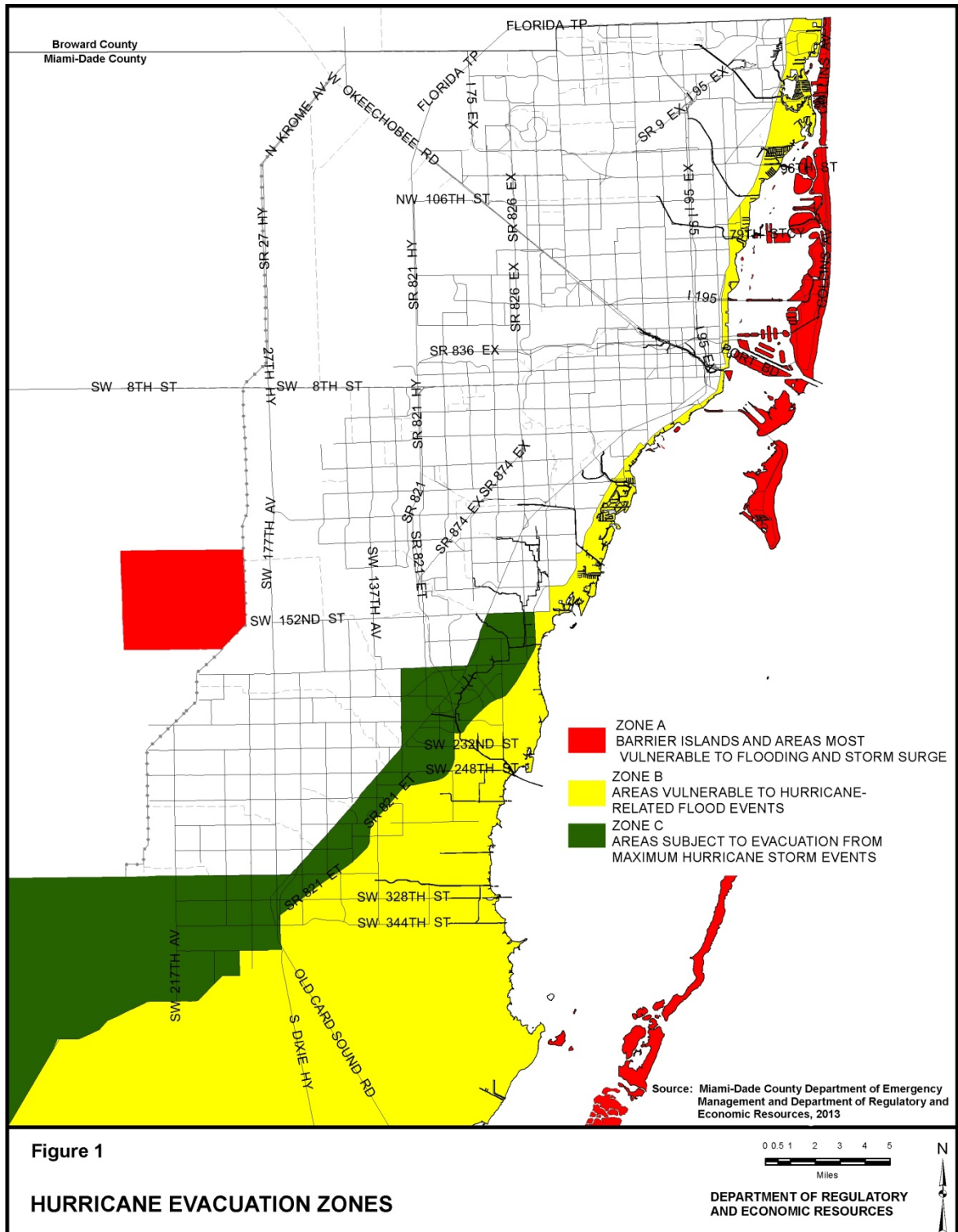
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7. **Policies**

- 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



Paragraph
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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

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reefs, grass flats and/or benthic resources shall not be used as borrow areas for 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

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laws and for areas with problematic water quality on the Miami River, ~~and~~ Little 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

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Memorandum Of Understanding on pollution response policies and protocols. Only 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.

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- CM-4D. Miami-Dade County shall seek funding and assist federal, state, and other 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

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Number

land planning by Miami-Dade County for water-dependent land uses along the shoreline.

- 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

Paragraph
Reference
Number

- (c) Consistent with the requirements of Miami-Dade County's Shoreline Development Review process, as specified in Chapter 33D of the 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, provide~~ 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

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Reference
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appropriate municipalities, shall require dumpsters, trash transfer stations, gas pumps for automobile fueling, parking lots and all unsightly non-water dependent or 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

Paragraph
Reference
Number

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

Paragraph
Reference
Number

improvements to increase the capacity of evacuation routes, eliminate congestion at critical links and intersections, adjust traffic signalization or use directional 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

Paragraph
Reference
Number

incentives and other measures to encourage the wind and/or flood hardening of structures.

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;

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.

- ii) Direct new development and redevelopment to high ground along the Atlantic Coastal Ridge and inland environmentally suitable lands;
 - 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

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 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;
 - 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 marinas/water-dependent 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 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

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.

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.

4. REASONS FOR CHANGES

COASTAL MANAGEMENT ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction	Deletion	Delete references to old plans and documents.
2	Introduction Text	Deletion and Addition	Delete obsolete references to 9J-5 F.A.C. and other requirements and add in new language addressing the intent of the element.
3	Introduction Text	Deletion	Delete obsolete references to former state and federal coastal definitions.
4	Introduction Text	Deletion	Delete reference to old County policies and studies.
5	Introduction Text	Deletion and Addition	Add in new language summarizing the County's pre- and post-hurricane planning, and delete unnecessary technical information about the SLOSH model.
6	Introduction Text	Deletion	Delete reference to separation of pre- and post-storm objectives and policies.
7	Policy CM-1A. *	Deletion and Addition	Revised reference to mangrove wetlands and expand area-specific mangrove protection areas.
8	Figure 1*	Replace	Replace existing Figure 1 with new Figure 1
9	Policy CM-1I.*	Deletion and Addition	Revise to indicate that only appropriate materials, and in accordance with State and County policies, will be used in artificial reefs.
10	Policy CM-2C.*	Addition	Revise to clarify what may be used as borrow areas for offshore reefs or grass flats and to avoid impacts to those areas.
11	Policy CM-2D.*	Addition	Add stronger language to show how artificial reefs are utilized in resource management and

COASTAL MANAGEMENT ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
			for habitat creation.
12	Policy CM-2E.	Addition	Clarify that the designation of anchoring areas to protect offshore reefs applies to both new and existing anchoring areas.
13	Policy CM-2F.	Deletion and Addition	Correct department name.
14	Policy CM-2H.	Deletion and Addition	Correct agency name and clarify that this policy is applicable to both artificial and natural reefs.
15	Policy CM-3B.*	Addition	Broaden policy to seek funding for enforcement in other areas with water quality problems.
16	Policy CM-3F.*	Addition	Clarify that new spoil areas or new cuts will not cause water quality degradation.
17	Policy CM-3N.*	Deletion and Addition	Revise policy from specific times to a more general timeframe.
18	Policy CM-3P.*	Deletion and Addition	Delete date reference to make this an ongoing policy.
19	Objective CM-4*	Deletion and Addition	Delete specific references to acreage amount and date and expand policy to include restoration or enhancement of coastal habitat and wildlife.
20	Policy CM-4B.*	Addition	Expand policy to include specific coastal wetland areas for wildlife corridors.
21	Policy CM-4I	Addition	Correct department name.
22	Policy CM-4J.*	Addition	Add new policy in accordance with EAR recommendation to include the County's efforts to restore coastal habitats and the protected species that may utilize these habitats.
23	Policy CM-5D.*	Deletion and Addition	Delete date reference to make this an ongoing policy and add provisions for enforcement.
24	Policy CM-5E.*	Addition	Add language seeking expansion of causeways, road

COASTAL MANAGEMENT ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
			rights of way and canal easements to provide public access to existing and proposed boating-related launch and storage facilities.
25	Policy CM-5F.*	Addition	Reword to require existing public and private marinas/water-dependent facilities to have a hurricane contingency plan as a condition of the marina's yearly permit.
26	Policy CM-6A.*	Deletion and Addition	Change date reference to 2017.
27	Policy CM-6G.*	Addition	Revise language to include coordination with appropriate municipalities.
28	Policy CM-7B	Addition	Correct department name.
29	Policy CM-7G.*	Addition	Expand policy to seek studies performed to support and sustain tourism, marina, and water-related uses.
30	Policy CM-8D.	Addition	Add language to acknowledge the County's existing programs assisting Miami-Dade County residents in emergency events such as the evacuation assistance program, residential shuttering program and public safety alerts.
31	Policy CM-8J.*	Deletion and Addition	Delete wheelchair accessible language and reword to state that that all public shelters are ADA compliant.
32	Policy CM-8K.	Deletion	Delete specific reference to counties.
33	Policy CM-8N.*	Deletion and Addition	Delete reference to old requirement regarding hurricane evacuation plan and reword to indicate that all mobile home park residents shall be advised to evacuate in

COASTAL MANAGEMENT ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
			the event of a hurricane.
34	Policy CM-9A.	Deletion and Addition	Delete old reference and replace with new reference to F.A.C. rule and definition.
35	Policy CM-9H.*	Addition	Add language indicating the Southeast Florida Regional Climate Change Compact's projections regarding sea level rise.
36	Policy CM-10F.	Deletion and Addition	Correct department name.
37	Policy CM-10G.*	Addition	Add language to indicate archaeological sites as areas unsuitable for debris location sites, and include coordination with the Florida Department of Environmental Protection.
38	Policy CM-10J.	Addition	Add new policy, in accordance with policy CM-5F, which will require any new public and private marinas/water-dependent facilities to have a hurricane contingency plan as a condition of the marina's yearly permit.
39	Policy CM-11B.*	Deletion and Addition	Correct name of departments and have public input on the post-disaster plan.
40	Policy CM-11E.*	Addition	Add language allowing for possible acquisition and relocation of properties to outside of the CHHA.
41	Coastal Management Monitoring Program	Deletion and Addition	Delete unnecessary references to old programs and plans.
42	Objective CM-1. Coastal Wetlands and Living Marine Resources Monitoring*	Addition	Add new monitoring measure reporting change in area of submerged aquatic vegetation and number of enforcement cases involving significant coastal resource impacts.
43	Objective CM-3.*	Deletion and Addition	Delete specific reference to

COASTAL MANAGEMENT ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
			year to make this an ongoing objective and add in new measure for algal blooms and chlorophyll.
44	Objective CM-4.	Addition	Add new measure for the acreage of coastal habitat restored and estimated number of species that may utilize them.
45	Objective CM-5.*	Addition	Add new measure to include projects reviewed by the SDRC which include public access.
46	Objective CM-8.*	Addition	Add new measure for residents enrolled in the County's evacuation assistance and residential shuttering programs.

NOTE: *Text, Goal, Objective and Policy revised to address Adopted 2010 EAR recommendations.

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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).

¹ Underlined words are additions. Words with ~~strikethrough~~ are deletions. All other words exist in the Plan and remain unchanged.

Paragraph
Reference
Number

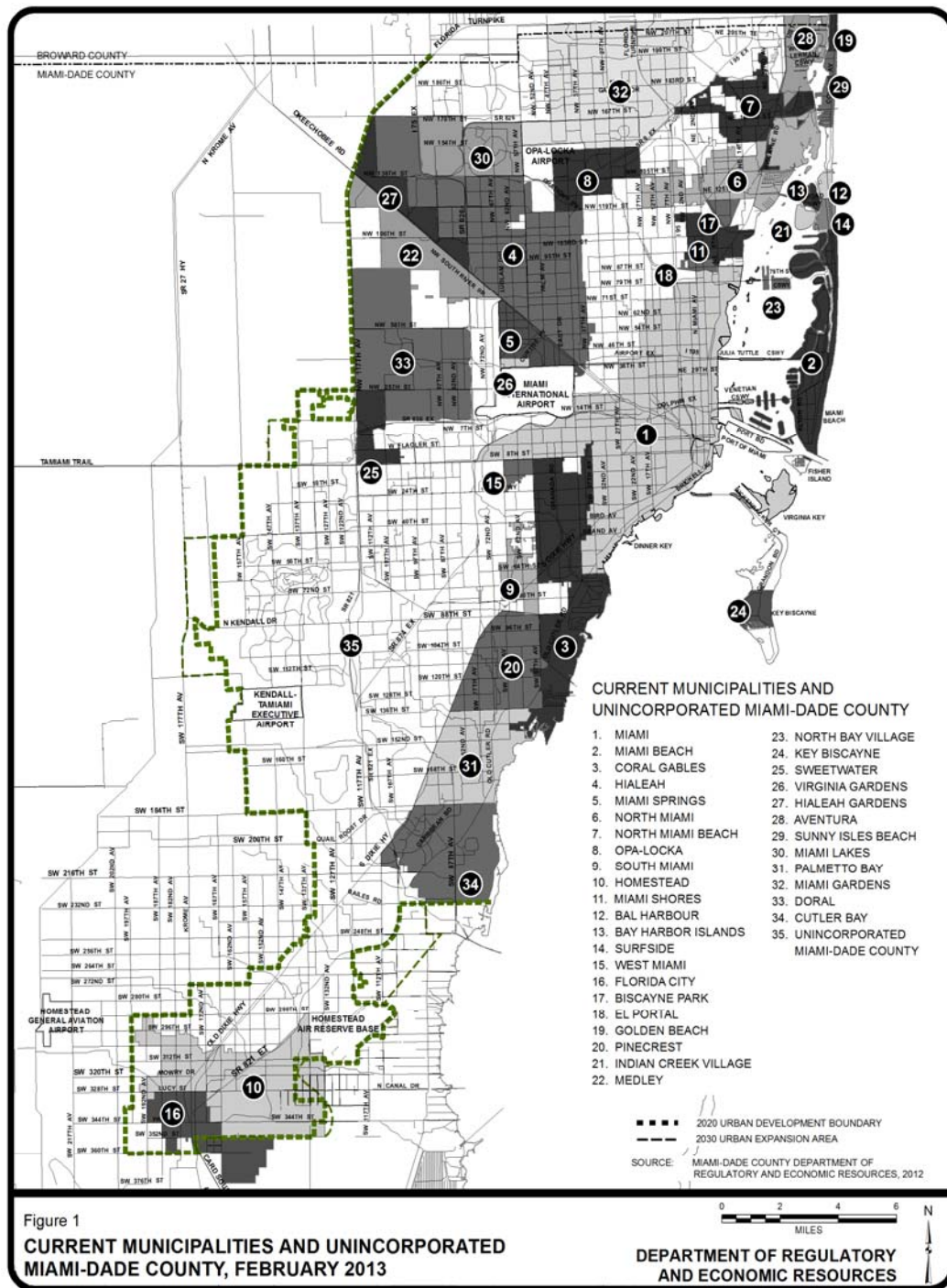
INTERGOVERNMENTAL COORDINATION ELEMENT

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.)~~

Paragraph
Reference
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4. Replace Existing Figure 1 With New Figure 1 – Current Municipalities in Miami-Dade County, October 2006



Paragraph
Reference
Number

Paragraph
Reference
Number

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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Reference
Number
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

Paragraph
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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.²

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 preferred by developers associated with development approvals to provide facilities of countywide significance in areas subsequently incorporated, or annexed into existing municipalities.

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22.

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 Department</u>		
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, 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 (i.e. 30, 50, 75-year plans) 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 ~~at the time of zoning or permitting, process through requirements established by regulatory agencies at the time of~~

review.

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.

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- 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 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 Evaluation and Appraisal Report (EAR) of the comprehensive plan 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 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

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Development Master Plan and the comprehensive plans of the other entities.

- Use of non-binding dispute resolution process when necessary to resolve disputes.
- 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.

Paragraph
Reference
Number

41. **Other Appropriate Intervals** - The following will be evaluated at a suitable interval, but not 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.~~

4. REASONS FOR CHANGES

INTERGOVERNMENTAL COORDINATION ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction	Deletion	State Rule abolished; update number of municipalities provide clarification.
2	Introduction	Deletion and Addition	Municipality abolished; update department names.
3	Introduction Note	Deletion	Information is irrelevant and no longer applicable.
4	Figure 1	Deletion	Replace existing Figure with updated Figure – City of Islandia abolished.
5	Introduction	Addition	Provide clarification; proper reference to County Home Rule Charter.
6	Introduction	Deletion and Addition	Update number of years of intergovernmental coordination.
7	Table 1	Deletion	Update list of municipalities.
8	Table 2	Deletion and Addition	Update agency names.
9	Goal	Addition	Add state government.
10	Policy ICE-1A.	Deletion and Addition	Update name of State's Planning and Land Development Regulation Act.
11	Policy ICE-1C.	Deletion and Addition	Update name of State Land Planning Agency.
12	Policy ICE-1D.	Deletion and Addition	Provide better coordination with local and regional master plans.
13	Policy ICE-1H*.	Deletion and Addition	Recommended revision from Adopted 2010 EAR; remove School Overcrowding Working Group concluded its work; impact fee and site acquisition addressed in Interlocal Agreement; Compact is new ongoing coordination effort between County and Schools.

INTERGOVERNMENTAL COORDINATION ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
14	Policy ICE-1I.*	Deletion and Addition	Recommended revision from Adopted 2010 EAR; update statute and reference.
15	Policy ICE-1K.	Deletion and Addition	Update department name.
16	Policy ICE-1R.	Deletion and Addition	Update statute and reference.
17	Policy ICE-1T.	Deletion and Addition	Update department name.
18	Policy ICE-2B.*	Deletion and Addition	Recommended revision from adopted 2010 EAR to reflect current document and directive.
19	Policy ICE-2D.*	Addition	Recommended revision from adopted 2010 EAR to include full name of agency.
20	Policy ICE-2E.	Deletion and Addition	Update name of State Planning and Land Development Regulation Act.
21	Policy ICE-3G	Deletion and Addition	Update correct name; provide for County to retain jurisdiction to enforce covenants associated with CDMP and zoning development approval in areas subsequently annexed or incorporated.
22	Table 3	Deletion and Addition	Update name of facilities, addresses and location.
23	Policy ICE-4C.	Deletion and Addition	Update department name.
24	Policy ICE-4D.	Deletion and Addition	Update name of State Land Planning Agency.
25	Policy ICE-5D.	Addition	Punctuation.
26	Policy ICE-5E.	Deletion and Addition	Punctuation.
27	Policy ICE-5F.*	Addition	Recommended revision from adopted 2010 EAR addressing climate change directives.

INTERGOVERNMENTAL COORDINATION ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
28	Policy ICE-5G.*	Addition	Recommended revision from adopted 2010 EAR providing for climate change strategies and extended planning horizons.
29	Objective ICE-6	Addition	Improve and clarify text.
30	Policy ICE-6A.	Addition	Grammar.
31	Policy ICE-6B*.	Deletion and Addition	Recommended revision from adopted 2010 EAR providing for resolution of disputes at time of permitting.
32	Policy ICE-8C.	Deletion and Addition	Update department name.
33	Policy ICE-8E.	Deletion and Addition	Add involvement of local agencies.
34	Monitoring Program	Deletion and Addition	Update statute reference; provide clarification.
35	Monitoring Program	Deletion	Reference to repealed Rule 9J-5.
36	Objective ICE-2.	Deletion	Remove unnecessary language.
37	Objective ICE-3.	Deletion and Addition	Improve measurement.
38	Objective ICE-4*.	Deletion and Addition	Recommended revision from adopted 2010 EAR; comply with current revised process.
39	Objective ICE-5	Addition	Provide consistency to improve measurement.
40	Objective ICE-6	Addition	Correct term.
41	Other Appropriate Intervals, last bullet	Addition	Insert Objective reference.
42	Responsibility	Deletion	Unnecessary information.

Note: * Text, goal, objective or policy revised to address Adopted 2010 EAR recommendations.

**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).

*Underlined words are additions. Words with ~~strikethrough~~ are deletions. All other words exist in the Plan and remain unchanged.

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

Paragraph
Reference
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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 Years 2010~~3~~4/2011~~4~~5 to 2014~~9~~9/2015~~9~~9 (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.

Paragraph
Reference
Number

- CIE-1E. In planning for and implementing its infrastructure investments, Miami-Dade 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

Paragraph
Reference
Number

plans and implementation will be analyzed and set forth with attention to the 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	1,500

Paragraph
Reference
Number

Offices	
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.

Paragraph
Reference
Number

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 People Mover), 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 People Mover), 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.

(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~~ 60-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

⁵ 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 FDOTs adopted work program or the five-year CIE.

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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Reference
Number

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 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

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Reference
Number

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.

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 (DPOPO 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

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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. CIE-3D. Prioritize the allocation of available infrastructure resources to meet the development needs of urban centers.

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~~

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.

Paragraph
Reference
Number

Intermodal System (SIS) (FIHS) 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 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 Development Boundary of the Land Use Plan (LUP) map. Second 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.
- 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

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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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 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

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.

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Metrobus terminal for multiple Metrobus routes¹⁴; and

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 FIHS 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:

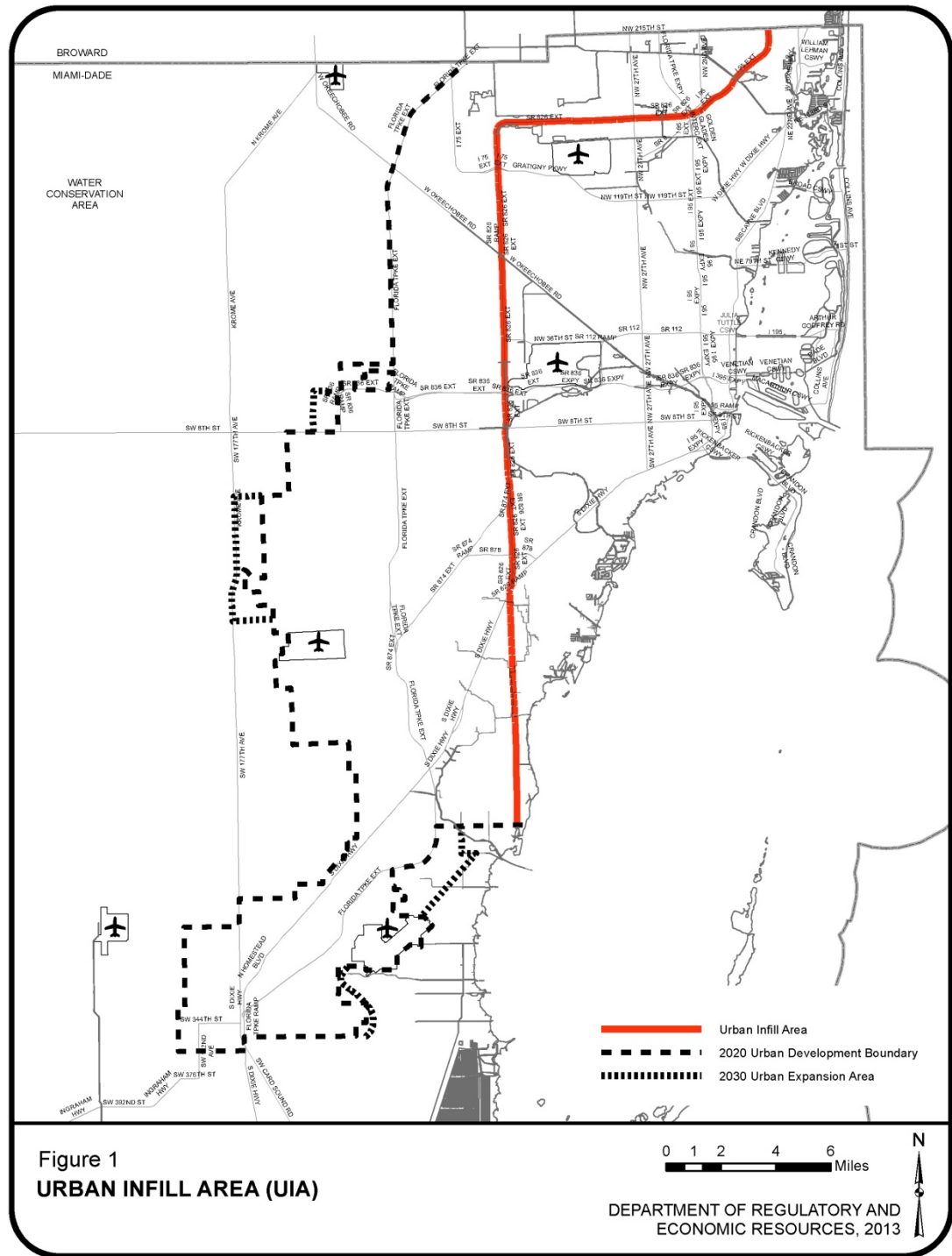
¹⁴ Planned stations and terminals shall not serve as a basis to grant this concurrency exception if the station, associated rapid transit corridor segment, or terminal is identified in the Transportation Element as “not cost-feasible.”

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- 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 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.

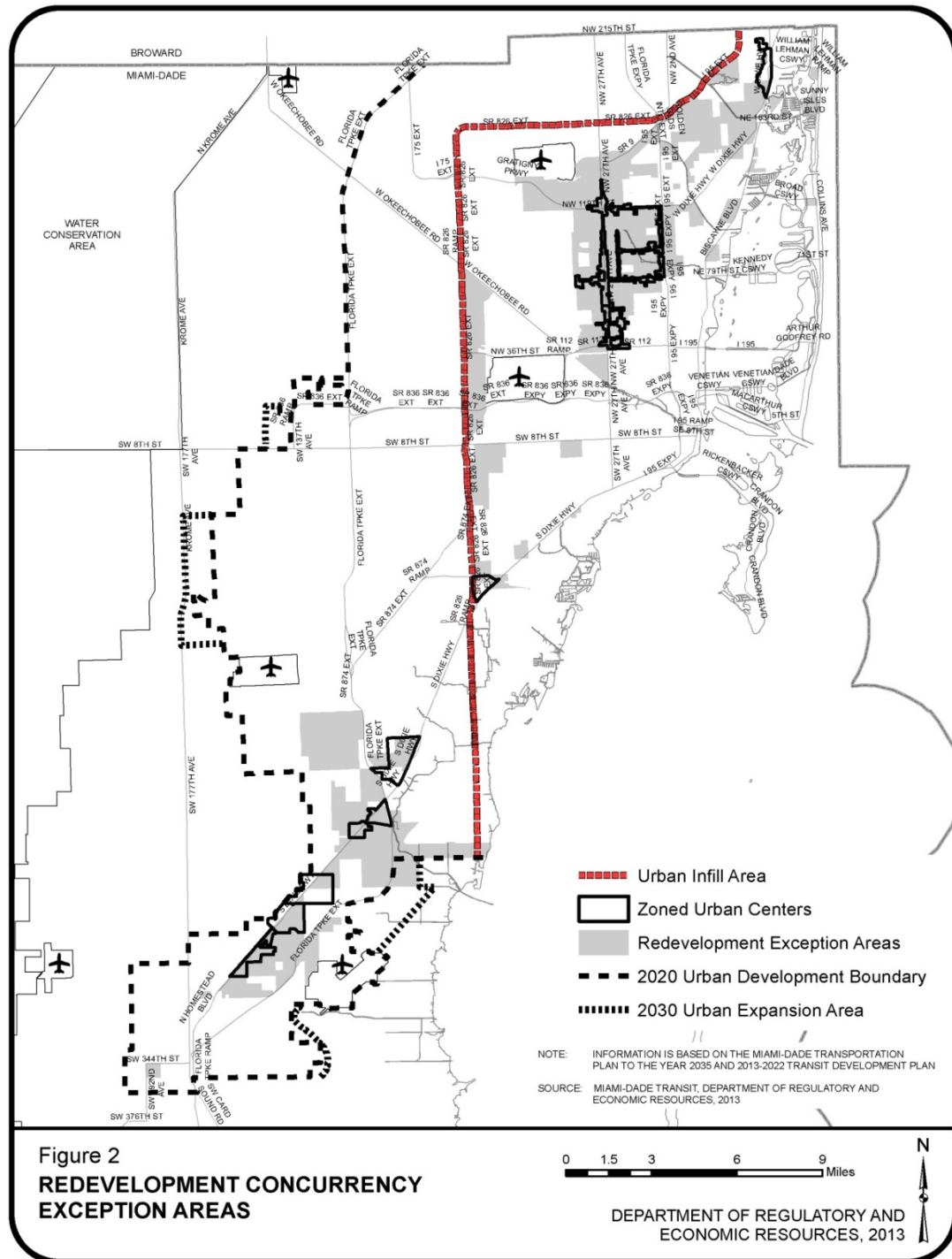
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35.

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 CDM. 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	
	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	35
	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	
	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	31
	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	
	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	123
	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						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) 5555691	Biscayne Bay Restoration & Shoreline Stab. Biscayne Bay and Tributaries	1/2013	1,110 1,110	2,540 2,540	625 625	0 0	0 0	0 0	0 0	3,165 3,165	0 0	4,275 4,275	470, 885
2) 552590	M-D County Beach Erosion & Renourishment Countywide	3/-N/A	33,006 33,006	13,730 13,730	400 400	2,424 2,424	400 400	2,000 2,000	0 0	18,954 18,954	0 0	51,960 51,960	11,13, 14,17, 18-25, 142, 834, 1043
TOTALS			34,116 34,116	16,270 16,270	1,025 1,025	2,424 2,424	400 400	2,000 2,000	0 0	22,119 22,119	0 0	56,235 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
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	630
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

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)									
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

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)													
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) 931590	CDBG Park Capital Improvements Various	N/2012	600 1,070	1,520 1050	0 0	0 0	0 0	0 0	0  0 	1,520 1,050	0 0	2,120 2,120	 190,191
79) 931997	Zoo Miami Amphitheatre Canopy & Seat Area Zoo Miami	3/2014	4,237 5,324	1,084 0	0 0	0 0	0 0	0 0	0  0 	1,084 0	0 0	5,324 5,324	 198,1106
80) 6010960	Miami River Greenway City of Miami	3/2017	1,127 1,167	1,800 1760	1,800 1800	2,773 2773	0 0	0 0	0  0 	6,373 6,333	0 0	7,500 7,500	11,13,14, 17, 1188
81) 938840	Country Village Park - BBCBP 6550 NW 188 Terr	3/2013	1,403 1,403	0 0	0 0	0 0	0 0	0 0	175  175 	175 175	0 0	1,578 1,578	11,13, 14, 1188
82) 936150	Sports Fac. Bond Series 1995 Park Cap. Imp. Various	3/2012	90 594	504 0	0 0	0 0	0 0	0 0	0  0 	504 0	0 0	594 594	 3782,3783
Subtotals			110,399 144,096	33,622 17,927	36,082 28,673	39,700 33,290	21,894 19,244	29,609 28,076	43,054  43,054 	203,961 170,264	125,872 125,872	440,232 440,232	
<u>Proposed Additions, 2012-13 Proposed Capital Budget and Multi-Year Capital Plan</u>													
83) 9310200	Briar Bay Park - BBCBP SW 128 St amd SW 90 Ave	3/2012	182 182	0 0	0 0	0 0	0 0	68 68	0  0 	68 68	0 0	250 250	13, 14, 1188
84) 934290	Continental Park - BBCBP 1000 SW 82 Ave	3/2012	275 325	50 0	0 0	0 0	0 0	0 0	0  0 	50 0	0 0	325 325	13,14, 17
85) 931850	QNIP -Local Park Improvements Unincorporated Miami-Dade County	N/2011	283 953	670 0	0 0	0 0	0 0	0 0	0  0 	670 0	0 0	953 953	1217
86) 931080	Park Revenue Enhancement Various Sites	3/2012	555 900	345 0	0 0	0 0	0 0	0 0	0  0 	345 0	0 0	900 900	3766
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						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)									
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	Expenditures									Funding Source	
			Prior Years	Revenues						Six Year Totals	Future Years		Project Totals
				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 1,487	0 0	1,000 1,000	109 109	770 770	1,887 1,887	4,862 4,862	8,628	25,926	36,041	490,1170, 1171
24) 96510240	South District W.W.T.P.-High Level Disinfect. 8950 SW 232 St.	2/2014	249,163 265,738	18,454 2,277	398 0	0 0	0 0	0 0	0 0	18,852 2,277	0 0	268,015	521,1177, 1170,951,
25) 962670	Outfall Legislation Systemwide	3/2019	0 0	0 0	4,125 4,125	5,000 5,000	9,536 9,536	15,466 15,466	123,457 123,457	157,584	1,459,156	1,616,740	1171, 1266
26) 964490	Mun/WASD Projects - (GOB) Various	3/2019	0 0	0 0	0 0	0 0	0 0	1,200 1,200	13,727 13,727	14,927	4,968	19,895	1188
27) 967730	Upgrade of Miami Spr.Pump St. -(GOB) Various	3/2017	950 950	0 0	71 71	200 200	0 0	329 329	0 0	600	0	1,550	14,17,1188
28) 964350	Needs Assessments Projects -(GOB) Various (Wastewater 20%)	3/2018	1,170 1,197	145 119	875 875	798 798	258 258	1,480 1,480	1,434 1,434	4,991 4,965	0	6,162	11,13,14, 1188
29) 965520	NW 37 Ave Industrial Dev. Area -(GOB) NW 37th Ave & NW 36 St (W.Water 50%)	3/2017	312 312	298 298	500 500	1,631 1,631	2,370 2,370	0 0	0 0	4,798	0	5,110	11,13,14, 1188
30) 969830	Perrine /Cutler Improv. -(GOB) Various (Wastewater 70%)	3/2017	8,235 8,354	3,328 3,209	0 0	0 0	0 0	2,895 2,895	0 0	6,223 6,104	0	14,458	11,14,17, 1026,1188
31) 966370	System Enhancements -(GOB) Various (Wastewater 50%)	3/2019	2,206 2,208	55 53	1,096 1,096	0 0	0 0	4,615 4,615	367 367	6,131 6,129	4,959	13,296	11,14,17, 1188
32) 962830	System Improvements Project -(GOB) Various (Wastewater 50%)	3/2018	3,452 3,452	0 0	0 0	0 0	0 0	28,116 28,116	9,533 9,533	37,649	0	41,101	11,13,14,17, 1188
33) 968750	W.W. Pipes & Infrastructure Projects Various	2/2017	17,608 23,743	2,141 0	1,000 0	1,000 0	1,994 0	0 0	0 0	6,135 0	0	23,743	490

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)										
34) 969110	Miami Springs Construction Fund - WW Miami Springs	3/2017	193 1,200	100 0	100 0	100 0	300 0	254 0	153  0 	1,007 0	0 0	1,200 1,200	 1220
35) 965630	W.W. Treatment Plants Effluent Reuse Systemwide	3/2019	0 0	0 0	15,525 15,525	15,497 15,497	10,000 10,000	22,168 22,168	10,624  10,624 	73,814 73,814	95,000 95,000	168,814 168,814	1171
TOTALS			486,578 603,493	134,422 40,958	128,204 113,881	199,866 194,363	196,530 193,986	378,263 377,709	611,631  611,104 	1,648,916 1,532,001	4,787,753 4,787,753	6,923,246 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						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) 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 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) 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	2,700 2,700	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

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)													
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	

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)													
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	

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)									
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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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)									
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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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)									
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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				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 	1,100	0	1,100		500
602950	Road Impact Fee District 6		0	20	20	20	20	1,020	0 	1,100	0	1,100		
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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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

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				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

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				Revenues									
				2012/13	2013/14	2014/15	2015/16	2016/17	2017/18				
(In Thousands of Dollars)													
131)	Resurface Miami Ave. from N 87 St. to N 105 St.	3/2016	0	0	0	0	550	0	0	550	0	550	500
608500	North Miami ave from N 87 St to N 105 St		0	0	0	0	550	0	0	550	0	550	
132)	Resurf.at NE 12 Ave.from NE 125 St.-NE 135 St.	1/2013	0	135	0	0	0	0	0	135	0	135	500
605940	Ne 12 Ave from NE 125 St and NE 135 St		0	135	0	0	0	0	0	135	0	135	
133)	Resurf. at NE 16 Ave. near NE 131 St. (RXR)	1/2013	0	224	0	0	0	0	0	224	0	224	500
606980	NE 16 Ave near NE 131 St		0	224	0	0	0	0	0	224	0	224	
134)	Southcom Bridge Relocation	2/2013	175	75	0	0	0	0	0	75	0	250	670
605780	3511 NW 91 Ave		175	75	0	0	0	0	0	75	0	250	
135)	CDBG Infrastructure Improvements Countywide	3/2013	0	492	0	0	0	0	0	492	0	492	190
606720	Countywide		0	492	0	0	0	0	0	492	0	492	
136)	Const.SW 147 Ave.from SW 10 St.- SW 22 Ter.	3/2013	2,300	2,095	0	0	0	0	0	2,095	0	4,395	500, 670
604690	SW 147 Ave from SW 10 St to SW 22 Terr		2,300	2,095	0	0	0	0	0	2,095	0	4,395	
137)	Const.SW 157 Ave.from SW 52 St.- SW 184 St.	out	1,089	4,000	5,000	1,260	0	0	0	10,260	0	11,349	1116, 1107
609590	SW 157 Ave from SW 184 St to SW 152 St		1,089	4,000	5,000	1,260	0	0	0	10,260	0	11,349	
138)	Improv.On NE 2 Ave.from NE 20 St.- WLR Canal	3/2013	7,199	10,000	4,127	0	0	0	0	14,127	0	21,326	1116, 1107
601110	NE 2 Ave from NW 20 St to West Little River		7,199	10,000	4,127	0	0	0	0	14,127	0	21,326	
139)	Intersection Improv. SW 144 St. and SW 92 Ave.	out	495	5	0	0	0	0	0	5	0	500	500
609570	SW 144 St and 92 Ave		500	0	0	0	0	0	0	0	0	500	
140)	QNIP Infrastr. Improv. in the Unincorporated area	N/2017	0	3,226	0	0	0	0	0	3,226	0	3,226	1087, 1131,
609630	UMSA		3,226	0	0	0	0	0	0	0	0	3,226	1184,1217
141)	Rights-of-way Acq. for Con.Projects in CD 2	3/2012	1,025	700	0	0	0	0	0	700	0	1,725	1116
606990	Commission District 2		1,025	700	0	0	0	0	0	700	0	1,725	

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)										
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

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)									
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 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) 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

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)													
12) 678220	Lehman Center Test Track for Metrorail 6601 NW 72 Ave	1/2014	7,614 7,614	7,959 7,959	2,714 2,714	0 0	0 0	0 0	0 0	10,673 10,673	0 0	18,287 18,287	1116
13) 678280	Palmetto Station Traction Power Substation Countywide	N/2013	9,303 9,303	7,500 7,500	0 0	0 0	0 0	0 0	0 0	7,500 7,500	0 0	16,803 16,803	123, 1116
14) 6710190	Earlington Heights (EH)/MIC Bus Plaza Earlington Heights Rail Station to MIA	2/2013	30,473 30,473	221 221	0 0	0 0	0 0	0 0	0 0	221 221	0 0	30,694 30,694	125, 688, 821
15) 675590	Mover Vehicle Replacement Ph. II (17 Cars) Various Sites	3/2013	37,333 37,333	129 129	0 0	0 0	0 0	0 0	0 0	129 129	0 0	37,462 37,462	1116
16) 6731191	Park and Ride Lot Kendall Dr Kendall and SW 127 Ave	2/2013	322 322	2,438 2,438	0 0	0 0	0 0	0 0	0 0	2,438 2,438	0 0	2,760 2,760	688, 821 1116
17) 671610	Park and Ride Lot at SW 344 St S-Miami Dade Busway & SW 344 St	3/2014	8,073 8,071	2,643 2,645	91 91	0 0	0 0	0 0	0 0	2,734 2,736	0 0	10,807 10,807	123, 821, 1116
18) 6710900	Track & Guideway Rehabilitation Countywide	N/2016	25,285 25,284	7,430 7,430	5,910 5,911	5,549 5,549	1,525 1,525	0 0	0 0	20,414 20,415	0 0	45,699 45,699	1116
19) 671560	Bus and Bus Facilities 3300 NW 32 Ave	3/2015	2,408 2,408	1,757 1,757	2,002 2,002	107 107	0 0	0 0	0 0	3,866 3,866	0 0	6,274 6,274	125
20) 672310	Busway ADA Improvements SW 200th St & SW 88th St	3/2013	836 836	2,332 2,332	646 646	0 0	0 0	0 0	0 0	2,978 2,978	0 0	3,814 3,814	123, 688, 821, 1008
21) 678800	Graphics and Signage Upgrade Throughout Miami-Dade County	3/2014	5,512 5,512	1,450 1,450	0 0	0 0	0 0	0 0	0 0	1,450 1,450	0 0	6,962 6,962	123
22) 677200	Infrastructure Renewal Plan (IRP) Various Sites	1/2018	0 0	7,500 7,500	12,500 12,500	12,500 12,500	12,500 12,500	12,500 12,500	12,500 12,500	70,000 70,000	0 0	70,000 70,000	1116

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)										
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,
676590	Various Sites		1,156	2,603	88	0	0	0	0	2,691	0	3,847		821, 1008
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 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) 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 Telemetry 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

4. REASONS FOR CHANGES

CAPITAL IMPROVEMENTS ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction	Deletion and Addition	Comply with statute revisions.
2	Introduction Text	Deletion and Addition	Provide clarification.
3	Introduction Text	Deletion and Addition	Update years.
4	Policy CIE-1G.	Addition	Correct wording.
5	Objective CIE-2 *	Deletion and Addition	Provide clarification.
6	Policy CIE-2A.	Deletion and Addition	Provide clarification.
7	Policy CIE-2B.	Deletion and Addition	Provide clarification.
8	CIE -3C. Potable Water Supply - #1.	Addition	Define maximum daily flow.
9	CIE-3C. Potable Water Supply - #2.	Addition	Update department name.
10	Traffic Circulation *	Deletion and Addition	Revise LOS standard based on FDOT new LOS standard.
11	Traffic Circulation 1.(c)	Deletion and Addition	Update definition of UIA by deleting reference to city of Islandia; and add reference to rapid transit and premium transit service.
12	Traffic Circulation 2.(c)	Deletion and Addition	Add reference to rapid transit and premium transit service.
13	Traffic Circulation 3.(a)(1)(2)(3)	Deletion and Addition	Delete reference to FIHS and add reference to Strategic Intermodal System (SIS).
14	Mass Transit	Deletion and Addition	Revise LOS standard.
15	Drainage - #1.	Deletion and Addition	Clarify Flood Protection LOS; and revise date.
16	Drainage - #2.	Deletion and Addition	Stormwater Management. Quality LOS measured by geometric mean rather than mean average; and includes reference to additional parameters.
17	Public Schools	Deletion and Addition	Delete date no longer relevant.
18	Policy CIE-3D.*	Addition	New policy recommended in major issue.

CAPITAL IMPROVEMENTS ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
19	Policy CIE-4A.	Addition	Correct wording.
20	Policy CIE-4C.	Deletion and Addition	Delete reference to FIHS and add reference to Strategic Intermodal System (SIS); revise statute reference.
21	Programs to Implement - text	Deletion	Update department name.
22	Area Plan Report text	Deletion and Addition	Update year.
23	Area Plan Report text	Deletion and Addition	Update department name.
24	Area Plan Report text	Deletion and Addition	Update department names.
25	Concurrency Management Program - text	Deletion and Addition	Clarify wording.
26	Concurrency Management Program - text	Deletion and Addition	Clarify wording.
27	Concurrency Management Program - #1.b)	Deletion and Addition	Clarify wording in footnote.
28	Concurrency Management Program - #2.e).	Addition	Add statute reference.
29	Concurrency *Management Program - #3.b)*	Deletion and Addition	Delete obsolete reference to Enterprise Community no longer exists; add zoned community urban centers.
30	Concurrency Management Program #3.c)	Deletion and Addition	Revise statutory reference.
31	Concurrency Management Program #3.e)*	Addition	Add exemption for transit facilities pursuant to statutory revisions.
32	Concurrency Management Program #3.f)	Addition	Delete reference to FIHS and add reference to SIS
33	Concurrency Management Program #4	Deletion	Revise statute reference; and remove F.A.C reference to abolished Chapter 9J-5..

CAPITAL IMPROVEMENTS ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
34	Concurrency Management Program #6	Deletion	Remove fair no longer relevant.
35	Figure 1	Addition	Replace existing figure.
*36	Figure 2	Addition	Replace existing figure.
37	Implementation Schedules of Improvements text	Deletion and Addition	Corrected dates.
38	Aggregate Expenditures and Revenues	Deletion and Addition	Updated number of projects, amount and years.
39	Aviation text	Addition	Updated airport name.
40	Aviation text	Deletion and Addition	Update project amount, and years.
41	Coastal Management text	Deletion and Addition	Updated project amount and years.
42	Conservation text	Deletion and Addition	Updated project amount and years.
43	Drainage text	Addition	Correct spelling.
44	Drainage text	Deletion and Addition	Update department names.
45	Drainage text	Deletion and Addition	Updated number of projects, amount and years.
46	Park and Recreation text	Deletion and Addition	Improve language.
47	Park and Recreation text	Deletion and Addition	Update department name.
48	Park and Recreation text	Deletion and Addition	Update department name.
49	Park and Recreation text	Deletion and Addition	Update department name.
50	Park and Recreation text	Deletion and Addition	Updated number of projects, amount and years.
51	Public Schools Facilities	Deletion	Reference to interim standards no longer relevant.
52	Seaport text	Deletion and Addition	Update department name.
53	Seaport text	Deletion and Addition	Update text to be consistent with PortMiami subelement.
54	Seaport text	Deletion and Addition	Update number and type projects, years and funding.

CAPITAL IMPROVEMENTS ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
55	Seaport text	Deletion and Addition	Update department name, projects, years and funding.
56	Sewer and Water Facilities text	Deletion and Addition	Update number of projects, amount and years.
57	Sewer and Water Facilities text	Deletion and Addition	Update number of projects, amount and years.
58	Solid Waste text	Deletion and Addition	Update department name and correct wording.
59	Solid Waste text	Deletion	Improve punctuation.
60	Solid Waste text	Deletion and Addition	Update project amounts and years.
61	Traffic Circulation and Mass Transit text	Deletion and Addition	Update years and improve wording.
62	Traffic Circulation and Mass Transit text	Deletion and Addition	Provide clarification.
63	Traffic Circulation and Mass Transit text	Deletion and Addition	Update year.
64	Traffic Circulation and Mass Transit text	Deletion and Addition	Update projects, amounts and years.
65	Monitoring Program text	Deletion and Addition	Clarify statutory reference and delete reference to abolished Rule 9J-5, F.A.C..
66	Monitoring Program text	Addition	Clarify process.
67	Monitoring Program text	Deletion	Delete obsolete reference to abolished Rule 9J-5 and add reference to Florida Statute
68	Objective CIE-2	Deletion and Addition	Incorporate all areas of the coastal high hazard area.
69	Table 1	Replace	Update Capital Improvements Schedule Tables
70	CIE List of Funding Sources – Federal Government	Deletion and Addition	Remove obsolete funding sources; add new funding sources.
71	CIE List of Funding Sources – Local Governments (Non-County Sources)	Deletion	Remove obsolete funding sources.

CAPITAL IMPROVEMENTS ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
72	CIE List of Funding Sources – State of Florida	Deletion and Addition	Remove obsolete funding source; add new funding sources.
73	CIE List of Funding Sources – County Proprietary Operations	Deletion and Addition	Remove obsolete funding sources; add new funding source.
74	CIE List of Funding Sources – County Bonds/Debt	Deletion and Addition	Remove obsolete funding sources; add new funding sources.
75	CIE List of Funding Sources – Other County Sources	Deletion and Addition	Remove obsolete funding source; add new funding sources.

Note: *Text, Goal, Objective and Policy revised to address adopted 2010 EAR recommendations.

**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).

¹ Underlined words are additions. Words with ~~strikethrough~~ are deletions. All other words exist in the Plan and remain unchanged.

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 encouraged 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~~ 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 Statutes, m~~ 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.

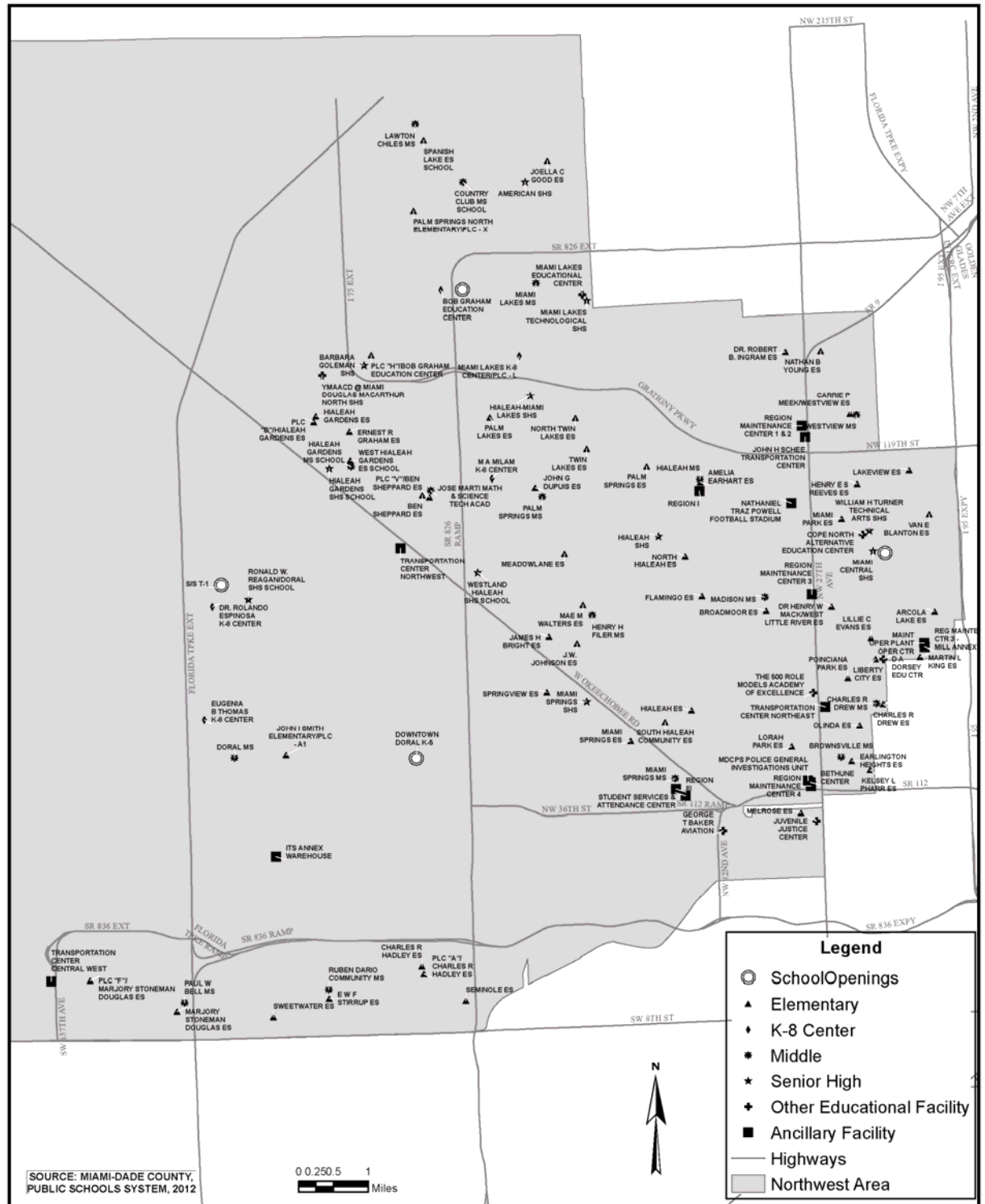
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Reference

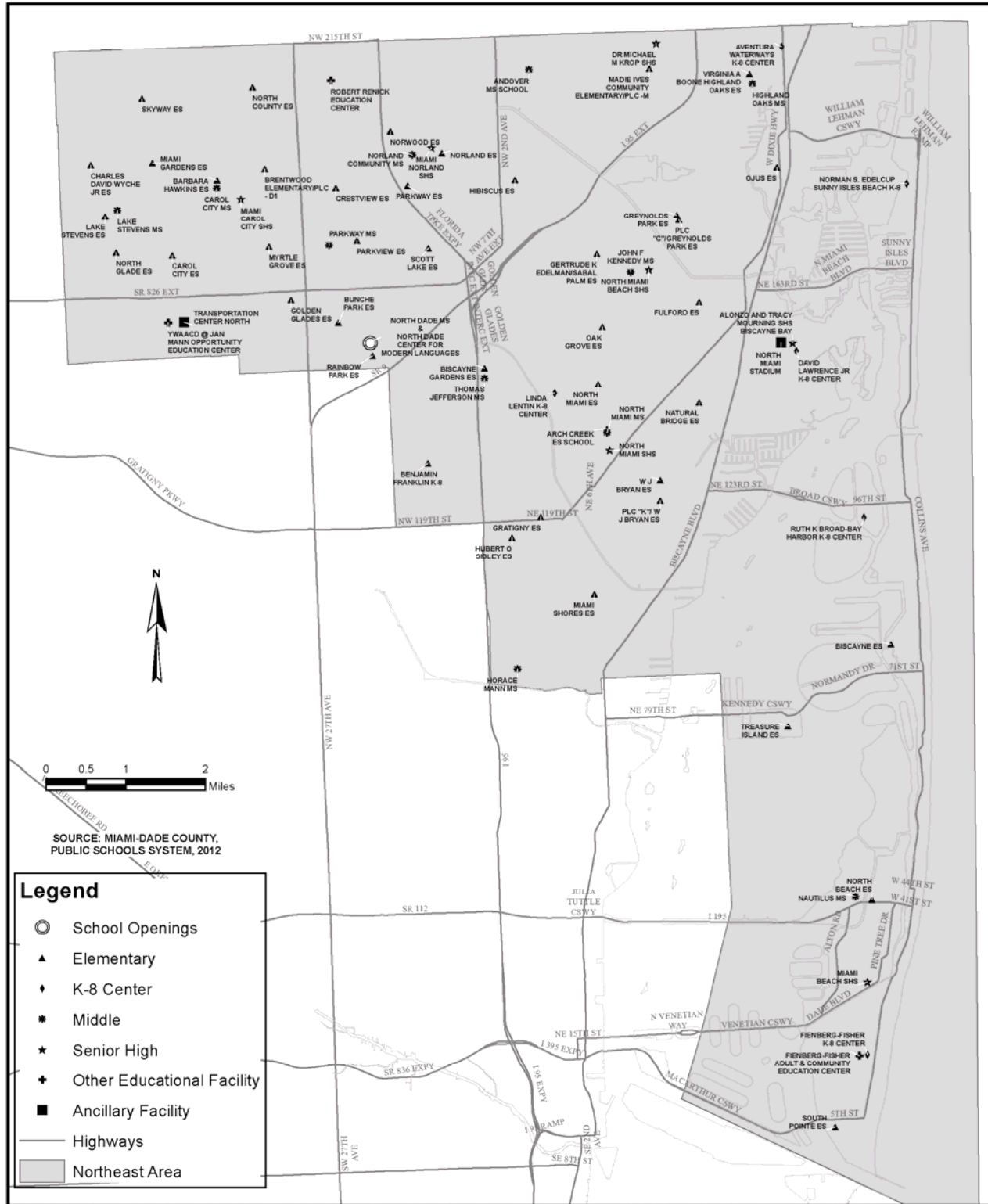
Number

39. **REPLACE EXISTING FIGURES 1A, 1B, 1C AND 1D WITH NEW FIGURES 1A, 1B, 1C AND 1D (See below Figures)**

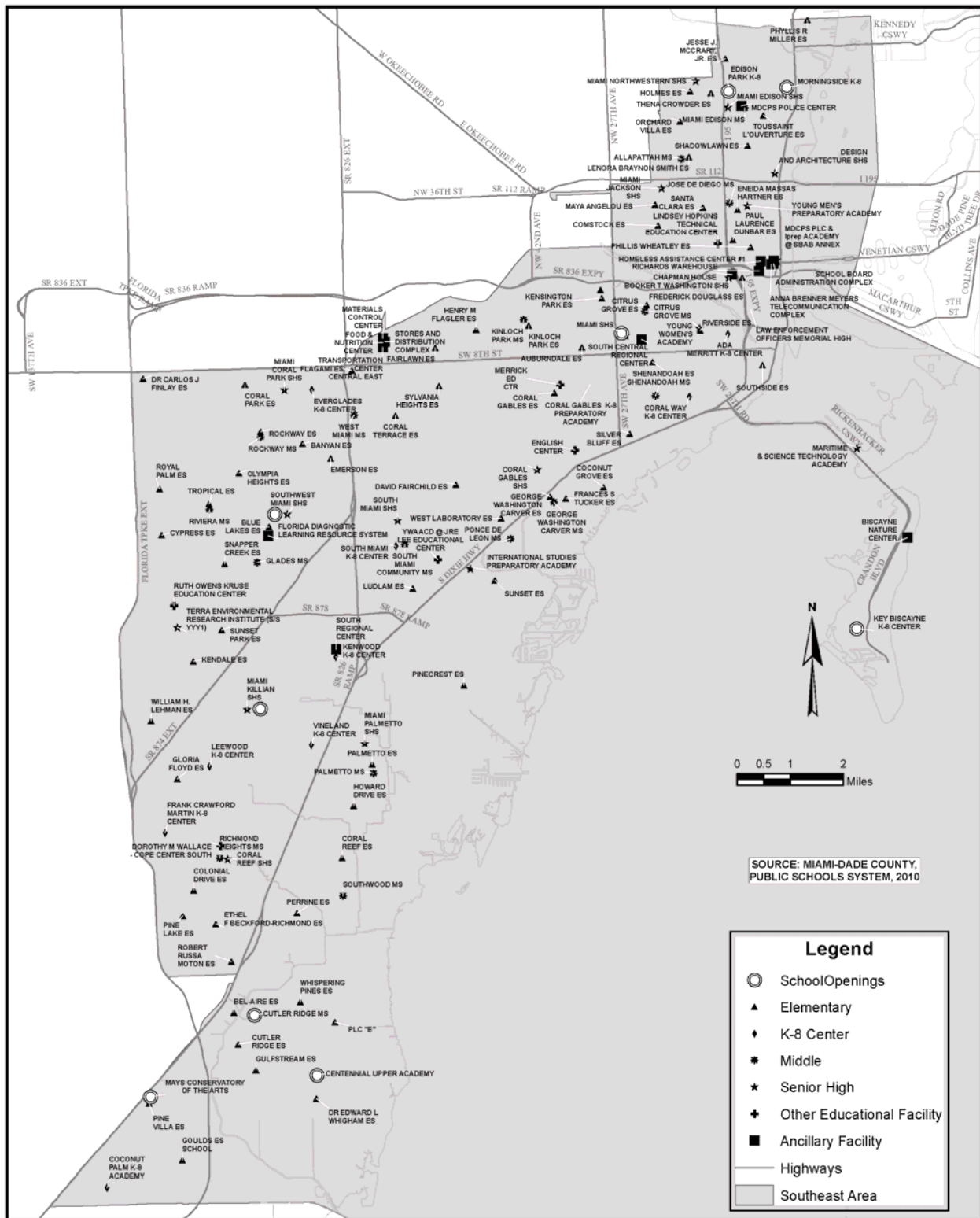
Proposed, Existing, and Ancillary Educational Facilities Located in the Northwest Area - 2011-2016



Proposed, Existing, and Ancillary Educational Facilities Located in the Northeast Area - 2011-2016



Proposed, Existing, and Ancillary Educational Facilities Located in the Southeast Area - 2011-2016



[illegible]

4. REASONS FOR CHANGES

EDUCATIONAL ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Introduction	Addition	Provide Introduction for consistency with other elements.
2	Goal	Addition	Include educational programs.
3	Objective EDU-1	Deletion	Date no longer relevant; compliance with state requirements.
4	Policy EDU-1A.	Deletion and Addition	Clarify it is the County that will cooperate with School Board.
5	Policy EDU-1B.	Deletion and Addition	Clarify it is the County that will collect the impact fees.
6	Policy EDU-1C.	Deletion and Addition	Clarify it is the County that will cooperate with School Board; and improved grammar.
7	Policy EDU-1D.	Deletion and Addition	Clarify it is the County that will cooperate with the School Board.
8	Policy EDU-1E.	Deletion and Addition	Clarify it is the County that will cooperate with the School Board.
9	Policy EDU-1G.	Addition	Provide full agency name.
10	Policy EDU-1H.	Addition	Provide full agency name.
11	Objective EDU-2	Deletion and Addition	Provide full name of County.
12	Policy EDU-2A.	Deletion and Addition	Date no longer relevant; clarification of standard.
13	Policy EDU-2B.	Deletion	Date for task no longer relevant; task continues in first paragraph of policy.
14	Policy EDU-2C.	Deletion	Section of statute revised.
15	Policy EDU-2E.	Deletion and Addition	Provide full name of County.
16	Policy EDU-3D.	Deletion and Addition	Provide full name of County.
17	Policy EDU-4A.	Deletion and Addition	Clarify it is the County that will coordinate with the School Board.
18	Policy EDU-4B.	Addition	Clarify it is the County that will cooperate with the School Board; and update name of agency and department.
19	Policy EDU-4C.	Deletion and Addition	Clarify it is the County that will cooperate with School Board.

EDUCATIONAL ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
20	Policy EDU-4D.	Deletion and Addition	Clarify it is the County that will coordinate with School Board.
21	Policy EDU-4E.	Deletion and Addition	Clarify it is the County that will coordinate with School Board.
22	Policy EDU-5A.	Deletion and Addition	Clarify it is the County that will cooperate with School Board.
23	Policy EDU-5B.	Deletion and Addition	Clarify it is the County that will cooperate with School Board.
24	Policy EDU-5C.	Deletion and Addition	Clarify it is the County that will cooperate with School Board.
25	Policy EDU-5D.	Deletion and Addition	Clarify it is the County that will cooperate with School Board.
26	Policy EDU-6C.	Addition	Improve grammar.
27	Objective EDU-7	Addition	Make objective consistent with policies.
28	Policy EDU-7A.	Deletion and Addition	Provide full name of County.
29	Policy EDU-7D.	Deletion and Addition	Provide full name of County.
30	Policy EDU-7E.	Deletion and Addition	Provide full name of County; and comply with Interlocal Agreement language.
31	Policy EDU-7G.	Addition	Provide full name of County; compliance with Interlocal Agreement.
32	Policy EDU-7H.	Deletion and Addition	Clarification on department's role.
33	Policy EDU-7I.	Deletion and Addition	Provide full name of County.
34	Policy EDU-7J.	Deletion and Addition	Provide full name of County.
35	Monitoring and Evaluation Program	Deletion	Rule Chapter 9J-5 abolished.
36	Monitoring Requirements	Deletion and Addition	Improve language.
37	Objective EDU-6*	Deletion and Addition	Update new educational enhancements.
38	Future Conditions Maps*	Deletion and Addition	Update years and date; abolished F.S. section.
39	Figures 1A-1D	Replace Existing Maps with Replacement Maps	Update maps

Note: * Text, Goal, Objective and Policy revised to address Adopted 2010 EAR recommendations.

**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).

*Underlined words are additions. Words with ~~strikethrough~~ are deletions. All other words exist in the Plan and remain unchanged.

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

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terrorist attacks.

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.

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Objective ECO-2

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

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.

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components especially advanced technology, such as fiber optics, appropriate to enhance socio-economic development.

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

Paragraph
Reference
Number

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.~~

Paragraph
Reference
Number

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.~~

4. REASONS FOR CHANGES

ECONOMIC ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
1	Policy ECO-3B.	Deletion	Delete department reference; reference to obsolete plan.
2	Objective ECO-4	Deletion and Addition	Delete reference to initial and time reference
3	Policy ECO-4A.	Deletion	Delete reference to County Manager.
4	Policy ECO-5A.	Deletion	Update.
5	Policy ECO-5B.	Deletion and Addition	Update department name.
6	Objective ECO-6	Deletion	Delete time reference.
7	Policy ECO-6A.	Deletion and Addition	Delete time reference.
8	Policy ECO-7C.	Deletion	Empowerment Zone no longer applicable.
9	Policy ECO-7C.	Deletion and Addition	ReNUMBER policy.
10	Policy ECO-7D.	Deletion and Addition	ReNUMBER policy.
11	Policy ECO-7E.	Deletion and Addition	ReNUMBER policy.
12	Policy ECO-7F.	Deletion and Addition	ReNUMBER policy.
13	Policy ECO-7G.	Deletion and Addition	ReNUMBER policy; delete word
14	Objective ECO-8	Deletion	Delete time reference.
15	Policy ECO-8A.	Deletion and Addition	Add two areas.
16	Policy ECO-10A.	Deletion	Delete time reference.
17	Objective ECO-11	Deletion	Delete time reference.
18	Objective ECO-12	Deletion	Delete time reference; clarify.
19	Policy ECO-13B.	Deletion	Delete specific dollar reference.
20	Objective ECO-14	Deletion and Addition	Update name.
21	Policy ECO-14B.	Deletion and Addition	Update name.
22	Policy ECO-14C.	Deletion and Addition	Update name.
23	Monitoring Program 1 st paragraph	Deletion and Addition	Delete obsolete reference to Rule 9J-5.
24	Monitoring Program 3 rd paragraph	Deletion	Delete obsolete reference to Rule 9J-5.

ECONOMIC ELEMENT SUMMARY OF MAJOR ADDITIONS, RENUMBERINGS AND DELETIONS OF EXISTING CDMP TEXT, OBJECTIVES AND POLICIES			
Paragraph Reference Number	EXISTING TEXT, GOAL, OBJECTIVE OR POLICY	MAJOR ADDITIONS, RENUMBERING AND DELETIONS	REASONS
25	Evaluation Assessment Review	Deletion	Delete time reference; delete footnote.
26	Goal I Objective ECO-1	Deletion	Delete time reference.
27	Goal I Objective ECO-2	Deletion	Delete time reference.
28	Goal I Objective ECO-3	Deletion and Addition	Delete time reference.
29	Goal I Objective ECO-4	Deletion	Delete time reference.
30	Goal I Objective ECO-6	Deletion	Delete time reference.
31	Goal I Objective ECO-7	Deletion and Addition	Delete time reference.
32	Goal I Objective ECO-8	Deletion	Delete time reference.
33	Goal I Objective ECO-9	Deletion and Addition	Delete time reference.
34	Goal I Objective ECO-10	Deletion and Addition	Delete time reference.
35	Goal I Objective ECO-11	Deletion	Delete time reference.
36	Goal I Objective ECO-12	Deletion	Delete time reference.
37	Goal I Objective ECO-13	Deletion and Addition	Modify evaluation periods.
38	Goal I Objective ECO-14	Deletion and Addition	Update name.

Note: *Text, Goal, Objective and Policy revised to address adopted 2010 EAR recommendations.

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INITIAL RECOMMENDATIONS

OCTOBER 2012 CYCLE EAR-BASED APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

FOR MIAMI-DADE COUNTY, FLORIDA



April 2013

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Mayor

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Miami-Dade County provides equal access and equal opportunity in employment and services and does not discriminate on the basis of disability. "It is the policy of Miami-Dade County to comply with all of the requirements of the Americans with Disabilities Act".

INTRODUCTION

This report presents the Department of Regulatory and Economic Resources' (Department) initial recommendations addressing the EAR-based Applications to amend the Comprehensive Development Master Plan (CDMP), which were filed by staff for consideration during the October 2012 Plan amendment review cycle. Eleven CDMP element-based applications (from Land Use Element to Economic Element), were filed by the Department to implement the recommendations of the Adopted 2010 Evaluation and Appraisal Report (EAR). The report also contains necessary background information and analyses on which the recommendations are based.

Chapter 1 of the report contains the summary and recommendations on each application, including the LUP map parcel applications associated with the Land Use Element, the principal reasons for the recommendations, and analysis of the proposed land use changes. The Appendix series contains four Appendixes A through D. Appendix A provides information regarding the adopted municipal land use changes; Appendix B provides information addressing the countywide conditions and the general planning considerations on which the recommendations are based; Appendix C contains the listing of CDMP policies and provisions utilized in the required review of each application's consistency with CDMP policies; and Appendix D contains an evaluation of fiscal impacts of the applications from the agencies responsible for supplying and maintaining infrastructure services addressed in the CDMP.

Application Review Process and Schedule of Activities

Following is a summary of the Plan review, amendment activities and schedule that will be followed by this cycle to comply with CDMP procedural requirements contained in Section 2-116.1, Code of Miami-Dade County, and with State law. The Schedule of Activities on page iii lists the principal activities that will occur during this CDMP amendment process and indicates the timeframes for those activities in accord with the State requirements and County Code.

The CDMP amendment process involves two phases. The first phase occurs between the time applications are filed and the time the Board of County Commissioners (Board) conducts its first public hearing and takes action to transmit the applications to the Florida Department of Economic Opportunity (DOE), the State Land Planning Agency (SLPA), and associated agencies for their review and comments. During this first phase, the affected community council(s) and the Planning Advisory Board (PAB), acting as the Local Planning Agency, conduct their required public hearings to formulate their recommendations on the applications to the Board of County Commissioners.

The Planning Advisory Board (PAB) held a public workshop on March 27, 2013 and is scheduled to hold its public hearing on April 15, 2013. The purpose of this PAB public hearing is to receive comments and recommendations on the proposed amendments and to formulate its recommendations to the BCC regarding transmittal and final action on the adoption of the proposed amendments. The BCC is currently scheduled to hold a public hearing on May 22, 2013 to consider transmittal of all the requested amendments to the Department of Economic Opportunity (DEO) and reviewing agencies. Transmittal of a proposed amendment to the reviewing agencies does not constitute adoption of the requested amendment.

A second phase of the amendment process begins after transmittal of the applications to the DEO and reviewing agencies. Section 2-116.1 of the County Code provides for the County to

request the SLPA to review and comment on all transmitted amendment proposals. The SLPA and/or the other reviewing agencies are expected to return comments addressing all transmitted amendment proposals by July or August 2013, approximately 45 days after the transmittal date pursuant to section 163.3184(3), Florida Statutes. Within 45 days of receiving comments from the state and regional reviewing agencies, or other time period determined by the Director of the Department, the BCC will conduct a public hearing and take final action on the transmitted applications. During the review period by the reviewing agencies, the Department will also review comments received at the transmittal hearings and any additional submitted material and may issue a "Revised Recommendations" report reflecting any new information prior to the final public hearings. Final action by the Commission will be to adopt, adopt with change or not adopt any of the transmitted applications.

Additional Information

Anyone having questions regarding any aspect of the CDMP review and amendment process should visit or call the Metropolitan Planning Section of the Miami-Dade County Department of Regulatory and Economic Resources at 111 NW 1st Street, Suite 1220; Miami, Florida 33128-1972; telephone (305) 375-2835.

Table 1
Schedule of Activities
October 2012-2013 CDMP Amendment Cycle
(2010 EAR-Based Amendments)

Application Filing Period	October 1 to October 31, 2012
Notification Letter sent to the State Land Planning Agency (SLPA) Regarding Evaluation and Appraisal Based Amendments to the Comprehensive Plan	November 21, 2012*
Staff Applications Report Published	March 27, 2013
Department of Regulatory and Economic Resources Initial Recommendations Report Published	April 2013
Country Club of Miami Community Council (5) Public Hearing addressing Land Use Plan map change to Parcel 296 identified in Part C of Application No. 1	April 11, 2013
Planning Advisory Board (PAB), acting as Local Planning Agency (LPA), Public Hearing to formulate Recommendations Regarding Adoption and Transmittal of Amendment Applications to the SLPA	April 15, 2013 County Commission Chamber 111 NW 1 st Street Miami, Florida 33128
Board of County Commissioners (Commission) Public Hearing and Action on Transmittal of Standard Amendment Applications to SLPA	May 22, 2013** County Commission Chamber 111 NW 1 st Street Miami, Florida 33128; and April 22, 2013, if needed.
Transmittal of Applications to SLPA and other state and regional reviewing agencies	June 2013** (Approximately 10 days after Commission transmittal hearing)
Deadline for Filing Supplementary Reports by the Public	Forty-five (45) days after Commission transmittal hearing
Receipt of Objections, Recommendations and Comments (ORC) Report from SLPA and Comments from other reviewing agencies	July/August 2013** (Approximately 60 Days After Transmittal Hearing)
Board of County Commissioners Public Hearing and Final Action on Applications	October 2, 2013** (Within 180 days after receipt of ORC) County Commission Chamber 111 NW 1 st Street Miami, Florida 33128

*Notification due to SLPA by December 1, 2012

**Estimated Date

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Chapter 1

RECOMMENDATIONS

The Comprehensive Development Master Plan (CDMP) is Miami-Dade County's policy guide for countywide growth management. The Plan contains components such as goals, objectives and policies, which are countywide in scope, and components including the Land Use Plan map and schedules of capital improvements which express policy for localized areas. First and foremost, the CDMP is a metropolitan-scale plan for long-range countywide development. The October 2012 Cycle applications that were filed based on the Adopted 2010 Evaluation and Appraisal Report (EAR), seek to update eleven of the twelve adopted CDMP elements to reflect changes in state law and County policy.

Types of Recommendations

This chapter contains the initial recommendations of the Department of Regulatory and Economic Resources (Department) addressing the EAR-Based applications filed for review during the October 2012 CDMP amendment cycle and presented on page 1-2. The following outlines the two types of recommendations that are issued:

1. TRANSMITTAL TO THE REVIEWING AGENCIES. Transmittal to the State Land Planning Agency and other state and regional agencies (the reviewing agencies) is a required action, taken by the Board of County Commissioners, to continue the eligibility of any standard CDMP amendment application, such as the EAR-Based applications. Therefore, recommendations on the EAR-Based applications will address whether or not each application should be transmitted (Transmit or Do Not Transmit). Failure to transmit a standard application, including any of the EAR-Based Applications, to the reviewing agencies effectively denies the application from further consideration during the cycle. Therefore, the Department recommends transmittal to the reviewing agencies of all EAR-Based amendment applications.
2. FINAL DISPOSITION. Recommendations issued addressing final disposition or final action to be taken by the Board of County Commissioners on each individual application may be to Adopt, Adopt with Changes, or Deny. Accordingly, the Department for all staff EAR-Based applications in the October 2012 CDMP amendment cycle will recommend a disposition for Adopt or Adopt with Changes. In some instances an application may be withdrawn from consideration.

RECOMMENDATIONS ON STAFF APPLICATIONS TO IMPLEMENT ADOPTED 2010 EVALUATION AND APPRAISAL REPORT

APPLICATION NO. 1 (Land Use Element)

Requested Amendments: Numerous changes to the CDMP Preface and Future Land Use Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013. This Application is organized as follows:

- Part A: CDMP Preface;
- Part B: Future Land Use Element Goals, Objectives, Policies and Text; and
- Part C: Future Land Use Plan Map

Recommendations: Transmit and Adopt (All Parts)

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 2 (Transportation Element)

Requested Amendments: Numerous changes to the Transportation Element, which includes the Traffic Circulation Subelement; Mass Transit Subelement; Aviation Subelement; Port of Miami River Subelement; and PortMiami Master Plan Subelement, are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Amendments Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013. This Application is organized as follows:

- 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

Recommendations: Transmit and Adopt (All Parts)

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the of the above-mentioned Staff Applications report.

APPLICATION NO. 3 (Housing Element)

Requested Amendments: Several changes to the Housing Element are proposed as presented in Section 4 of the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 4 (Conservation, Aquifer Recharge and Drainage Element)

Requested Amendments: Numerous changes to the Conservation, Aquifer Recharge and Drainage Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 5 (Water, Sewer, and Solid Waste Element)

Requested Amendments: Numerous changes to the Water, Sewer, and Solid Waste Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 6 (Recreation and Open Space Element)

Requested Amendments: Numerous changes to the Recreation and Open Space Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 7 (Coastal Management Element)

Requested Amendments: Numerous changes to the Coastal Management Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 8 (Intergovernmental Coordination Element)

Requested Amendments: Numerous changes to the Intergovernmental Coordination Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 9 (Capital Improvements Element)

Requested Amendments: Numerous changes to the Capital Improvements Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 10 (Educational Element)

Requested Amendments: Numerous changes to the Educational Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 11 (Economic Element)

Requested Amendments: Several changes to the Economic Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

**APPLICATION NO. 1, PART C
ANALYSIS AND REASONS FOR THE
PROPOSED LAND USE PLAN MAP CHANGES**

Summary of Application No. 1, Part C, Land Use Plan Map Changes

For convenience of the reader, the List of Proposed Land Use Plan Map Changes (Parcel Nos. 1-6, 8-19, 21-121, 123-156, 158-164, 167-236, 238-252, and 255-296) in Table A-1 in Appendix A of this report summarizes essential facts about the requested parcel amendments. Table A-1 and the aerial maps that follow the table revises and provides more details to Part C of Application No. 1 contained in the “Staff Applications October 2012 EAR-Based Applications to Amend the Comprehensive Development Master Plan” (Application No.1 Page 136). It should be noted that Parcel Nos. 7, 20 and 165 are withdrawn and Parcel Nos. 122, 157, 166, 237, 253, and 254 were not filed in the original application and are not included in the Table A-1.

Presented below are staff’s recommendations on the proposals in Part C of Application No. 1 addressing the CDMP Land Use Element, the principal reasons for the recommendations on the proposed Land Use Plan map changes and an analysis of the Land Use Plan map changes proposed for Parcel 296.

New Urban Center and Roadway Network Updates

Staff recommends to **Transmit and Adopt** the proposed changes to add a new urban center the Palmetto Expressway and Bird Road and to update the roadway network on the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map for the following reason:

Principal Reason for Recommendation:

1. Beginning in September 2008, the County conducted a study of the Bird Road Corridor which culminated in the publication of the Bird Road Corridor Study report in January 2010. The report was accepted by the Board of County Commissioners on April 6, 2010 by Resolution R-356-10. The Bird Road Corridor Study report recommended, among others, that a Community Urban Center be designated on the Land Use Plan map at the intersection of the Palmetto Expressway/SR-826 and Bird Road. The proposed urban center fulfills the recommendation of the Bird Road Corridor Study.
2. The proposed changes to the Expressways, Major and Minor Roadway network portrayed on the LUP map are to reflect the most recently adopted Miami-Dade County Long Range Transportation Plan to the year 2035. The changes are depicted on Figure T and described in Table 2 of the “Staff Applications October 2012 EAR-Based Applications to Amend the Comprehensive Development Master Plan” (Application No.1 Pages 163-165) and are pursuant to Revision No. 10 to the adopted 2015 and 2025 Land Use Plan (LUP) map, page 4-11 in Chapter 4: Conclusions and Proposed Revisions.

Parcel Nos. 1-6, 8-19, 21-121, 123-156, 158-164, 167-236, 238-252, and 255-291

Staff recommends to **Transmit and Adopt** the proposed changes to redesignate the Parcel Nos. 1-6, 8-19, 21-121, 123-156, 158-164, 167-236, 238-252, and 255-291 on the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map to various to various designations, as detailed in Table A-1 of Appendix A, for the following reason:

Principal Reason for Recommendation:

1. Parcel Nos. 1-6, 8-19, 21-121, 123-156, 158-164, 167-236, 238-252, and 255-291 are located in municipal areas. Redesignation of these parcels are based on the recommendation in the Adopted 2010 Evaluation and Appraisal Report (EAR), Revision No. 4 to the adopted 2015 and 2025 Land Use Plan (LUP) map, page 4-10 in Chapter 4: Conclusions and Proposed Revisions. Revision No. 4 requires the County to incorporate into the LUP map, changes that are based on the land use designations in adopted municipal comprehensive plans that were either new or have been revised since 2003. The individual parcel designation changes are presented in Table 1 above and the LUP map designation assigned to each parcel by the County is the designation that best represents the respective municipal designations.

Miami-Dade County does not attempt to replicate the detail contained in the local plans of the 34 municipalities in the County. The range or residential densities, the range of uses permitted within the various land use plan categories, and the level of detail portrayed in the plans differ among the various adopted plans, and the County's plan is, appropriately, more general due to the extent of area covered with respect to municipal limits. The adopted municipal plans and subsequent amendments were previously reviewed by Miami-Dade County, the State Land Planning Agency, and other state and regional reviewing agencies pursuant to state law. The subject proposed changes to the LUP map are proposed to make the CDMP more informative to the reader of the Plan, but, will not affect the County's development capacity as the proposed designations seek to better depict the designations of the adopted municipal plans, which are already reflected in the County's calculations of development capacity within municipalities.

Parcel Nos. 292 through 295

Staff recommends to **Transmit and Adopt** the proposed changes to adjust the existing Urban Expansion Area (UEA) boundaries to exclude Parcel Nos. 292 through 295 from within the UEA's as depicted on the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map for the following reasons:

Principal Reason for Recommendation:

1. Parcel Nos. 292 through 295 are located in unincorporated Miami-Dade County within the areas designated on the LUP map as Urban Expansion Areas (UEAs) and are proposed to be excluded from within the respective UEAs through the recommended UEA boundary modifications. Recommendation No. 4 of the 'UDB Capacity and Urban Expansion' major issue addressed in the Adopted 2010 EAR (page 4-2) identified that portions of each UEA are constrained by the existence of wetlands, wellfields protection areas and EEL properties within the UEAs, among other factors such as the Comprehensive Everglades Restoration Project (CERP), which are areas that shall either not be considered for urban expansion or should be avoided, pursuant to Land Use Element Policy LU-8G. In addition, the accident potential zones of the Homestead Air Reserve Base were identified as a constraint to urban development for one of the UEAs. The 2010 EAR Recommendation No. 4 provides that each UEA should be modified to appropriately address the provisions of Policy LU-8G and other factors that constrain future urban development within the UEAs, and to ensure that land identified for future urban expansion in each UEA is free of these constraints. The proposed modifications to the UEAs would also enhance the internal consistency of the CDMP.

The LUP map currently depicts the 2015 Urban Development Boundary (UDB) and four (4) UEAs. The 2015 UDB is included on the Land Use Plan map to distinguish areas where

urban development may occur from areas where it should not occur. The UEAs comprise those areas between the 2015 UDB and the UEA boundaries where urban development beyond the 2015 UDB is likely to be warranted some time in the future. Each UEA and their respective constraints are presented below.

Parcel 292: This UEA area contains ±3,000 acres located generally between SW 232 and SW 284 Streets and between SW 122 and SW 187 Avenues. Approximately 1,489 acres are proposed to be removed from within the UEA based on the factors outlined below and represented on the map 292 on page 1-8.

- Future Wetlands and Comprehensive Everglades Restoration Project (CERP) Water Management Areas; *identified in Policy LU-8G(ii)(a) as areas that shall be avoided when considering lands to add to the UDB*
- Coastal High Hazard Areas; *which are proposed to replace the Category 1 Hurricane Evacuation Areas identified in Policy LU-8G(ii)(c) as areas that shall be avoided when considering lands to add to the UDB*
- The CERP project footprints; *identified in Policy LU-8G(ii)(d) as areas that shall be avoided when considering lands to add to the UDB*
- The Accident Potential Zones (APZ) of the Homestead Air Reserve Base *(consistent with the proposed amendment to Policy LU-8G to address compatibility with the Homestead Air Reserve Base)*

Parcel 293: This UEA area contains ±595 acres located generally between SW 312 and SW 352 Streets and between SW 127 and SW 142 Avenues. The entire UEA proposed to be deleted based on the factors outlined below and represented on the map on page 1-10.

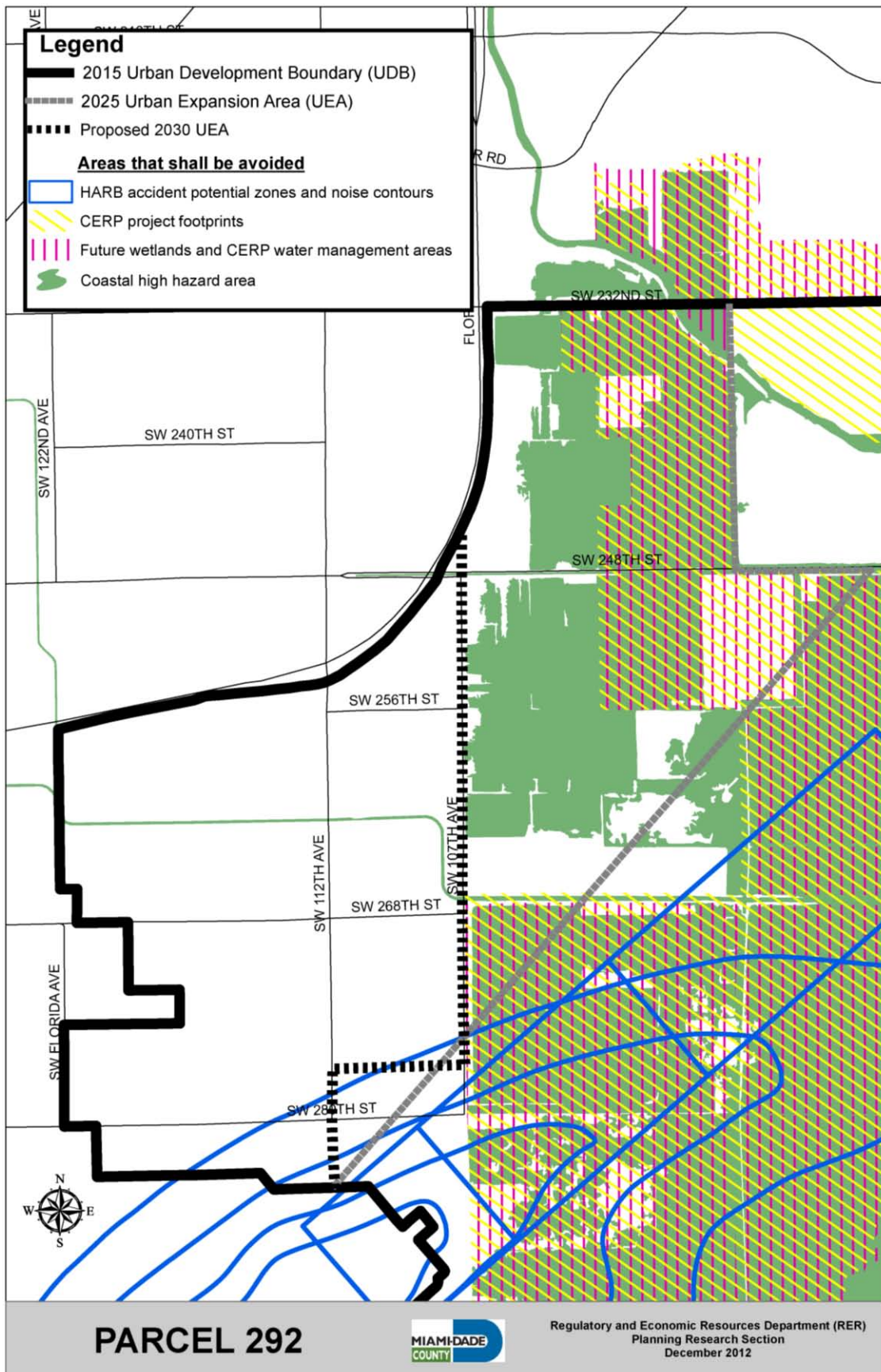
- Future Wetlands and CERP Water Management Areas; *Policy LU-8G(ii)(a) as above*
- The CERP Project footprints; *Policy LU-8G(ii)(d) as above*
- The Accident Potential Zones (APZ) of the Homestead Air Reserve Base; *as above*

Parcel 294: This UEA area contains ±2,816 acres located generally between SW 42 and SW 112 Streets and between SW 162 and SW 177 Avenues. Approximately 1,525 acres are proposed to be removed from within the UEA based on the factors outlined below and represented on the map on page 1-12.

- The West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street; *identified in Policy LU-8G(i)(a) as areas that shall not be considered for urban expansion*
- The Everglades Buffer Areas by the South Florida Water Management District (SFWMD); *identified in Policy LU-8G(i)(b) as areas that shall not be considered for urban expansion*
- The CERP Project footprints LU-8G(ii)(d)

Parcel 295: This UEA area contains ±873 acres located generally between NW 12 and SW 8 Streets and between SW 137 and SW 147 Avenues. Approximately ±575 acres are proposed to be removed from within the UEA based on the factors outlined below and represented on the map on page 1-14.

- Everglades Buffer Areas designated by the SFWMD; *Policy LU-8G(i)(b) as above*



CDMP LAND USES

	ESTATE DENSITY (1 to 2.5 DU/AC)		ENVIRONMENTALLY PROTECTED PARKS
	LOW DENSITY (2.5 to 6 DU/AC)		WATER
	LOW-MEDIUM DENSITY (6 to 13 DU/AC)		TRANSPORTATION
	BUSINESS AND OFFICE		2025 URBAN EXPANSION AREA
	INSTITUTIONS, UTILITIES AND COMMUNICATION		2015 URBAN DEVELOPMENT BOUNDARY
	PARKS AND RECREATION		EXPRESSWAYS
	AGRICULTURE		MAJOR ROADWAYS (3 OR MORE LANES)
	OPEN LAND		MINOR ROADWAYS (2 LANES)
	ENVIRONMENTAL PROTECTION		

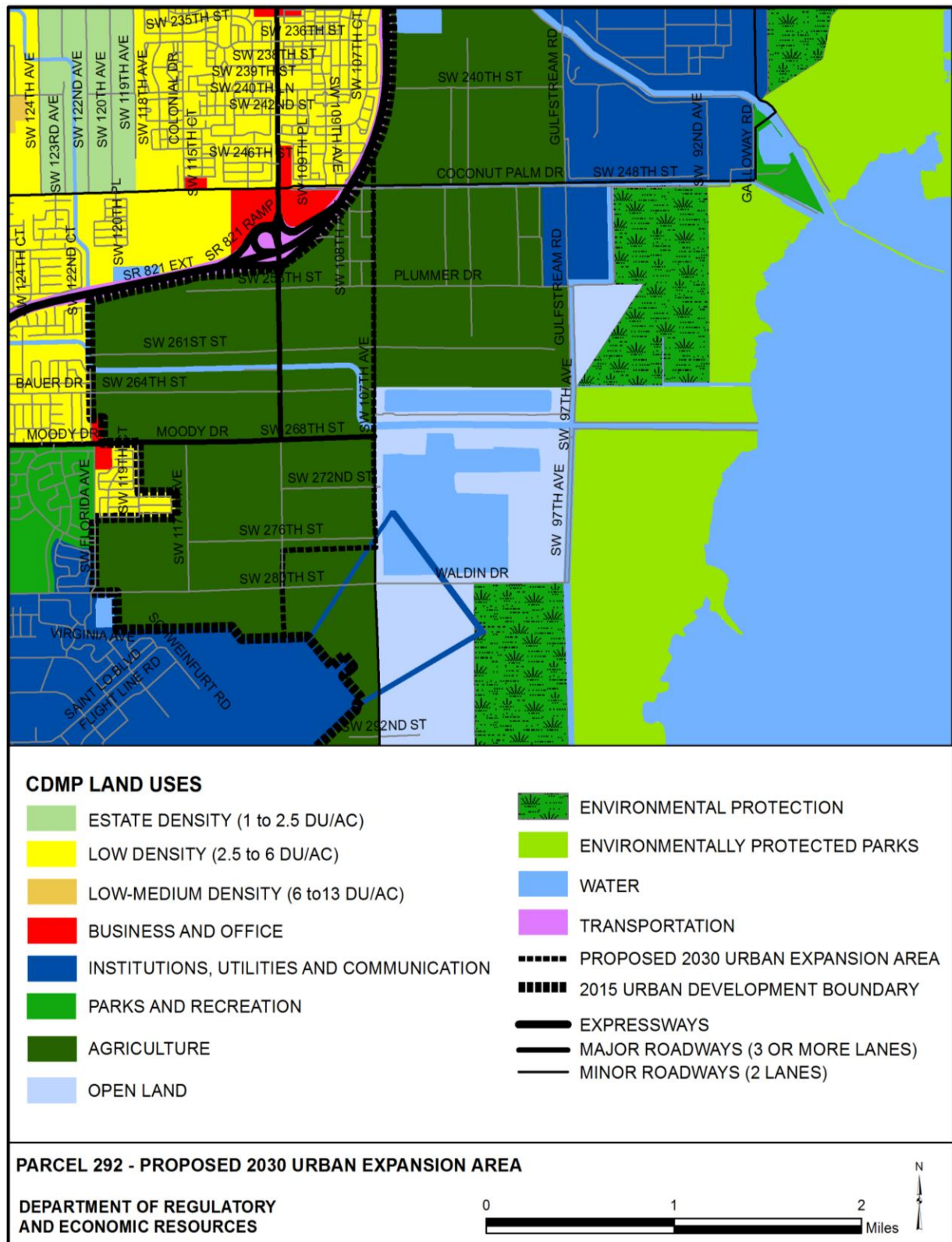
PARCEL 292 - 2025 URBAN EXPANSION AREA

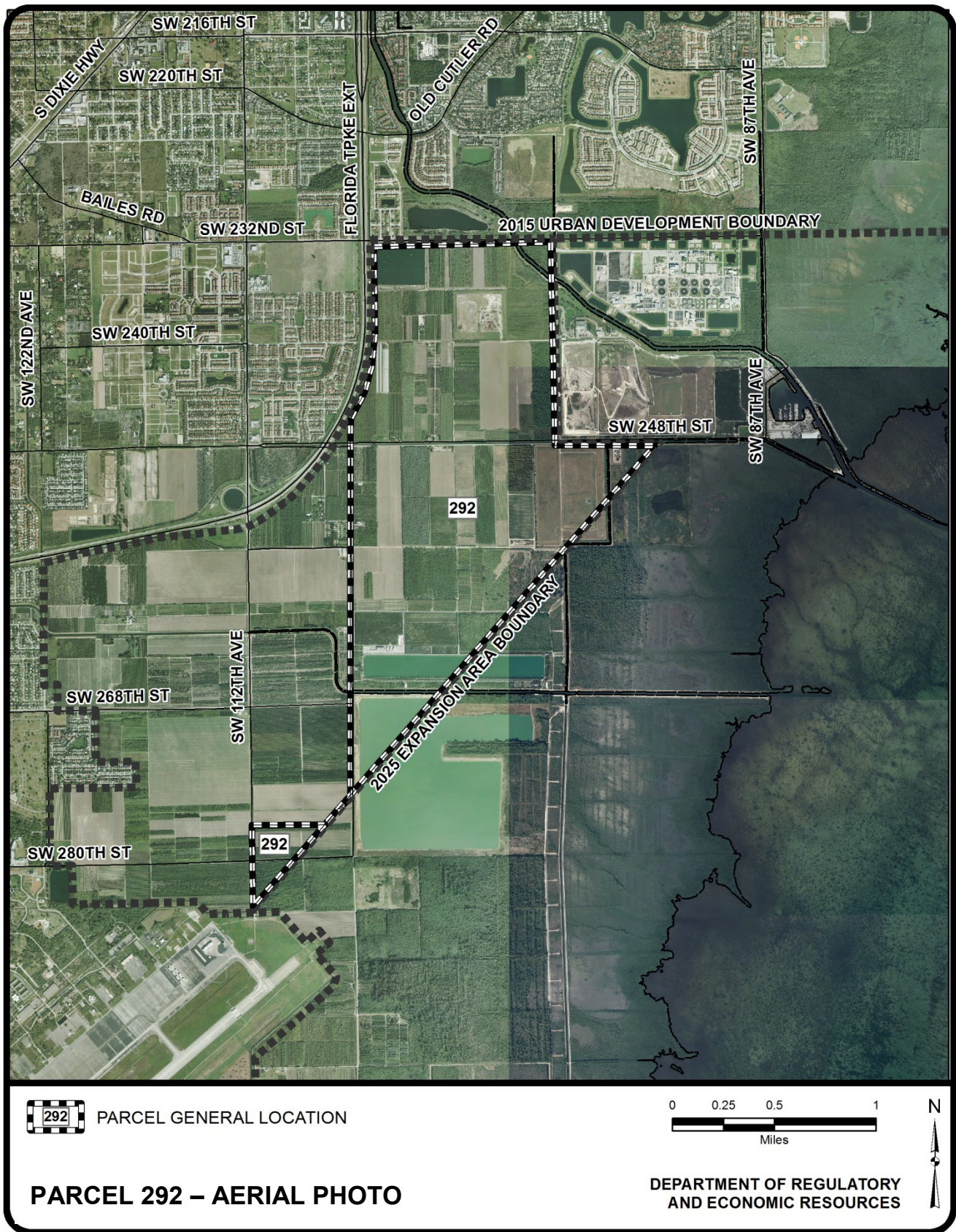
DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

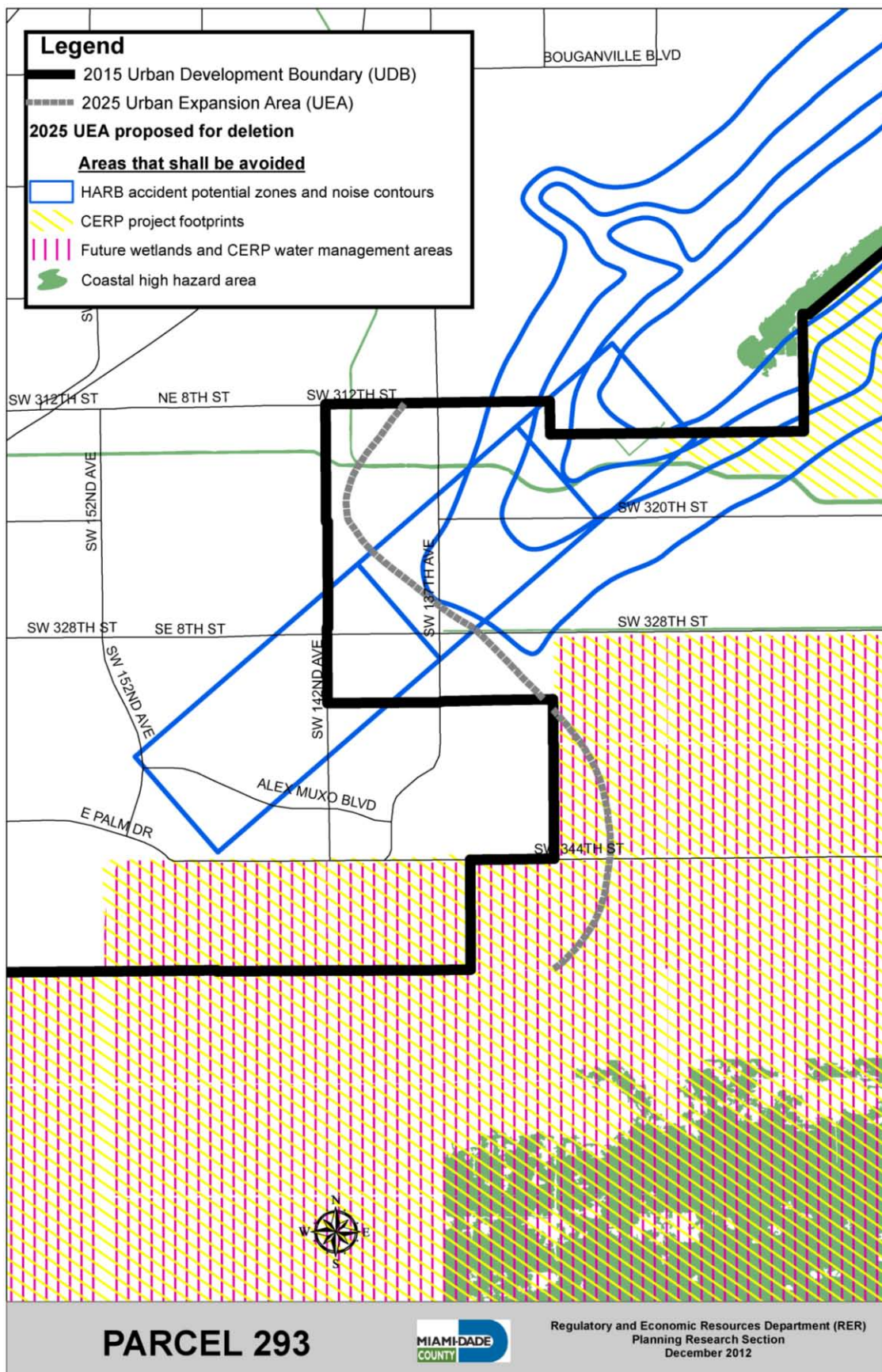
0 1 2 Miles

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PROPOSED CDMP LAND USE





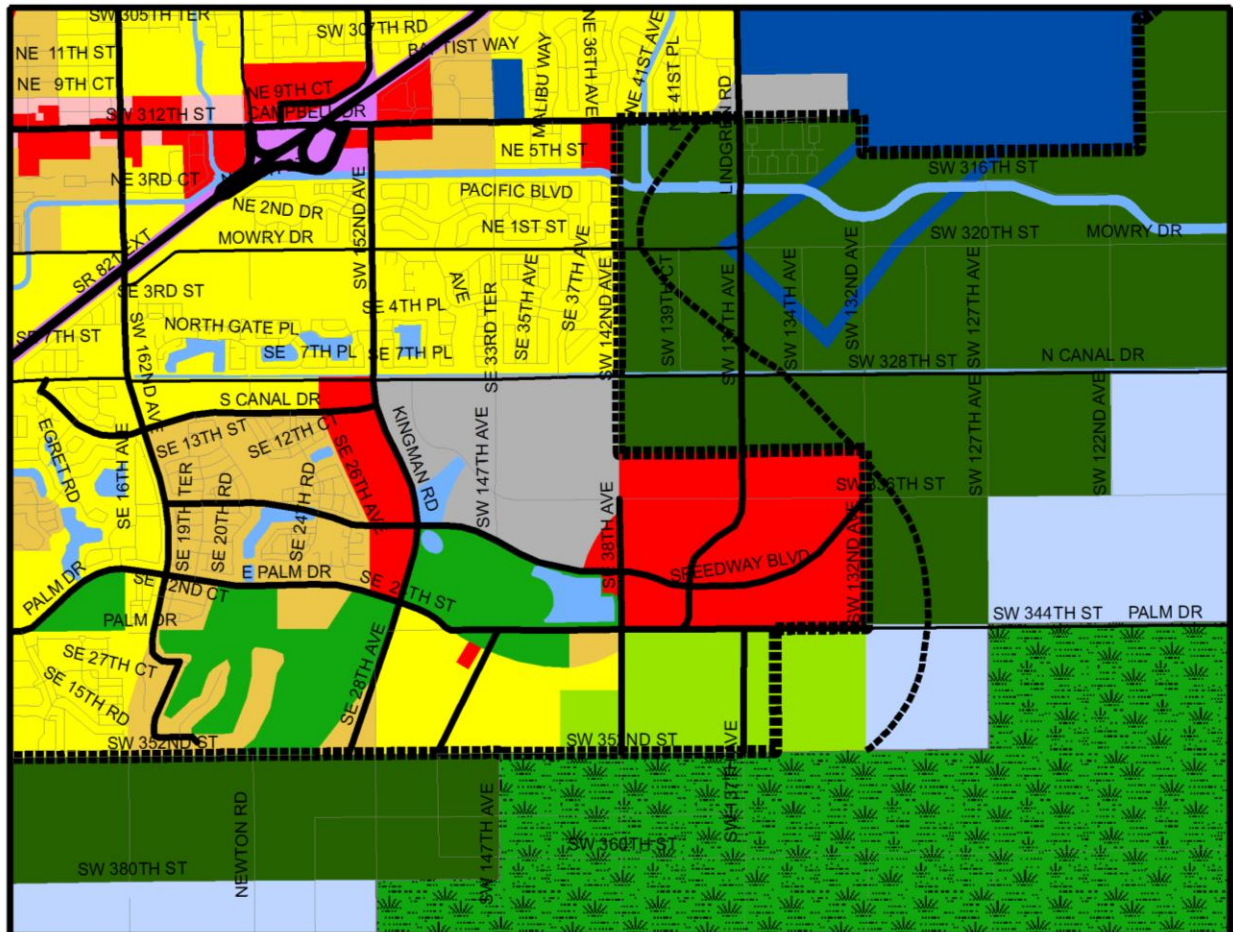


PARCEL 293



Regulatory and Economic Resources Department (RER)
Planning Research Section
December 2012

CURRENT CDMP LAND USE

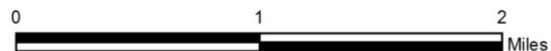


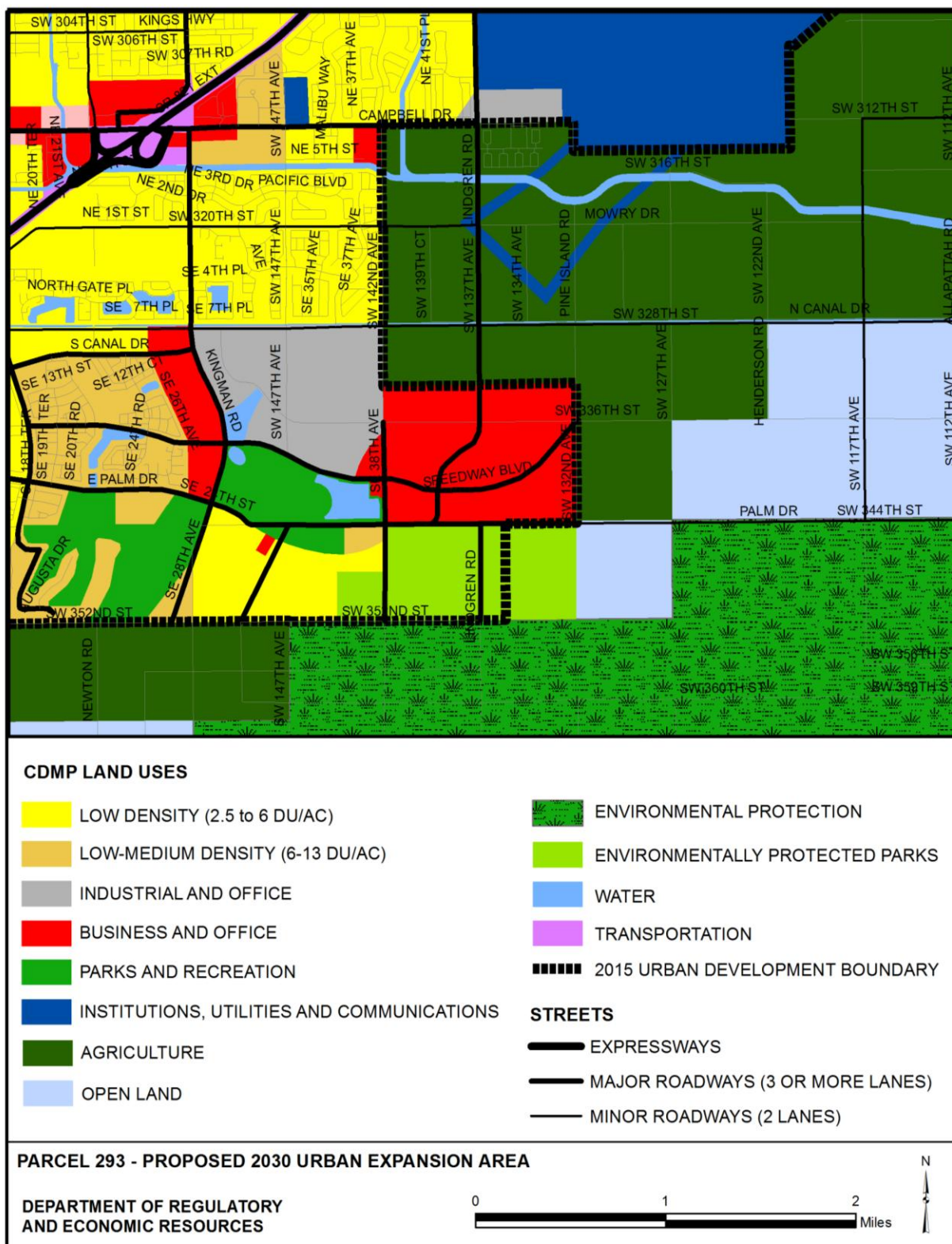
CDMP LAND USES

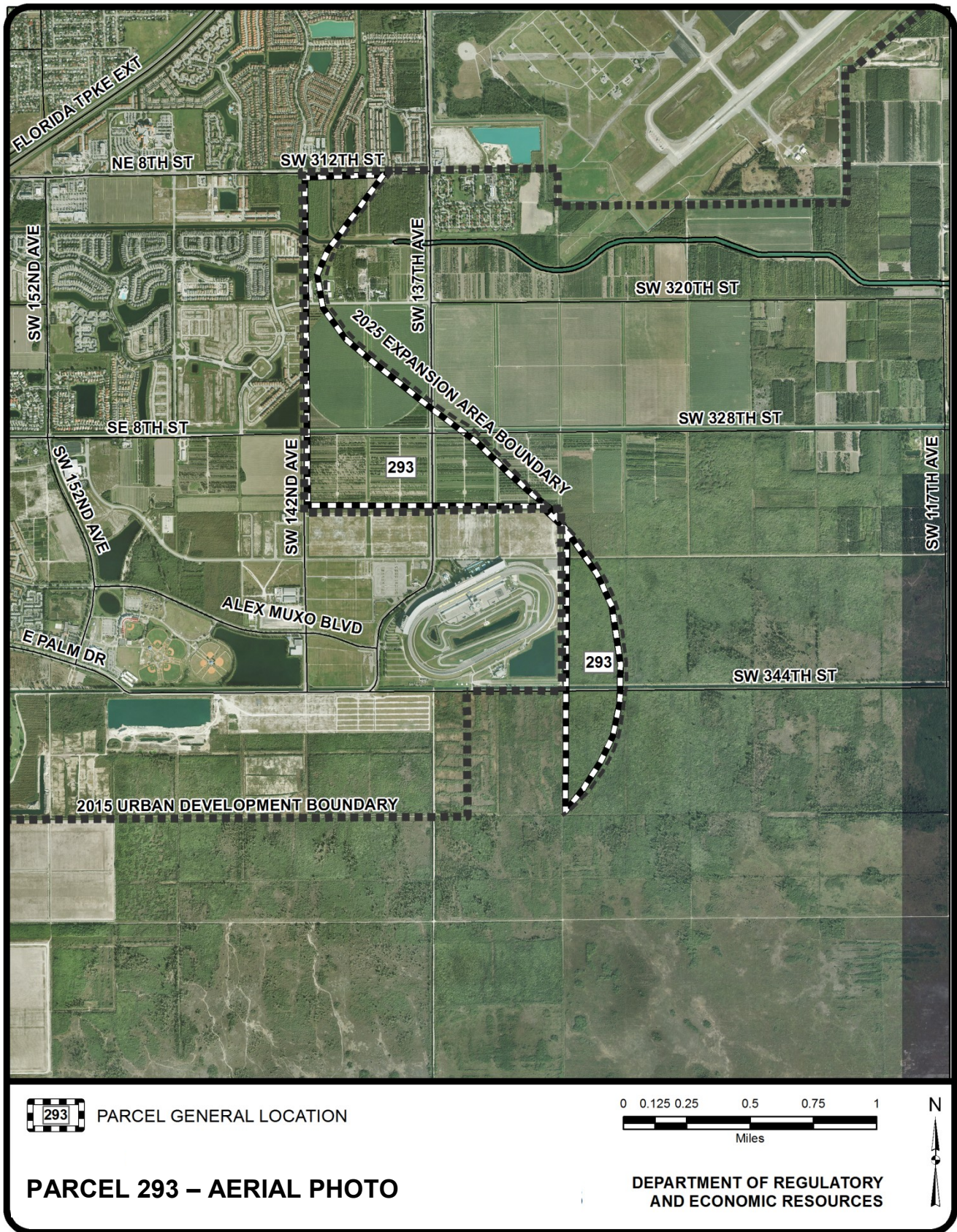
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|--|----------------------------------|
| LOW DENSITY (2.5 to 6 DU/AC) | ENVIRONMENTAL PROTECTION |
| LOW-MEDIUM DENSITY (6 to 13 DU/AC) | ENVIRONMENTALLY PROTECTED PARKS |
| INDUSTRIAL AND OFFICE | WATER |
| BUSINESS AND OFFICE | TRANSPORTATION |
| PARKS AND RECREATION | 2025 URBAN EXPANSION AREA |
| INSTITUTIONS, UTILITIES AND COMMUNICATIONS | 2015 URBAN DEVELOPMENT BOUNDARY |
| AGRICULTURE | EXPRESSWAYS |
| OPEN LAND | MAJOR ROADWAYS (3 OR MORE LANES) |
| | MINOR ROADWAYS (2 LANES) |

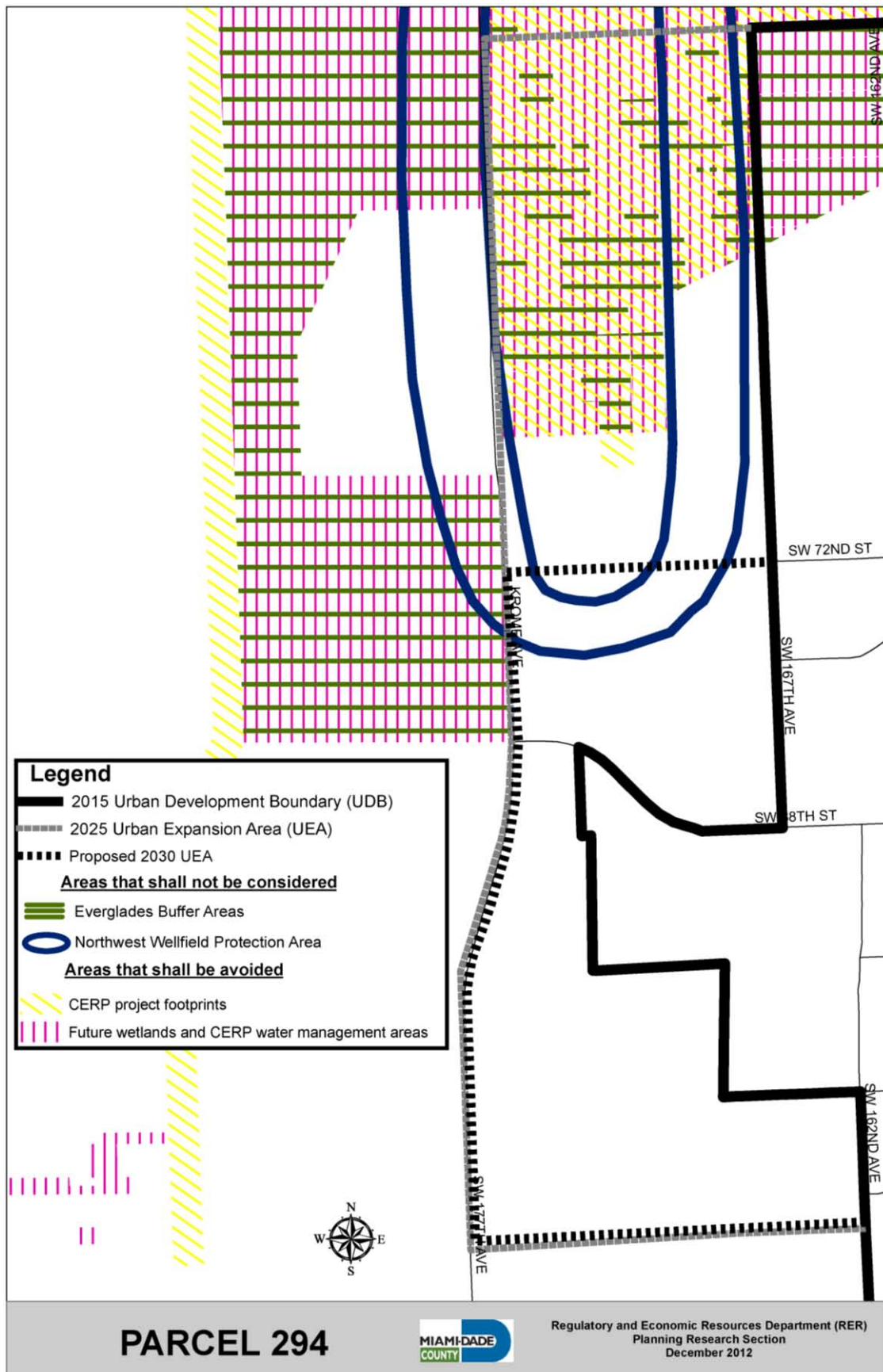
PARCEL 293 - 2025 URBAN EXPANSION AREA

DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES









CDMP LAND USES

- LOW DENSITY (2.5 to 6 DU/AC)
- LOW-MEDIUM DENSITY (6 to 13 DU/AC)
- MEDIUM DENSITY (13 to 25 DU/AC)
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- INSTITUTIONS, UTILITIES AND COMMUNICATION
- PARKS AND RECREATION
- AGRICULTURE
- OPEN LAND
- ENVIRONMENTALLY PROTECTED PARKS
- WATER
- 2025 URBAN EXPANSION AREA
- 2015 URBAN DEVELOPMENT BOUNDARY
- COMMUNITY URBAN CENTER
- MAJOR ROADWAYS (3 OR MORE LANES)
- MINOR ROADWAYS (2 LANES)

PARCEL 294 - 2025 URBAN EXPANSION AREA

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

0 1 2 Miles

N

CDMP LAND USES

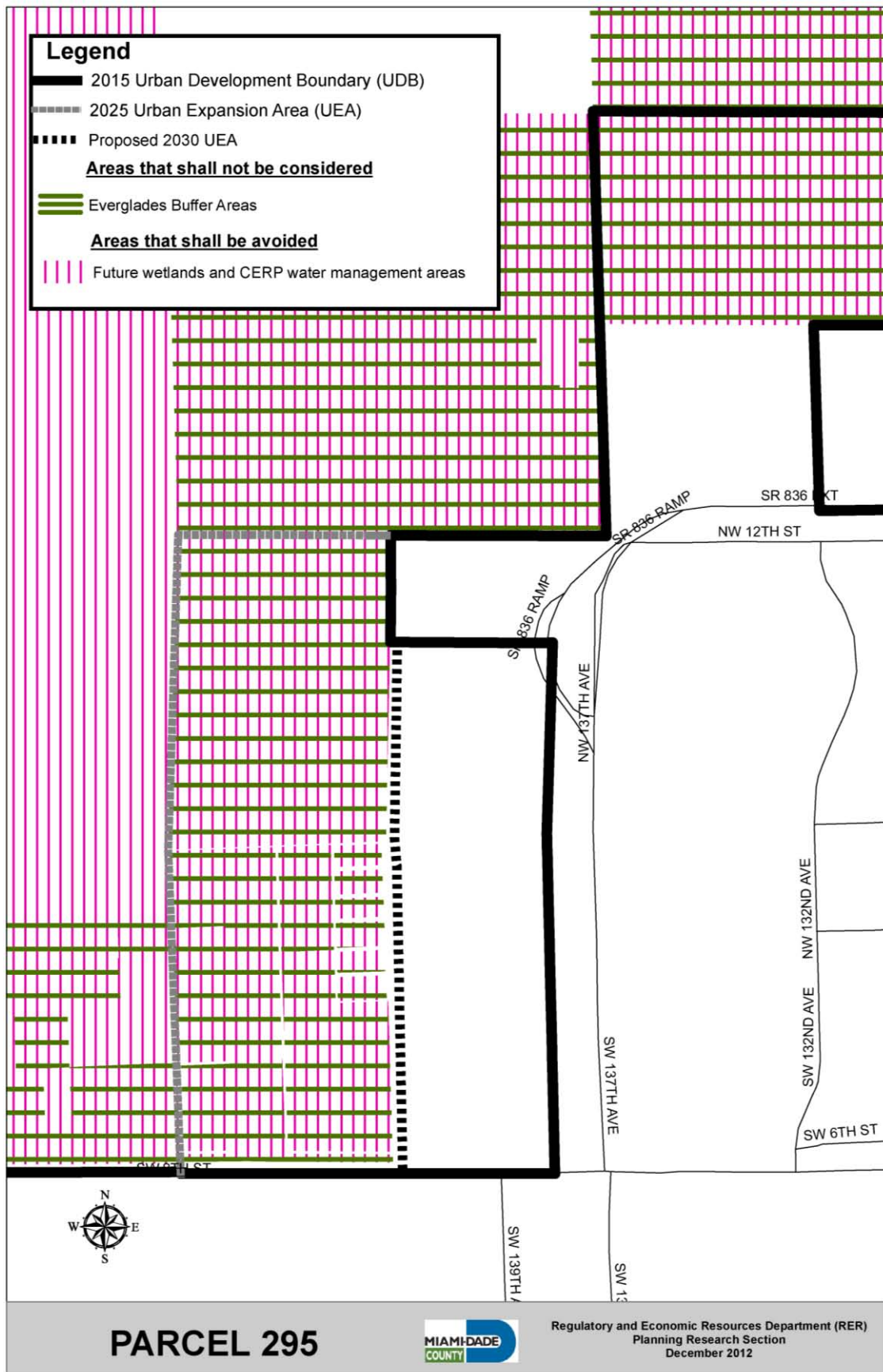
- LOW DENSITY (2.5 to 6 DU/AC)
- LOW-MEDIUM DENSITY (6 to 13 DU/AC)
- MEDIUM DENSITY (13 to 25 DU/AC)
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- INSTITUTIONS, UTILITIES AND COMMUNICATION
- PARKS AND RECREATION
- AGRICULTURE
- OPEN LAND
- ENVIRONMENTALLY PROTECTED PARKS
- WATER
- PROPOSED 2030 URBAN EXPANSION AREA
- 2015 URBAN DEVELOPMENT BOUNDARY
- COMMUNITY URBAN CENTER
- MAJOR ROADWAYS (3 OR MORE LANES)
- MINOR ROADWAYS (2 LANES)

PARCEL 294 - PROPOSED 2030 URBAN EXPANSION AREA

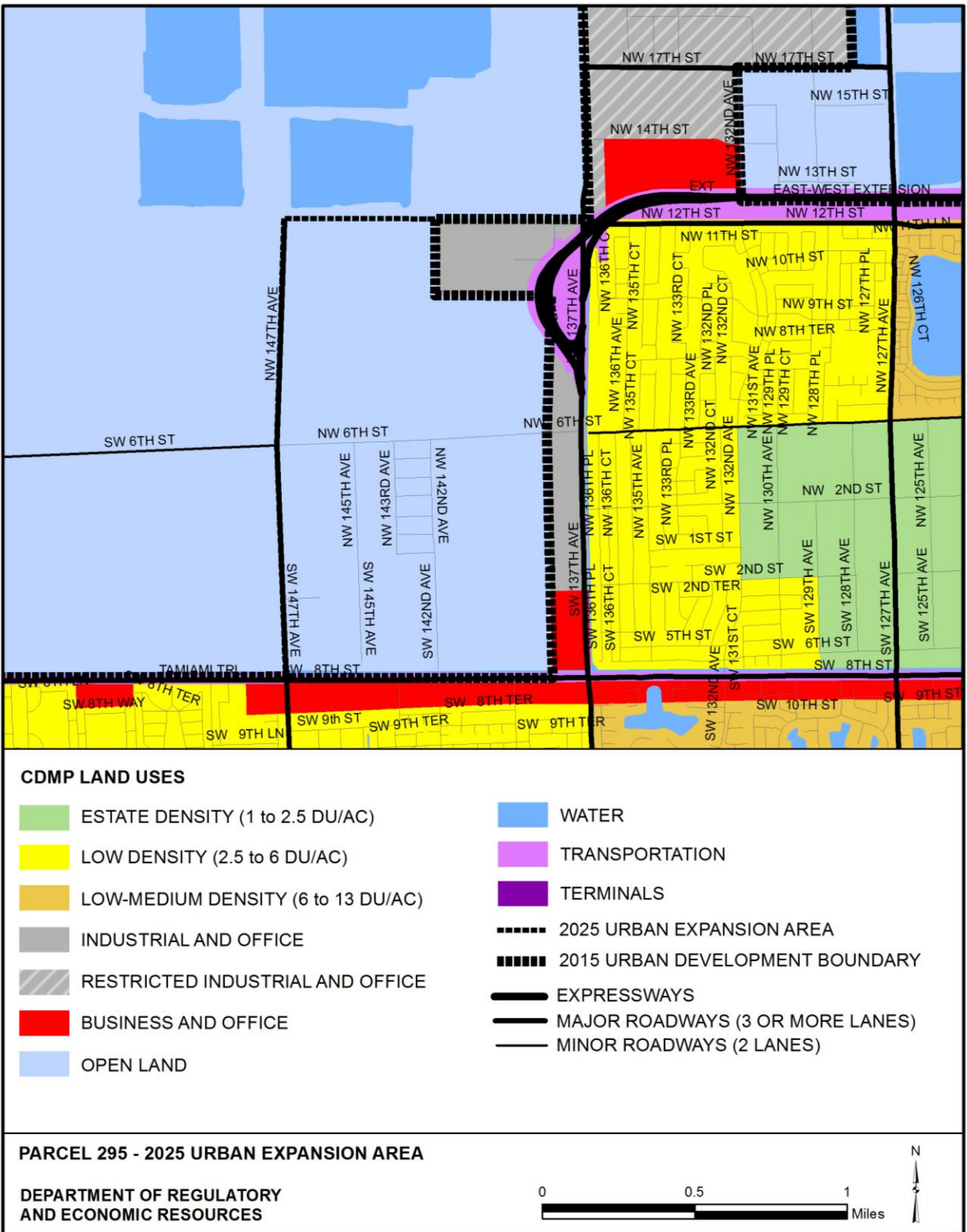
DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

0 1 2 Miles

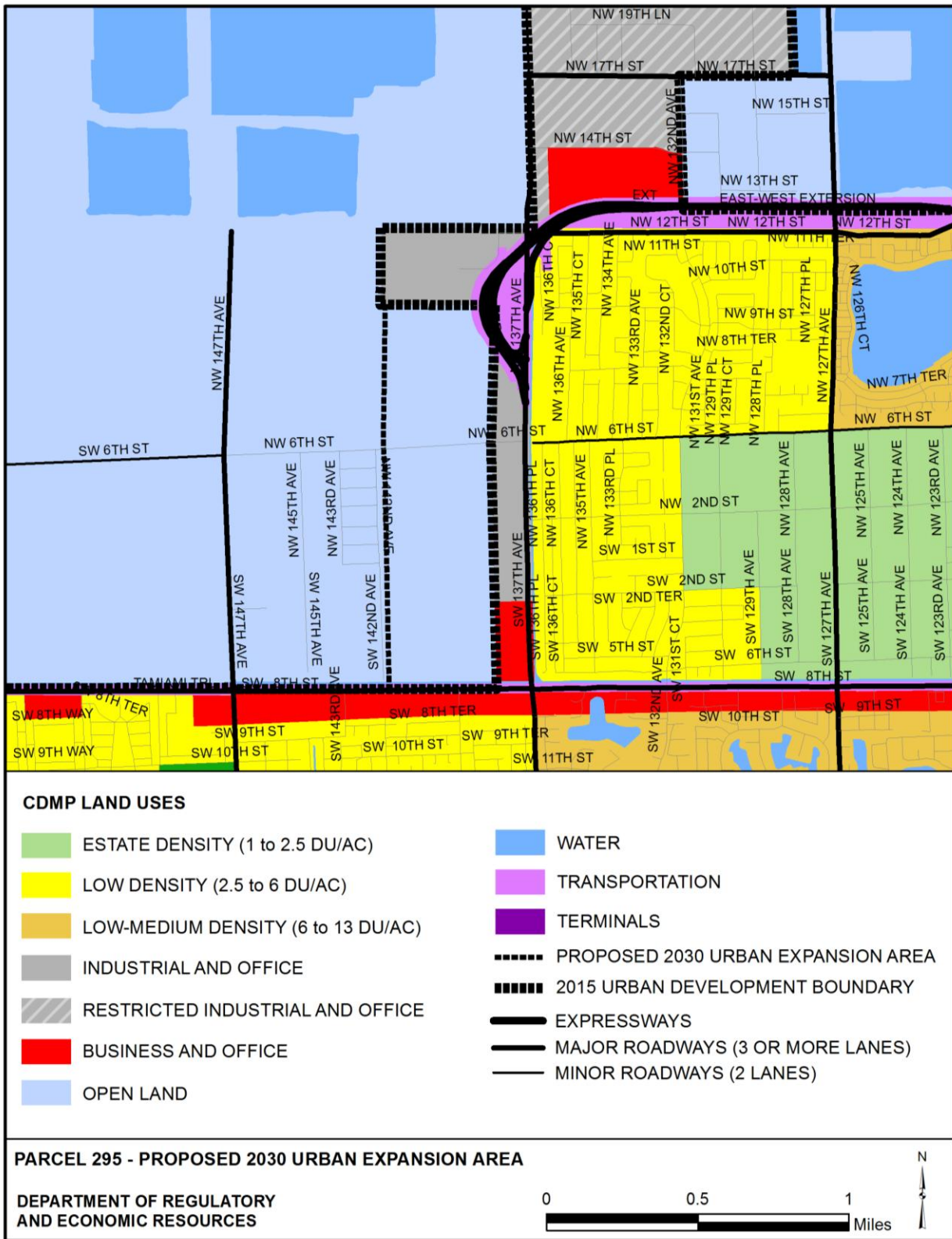


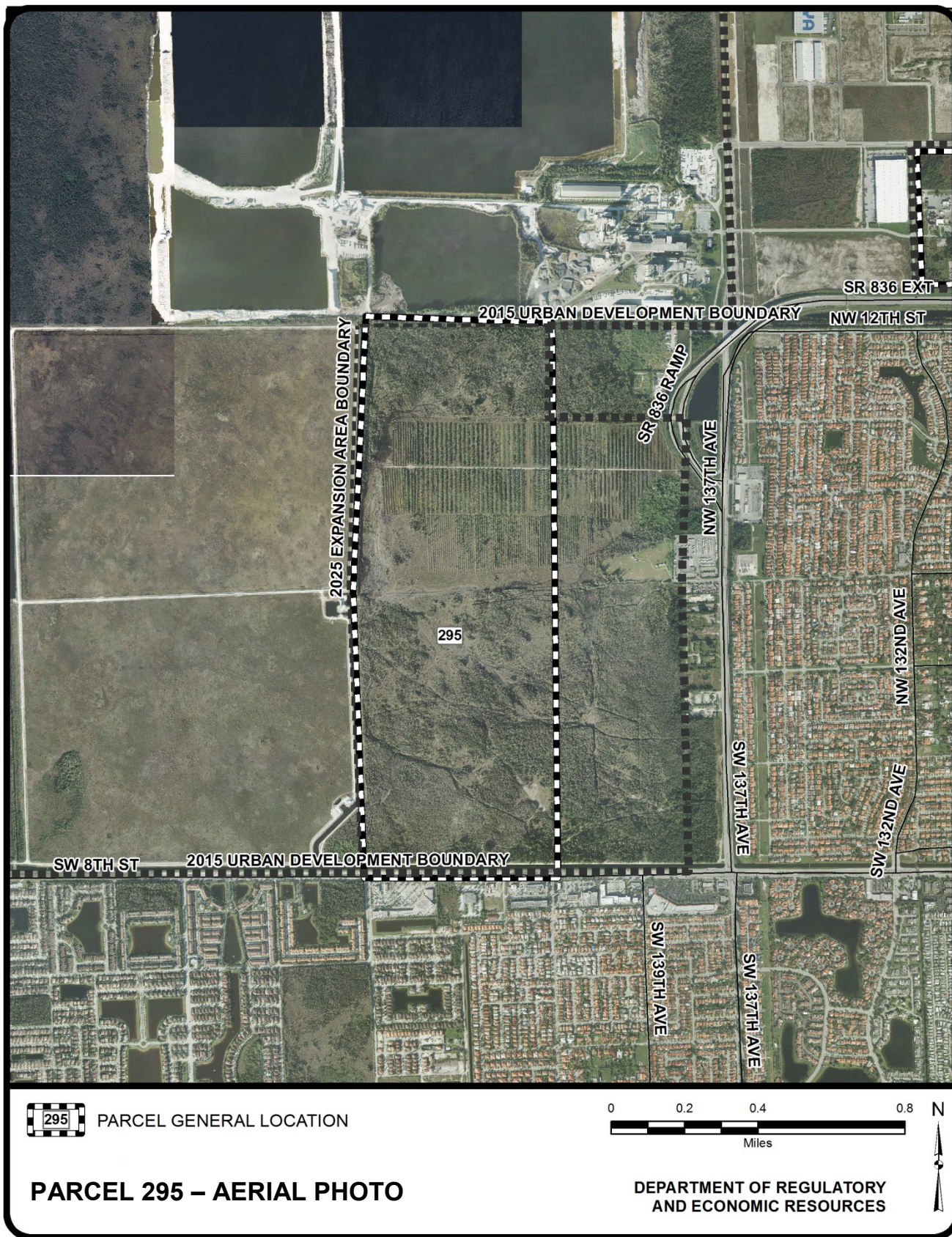


CURRENT CDMP LAND USE



PROPOSED CDMP LAND USE





Parcel No. 296

Staff recommends to **Transmit and Adopt** the proposed change to expand the Urban Development Boundary to include the ±521 gross acre property and to redesignate the property from “Open Land” to “Restricted Industrial and Office” on the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map for the following reasons:

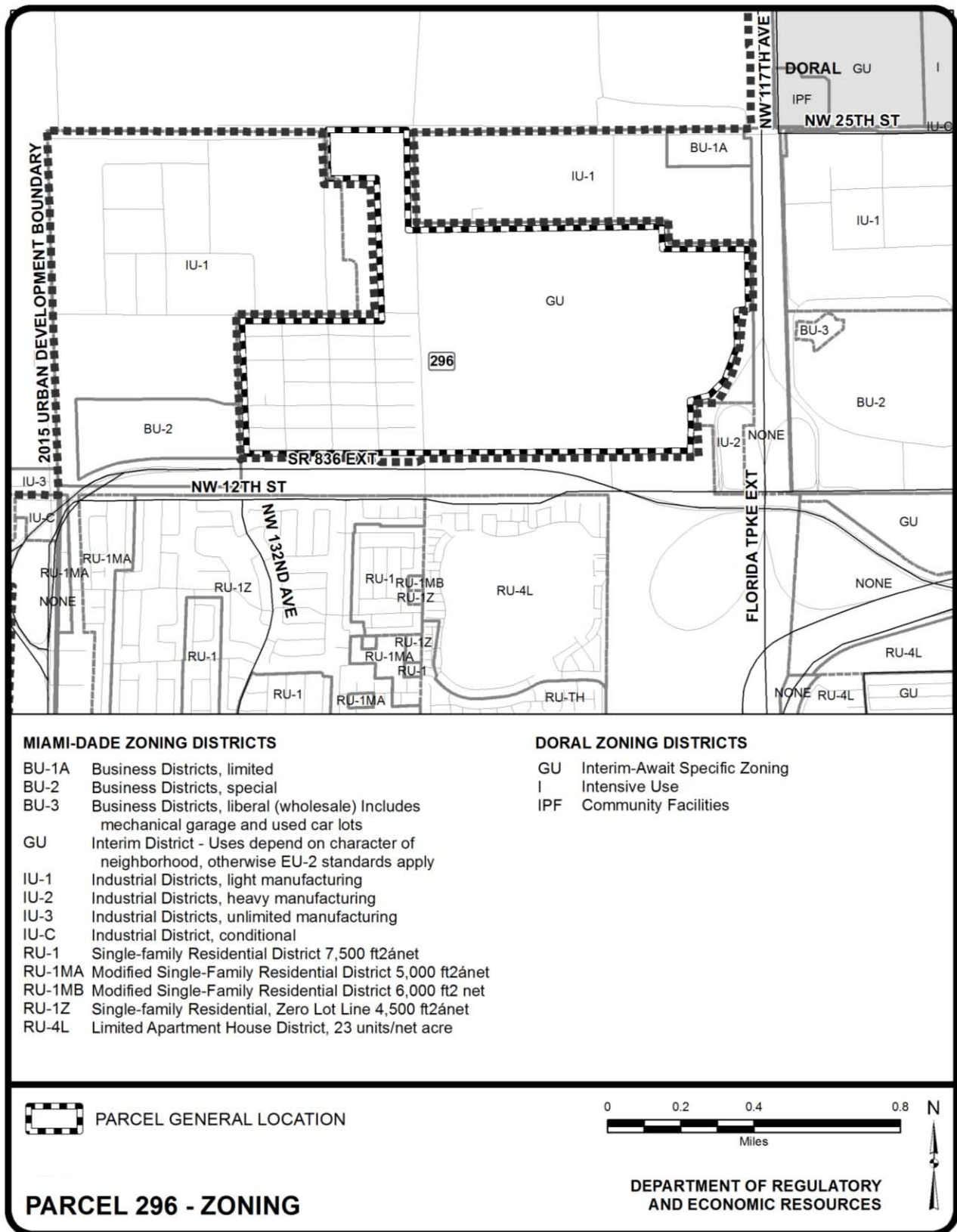
Principal Reasons for Recommendation:

1. The ±521-acre subject site, identified as Parcel No. 296 in the Staff Applications, is located outside the 2015 Urban Development Boundary (UDB) and is proposed to be brought inside the UDB through expansion of the boundary and to be redesignated on the Land Use Plan (LUP) map from “Open Land” to “Restricted Industrial and Office”. This proposed LUP map change is a recommendation of the adopted 2010 Evaluation and Appraisal Report (Recommendation No. 6 of the major issue ‘UDB Capacity and Expansion’; page 4-3). The proposed change seeks to correct an anomaly on the LUP map, whereby land that is surrounded by urban development cannot itself be developed for urban uses because it is located outside the UDB.

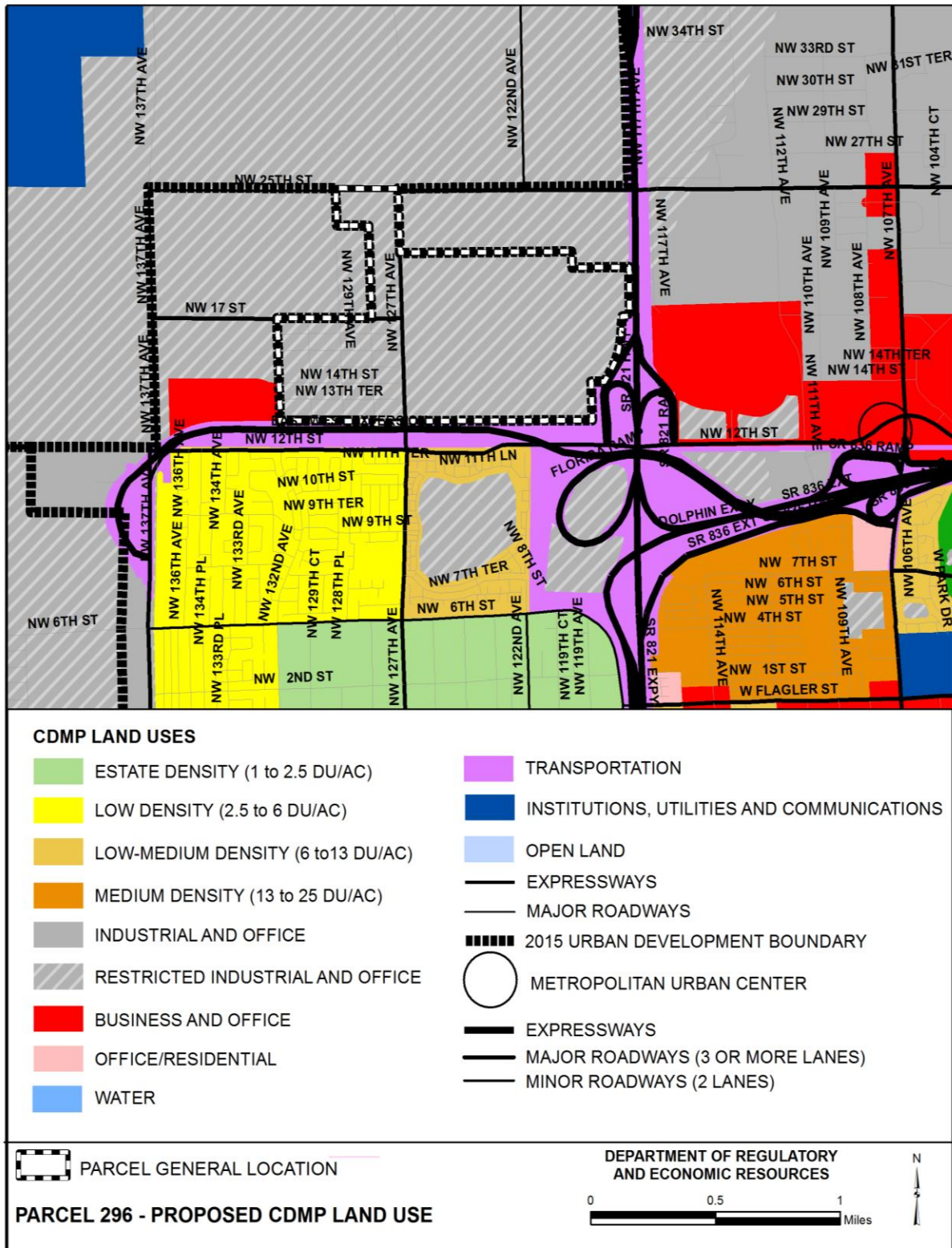
This situation was created in 2002 when areas to the north and west of the subject property were brought inside the UDB through approval of a CDMP amendment related to the Beacon Lakes Development of Regional Impact and the April 2001 Cycle of CDMP amendment Application No. 6 (Shoppylnd).

2. Recommendation No. 6 of the major issue ‘UDB Capacity and Expansion’, mentioned above, recommended that if public services and environmental issues can be addressed and it is financially feasible, then the area should be urbanized. If the proposed Land Use Plan map change for Parcel 296 is approved, the impacts that would be generated by the maximum allowable industrial type development on the property would not cause a violation in level of service standards for public services and facilities, except for roadways. It is recognized that this overall application area will be developed incrementally over the next 20-30 years and level of service standards will have to be met as individual parcels apply for development approvals. At that time development of the individual properties may be restricted to less than the maximum allowable under the proposed “Restricted Industrial and Office” category through the zoning and site planning review process to ensure that all public facility level of service standards, particularly for roadways, are not violated.
3. The application area is strategically located at the intersection of two major expressways, the Dolphin Expressway Extension and the Homestead Extension of Florida’s Turnpike (HEFT). The Dolphin Expressway, a major east-west corridor, provides connectivity to the Miami International Airport and PortMiami, the County’s major economic engines; and the HEFT provides connectivity to the northern and southern areas of the County and to the region. Moreover, the area is adjacent to existing industrial type of development to the west and north, is ideal for industrial development, and the proposed “Restricted Industrial and Office” designation is appropriate for the site.

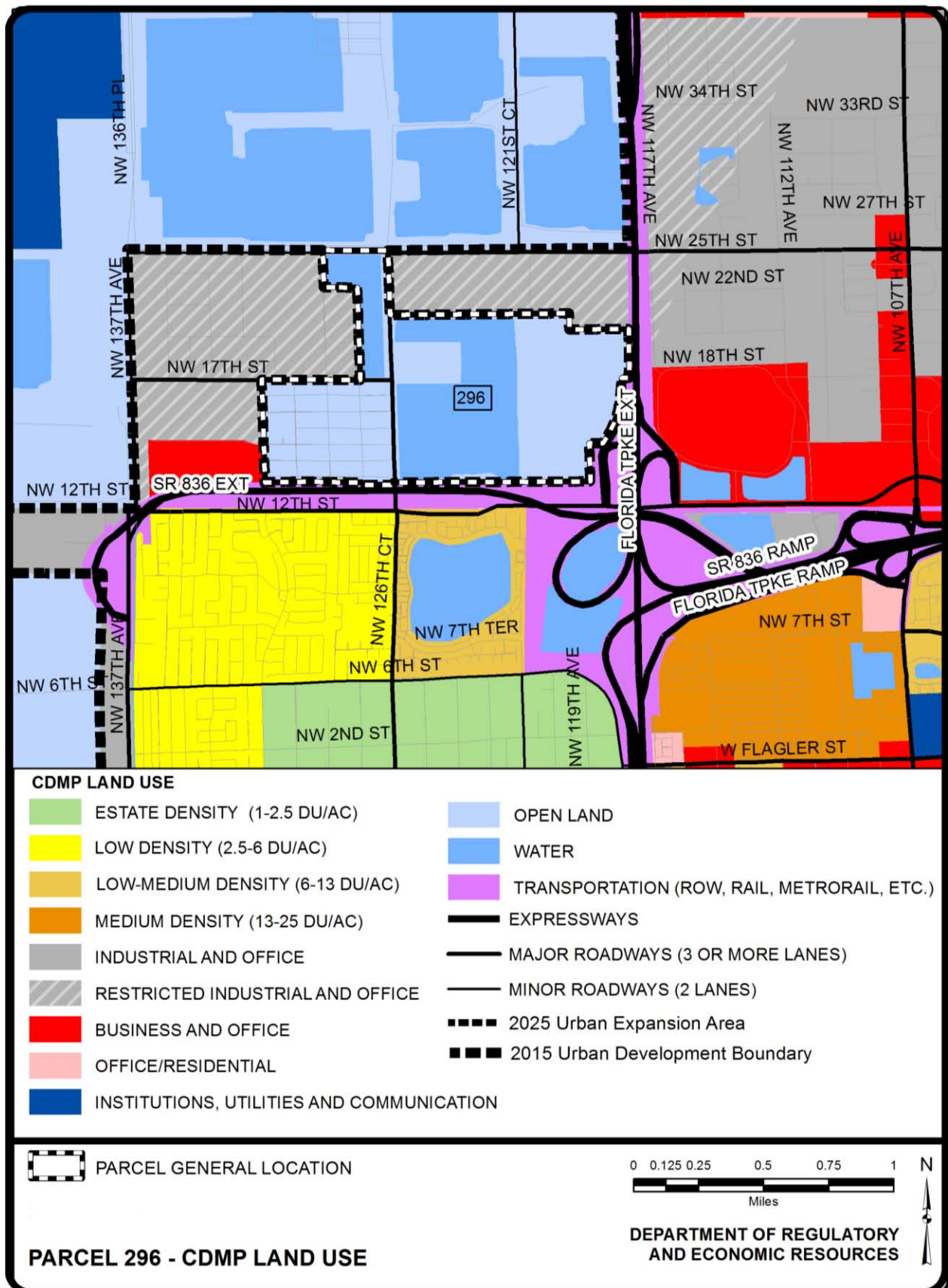


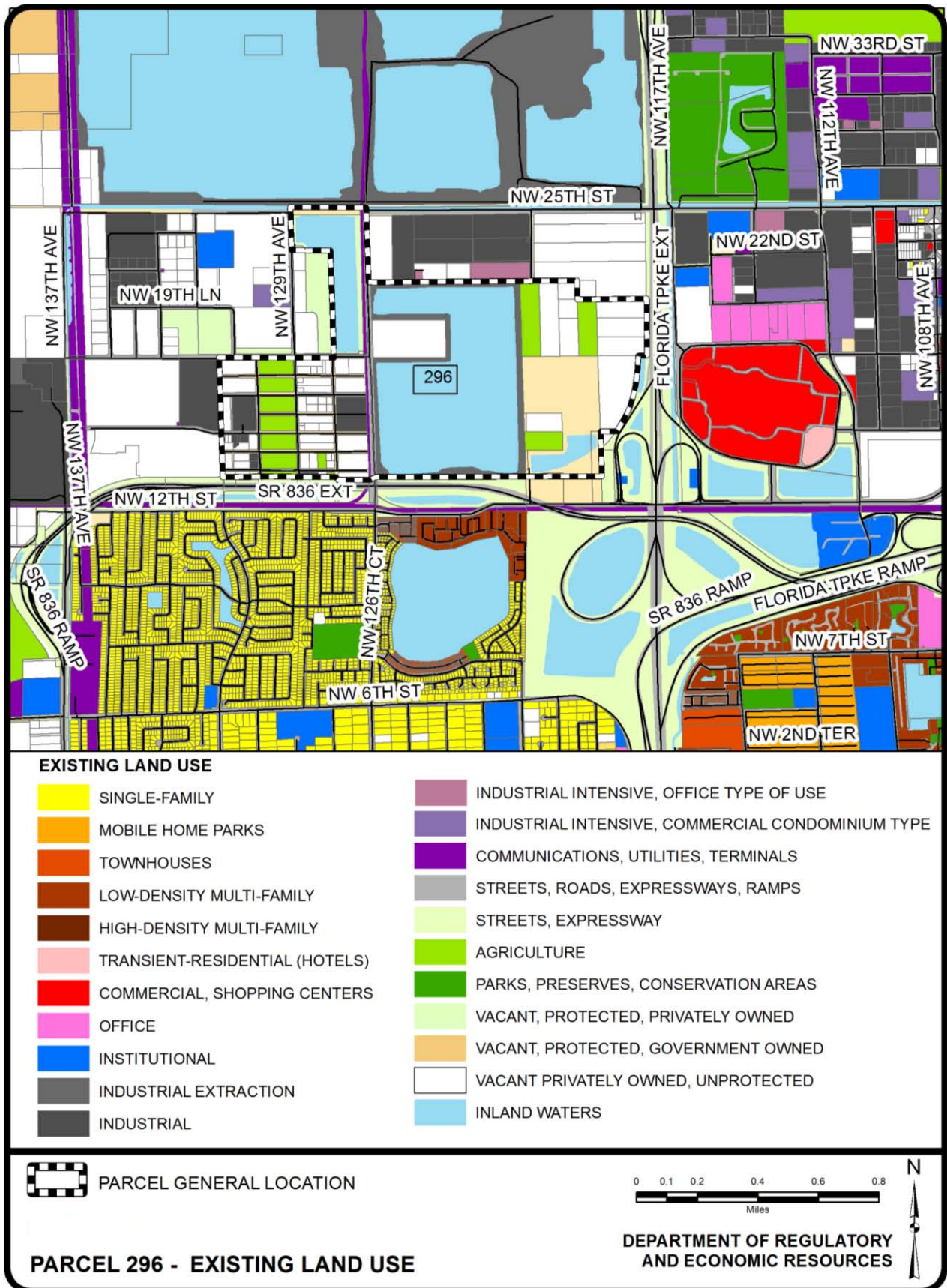


PROPOSED CDMP LAND USE



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Staff Analysis: Parcel 296

Location and Existing Land Use

The ±521-acre subject site is located at the northwest corner of the Dolphin Expressway/SR-836 and the Homestead Extension of the Florida Turnpike/SR-821. See Figure 141, Parcel 296 - Aerial Photo on page 1-163. The site is primarily vacant with two large lakes approximately 223.54 acres in size and is comprised of several individual properties. A fat rendering plant, built in the early 1970's, is on ±8 acres within subject property and a [see existing land use] is on ±7 acres.

Land Use Plan Map Designation

The subject site is currently designated "Open Land" on the CDMP Adopted 2015 and 2025 Land Use Plan (LUP) map, (see Figure 143, Parcel 296 - CDMP Land Use map on page 1-165). The "Open Land" land use category allows agriculture, limestone extraction or other resource-based activity such as development of potable water supplies; rural residential development, compatible utility and public facilities, and environmental conservation.

The proposed "Restricted Industrial and Office" land use category allows manufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms and distribution centers and other similar uses, including telecommunication facilities, utility plants, hospitals and medical buildings, hotels, motels and very limited commercial uses dispersed as small business districts in the industrial areas to serve the firms and workers.

Zoning

The subject site is currently zoned GU (Interim District). Uses within the GU zoning district depend on the character of the neighborhood, otherwise EU-2 standards apply. EU-2 standards allow 1 single family home per five gross acres. (See Figure 142 Parcel 296 - Zoning Map on page 1-164.)

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. At that time the subject property was zoned GU (Interim), which remains the zoning designation on the property today.

Adjacent Land Use and Zoning

Existing Land Uses and Zoning

To the east of the site beyond the Florida Turnpike/SR-821 are industrial and commercial uses including the Dolphin Mall zoned IU-1, IU-2, BU-2 and BU-3. To the south are single and multifamily residences, zoned RU-4L, RU-1, RU-1Z and RU-1MA. To the west are vacant land and warehouse development zoned BU-3 and IU-1, and to the north are warehouses and vacant land zoned IU-1 and BU-1A. Further north beyond NW 25 Street is a rock mining area zoned GU. (See Zoning Map on page 1-20.)

Land Use Plan Map Designations

Properties adjacent to the site are designated "Industrial and Office" and "Business and Office" to the east beyond the Turnpike, "Low Density Residential" and "Low-Medium Density Residential" to the south beyond the Dolphin Expressway, "Restricted Industrial and Office" to the north and west, and open Land further north beyond BW 25 Street. (See CDMP Land Use Map on page 1-21).

Supply and Demand Analysis

Industrial Land

The Analysis Area for the subject Parcel 296 is Minor Statistical Area 3.2 (MSA 3.2), which contained 5,565.60 acres of in-use industrial uses in 2013 and an additional 1,320.90 acres of vacant land zoned or designated for industrial uses. The annual average absorption rate for the 2013-2030 period is 97.71 acres per year. At the projected rate of absorption, reflecting the past absorption rates of industrial uses, the study area will deplete its supply of industrially zoned land in the year 2027 (See Table below). Additionally, the countywide industrial land supply is projected to be depleted beyond the year 2030. The application would add over 2½ years worth of supply industrial land supply.

Projected Absorption of Land for Industrial Uses
Indicated Year of Depletion and Related Data

Analysis Area	Vacant Industrial Land 2013 (Acres)	Industrial Acres in Use 2013	Annual Absorption Rate 2013-2030 (Acres)	Projected Year of Depletion
MSA 3.2	1,320.90	5,565.60	97.71	2027
Countywide	3,591.50	12,161.20	163.03	2035

Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Research Section, March 2013.

Environmental Conditions

The following information pertains to the environmental conditions of the Application site. All YES entries are further described below.

Flood Protection

Federal Flood Zone	AH-8
Stormwater Management Permit	Surface Water Management General Permit
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	+7.50 feet

Biological Conditions

Wetlands Permit Required	Yes
Native Wetland Communities	Yes
Specimen Trees	May contain
Endangered Species Habitat	Yes
Natural Forest Community	No

Other Considerations

Within Wellfield Protection Area	Yes (Northwest Wellfield)
Hazardous Waste	No

Drainage, Flood Protection and Stormwater Management

The subject area is located within the North Trail Basin, where flood protection and resource conservation is enforced by special storm water management set-asides as set forth in Section 24-48.2(l)(B)(1)(g) of the Code.

A Class II permit for any drainage outfall into any existing retention lake, Class VI for any installation of drainage systems in contaminated sites, and/or a Surface Water Management Standard General Permit (SWMSGP) may be required. A Fill Encroachment review and approval by the Water Control Section of DERM must also be obtained for the Cut and Fill requirements of the Code.

Stormwater

The subject area is located in the special Basin B, where encroachment and management criteria (cut and fill criteria) should be implemented. The proposed industrial use of the site will increase the Directly Connected Impervious Area (DCIA) from 31.12% to 45% and/or 55% (Total Impervious Area (TIA) will increase from 65% to 75% and/or 80%) depending of the type of industrial district developed. Based on the C-4 Basin XP-SWMM model, the flood zone will not change as a result of the proposed development. The water table may increase as a result of the proposed development.

Coastal and Wetland Resources Section

The subject area lies within the Transitional Northeast Everglades Wetlands Basin and contains jurisdictional wetlands as defined by Section 24-5 of the Code. A Class IV Wetland Permit will be required before any work can be performed in wetlands on the subject properties. Please be advised that some parcels within this area have been permitted for work in wetlands and therefore have obtained a Class IV Wetland Permit; however, other parcels will require a Class IV Wetland Permit prior to any work on the site.

Threatened and Endangered Species

Wetlands in and adjacent to the area proposed for re-designation are located within the Core Foraging Area for one or more of four rookeries, located along Tamiami Trail and the eastern portion of Water Conservation Area 3B. These rookeries are occupied by woodstorks, a federally-listed endangered species, as well as other wading bird species listed by the State of Florida as Threatened or Endangered. There may be other listed plant or animal species occurring in and/or utilizing these wetlands as well. The Miami-Dade County Comprehensive Development Master Plan affords a high standard of protection to wetlands that provide habitat for threatened or endangered species. If wetlands will be impacted by development that becomes allowable under the proposed re-designation, detailed information on Threatened or Endangered species occurrence and/or utilization may be required to determine consistency with Miami-Dade County's CDMP Policy CON-7A, which states, in part, that "...Habitats critical to endangered or threatened species shall not be destroyed." In addition, Policy CON-9B states that "...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."

Specimen Trees

The subject properties may contain specimen-sized trees (trunk diameter 18 inches or greater). Section 24-49.2 of the Miami-Dade County Code provides for the preservation and protection of tree resources; therefore, the applicant is required to obtain a Miami-Dade County Tree Removal Permit prior to the removal or relocation of any identified specimen-sized trees. The subject properties are not designated Natural Forest Communities (NFC) by Miami-Dade County and there are no designated NFCs nearby.

Wellfield Protection and Aquifer Recharge

The site is located within the Northwest Wellfield protection area. The Board of County Commissioners approved a wellfield protection ordinance for this wellfield. This ordinance

provides for stringent wellfield protection measures that restrict activities within the wellfield protection area. Consequently, some of the corresponding industrial and office classifications allowed within Restricted Industrial and Office land use are prohibited in the Northwest Wellfield protection area. Such land uses would require a variance from the Environmental Quality Control Board. Additionally, no hazardous material or hazardous wastes can be used, generated, handled, disposed of, discharge or stored within the Northwest Wellfield protection area.

Pollution Remediation

There are two (2) records of current contamination assessment/remediation issues within the subject boundary:

1. Name: Doral West Commerce Park/Valido/Busot/De La Vega
DERM Tracking file: SW-1172 File-12832
Location: NW 118th Avenue & NW 17th Street and proximity
Comments: Solid waste contaminated site. Site Assessment is past due.
2. Name: Lowell Dunn/MDX
DERM Tracking File: SW-1468 File-7970
Location: 12400 NW 12th Street
Comments: Industrial waste contaminated site. Currently in a Monitoring Only Plan and a sampling report is past due.

Water and Sewer

The Miami-Dade Water and Sewer Department (MDWASD) indicates that water and sewer services are available adjacent to the subject site and can be extended onto the property subject to MDWASD rules and regulations.

Water Supply

The application site is located within the Miami-Dade Water and Sewer Department (MDWASD) franchised water service area. The Hialeah/Preston Water Treatment Plant is the water supply source for this area. At the present time there is adequate treatment and water supply capacity for this application; however, a Water Supply Certification will be required at the time of development to determine water supply availability.

Wastewater Facilities

The wastewater flows for the ±521-acre site will be transmitted to the South District Wastewater Treatment Plant (SDWWTP) for treatment and disposal. The SDWWTP has adequate wastewater treatment capacity to serve the application area. However, a capacity modeling evaluation will be required at the time of development.

Solid Waste

The change proposed for the subject site would not impact the Public Works and Waste Management Department (PWWM) waste collection services. The PWWM does not actively compete for non-residential waste collection and the collection service will most likely be done by a private waste hauler.

CDMP Policy SW-2A establishes the adopted Level of Service (LOS) standard for the County's Solid Waste Management System. This CDMP policy requires the County to maintain sufficient

waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. The PWWM assesses the solid waste capacity on system-wide basis since it is not practical or necessary to make determination concerning the adequacy of solid waste disposal capacity relative to a specific property. As of FY 2012-2013, the PWWM is in compliance with the adopted LOS standard.

Parks

The Land Use Plan Map change proposed for the subject Parcel 296 does not include residential development. Therefore, there would be no impacts to parks.

Fire and Rescue Service

The following Miami-Dade County Fire Rescue stations are within the vicinity of the application site and would respond to a fire alarm:

STATION	ADDRESS	EQUIPMENT	STAFF
58	12700 SW 6 Street	Rescue, Engine	7
61	15155 SW 10 Street	Rescue, Brush Fire Truck	5
29	351 SW 107 Avenue	Rescue, Aerial	7
48	8825 NW 18 Terrace	Rescue, Engine, Technical Rescue	9
45	9710 NW 58 Street	Rescue, Engine	7

Source: Miami-Dade Rescue and Fire Department, April 2013.

The Miami-Dade County Fire Rescue Department (MDFR) has indicated that the average travel time to incidents in the vicinity of the application site is approximately 8 minutes and 18 seconds. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8-minutes at 90% of all incidents. Travel time to incidents in the vicinity of the application site complies with the performance objective of national industry standards.

Level of Service Standard for Minimum Fire Flow and Application Impacts

CDMP Policy WS-2A establishes the County's minimum Level of Service standard for potable water. This CDMP policy requires the County to deliver water 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. A minimum fire flow of 3,000 gallons per minute (gpm) is required for business and industrial uses, and 750 gpm for single family and duplexes.

The current CDMP land use designation of "Open Land" will allow a potential development on the application site that is anticipated to generate approximately 30 annual alarms. The proposed CDMP land use designation of "Restricted Industrial and Office" will allow a potential development that is anticipated to generate 500 annual alarms which will result in a severe impact to existing fire rescue services. However, the MDFR has planned for new fire Station No. 68 to be located in the vicinity of NW 112 Avenue and NW 17 Street and Fire Station No. 75 (through developer agreement) to be located within the subject site (Parcel 296) in the vicinity of NW 127 Avenue and NW 17 Street. The MDFR projects that the planned fire stations would have adequate capacity to serve the subject site and the adjacent areas.

The required fire flow for the proposed CDMP land use designation of “Restricted Industrial and Office” shall be 3,000 gpm. Fire hydrants shall be spaced a minimum of 300 feet from each other and shall deliver not less than 1,000 gpm. Presently, there are no fire flow deficiencies in the vicinity of the application site.

Public Schools

The Land Use Plan Map change proposed for the subject Parcel 296 does not include residential development. Therefore, there would be no impacts to schools.

Aviation

There would be no impacts to the County’s airport operations provided that development on the property complies with all applicable local, state and federal aviation regulations including Airport Zoning, Chapter 33, of the Code of Miami-Dade County. Therefore, the Miami-Dade County Aviation Department has no objection to the proposed CDMP Land Use Plan map change,

Roadways

Application No. 1, Part C (Parcel 296) of the “Staff Applications October 2012 Cycle EAR-Based Applications To Amend the Comprehensive Development Master Plan” seeks to amend the Adopted 2015 and 2025 Land Use Plan map to re-designate approximately 521 acres of land from “Open Land” to “Restricted Industrial and Office” and inclusion within the Urban Development Boundary.

The 521-acre application is located approximately between NW 25 Street and north of NW 12 Street and between SR 821/Homestead Extension of Florida’s Turnpike (HEFT) and NW 132 Avenue in unincorporated Miami-Dade County. Access to this area is provided by the HEFT, NW 25 Street, NW 12 Street, SR 836/Dolphin Expressway, NW 137 Avenue, and NW 127 Avenue. The Dolphin Expressway provides connectivity to SR 826/Palmetto Expressway, Miami International Airport, I-95, PortMiami, and other areas of the County. SR 821/HEFT provides access to I-75, SR 91/Florida’s Turnpike, and to Broward County.

East-west arterials and expressways within the study area include: NW 58 Street, NW 41/36 Street, NW 25 Street, NW 12 Street, SR 836/Dolphin Expressway, SR 986/Flagler Street, SR 90/SW 8 Street, SW 24/26 Street, and SW 40/42 Street. North-south arterials and expressways include: SW 157 Avenue, SW 147 Avenue, NW/SW 137 Avenue, NW/SW 132 Avenue, NW/SW 127 Avenue, NW/SW 122 Avenue, SR 821/HEFT, SW 117 Avenue, NW/SW 107 Avenue, NW/SW 97 Avenue, and NW/SW 87 Avenue.

The Department of Regulatory and Economic Resources in cooperation with the Department of Public Works and Waste Management and the Metropolitan Planning Organization performed a short-term (concurrency) and a long-term (Year 2035) traffic impact analyses, respectively, to assess the impact that the application would have on the roadways adjacent to the application area and on the surrounding roadway network.

Study Area

A three-mile radius study area (area of influence) was selected to determine the application’s traffic impact on the roadway network within the study area. The study area is bound by NW 58

Street on the north, NW/SW 87 Avenue on the east, SW 24/22 Avenue on the south, and SW 157 Avenue on the west.

Traffic conditions are evaluated by the level of service (LOS), which is represented by one of the letters "A" through "F," with "A" generally representing the most favorable driving conditions and "F" representing the least favorable.

Existing Conditions

The "Existing Traffic Conditions Roadway Lanes and Peak Period Level of Service (LOS)" table below shows the current operating condition of the roadways within the study area which are currently monitored. The roadway segment of SW 137 Avenue between SW 8 Street and SW 26 Street is currently operating at E+3% (E+20% is the adopted LOS standard); the segment of SW 42 Street between SW 147 Avenue to SW 137 Avenue is operating at LOS E (D is the adopted LOS standard); the segments of NW 87 Avenue from NW 58 Street to NW 25 Street and between SR 836 and Flagler Street are operating at LOS F (D and E, respectively, are the adopted LOS standards); the rest of the roadways analyzed are operating at their adopted LOS standard or better.

Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 147 Avenue	SW 56 Street to SW 72 Street	4 DV	D	D (2012)
SW 137 Avenue	NW 6 Street to SW 8 Street	6 DV	D	C (2012)
	SW 8 Street to SW 26 Street	4 DV	E+20%	E+3%(2012)
	SW 26 Street to SW 42 Street	6 DV	D	C (2012)
SW 132 Avenue	NW 6 Street to SW 8 Street	2 UD	D	D (2012)
	SW 8 Street to SW 26 Street	4 DV	D	D (2012)
	SW 26 Street to SW 42 Street	4 DV	D	D (2012)
SW 127 Avenue	NW 6 Street to SW 7 Street	4 DV	D	D (2012)
	SW 8 Street to SW 26 Street	4 DV	D	D (2012)
	SW 26 Street to SW 42 Street	2 UD	D	D (2012)
NW/SW 122 Avenue	NW 6 Street to SW 8 Street	4 DV	D	D (2012)
	SW 8 Street to SW 24 Street	4 DV	E+20%	E (2012)
SR 821/HEFT	Okeechobee Road to SR 836	6 LA	D	B (2012)
	SR 836 to SW 8 Street	6 LA	D	C (2012)
	SW 8 Street to SW 40 Street	6 LA	D	B (2012)
SW 117 Avenue	SW 8 Street to SW 24 Street	2 DV	D	C (2012)
NW/SW 107 Ave.	NW 58 Street to NW 41 Street	4 DV	D	C (2012)
	NW 41 Street to NW 25 Street	4 DV	D	C (2012)
	NW 25 Street to NW 12 Street	6 DV	D	C (2012)
SR 985/NW/SW 107 Ave	SR 836 to Flagler Street	6 DV	E	D (2012)
	Flagler Street to SW 8 Street	4 DV	E	E (2012)
	SW 8 Street to SW 24 Street	6 DV	E	E (2012)
NW/SW 97 Avenue	NW 41 Street to NW 25 Street	4 DV	D	C (2012)
	NW 25 Street to NW 12 Street	4 DV	D	A (2012)

Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
	SW 8 Street to SW 24 Street	2 DV	D	D (2012)
NW 87 Avenue	NW 58 Street to NW 36 Street	4 DV	D	F (2012)
	NW 36 Street to NW 25 Street	6 DV	D	F (2012)
	NW 25 Street to NW 12 Street	6 DV	D	D (2012)
SR 973/NW 87 Avenue	SR 836 to Flagler Street	6 DV	E	F (2012)
	Flagler Street to SW 8 Street	4 DV	E	C (2012)
	SW 8 Street to SW 24 Street	4 DV	E	D (2012)
NW 58 Street	NW 117 Ave. to NW 107 Ave.	4 DV	D	B (2012)
	NW 102 Ave. to NW 97 Avenue	4 DV	D	C (2012)
	NW 97 Ave. to NW 87 Ave.	4 DV	D	B (2012)
NW 41/36 Street	HEFT to NW 107 Avenue	6 DV	D	C (2012)
	NW 107 Ave. to NW 97 Ave.	6 DV	D	D (2012)
NW 25 Street	NW 117 Ave. to NW 107 Ave.	4 DV	D	B (2012)
	NW 107 Ave. to NW 97 Ave.	4 DV	D	C (2012)
	NW 97 Ave. to NW 87 Ave.	4 DV	D	B (2012)
NW 12 Street	NW 127 Ave. to NW 117 Ave.	4 DV	D	A (2012)
	NW 117 Ave. to NW 112 Ave.	6 DV	D	B (2012)
	NW 107 Ave. to NW 87 Ave.	4 DV	E	C (2012)
Dolphin Expwy. (SR 836)	HEFT to NW 107 Avenue	6 LA	D	B (2012)
	NW 107 Ave. to NW 87 Ave.	6 LA	D	C (2012)
Flagler Street	SW 118 Ave. to W 114 Ave.	6 DV	E+20%	D (2012)
	W 114 Ave. to W 107 Ave.	6 DV	E+20%	C (2012)
	W 107 Ave. to W 97 Ave.	6 DV	E+20%	D (2012)
	W 97 Ave. W 87 Ave.	6 DV	E+20%	E (2012)
SW 8 Street	SW 147 Ave. to SW 137 Ave.	6 DV	D	D (2012)
	SW 137 Ave. to SW 127 Ave.	6 DV	D	D (2012)
	SW 127 Ave. to HEFT	6 DV	E	D (2012)
	HEFT to SW 107 Avenue	6 DV	E+20%	D (2012)
SW 24/26 Street	SW 147 Ave. to SW 137 Ave.	4 DV	E+20%	E (2012)
	SW 137 Ave. to SW 127 Ave.	4 DV	E+20%	D (2012)
	SW 127 Ave. to SW 117 Ave.	4 DV	E+20%	E (2012)
	SW 117 Ave. to SW 107 Ave.	4 DV	E+20%	D (2012)
	SW 107 Ave. to SW 97 Ave.	4 DV	E+20%	B (2012)
	SW 97 Ave. to SW 87 Ave.	4 DV	E+20%	D (2012)

Source: Miami-Dade County Department of Regulatory and Economic Resources, Miami-Dade Public Works and Waste Management Department; and Florida Department of Transportation, March 2013.

Note: () in LOS column identifies year traffic count was taken or LOS updated
 DV= Divided Roadway, UD= Undivided Roadway, LA= Limited Access
 LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.
 E+20% means 120% of roadway capacity (LOS E) on roadways serviced with transit with 20 or less minutes peak- period headway.

Trip Generation for the Amendment

The “Estimated PM Peak-Hour Trip Generation” Table, below, identifies the number of PM peak-hour trips estimated to be generated by the proposed amendment. Trip generation was estimated using the rates and equations from the Institute of Transportation Engineers’ (ITE) Trip Generation, 7th Edition. Two potential development scenarios were analyzed for traffic impacts for the current “Open Land” and requested “Restricted Industrial and Office” CDMP land use designations. Scenario 1 assumes the lakes filled and the application area developed with single-family detached houses at a density of one dwelling unit per five acres (1 DU/5 acres) under the current “Open Land” designation, and with warehouses under the requested “Restricted Industrial and Office” land use designation. Scenario 2 assumes one lake partially filled (35 acres out of the 184.34 acre-lake have been already approved for fill) and the application area developed with single-family houses at a density of one single-family house per five acres (1 DU/5 acres) under the current “Open Land” designation and with warehouses under the requested “Restricted Industrial and Office” land use designation. Scenario 1 shows that if the application area is developed with warehouses under the requested “Restricted Industrial and Office” land use designation, it would generate 3,522 more PM peak hour vehicle trips than the potential development that may occur under the current “Open Land” CDMP land use designation. On the other hand, Scenario 2 shows that if the application area is also developed with warehouses under the requested “Restricted Industrial and Office” land use designation, it would generate 2,082 more PM peak hour vehicle trips than the potential development that may occur under the current “Open Land” CDMP land use designation.

Estimated PM Peak Hour Trip Generation
By Current and Requested CDMP Land Use Designations

Application Number	Assumed Use for Current CDMP Designations/ Development Program ¹ / Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Development Program ² / Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
1 (Scenario 1: 521 Acres)	“Open Land (1 DU/5 acre)” 104 Single-family Units 109 PM Peak Hour Trips	“Restricted Industrial and Office” 11,347,380 sq. ft. of warehousing 3,631 PM Peak Hour Trips	 +3,522
1 (Scenario 2: 308 Acres)	“Open Land” Residential (1 DU/5 acre)” 61 Single-family Units 65 PM Peak Hour Trips	“Restricted Industrial and Office” 6,708,240 sq. ft. of warehousing 2,147 PM Peak Hour Trips	 +2,082

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Department of Regulatory and Economic Resources and Miami-Dade County Public Works and Waste Management Department, March 2013.

Notes: ¹ Scenario 1 assumes the lakes filled and the application site developed with single-family detached houses at a density of one dwelling unit per five acres (1 DU/5 acres) under the current “Open Land” land use designation. Under the requested “Restricted Industrial and Office” land use designation, the application area is assumed to be developed with warehouses.

² Scenario 2 assumes one lake partially filled (35 acres out of the 184.34 acre-lake have been already approved for filling) and the application area developed with single-family houses at a density of one single-family house per five acres (1 DU/5 acres) under the current “Open Land” designation. Under the requested “Restricted Industrial and Office” land use designation, the application area is assumed to be developed with warehouses.

Short-term Traffic Impact Analysis

An evaluation of peak-period traffic concurrency conditions was performed by Miami-Dade County Public Works and Waste Management Department. The traffic impact analysis, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements, and the additional trips that would be generated by the application, does not project any substantial changes in the operating conditions of the roadways analyzed, with the exception of the segment of NW 127 Avenue from NW 12 Street to SW 8 Street. Under Scenario 1, NW 127 Avenue between NW 12 Street and NW 8 Street is projected to deteriorate from LOS D to LOS E; however, under Scenario 2 the same roadway segment is projected to continue to operate at LOS D –D is the adopted LOS standard applicable to this roadway segment. See “Short-term Traffic Impact Analysis” table below.

Future Conditions

The MPO’s adopted 2013 Transportation Improvement Program (TIP) lists the following roadway capacity improvement projects for construction in fiscal years 2013-2017 in the vicinity of the application area (see table below).

Programmed Roadway Capacity Improvements Fiscal Years 2012/2013-2016/2017				
Roadway	From	To	Type of Improvement	Year
NW 25 Street Viaduct	NW 82 Avenue	SR 826	New road construction	2012/2013
SR 826/SR 836 interchange	SW 8 Street NW 87 Avenue	SW 25 Street NW 57 Avenue	Interchange – add lanes	2012/2013- 2016/2017
SW 107 Avenue	W Flagler Street	SW 5 Street	Add lanes	2015/2016- 2016-2017
SW 107 Avenue	SW 4 Street	SW 12 Street	Add lanes	2013/2014- 2015/2016
SR 821/HEFT	SW 40 Street	SR 836	Add lanes	2016/2017
SR 826/SR 836 interchange	NW 82 Avenue	SR 826/SR 836	Interchange improvement	2012/2013- 2016-2017
SW 147 Avenue	SW 18 Street SW 10 Street	SW 22 Terrace SW 18 Street	New 2 lanes Widening to 4 lanes	2013/2013

Source: 2013 Transportation Improvement Program, Miami-Dade County Metropolitan Planning Organization, May 2012.

The Metropolitan Planning Organization’s adopted 2035 long Range Transportation Plan (LRTP), Cost Feasible Plan, lists the following roadway capacity improvement projects for construction through the year 2035. See “Planned Roadway Capacity Improvements” table.

Short-term Traffic Impact Analysis on Roadways Serving the Application Area
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Conc. LOS with Amend.
"Restricted Industrial and Office" – Scenario 1: 11,347,380 sq. ft. of warehousing												
F-2272	HEFT	Okeechobee Rd to SR 836.	6 LA	D	10150	3238	B	383	B	703	4324	B
F-2250	HEFT	SR 836 to SW 8 Street	6 LA	D	10150	7197	C	907	C	515	8619	D
9408	NW 25 Street	NW 117 Ave to NW 107 Ave	4 DV	D	3040	1241	B	628	B	351	2220	C
9365	NW 12 Street	NW 127 Ave to NW 117 Ave	4 DV	D	5040	1793	B	1197	B	337	3327	B
9160	W Flagler Street	NW 118 Ave to NW 114 Ave	6 DV	E+20%	3156	1699	D	264	D	276	2239	D
9770	NW 127 Avenue	NW 12 St. to SW 8 Street	4 DV	D	2540	1877	D	374	D	200	2451	E
9798	NW 137 Avenue	NW 12 St. to SW 8 Street	6 DV	D	4520	3456	C	437	C	910	4803	C
F-90	SW 8 Street	HEFT to SW 107 Avenue	6 DV	E+20%	6180	3984	D	0	D	53	4037	D
F-88	SW 8 Street	SW 137 Ave. to SW 127 Ave.	6 DV	D	4880	3868	D	178	D	286	4332	D
"Restricted Industrial and Office" – Scenario 2: 6,708,240 sq. ft. of warehousing												
F-2272	HEFT	Okeechobee Rd to SR 836.	6 LA	D	10150	3238	B	383	B	417	4038	B
F-2250	HEFT	SR 836 to SW 8 Street	6 LA	D	10150	7197	C	907	C	305	8409	D
9408	NW 25 Street	NW 117 Ave to NW 107 Ave	4 DV	D	3040	1241	B	628	B	207	2076	B
9365	NW 12 Street	NW 127 Ave to NW 117 Ave	4 DV	D	5040	1793	B	1197	B	200	3190	B
9160	W Flagler Street	NW 118 Ave to NW 114 Ave	6 DV	E+20%	3156	1699	D	264	D	162	2125	D
9770	NW 127 Avenue	NW 12 St. to SW 8 Street	4 DV	D	2540	1877	D	374	D	100	2351	D
9798	NW 137 Avenue	NW 12 St. to SW 8 Street	6 DV	D	4520	3456	C	437	C	538	4431	C
F-90	SW 8 Street	HEFT to SW 107 Avenue	6 DV	E+20%	6180	3984	D	0	D	49	4033	D
F-88	SW 8 Street	SW 137 Ave. to SW 127 Ave.	6 DV	D	4880	3868	D	178	D	169	4215	D

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources; Miami-Dade County Public Works and Waste Management Department and Florida Department of Transportation, March 2013.

Notes: DV= Divided Roadway; LA = Limited access roadway.

*County adopted roadway level of service standard applicable to the roadway segment: E+20% (120% capacity) for roadways serviced with transit service having 20 minutes headways; D (90% of service capacity volume).

Scenario 1 assumes the lakes filled and the application area developed with warehouses under the requested "Restricted Industrial and Office" land use designation.

Scenario 2 considers that 35 acres of one of the lakes have already been approved for filling and assumes application area developed with warehouses under the requested "Business and Office" land use designation

Planned Roadway Capacity Improvements
Fiscal Years 2013/2014 through 2034/2035

Roadway	From	To	Type of Improvement	Priority
SR 826/SR 836 interchange	NW 57 Avenue	NW 87 Avenue	Interchange modification	I
SR 826/Palmetto Expressway	SW 32 Street	SW 72 Street	Interchange modification	I
SR 836/Dolphin Expressway	NW 137 Avenue	I-95	Toll system conversion to open road tolling	I
SR 874/SR 826 interchange	North of SR 874/SR 826 interchange	South of SR 874/SR 826 interchange	Interchange improvements	I
SR 874/Don Shula Expressway	SW 88 Street	SR 826	Modification of SR 874 mainline roadway	I
SW 147 Avenue	SW 10 Street	SW 22 Terrace	Widen from 2 to 4 lanes	I
NW 25 Street	NW 89 Court	SR 826	Widen from 4 to 6 lanes	II
NW 25 Street Viaduct	SR 826	NW 87 Court	Construction of viaduct	II
NW 87 Avenue	NW 36 Street	NW 58 Street	Widen from 4 to 6 lanes	II
NW 107 Avenue	NW 25 Street	NW 41 Street	Widen from 4 to 6 lanes	II
SW 137 Avenue	SW 8 Street	SW 24 Street	Widen from 4 to 6 lanes	II
SR 826	SR 836	NW 87 Avenue	Special use lanes	II, III
SW 107 Avenue	Flagler Street	SW 8 Street	Widen from 4 to 6 lanes	IV
SW 72 Street	SW 117 Avenue	SW 157 Avenue	Widen from 4 to 6 lanes	IV

Source: Miami-Dade 2035 Long Range Transportation Plan, Metropolitan Planning Organization for the Miami Urbanized Area, October 2009.

Notes: Priority I – Project improvements to be funded by 2014; Priority II – Project improvements planned to be funded between 2015 and 2020; Priority III – Project improvements planned to be funded between 2021 and 2025; and Priority IV – Project improvements planned to be funded between 2026 and 2035.

A future (2035) traffic analysis was performed to evaluate the conditions of the major roadways adjacent to the application site and within the study area (impact area) to determine the adequacy of the roadway network to handle the application's traffic demand and to meet the adopted LOS standards applicable to the roadways through the year 2035.

The volume to capacity (v/c) ratio is a representation of the roadway volumes proportionate to the roadway capacity and is an expression of the roadway level of service. The correlation between roadway LOS and the v/c ratio is as follows:

- v/c ratio less than or equal to 0.70 is equivalent to LOS B or better;
- v/c ratio between 0.71 and 0.80 is equivalent to LOS C;
- v/c ratio between 0.81 and 0.90 is equivalent to LOS D;
- v/c ratio between 0.91 and 1.00 is equivalent to LOS E;
- v/c ratio of more than 1.00 is equivalent to LOS F.

The same development scenarios analyzed in the short-term traffic analysis (concurrency analysis) were also analyzed in the future (2035) traffic condition analysis. Scenario 1 assumes

the application site developed with 11,347,380 sq. ft. of warehouses. And Scenario 2 assumes the applications site developed with 6,708,240 sq. ft. of warehouses.

The future traffic conditions analysis shows that numerous roadway segments adjacent to the application area and throughout the study area are projected to operate either at their adopted LOS standards or in violation of the LOS standards without the application's traffic impact. The trips that will be generated by the application will impact all roadways. It should be pointed out that the proposed CDMP amendment application would not significantly impact all the roadways projected to fail their adopted LOS standards because the application's traffic impact is less than 5% of the adopted maximum service volumes. However, five roadway segments —NW 12 Street from NW 132 Avenue to the HEFT, SW 8 Street from NW 142 Avenue to NW 137 Avenue, NW 107 Avenue from NW 25 Street to NW 12 Street, NW/SW 127 Avenue from NW 12 Street to SW 8 Street, and NW/SW 137 Avenue from NW 12 Street to SW 8 Street— which are projected to operate in violation of their adopted LOS standards will be further impacted by the application's impacts. See the "2035 Volume to Capacity (V/C) Ratios" table below.

However, it should be recognized that this overall application area will be developed incrementally over the next 20-30 years and the level of service standards will have to be met as individual parcels apply for development approvals.

Application Impact

The "Estimated PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations" table above identifies the estimated number of PM peak hour trips to be generated by the two development scenarios analyzed. Under the requested "Restricted Industrial and Office", the application area is assumed to be developed with 11,347,380 sq. ft. of warehouses (Scenario 1) if all lakes are approved for filling, Scenario 2 under the requested CDMP land use designation assumes the application area developed with 6,708,230 sq. ft. of warehouses —35 acres of larger lake has already been approved for filling.

The short-term traffic impact analysis indicates that if the application area were developed with 11,347,380 sq. ft. of warehouses (Scenario 1) under the requested "Restricted Industrial and Office" use, this scenario would generate approximately 3,522 more PM peak hour trips than the 109 single-family houses that may be developed under the current "Open Land" land use designation. On the other hand if the application area is developed with 6,708,240 sq. ft. of warehouses (Scenario 2), under the requested "Restricted Industrial and Office" use, this scenario would generate approximately 2,082 more PM peak hour trips than the 65 single-family houses that may be developed under the current "Open Land" land use designation.

On the other hand, the future (year 2035) traffic impact analysis shows that if the proposed Land Use Plan map change for Parcel 296 is approved, the impacts that would be generated by the maximum allowable industrial type development on the property would further deteriorate the operating levels of service of some of the roadway analyzed. However, it is recognized that this overall application area will be developed incrementally over the next 20-30 years and the level of service standards will have to be met as individual parcels apply for development approvals. At that time of development the individual properties may be restricted to less than the maximum allowable under the proposed "Restricted Industrial and Office" category through the zoning and site planning review process to ensure that all public facility level of service standards, particularly for roadways, are not violated.

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	No. of Lanes	Base Scenario Without Application		Scenario 1 Warehouse (11,347,380 sq. ft.)		Scenario 2 Warehouse (6,708,240 sq. ft.)	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
NW 58 Street								
HEFT to NW 107 Ave.	D	4 DV	0.39-0.84	B/D	0.38-0.84	B/D	0.38-0.85	B/D
NW 107 Ave. to NW 97 Ave.	D	4 DV	0.98-1.09	E/F	0.96-1.07	E/F	0.97-1.07	E/F
NW 97 Ave. to NW 87 Ave.	D	4 DV	1.19-1.31	F	1.19-1.30	F	1.18-1.30	F
NW 36/41 Street								
NW 127 Ave. to HEFT	D	2 DV	1.23-1.61	F	1.22-1.59	F	1.23-1.59	F
HEFT to NW 107 Ave.	D	6 DV	0.76-0.93	C/E	0.76-0.92	C/E	0.76-0.93	C/E
NW 107 Ave. to NW 97 Ave.	D	6 DV	0.65-0.80	B/C	0.65-0.80	B/C	0.65-0.76	B/C
NW 97 Ave. to NW 87 Ave.	D	6 DV	0.84-1.21	D/F	0.84-1.24	D/F	0.84-1.24	D/F
NW 25 Street								
NW 127 Ave. to HEFT	D	4 DV	1.14-1.32	F	1.16-1.31	F	1.20-1.29	F
HEFT to NW 102 Ave.	D	4 DV	1.02-1.47	F	1.00-1.40	F	1.01-1.05	F
NW 102 Ave. to NW 97 Ave.	D	4 DV	0.995	B	0.99	E	0.99	E
NW 97 Ave. to NW 87 Ave.	D	4 DV	0.89-1.28	D/F	0.84-1.24	D/F	0.89-1.28	D/F
NW 12 Street								
NW 132 Ave. to HEFT	D	4 DV	0.89-1.61	D/F	0.91-1.70	E/F	1.11-1.64	F
HEFT to NW 107 Ave.	D	6 DV	1.08-1.12	F	1.10-1.11	F	1.07-1.11	F
NW 107 Ave. to NW 97 Ave.	D	4 DV	1.13-1.39	F	1.14-1.39	F	1.15-1.41	F
NW 97 Ave. to NW 87 Ave.	E	4 DV	1.00-1.41	F	1.41	F	1.25-1.41	F
SW 8 Street/Tamiami Trail								
SW 142 Ave. to SW 137 Ave.	D	6 DV	0.98-1.01	E/F	0.97-1.10	E/F	0.99-1.11	E/F
SW 137 Ave. to SW 127 Ave.	D	6 DV	0.86-1.02	D/F	0.85-1.01	D/F	0.85-1.01	D/F
SW 127 Ave. to HEFT	E	6 DV	1.01-1.02	F	1.02-1.03	F	1.01-1.02	F
HEFT to SW 107 Ave.	E+20%	6 DV	0.59-1.02	B/E+2%	0.58-1.02	B/E+2%	0.58-1.01	B/E+1%
SW 107 Ave. to SW 97 Ave.	E+20%	8 DV	0.65-0.84	B/D	0.65-0.84	B/D	0.66-0.84	B/D
SW 97 Ave. to SW 87 Ave.	E+20%	8 DV	0.82-0.86	D	0.83-0.85	D	0.83-0.85	D
Flagler Street								
NW/SW 118 Ave. to NW/SW 107 Ave.	E+20%	6 DV	0.60-0.99	B/E	0.63-1.03	B/E+3%	0.62-1.01	B/E+1%
NW/SW 107 Ave. to NW/SW 97 Ave.	E+20%	6 DV	0.54-0.91	B/E	0.54-0.92	B/E	0.54-0.92	B/E
NW/SW 97 Ave. to NW/SW 87 Ave.	E+20%	6 DV	0.87-1.09	D/E+9%	0.88-1.10	D/E+10%	0.89-1.09	D/E+9%
SW 26/24 Street Coral Way								
SW 147 Ave. to SW 137 Ave.	E+20%	4 DV	0.63-1.01	B/E+1%	0.60-1.01	B/E+1%	0.59-0.99	B/E
SW 137 Ave. to SW 127 Ave.	E+20%	4 DV	0.82-1.08	D/E+8%	0.82-1.08	D/E+8%	0.82-1.07	D/E+7%
SW 127 Ave. to SW 117 Ave.	E+20%	4 DV	0.92-1.54	E/E+54%	0.90-1.56	D/E+56%	0.91-1.54	D/E+54%
SW 117 Ave. to SW 107 Ave.	E+20%	4 DV	0.74-0.93	C/E	0.74-0.94	C/E	0.73-0.99	C/E
SW 107 Ave. to SW 97 Ave.	E+20%	4 DV	0.71-0.78	C	0.71-0.77	C	0.70-0.77	C
SW 97 Ave. to SW 87 Ave.	E+20%	4 DV	0.89-0.97	D/E	0.88-0.96	D/E	0.88-0.96	D/E
NW/SW 87 Avenue								
NW 54 St. to NW 36 St.	D	6 DV	0.79-0.94	C/E	0.80-0.93	C/E	0.80-0.94	C/E
NW 36 St. to NW 25 St.	D	6 DV	0.96-1.06	E/F	0.96-1.05	E/F	0.96-1.05	E/F
NW 25 St. to NW 12 St.	D	6 DV	1.08-1.45	F	1.09-1.44	F	1.09-1.45	F
NW 12 St. to Flagler St.	E	6 DV	0.63-1.19	B/F	0.62-1.15	B/F	0.63-1.18	B/F
Flagler St. to SW 8 St.	E	4 DV	1.16-1.31	F	1.15-1.30	F	1.15-1.30	F
SW 8 St. to SW 24 St.	E	4 DV	0.93-1.02	E/F	0.92-0.96	E	0.93-1.03	E/F
NW/SW 97 Avenue								
NW 54 St. to NW 41 St.	D	4 DV	0.96-1.20	E/F	0.96-1.21	E/F	0.96-1.18	E/F
NW 41 St. to NW 25 St.	D	4 DV	1.09-1.22	F	1.06-1.21	F	1.06-1.22	F
NW 25 St. to NW 12 St.	D	4 DV	1.25-1.29	F	1.25-1.30	F	1.25-1.30	F
NW 12 St. to Flagler St.	D	4 DV	0.99-1.73	E/F	0.98-1.73	E/F	0.98-1.73	E/F
Flagler St. to SW 8 St.	D	4 DV	0.94-1.00	E	0.94-1.00	E	0.93-1.00	E
SW 8 St. to SW 24 St.	D	2 DV	1.01-1.08	F	1.01-1.08	F	0.98-1.05	E/F

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	No. of Lanes	Base Scenario Without Application		Scenario 1 Warehouse (11,347,380 sq. ft.)		Scenario 2 Warehouse (6,708,240 sq. ft.)	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
NW/SW 107 Avenue								
NW 54 St. to NW 41 St.	D	4 DV	0.98-1.22	E/F	0.96-1.21	E/F	0.95-1.20	E/F
NW 41 St. to NW 25 St.	D	4 DV	0.80-1.18	C/F	0.80-1.18	C/F	0.80-1.17	C/F
NW 25 St. to NW 12 St.	D	6 DV	1.00-1.17	F	1.00-1.19	F	0.98-1.21	E/F
NW 12 St. to Flagler	E	6 DV	0.95-1.42	E/F	0.95-1.41	E/F	1.24-1.41	F
Flagler St. to SW 8 St.	E	4 DV	0.99-1.00	E/F	1.00-1.01	F	0.95-1.00	E/F
SW 8 St. to SW 24 St.	E	6 DV	0.90-1.08	D/F	0.91-1.08	E/F	0.91-1.08	E/F
HEFT								
Okeechobee Rd. to NW 41 St.	D	6 LA	0.66-0.75	B/C	0.66-0.73	B/C	0.66-0.74	B/C
NW 41 St. to SR 836	D	6 LA	0.46-0.83	B/D	0.70-0.81	B/D	0.70-0.82	B/D
SR 836 to SW 8 St.	D	6 LA	0.80	C	0.81	D	0.73-0.86	C/D
SW 8 St. to SW 88 St.	D	6 LA	0.91-0.97	E	0.89-0.97	D/E	0.91-0.97	E
NW 122 Avenue								
NW 41 St. to NW 25 St.	D	2 UD	1.15	F	1.11	F	1.12	F
NW/SW 127 Avenue								
NW 25 St. to NW 12 St.	D	4 DV	0.87-1.01	D/F	1.03-1.05	F	0.89-1.03	D/F
NW 12 St. to SW 8 St.	D	4 DV	1.11-1.18	F	1.07-1.28	F	1.05-1.24	F
SW 8 St. to SW 24 St.	D	4 DV	0.78-1.10	C/F	0.79-1.09	C/F	0.67-1.09	B/F
NW/SW 132 Avenue								
NW 12 St. to SW 8 St.	D	2 UD	1.25-1.59	F	1.16-1.50	F	1.20-1.47	F
SW 8 St. to SW 24 St.	D	4 DV	0.98-1.24	E/F	0.96-1.20	E/F	1.00-1.23	E/F
NW/SW 137 Avenue								
NW 12 St. to SW 8 St.	D	6 DV	1.04-1.40	F	1.08-1.44	F	1.08-1.42	F
SW 8 St. to SW 24 St.	E+20%	4 DV	0.81-0.94	D/E	0.82-0.95	D/E	0.76-0.94	C/E
SW 147 Avenue								
SW 8 St. to SW 24 St.	D	4 DV	0.82-0.83	D	0.85-0.86	D	0.87-0.89	D
SW 157 Avenue								
SW 8 St. to SW 24 St.	D	2 DV	0.95	E	0.95	E	0.95	E

Source: Compiled by the Regulatory and Economic Resources Department and the Metropolitan Planning Organization, April 2013.

Notes: ¹ Minimum Peak-period operating Level of Service (LOS) standard for State and County roadways.

² Volume-to-Capacity (v/c) ratio, which is the ratio of the number of vehicles using the road to the road capacity. The V/C model output is expressed using daily volumes.

Transit

The subject application area is currently located outside the Urban Development Boundary. As such the subject area is not served by transit. The closest transit service to the subject area is provided by Metrobus Routes 7, 36, 71, 137 (West Dade Connection), and 238 (East-West Connection/Weekend Express). These Routes converge at Dolphin Mall which is approximately 2 miles from the subject area. The table below indicates the service frequency for these routes.

Metrobus Route Service Summary

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (Midday)	Evenings (After 8pm)	Overnight	Saturday	Sunday		
7	30	40	60	n/a	40	40	0.56	L
36	60	60	40	n/a	n/a	n/a	0.56	L
71	30	60	45	n/a	60	60	0.56	L
137 (West Dade connection)	30	45	60	n/a	40	45	0.56	L
238 (East-west connection)	45	60	n/a	n/a	n/a	n/a	0.56	L
238 (Weekend express)	n/a	n/a	n/a	n/a	60	60	0.56	E/F

Source: 2012 Transit Development Plan, Miami-Dade Transit (November 2012 Line Up)

Notes: 'L' means Metrobus local route service

'F' means Metrobus feeder service to Metrorail

'E' means Express or Limited-Stop Metrobus service

Future Conditions

The 2023 Recommended Service Plan within the draft 2013 Transit Development Plan identifies improvements to the existing Metrobus service which are being planned for the next ten years.

Metrobus Recommended Service Improvements October 2012 EAR-based CDMP Amendment Application #1 (Part C)

Route(s)	Improvement Description	Implementation Year	Operational Cost
7	No planned improvements	N/A	\$0
36	No planned improvements	N/A	\$0
71	Extend route to Palmetto Metrorail Station via NW 74 Street.	2025	\$500,000
137 (West Dade Connection)	No planned improvements	N/A	\$0
238 (East-West Connection)	Extend route westward to Beacon Lakes	2015	\$250,000

Source: Draft 2013 Transit Development Plan, Miami-Dade Transit, April 2013.

Based on the CDMP threshold for traffic and/or transit service objectives within a ½ mile distance; the estimated operating or capital costs of maintaining the existing bus service and implementing the new service is not associated with this application.

It should be noted that in November 2012, MDT issued notice-to-proceed to a consultant to begin work on the Transit Service Evaluation Study – Phase 2. The purpose of this project is to evaluate the current bus system of Miami-Dade Transit, identify service deficiencies and design a more direct, grid oriented route network and service plan that maximizes the efficiency and effectiveness of the system. The final product will be a schedule-ready detailed plan which

includes estimated impact on ridership, resources, and operating cost. The study is on-going at this time. As such, it should be noted that the Recommended Service Plan as presented above is subject to change once results from the study are determined.

Major Transit Projects:

There are no future major transit projects within the vicinity of this area.

Application Impacts in the Traffic Analysis Zone:

There is no transit service to the affected zone (TAZ #832). As such, the mode share in the study area is 0% and there is no impact on transit ridership system wide.

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APPENDIX A

Summary of Application No. 1, Part C, Land Use Plan Map Changes

For convenience of the reader, the List of Proposed Land Use Plan Map Changes (Parcel Nos. 1-6, 8-19, 21-121, 123-156, 158-164, 167-236, 238-252, and 255-296) in Table A-1 below summarizes essential facts about the requested parcel amendments. Table A-1 and the aerial maps that follow the table revises and provides more details to Part C of Application No. 1 contained in the "Staff Applications October 2012 EAR-Based Applications to Amend the Comprehensive Development Master Plan" (Application No.1 Page 136). It should be noted that Parcel Nos. 7, 20 and 165 are withdrawn (consequently Figure 4 is not included herein) and Parcel Nos. 122, 157, 166, 237, 253, and 254 were not filed in the original application and are not included in the table below. For each of the parcels presented, the parcel size and general location including an identification of the applicable municipality and the requested LUP map designation change is listed.

Table A-1
LIST OF PROPOSED LAND USE PLAN MAP CHANGES
OCTOBER 2012 EAR-BASED APPLICATIONS TO AMEND 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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres \pm
			From	To	
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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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	Medium-High 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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
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	Office/Residential	5
77	Southwest corner of North Miami Avenue and NW 75 Street	Miami	Medium-High Density Residential	Business and Office	12
78	Southwest corner of NW 2 Avenue and NW 71 Street	Miami	Medium Density Residential	Business and Office	8

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
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	Miami	Transportation Terminals	Parks and Recreation	52

Parcel No.	Parcel General Location	Municipality	Requested Category Changes		Acres ±
			From	To	
	Street				
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	91
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 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	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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Changes		Acres ±
			From	To	
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	47
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 and Medium-High Density Residential	Business and Office	23
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	121
126	Northeast corner of NW 37 Avenue and NW 14 Street	Miami	Low Density Residential	Low-Medium Density Residential	219
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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
149	Southeast corner of NW 58 Street and NW 109 Avenue	Doral	Business and Office	Low-Medium Density Residential	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	Industrial and Office	Low-Medium Density Residential	27

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
152	Southeast corner of NW 54 Street and NW 87 Avenue	Doral	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	Parks and Recreation	122
154	Southwest corner of NW 36 Street and NW 79 Avenue	Doral	Industrial and Office	Business and Office	5
155	Northeast corner of NW 82 Avenue and NW 25 Street	Doral	Industrial and Office	Business and Office	196
156	East of NW 79 Avenue between NW 25 Street and NW 29 Street	Doral	Industrial and Office	Business and Office	6
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	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
172	North of Flagler Street between NW 114 Avenue and NW 109 Avenue		Low-Medium Density Residential	Business and Office	9

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
189	Southeast corner of SW 22 Terrace and SW 27 Avenue	Miami	Low Density Residential	Low-Medium Density Residential	244

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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	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
206	Northwest corner of Virtudes Street and Cartagena Avenue	Coral Gables	Estate Density Residential	Institutions, Utilities and Communications	32

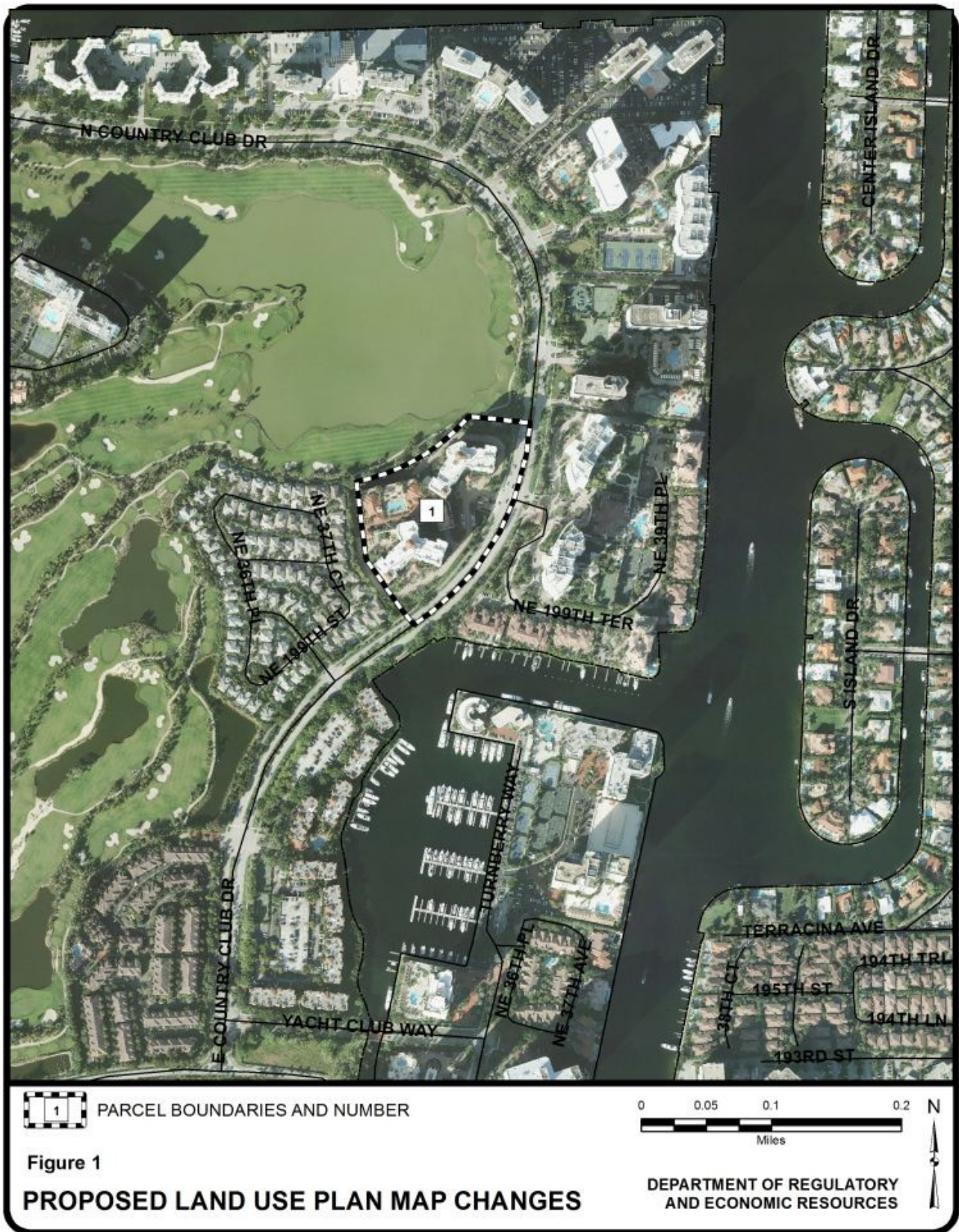
Parcel No.	Parcel General Location	Municipality	Requested Category Changes		Acres ±
			From	To	
207	East of Old Cutler Road between Cartagena Avenue and Bella Vista Avenue	Coral Gables	Estate Density Residential	Low Density Residential	161
208	South of SW 136 Street and east of SW Guadalajara Street	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 Paradise 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
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

Parcel No.	Parcel General Location	Municipality	Requested Category Changes		Acres ±
			From	To	
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	29
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	664
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	61
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	Business and Office	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
243	South of SW 312 Street between theoretical NE 26 Terrace and theoretical NE	Homestead	Low-Medium Density Residential	Business and Office	22

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres \pm
			From	To	
	30 Avenue				
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	9
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	123
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 Density Residential	Office/Residential	57
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
263	Southwest corner of NW 6 Street and NW 2 Avenue	Homestead	Low-Medium Density Residential	Medium Density Residential	56

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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 352 Street	Florida City	Industrial and Office	Low-Medium Density Residential	6

Parcel No.	Parcel General Location	Municipality	Requested Category Change(s)		Acres ±
			From	To	
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
292	East of SW 112 Avenue between SW 232 and SW 284 Streets	unincorporated	Inside the 2025 Urban Expansion Area (UEA); Open Land; Institutions, Utilities and Communications; Agriculture	Outside the 2025 UEA; Open Land; Institutions, Utilities and Communications; Agriculture	1,489
293	East of SW 142 Avenue between SW 312 and SW 352 Streets	Homestead and unincorporated	Inside the 2025 UEA; Agriculture; Open Land	Outside the 2025 UEA; Agriculture; Open Land	595
294	Between SW 177 and SW 176 Avenues and between SW 42 and SW 72 Streets	unincorporated	Inside the 2025 UEA; Open Land; Institutions, Utilities and Communications; Agriculture	Outside the 2025 UEA; Open Land; Institutions, Utilities and Communications; Agriculture	1,525
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



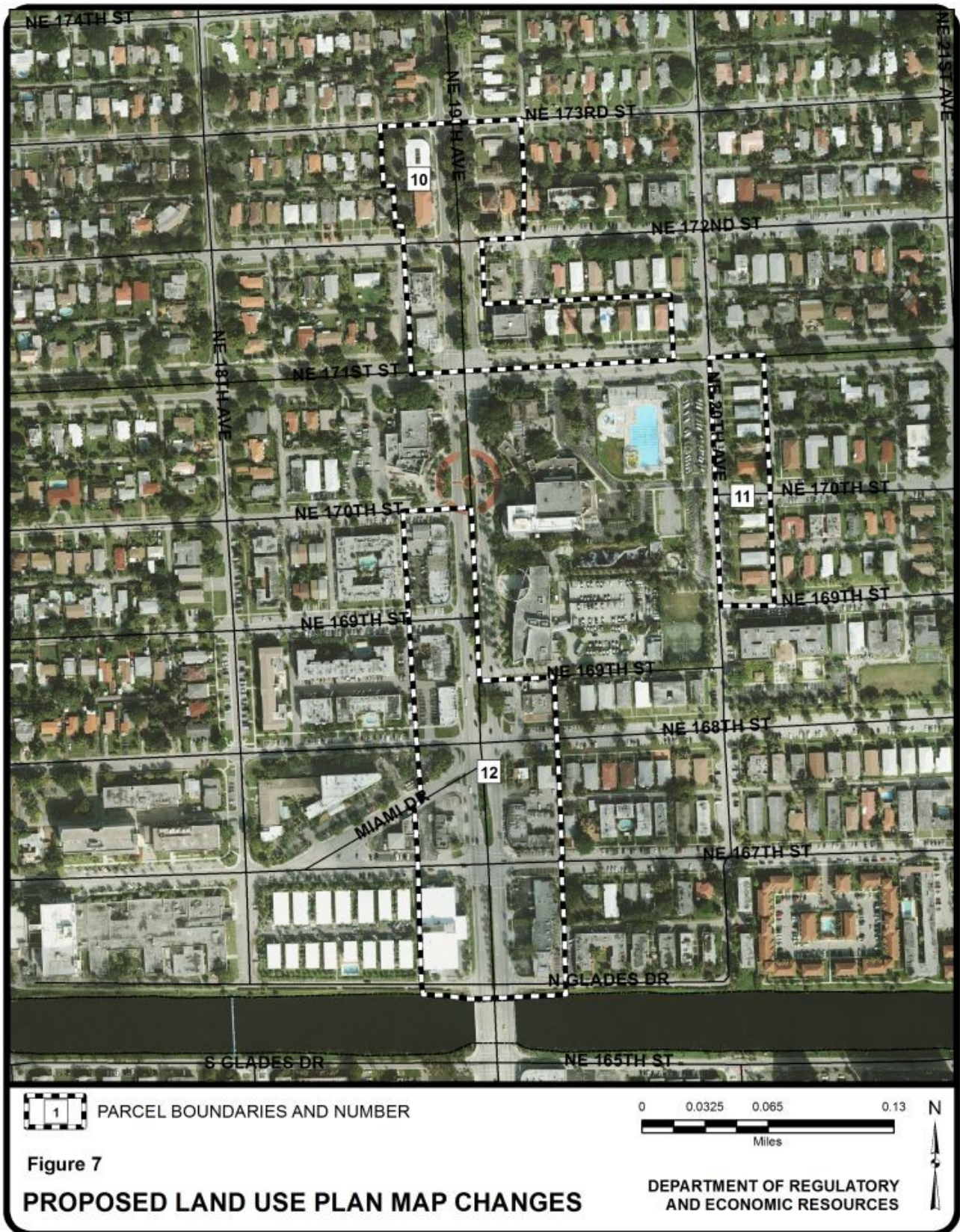




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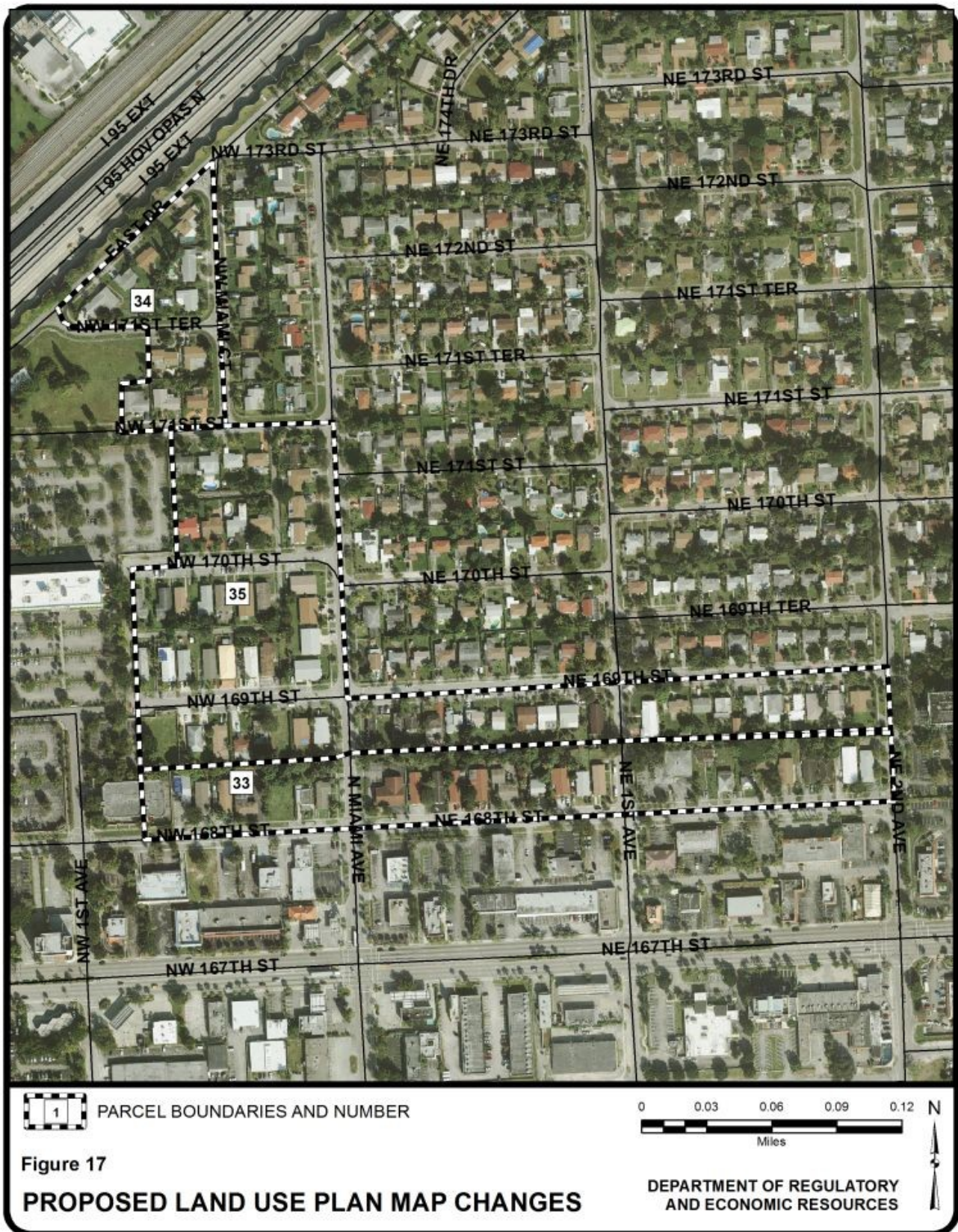




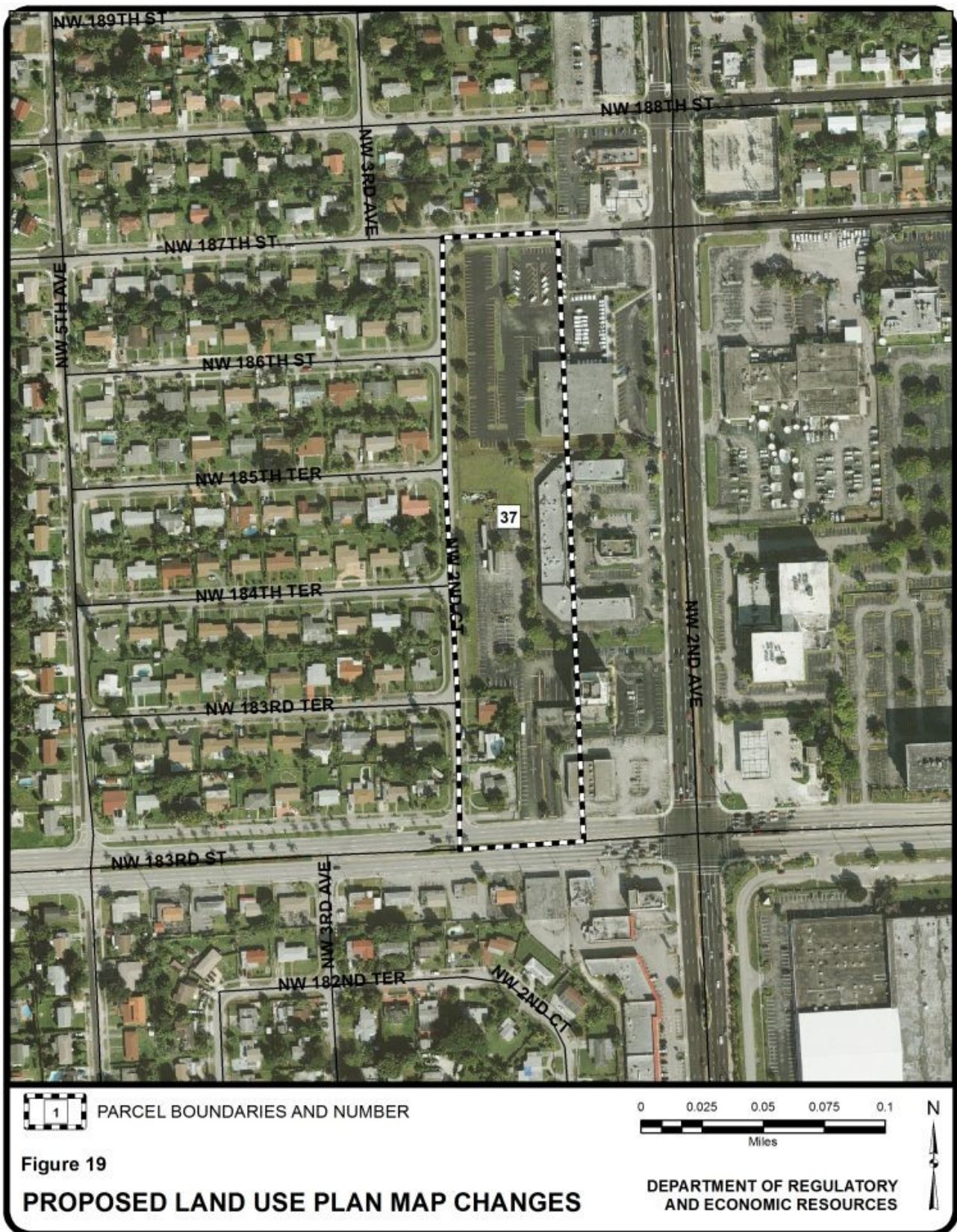


















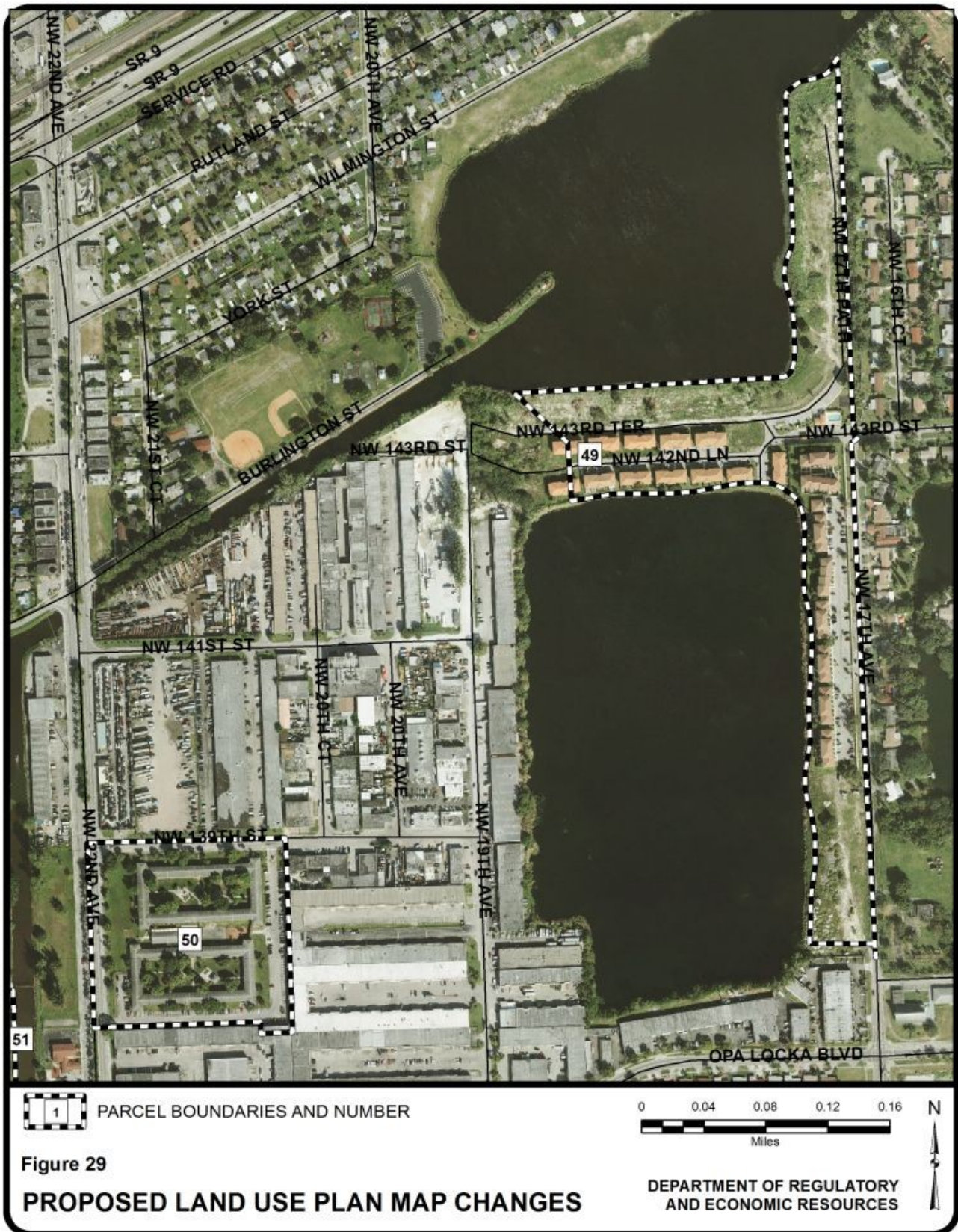








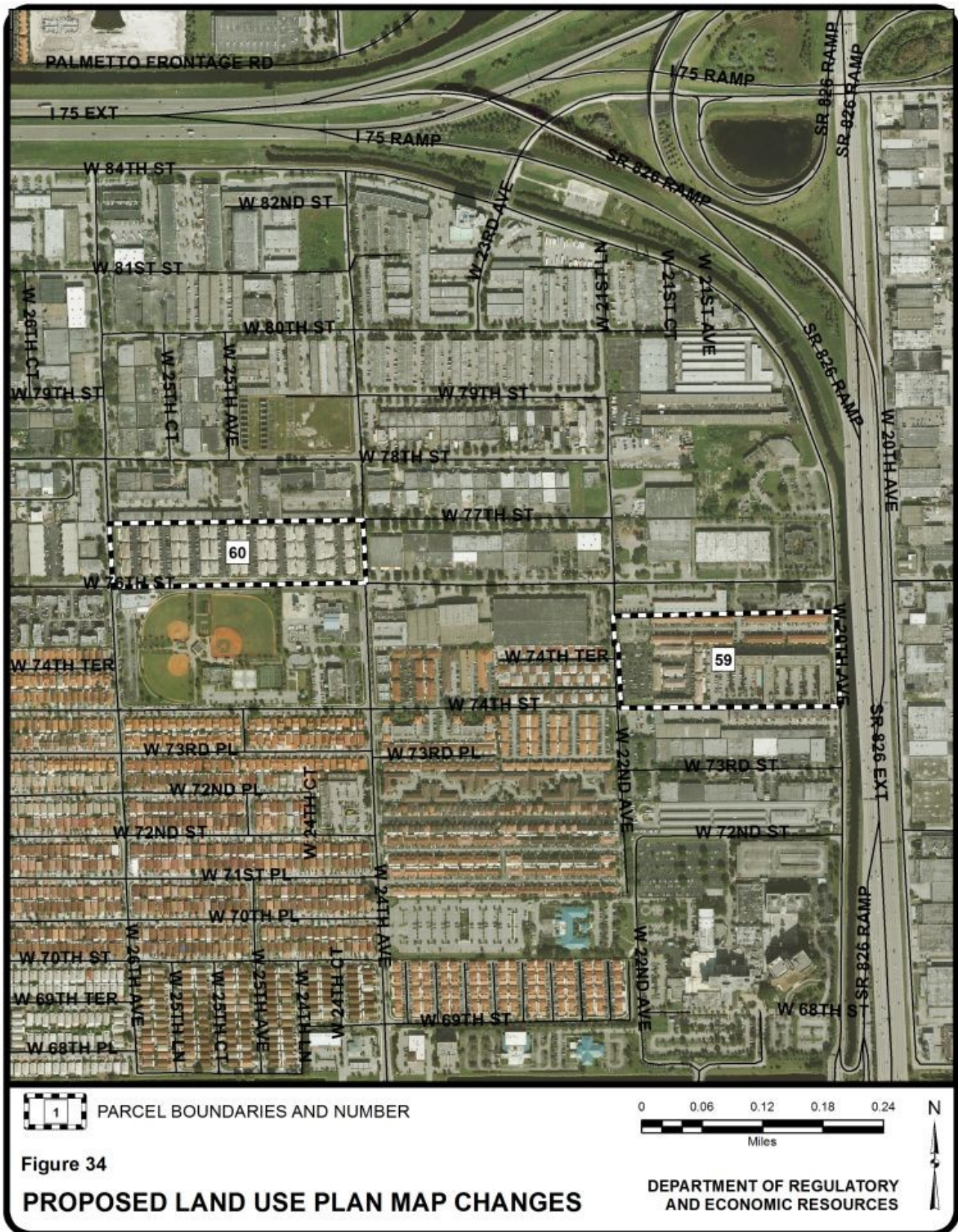




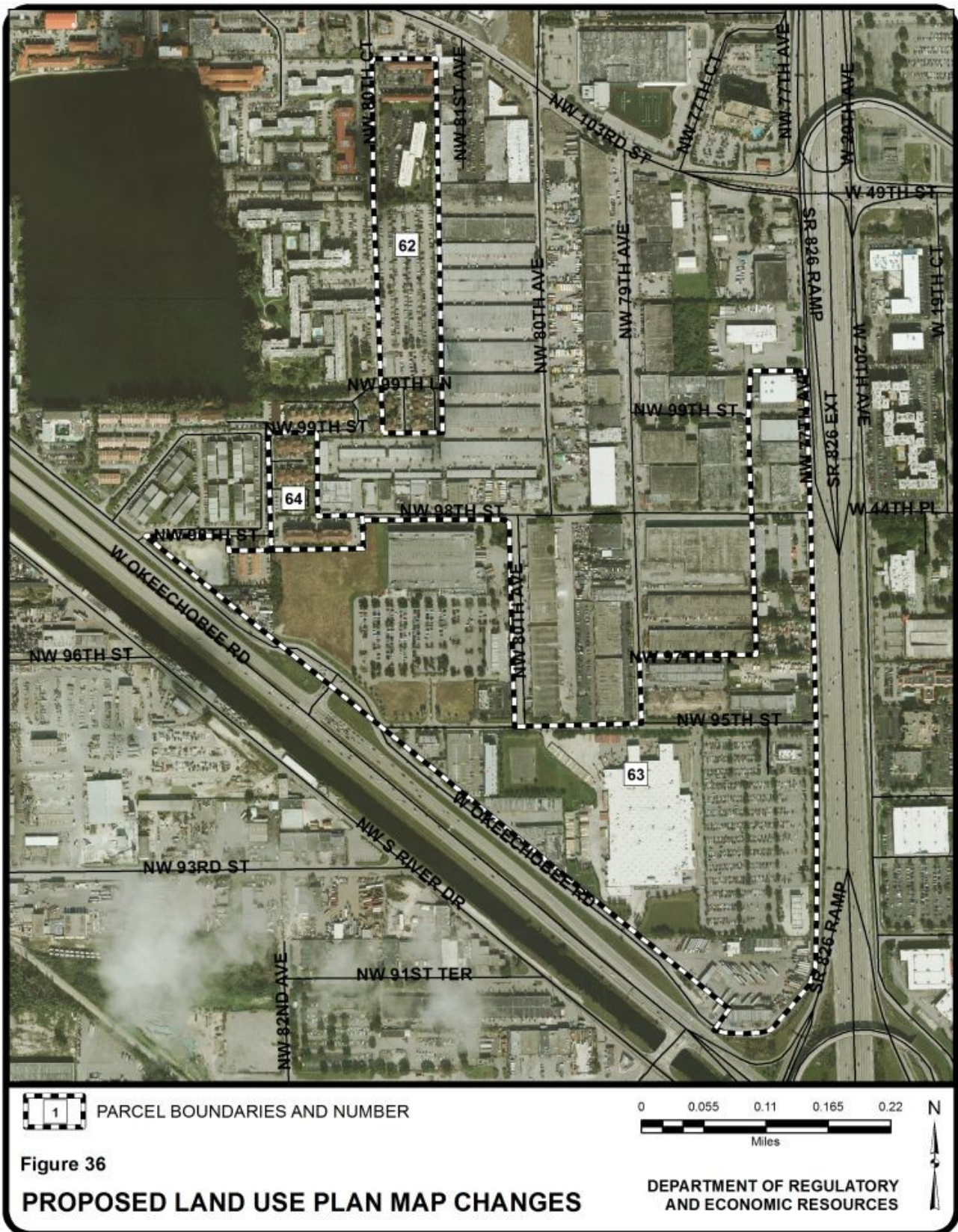


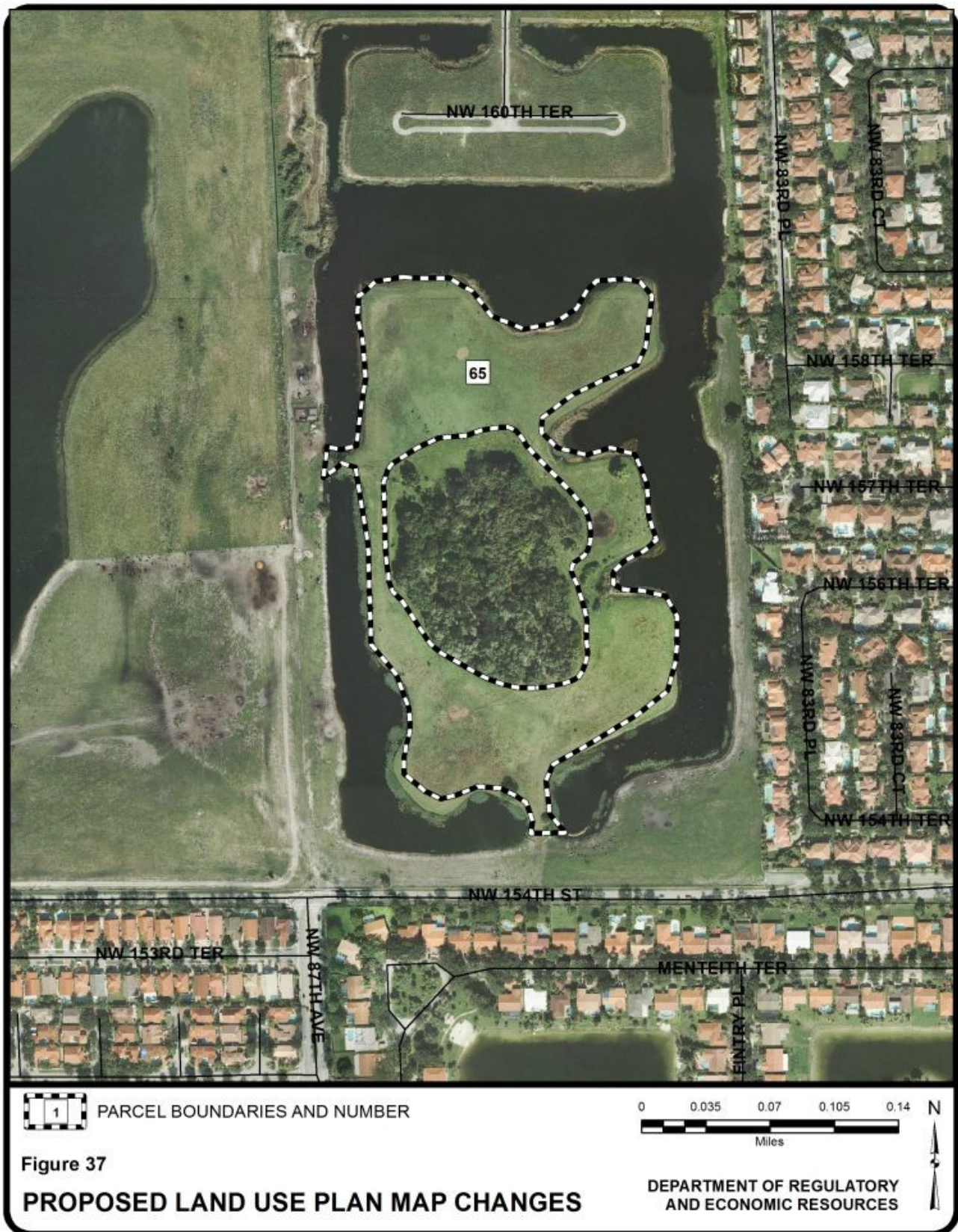




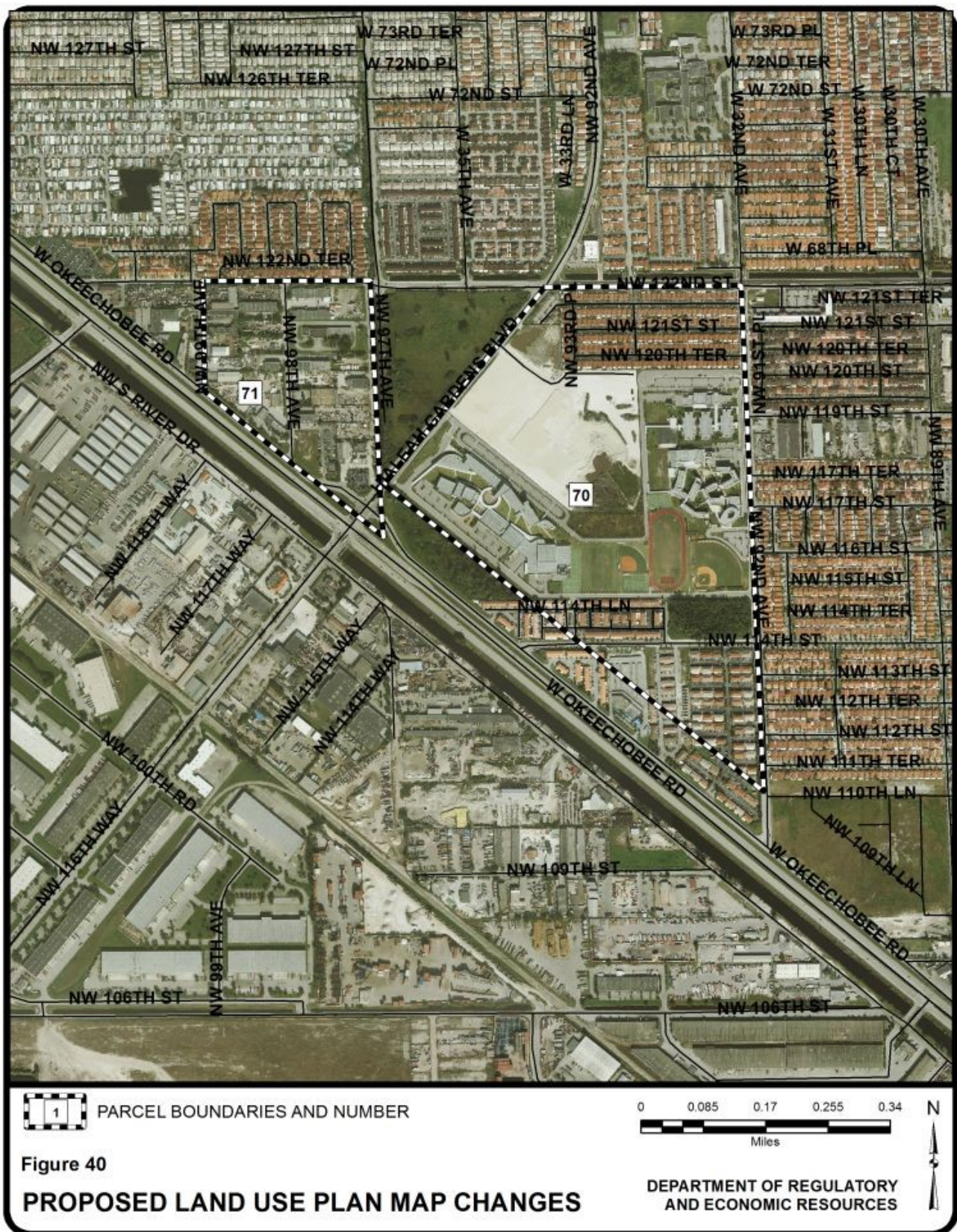






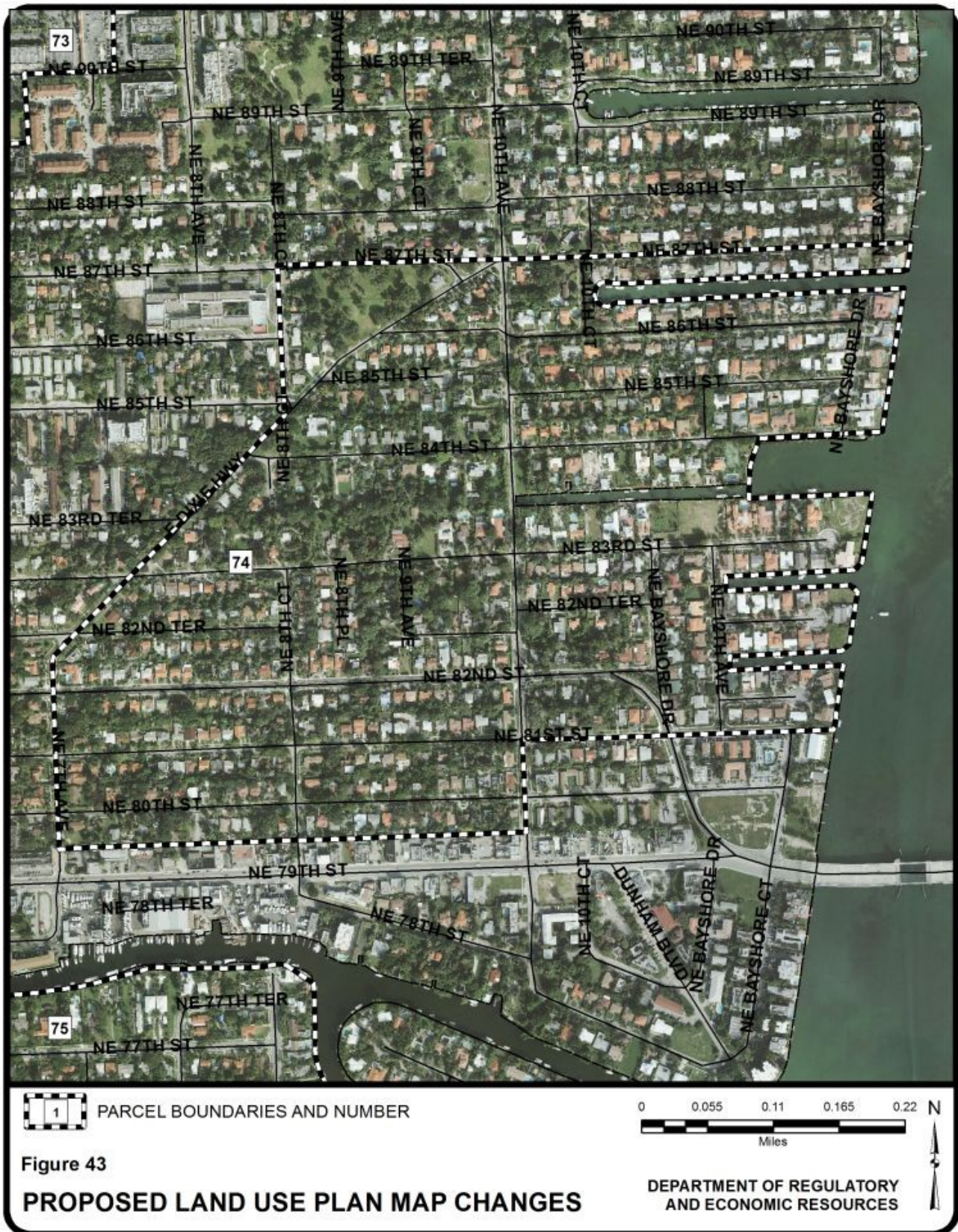


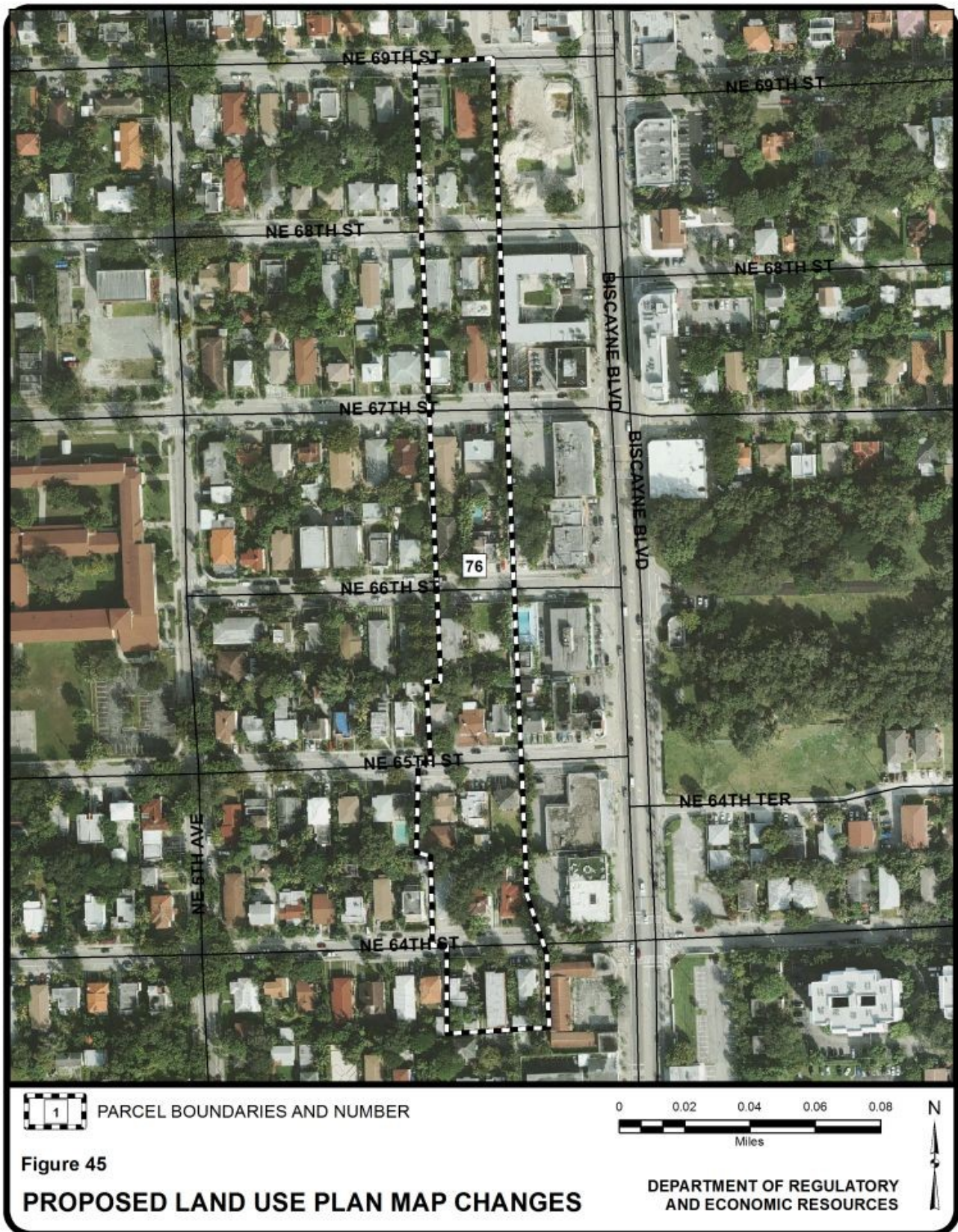


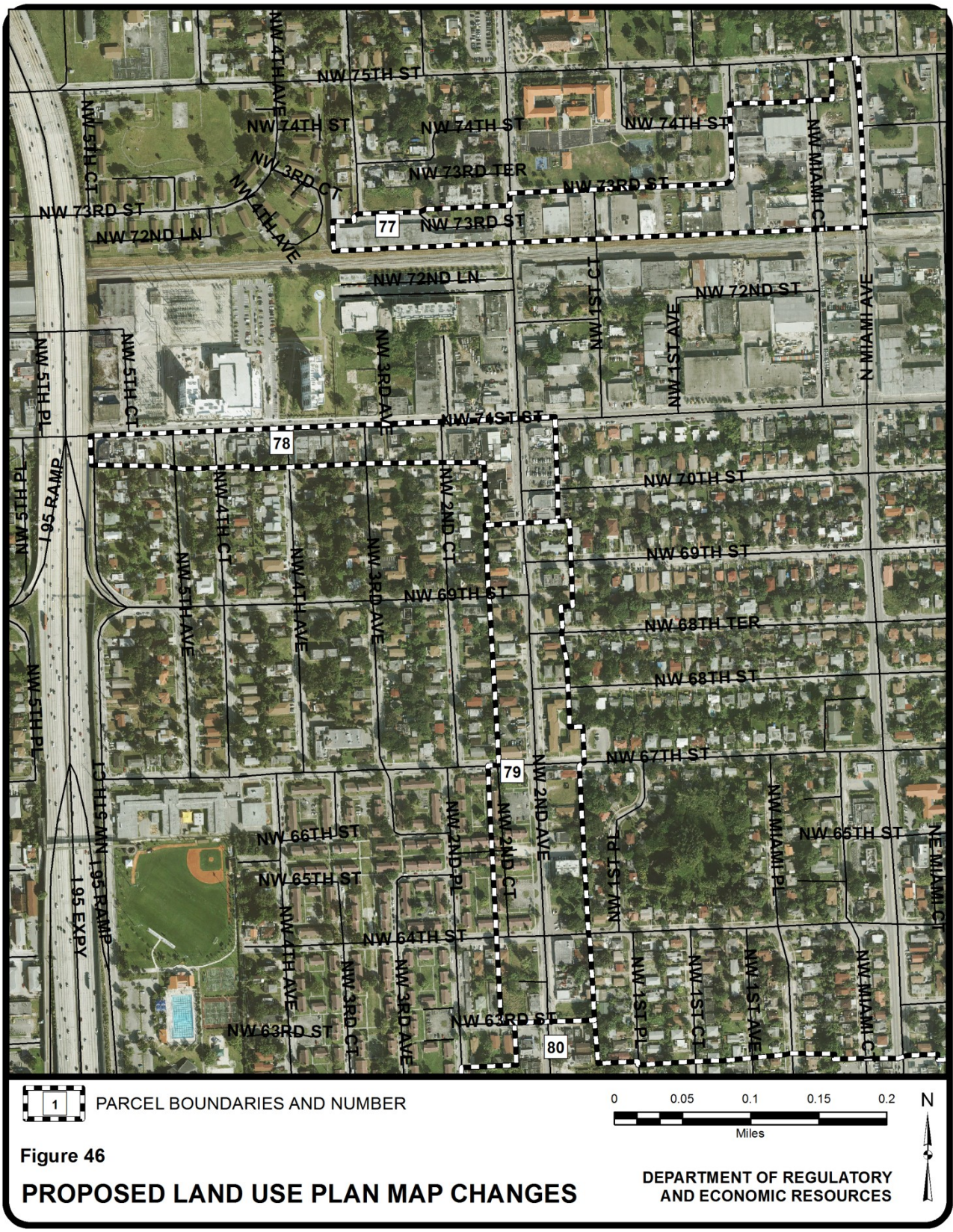


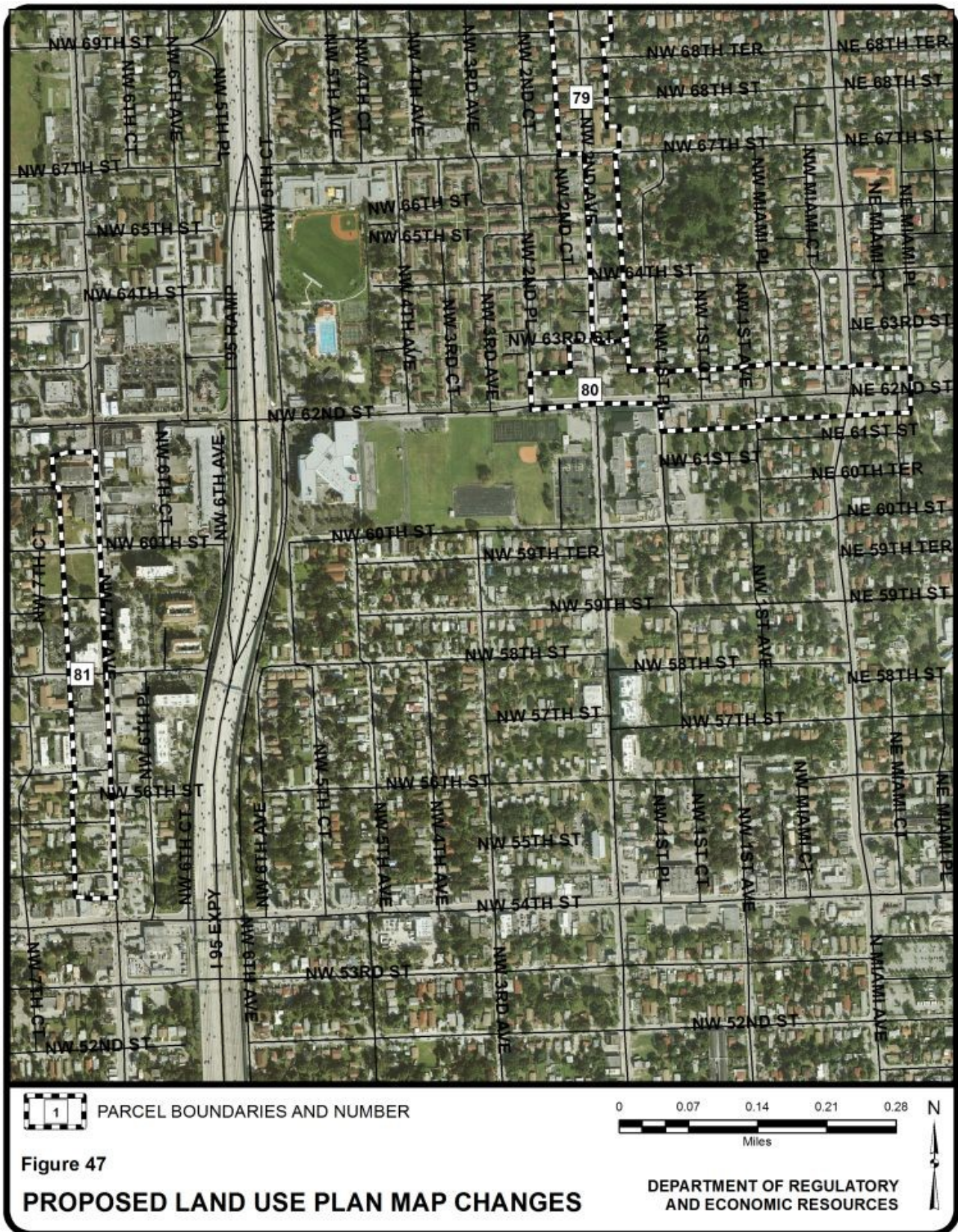


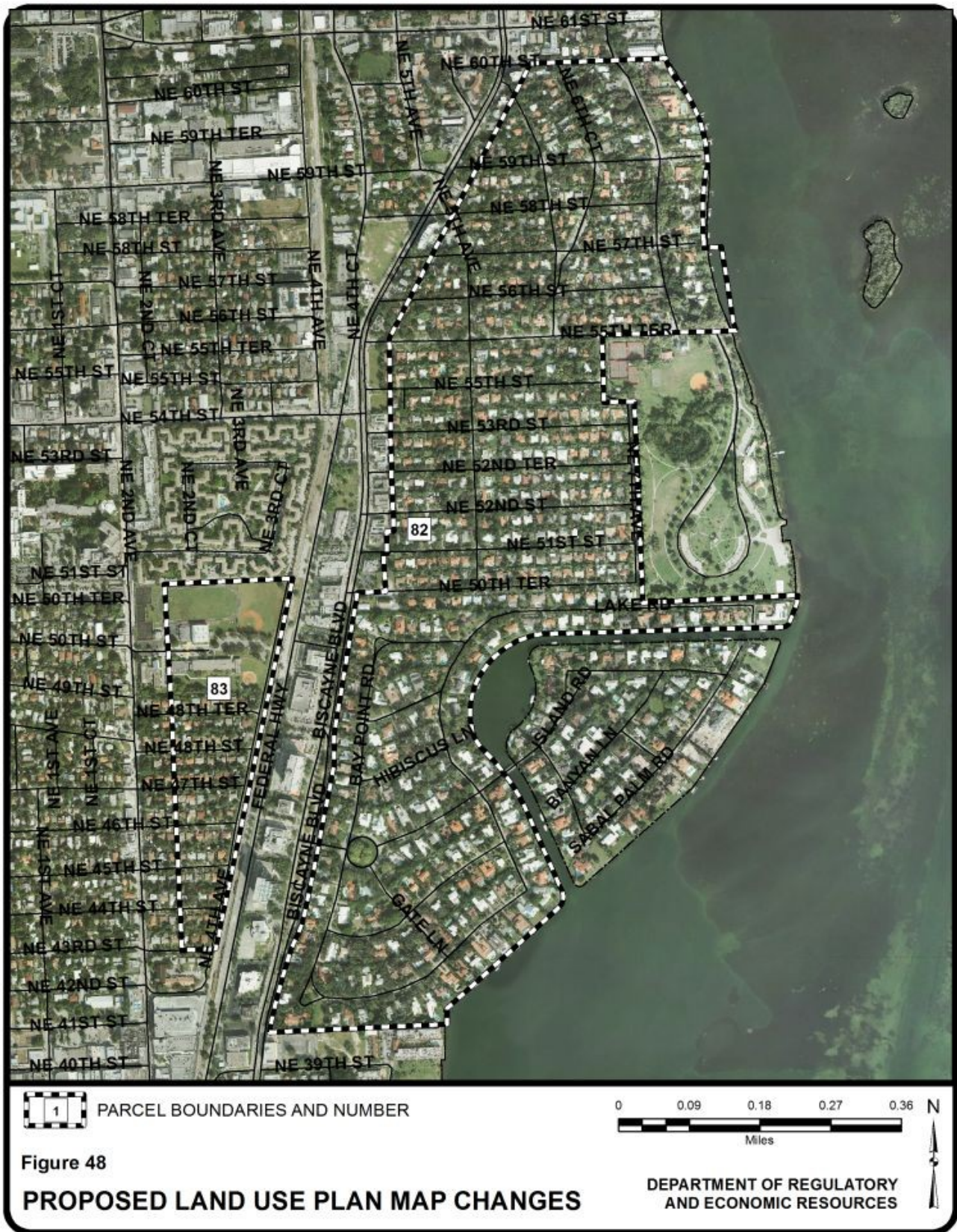




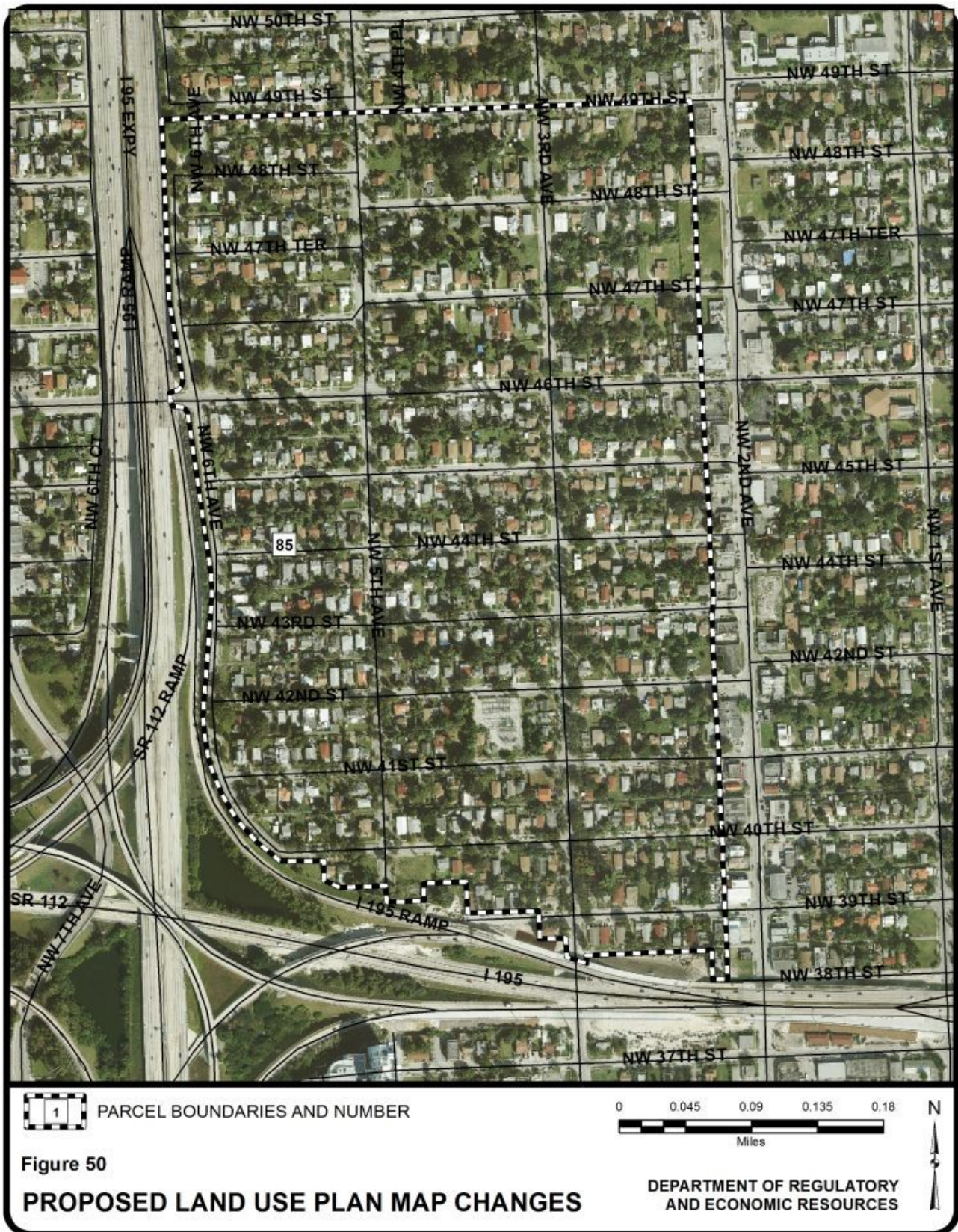




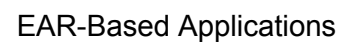








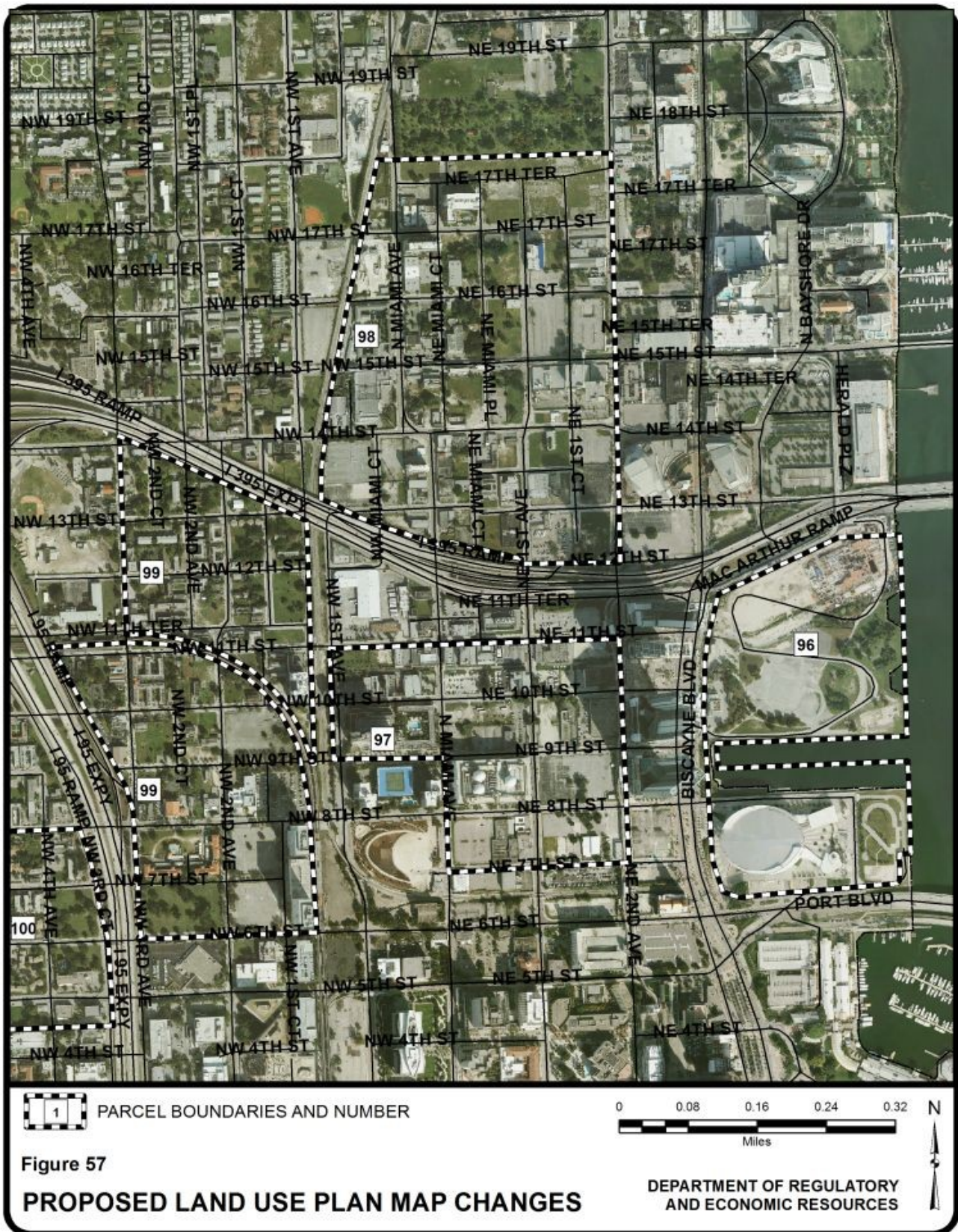


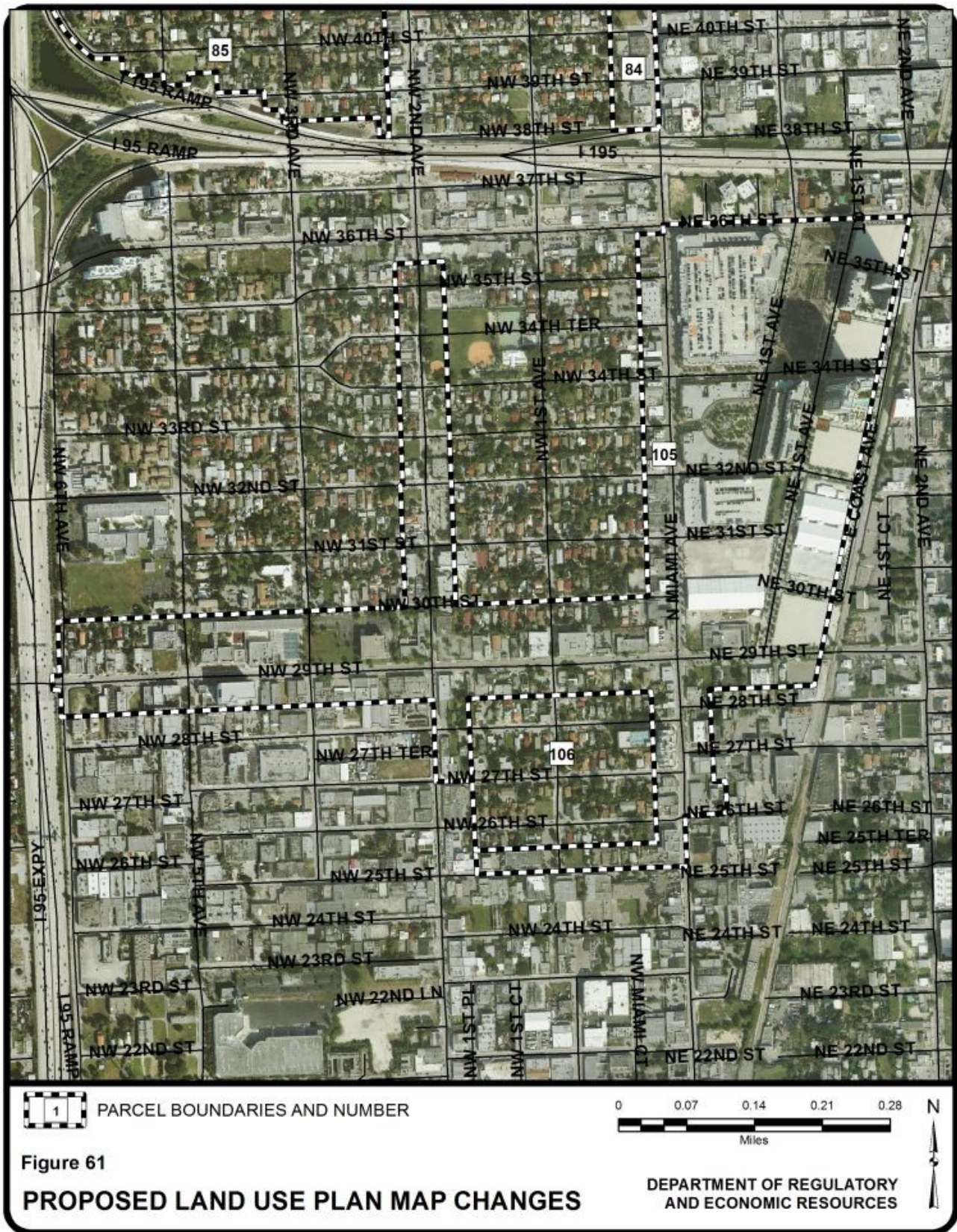


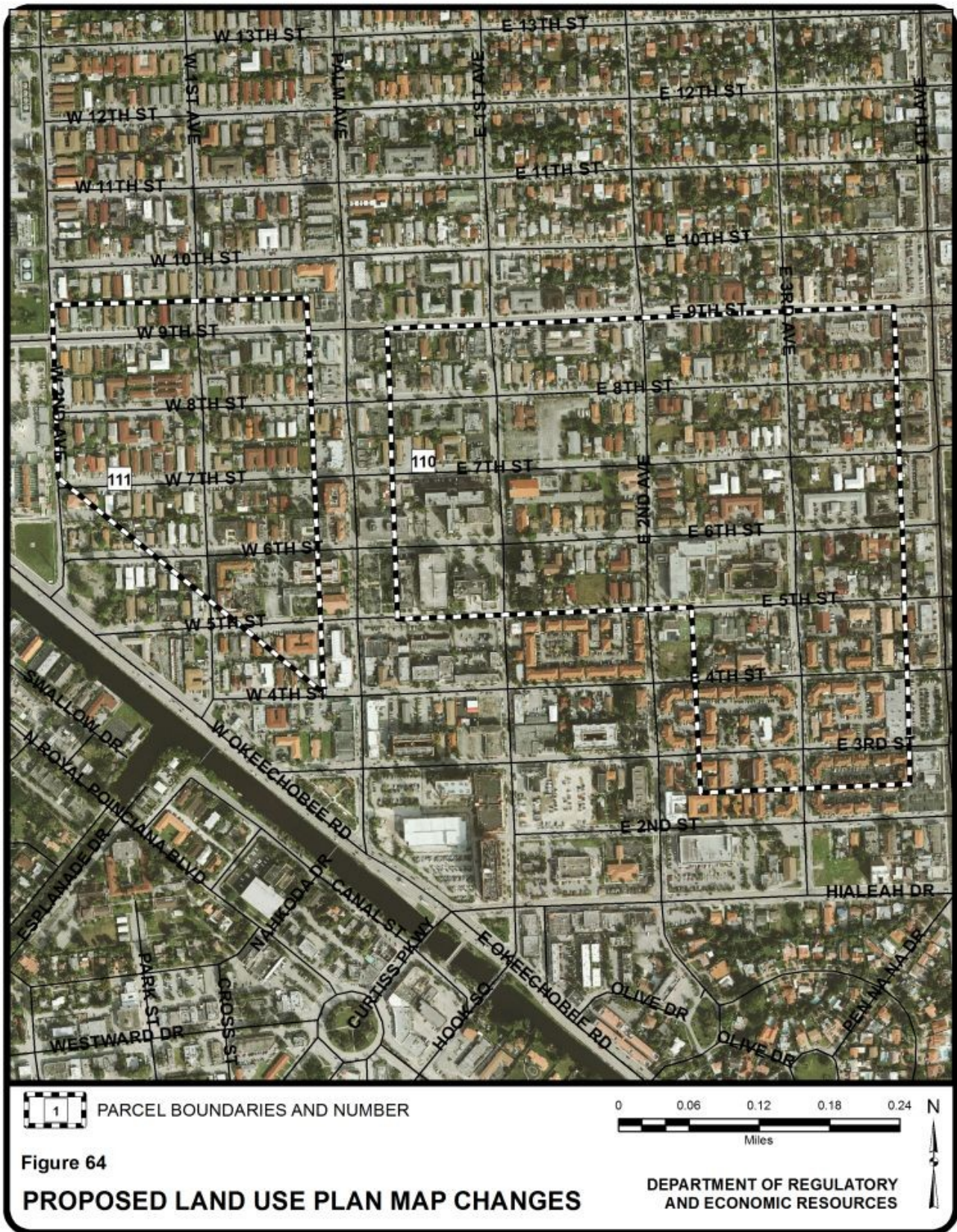


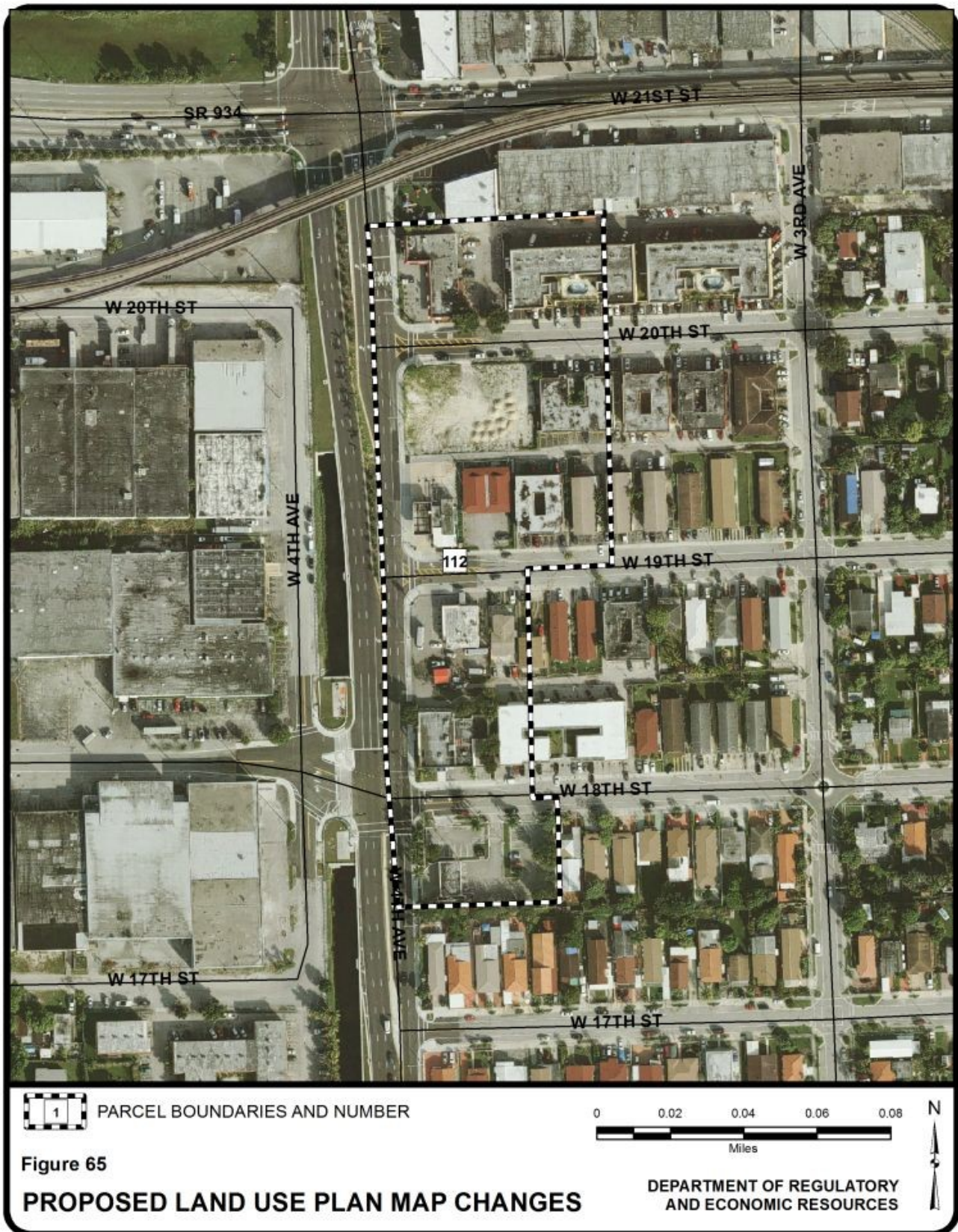










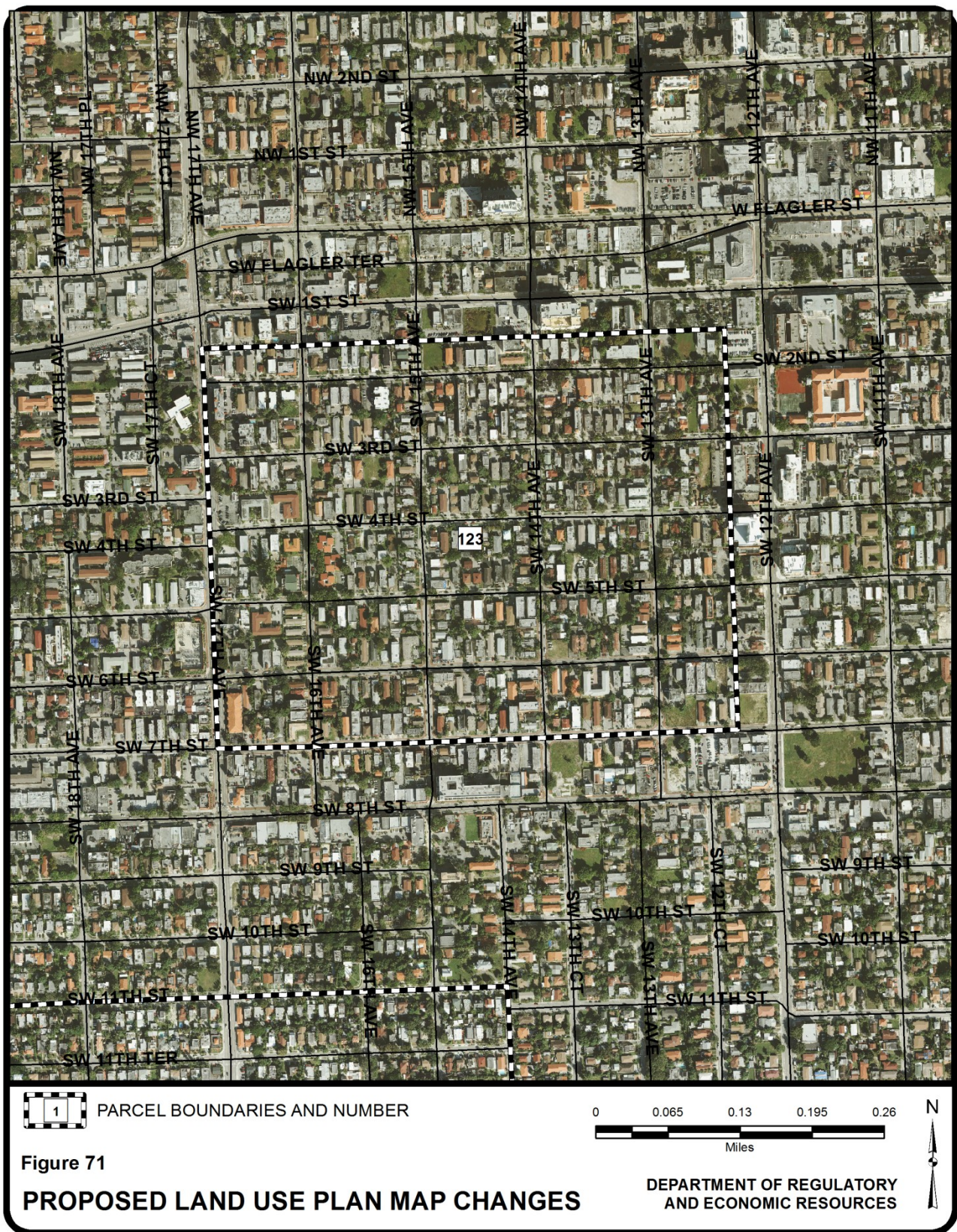


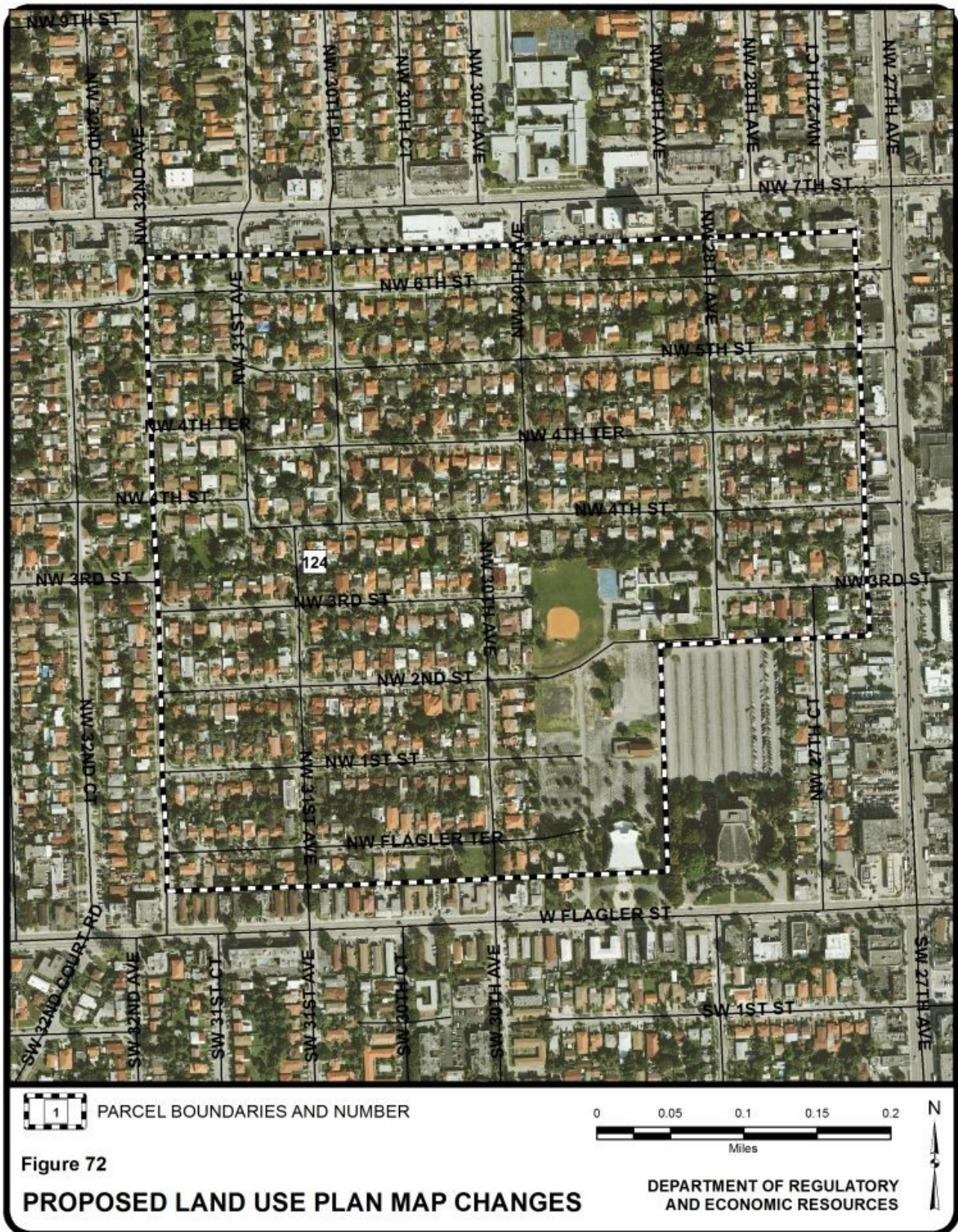










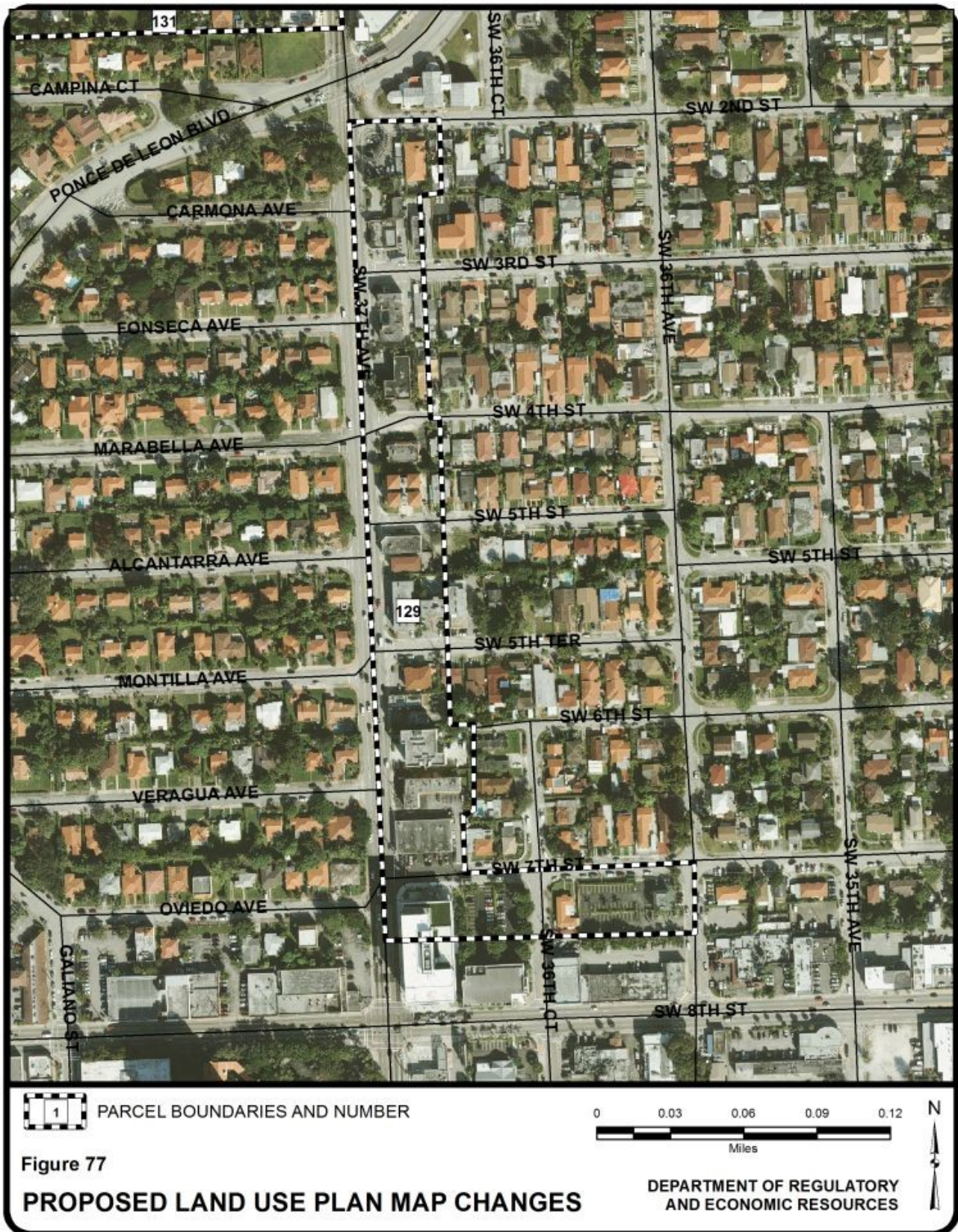


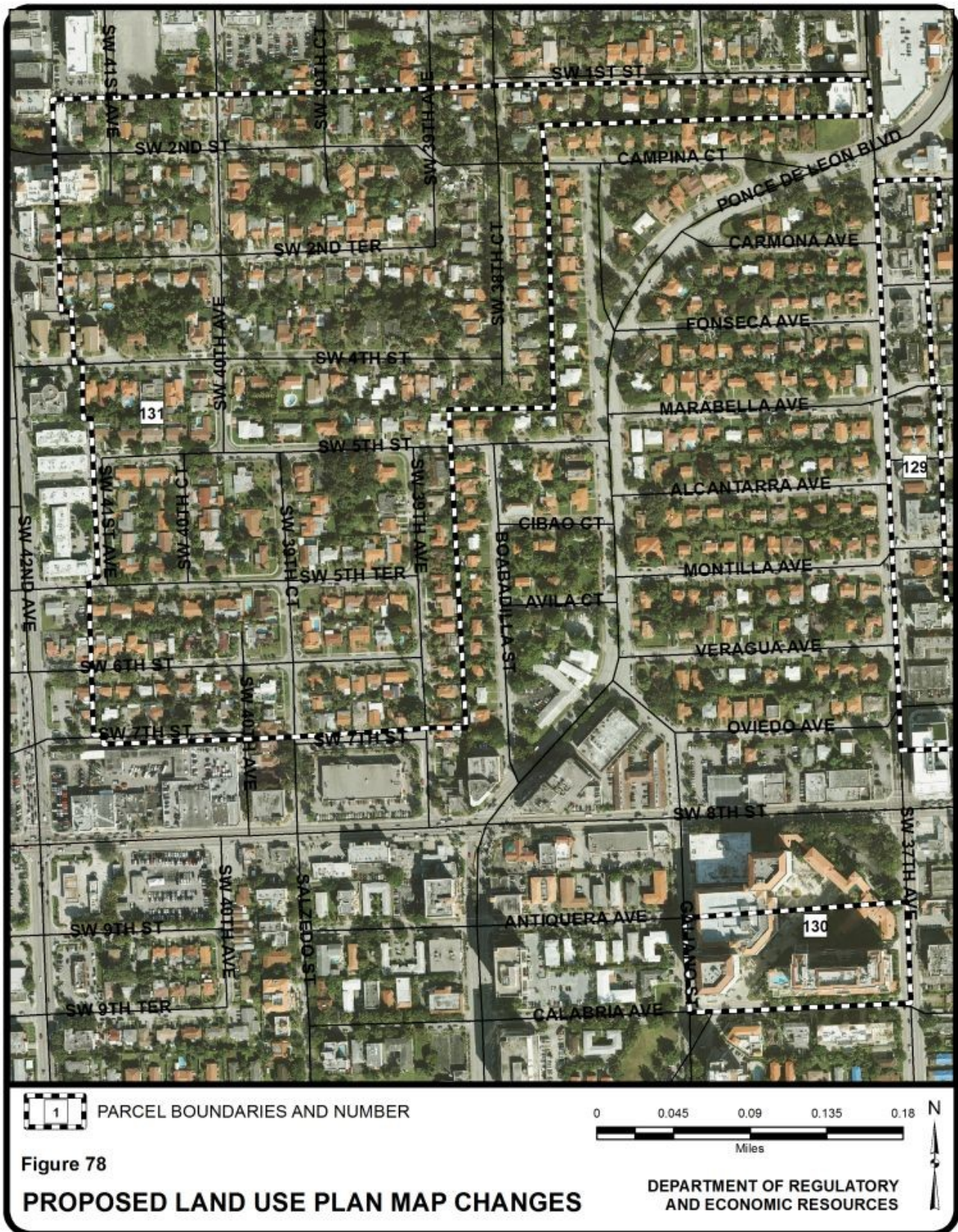


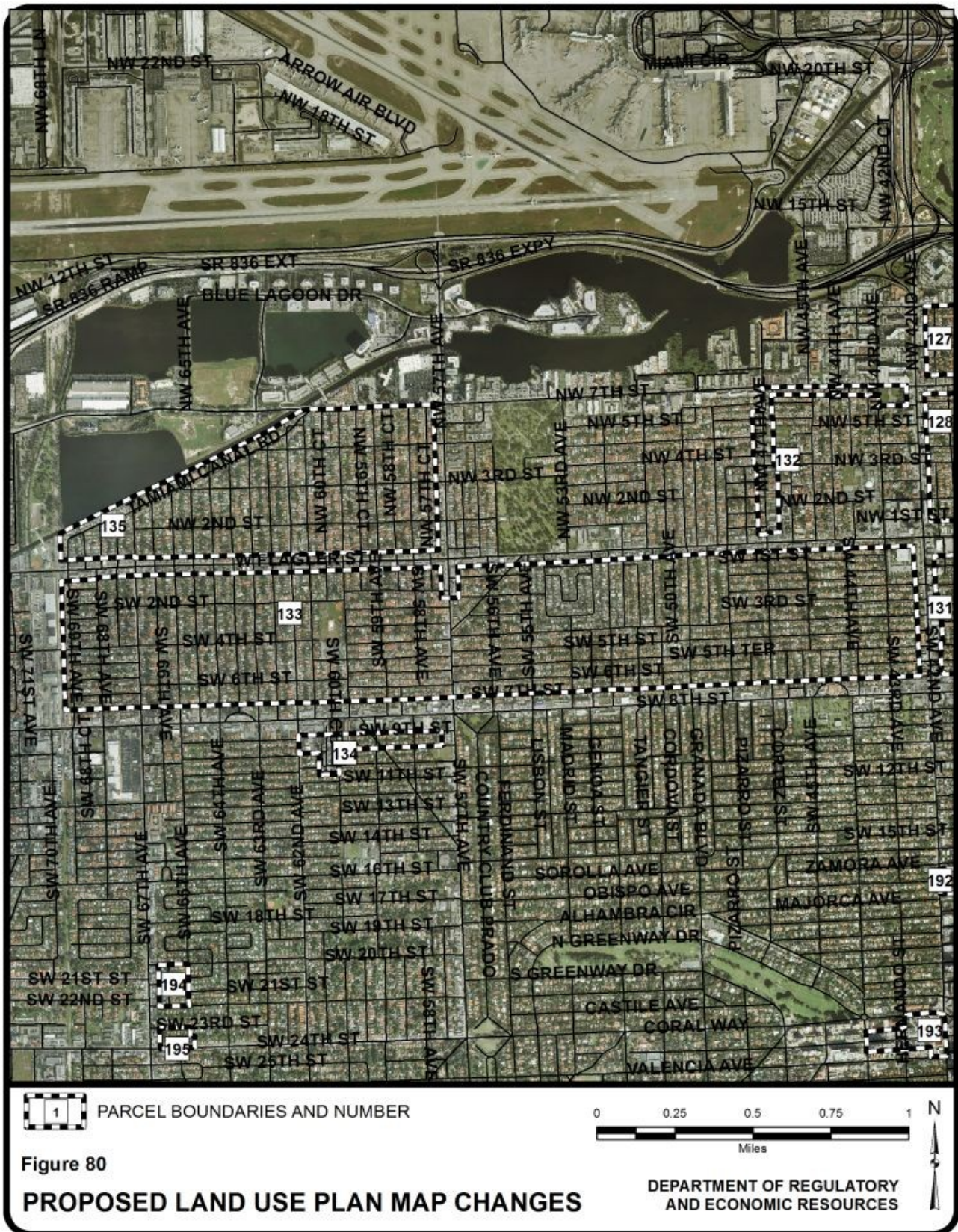








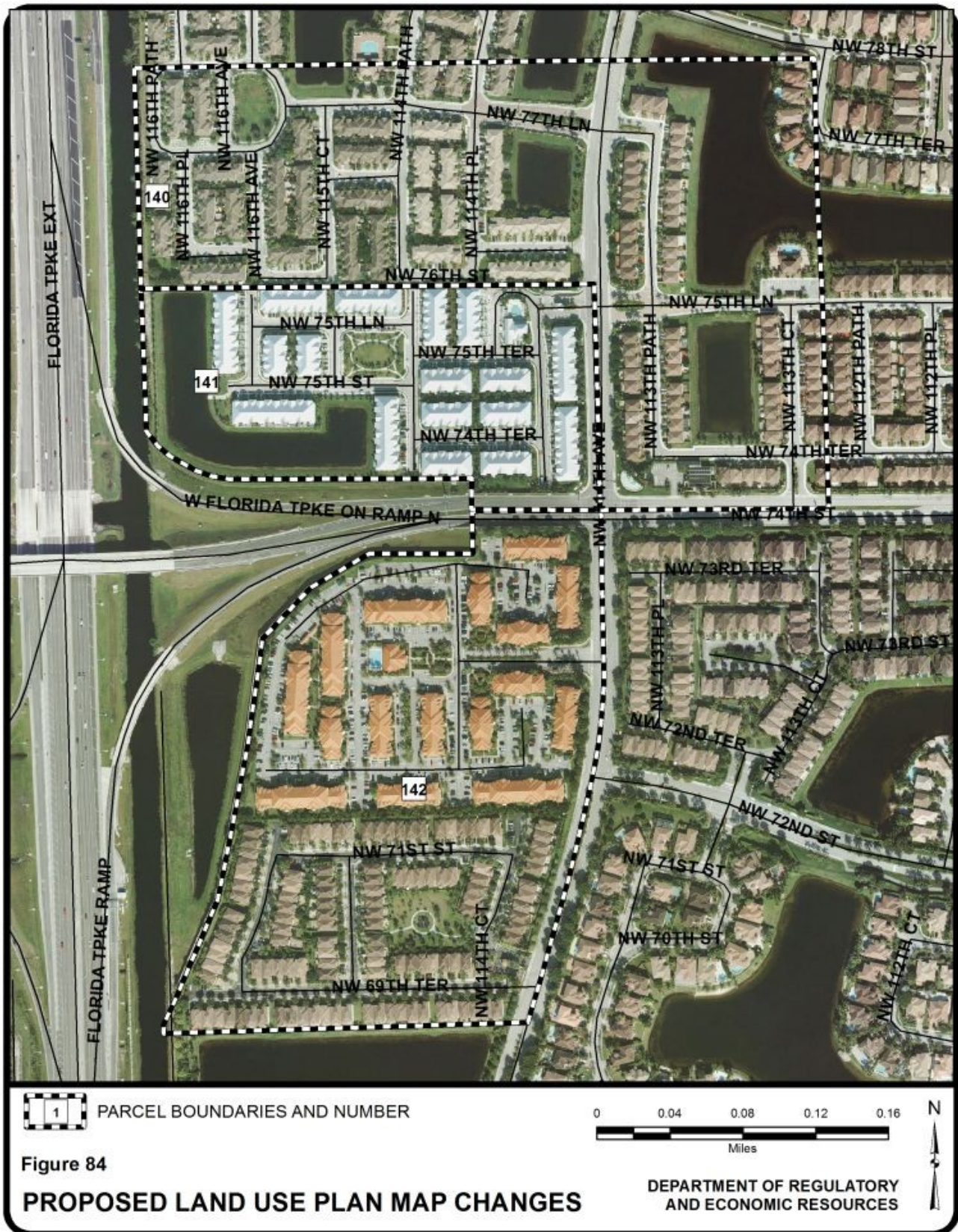










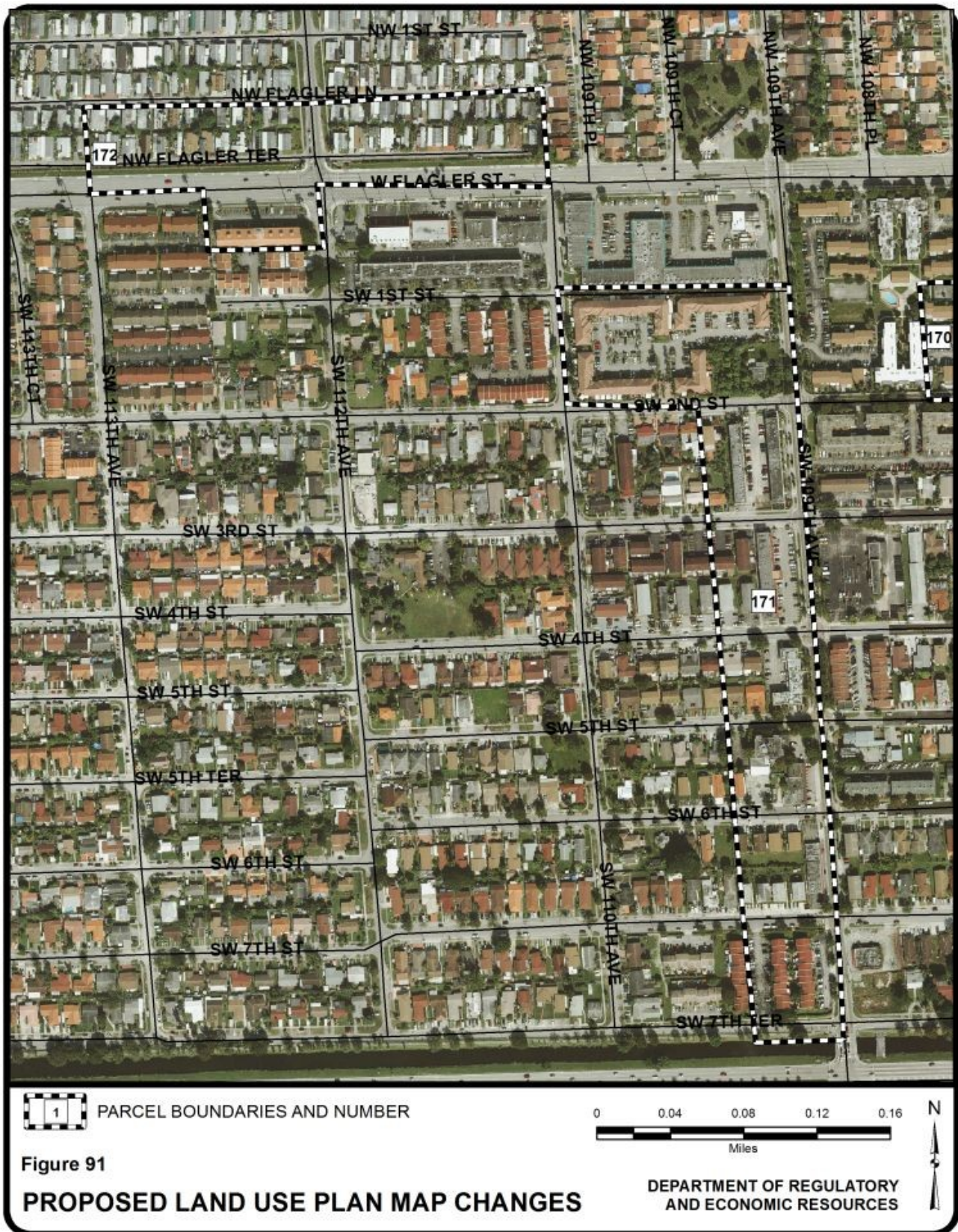








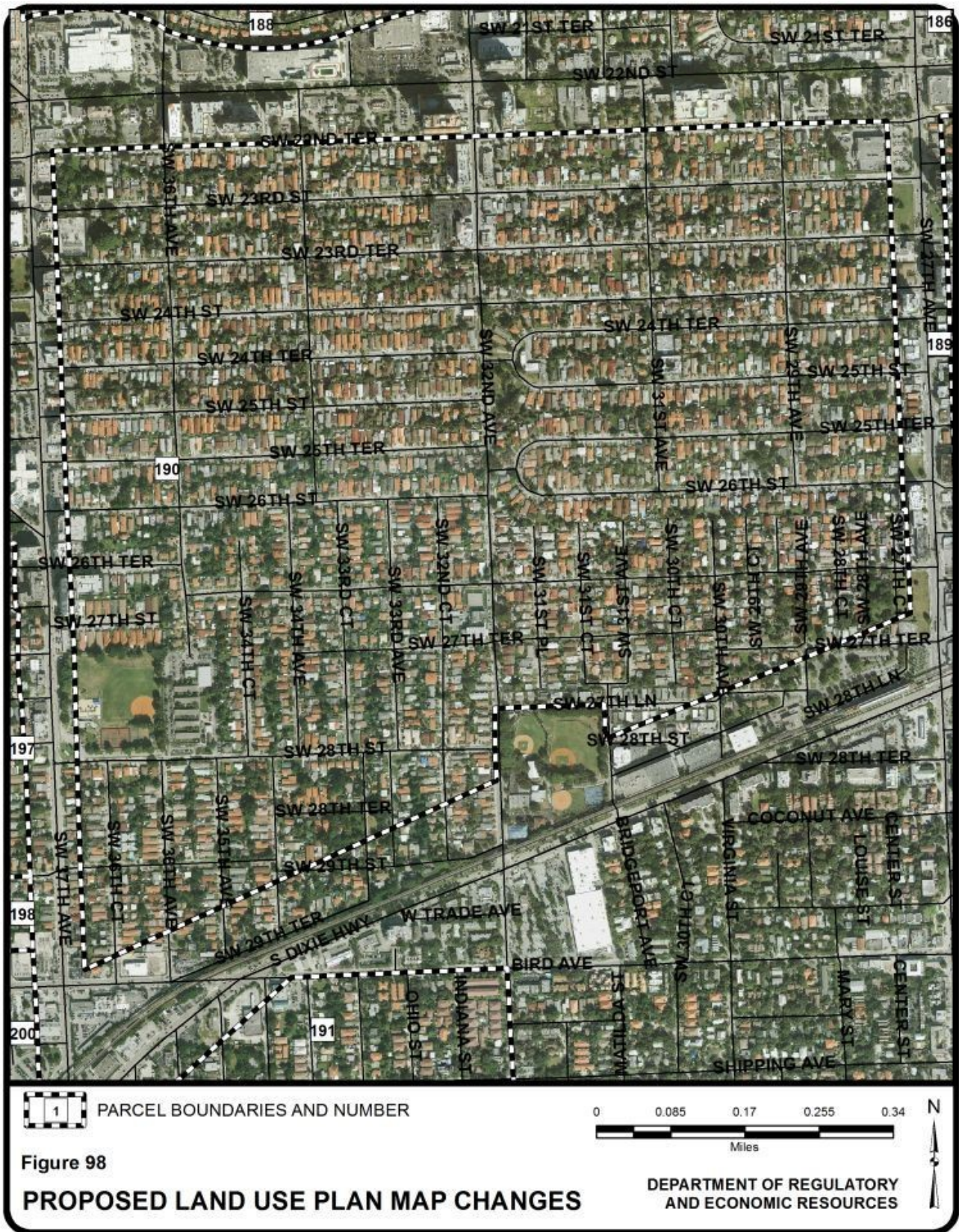


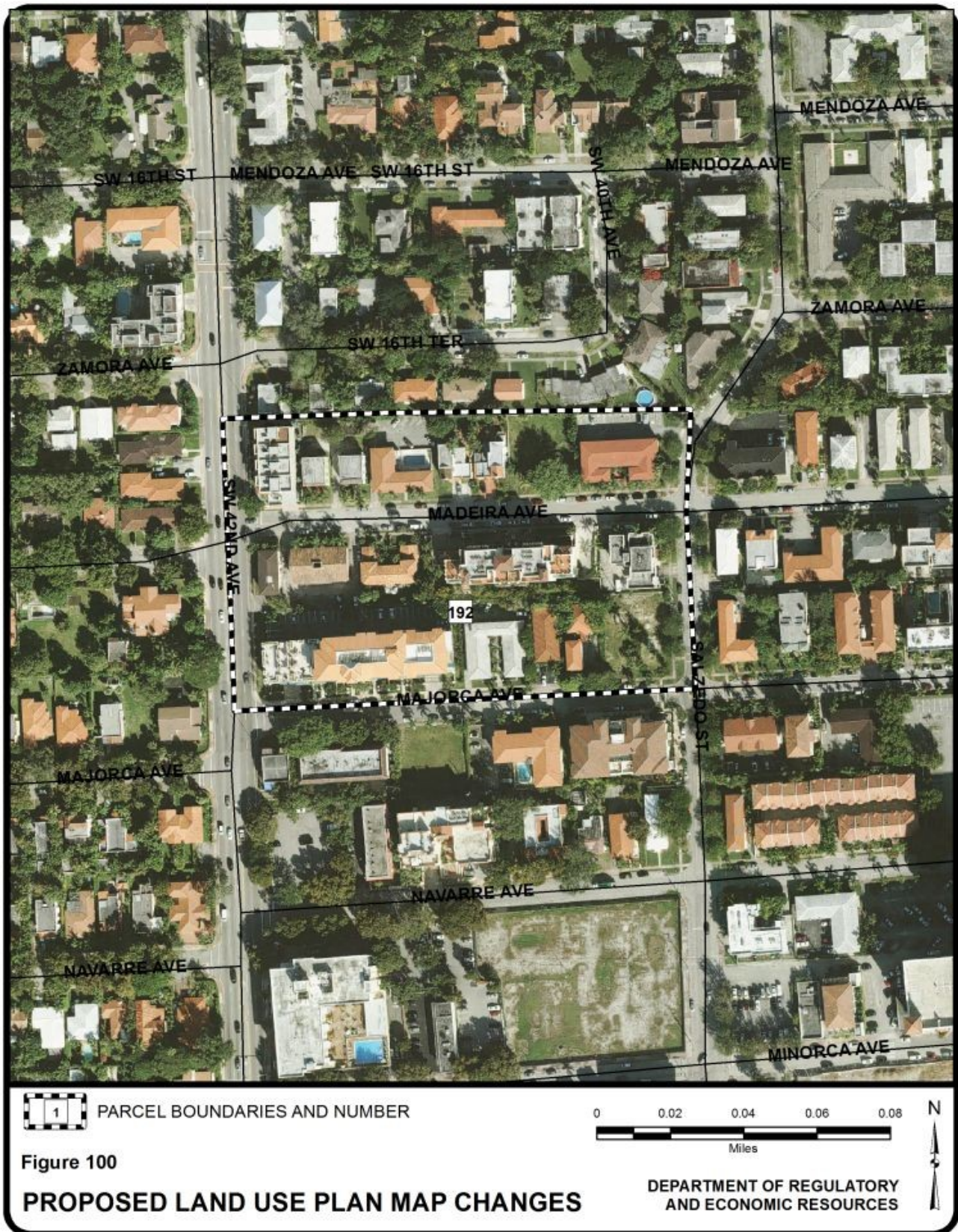


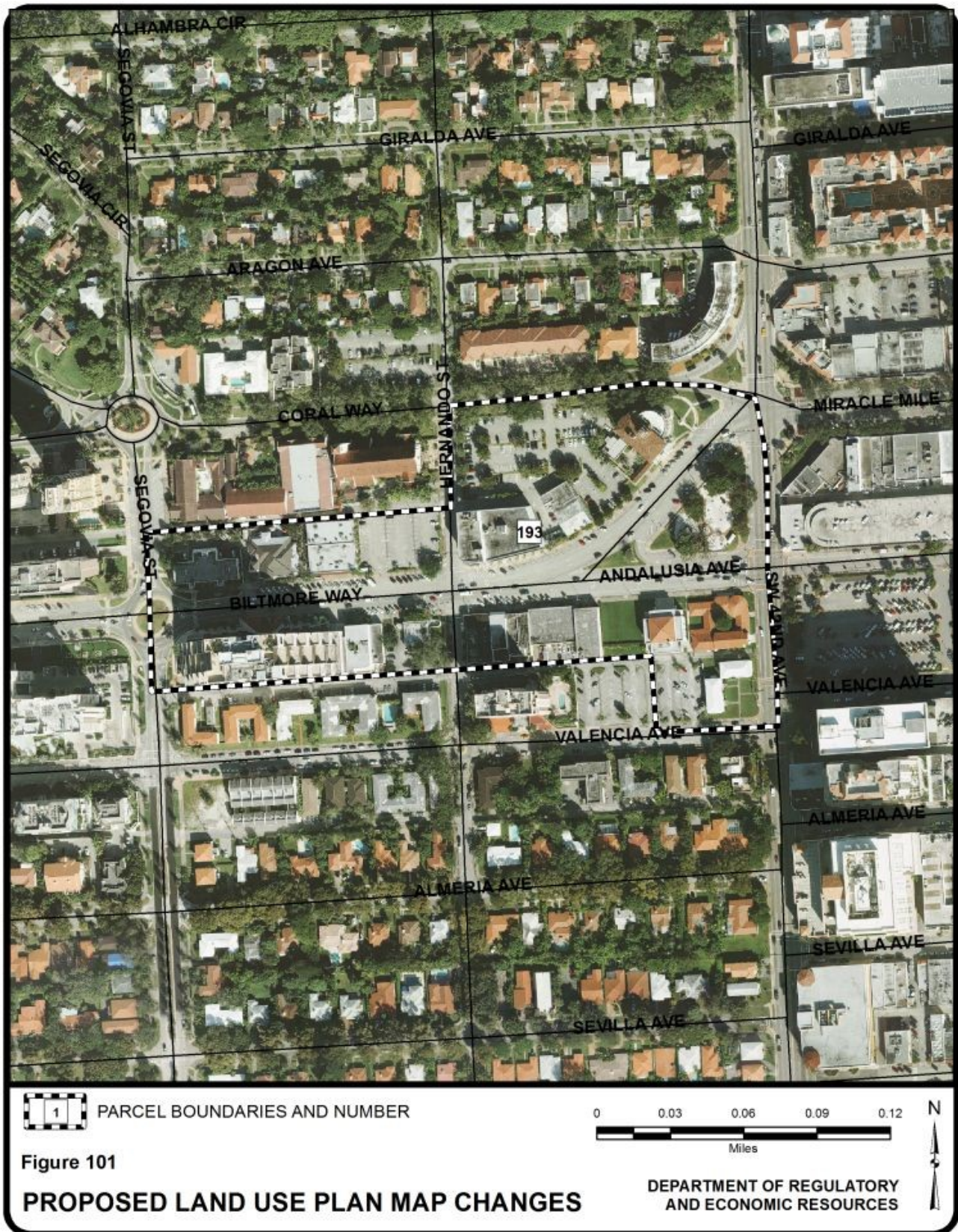


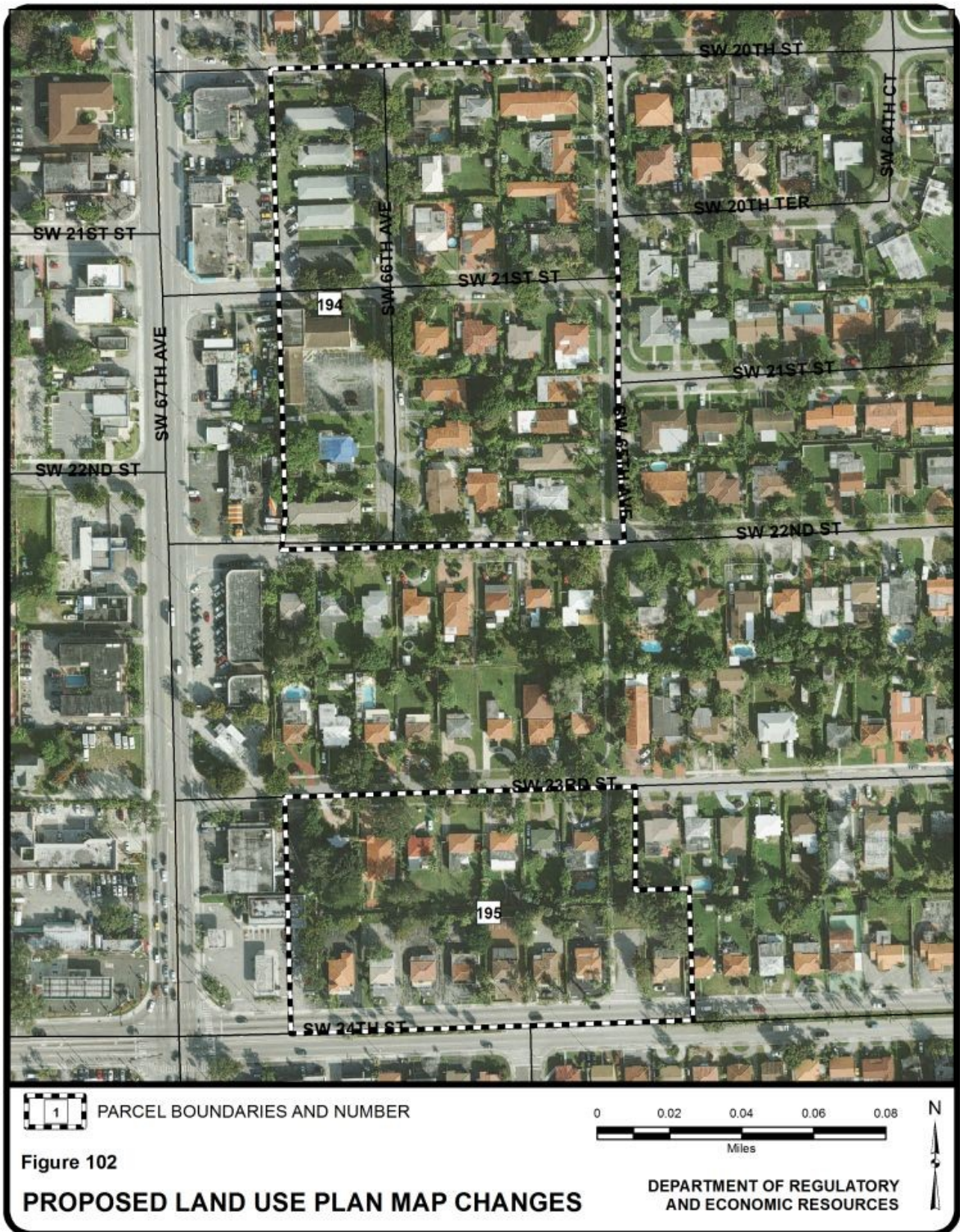


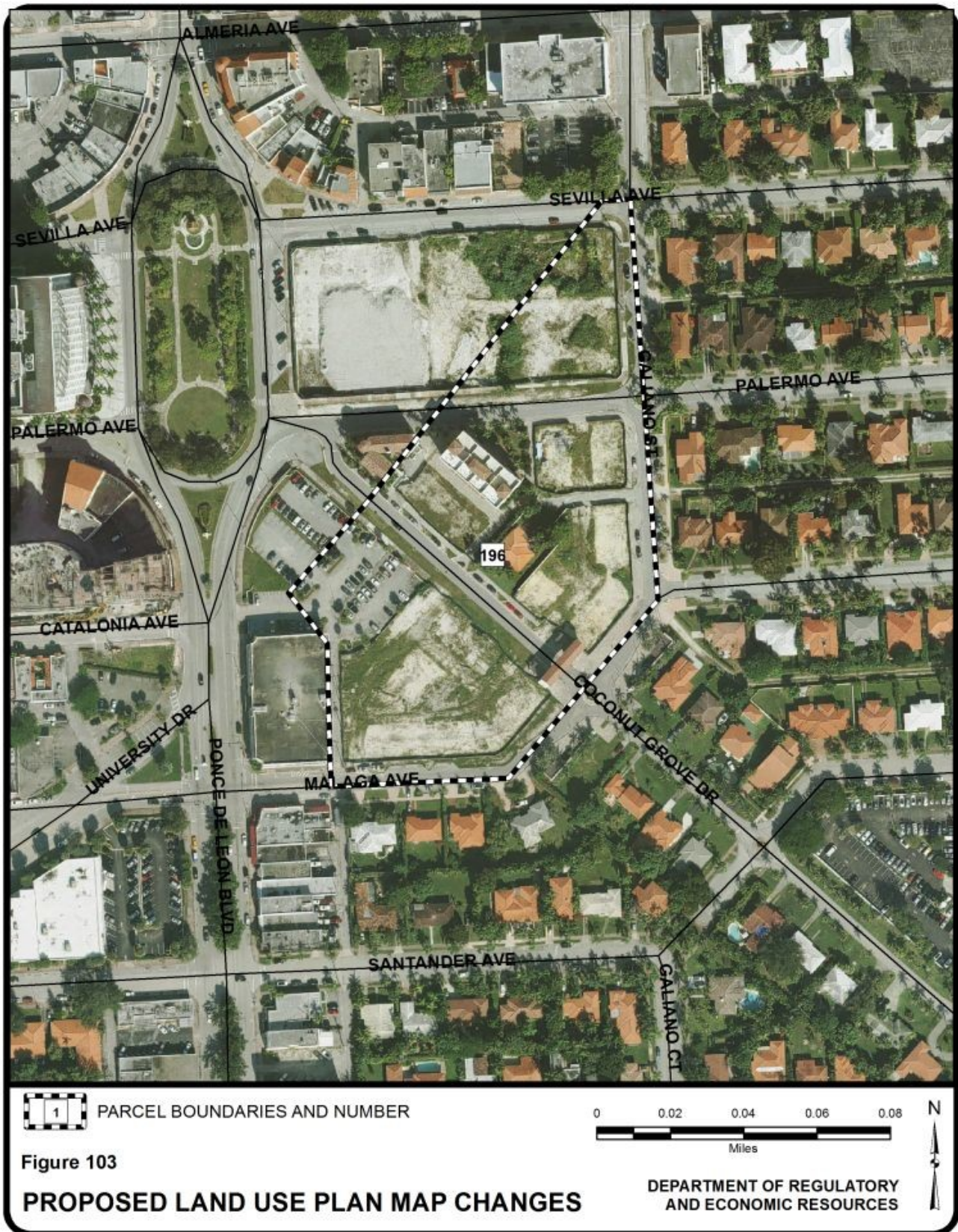


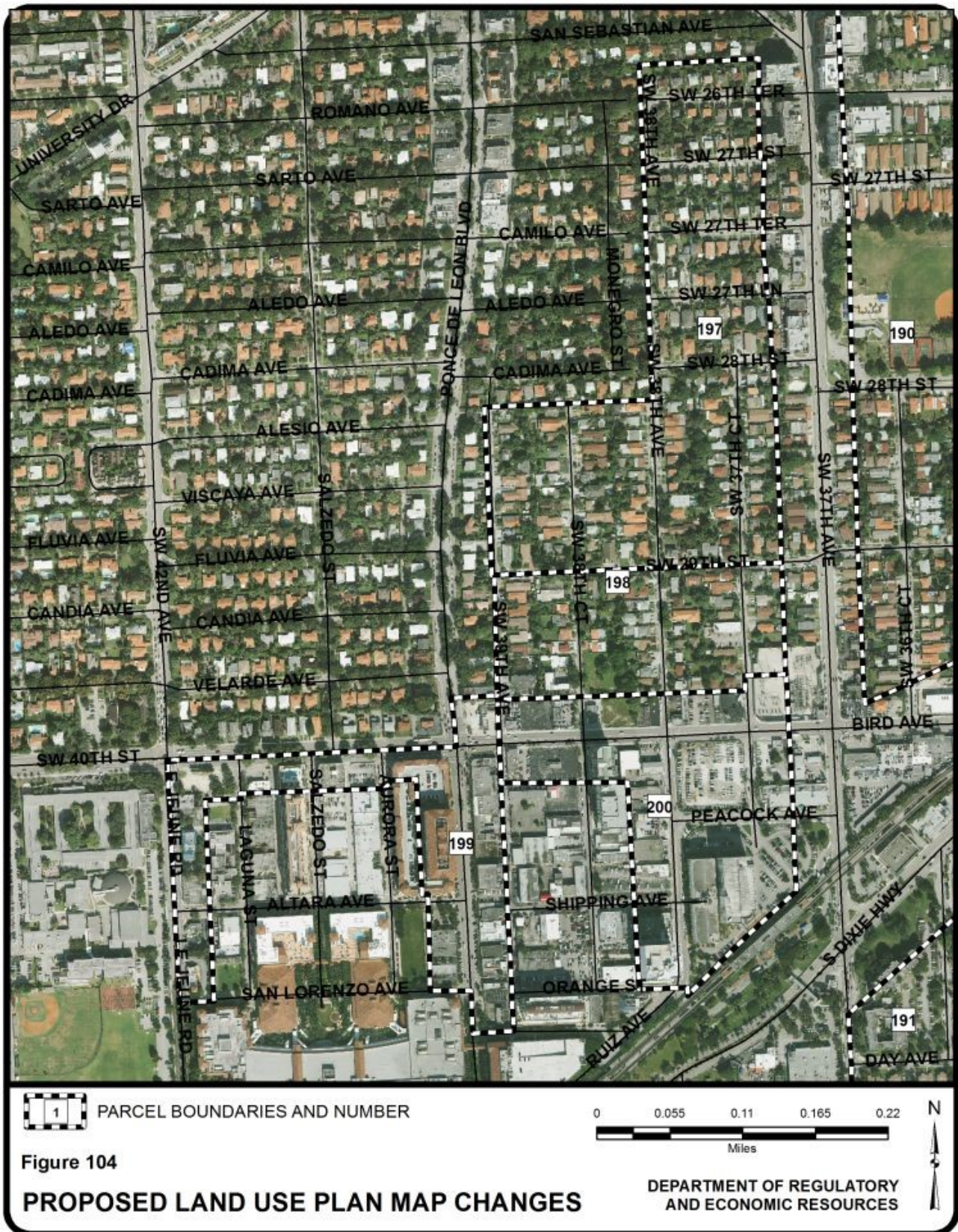














PARCEL BOUNDARIES AND NUMBER

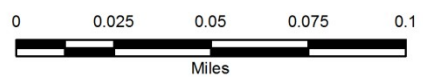
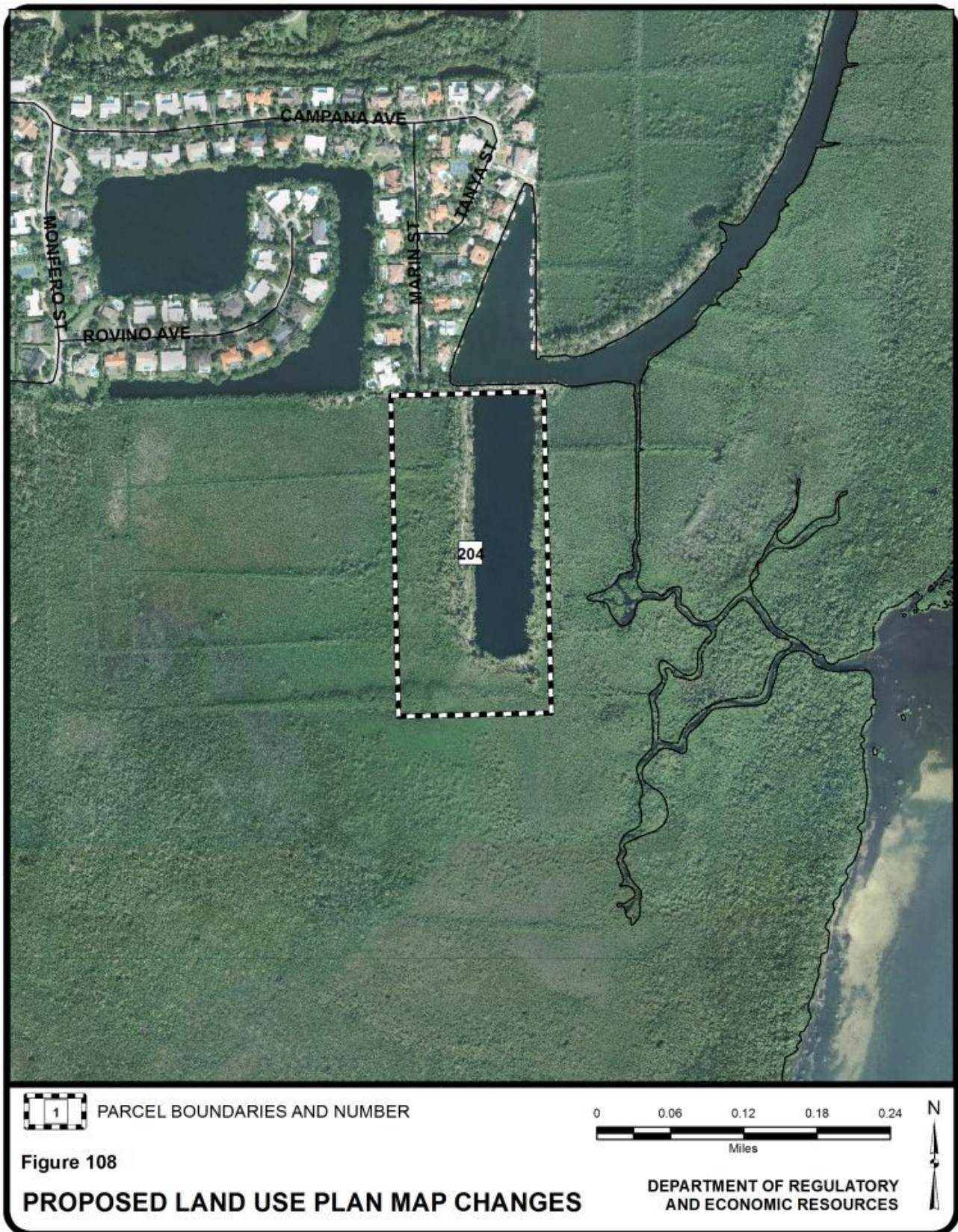


Figure 105

PROPOSED LAND USE PLAN MAP CHANGES

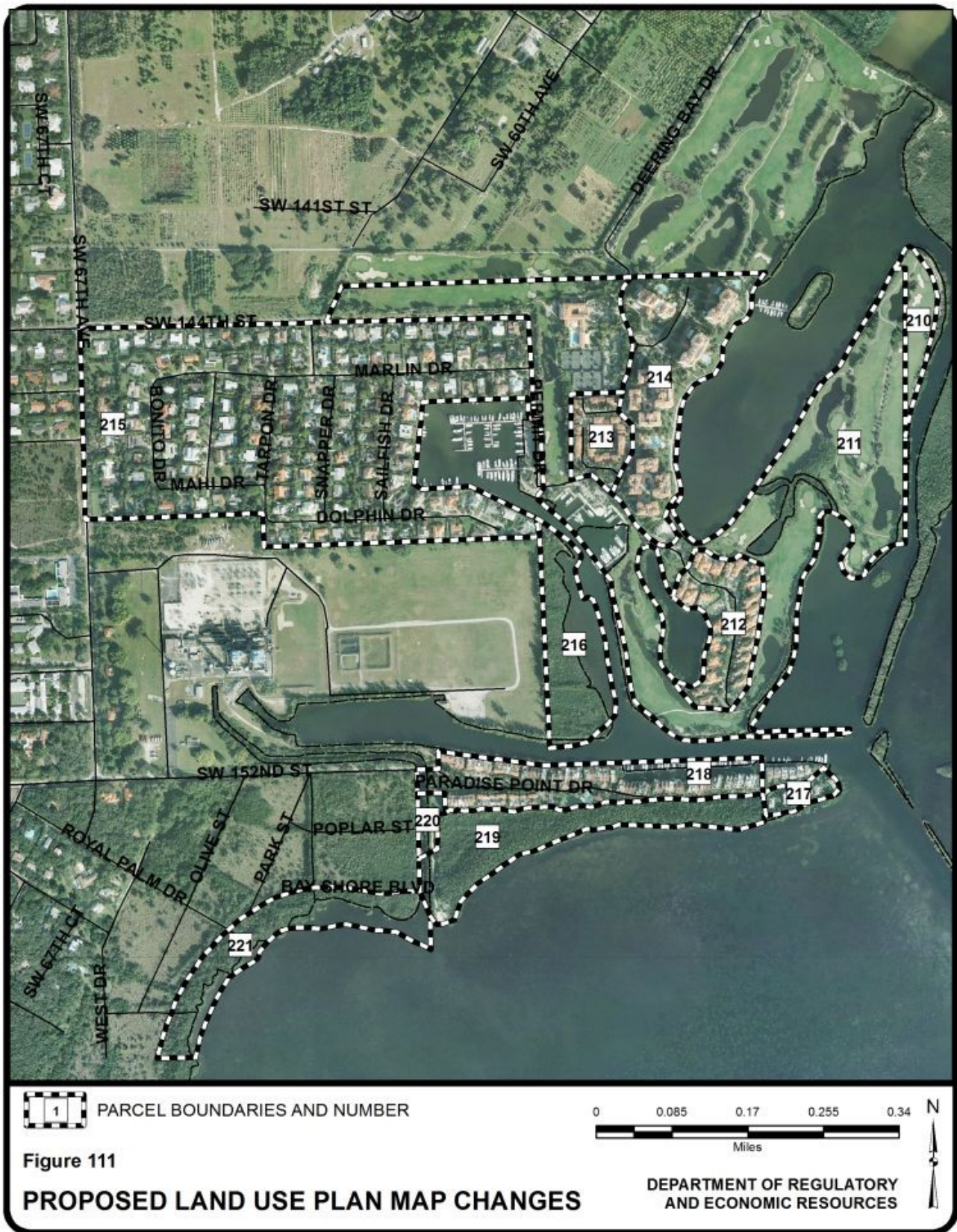
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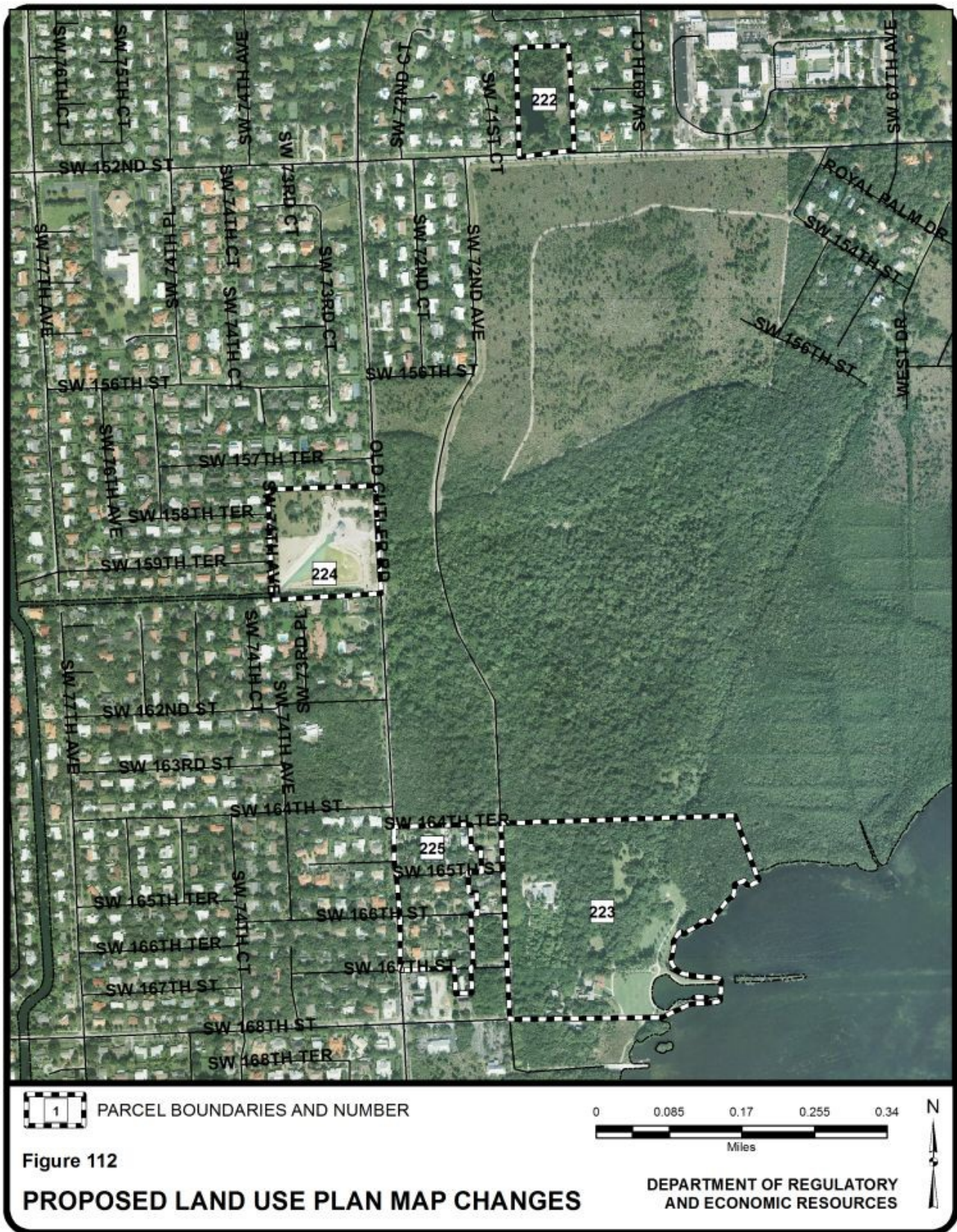


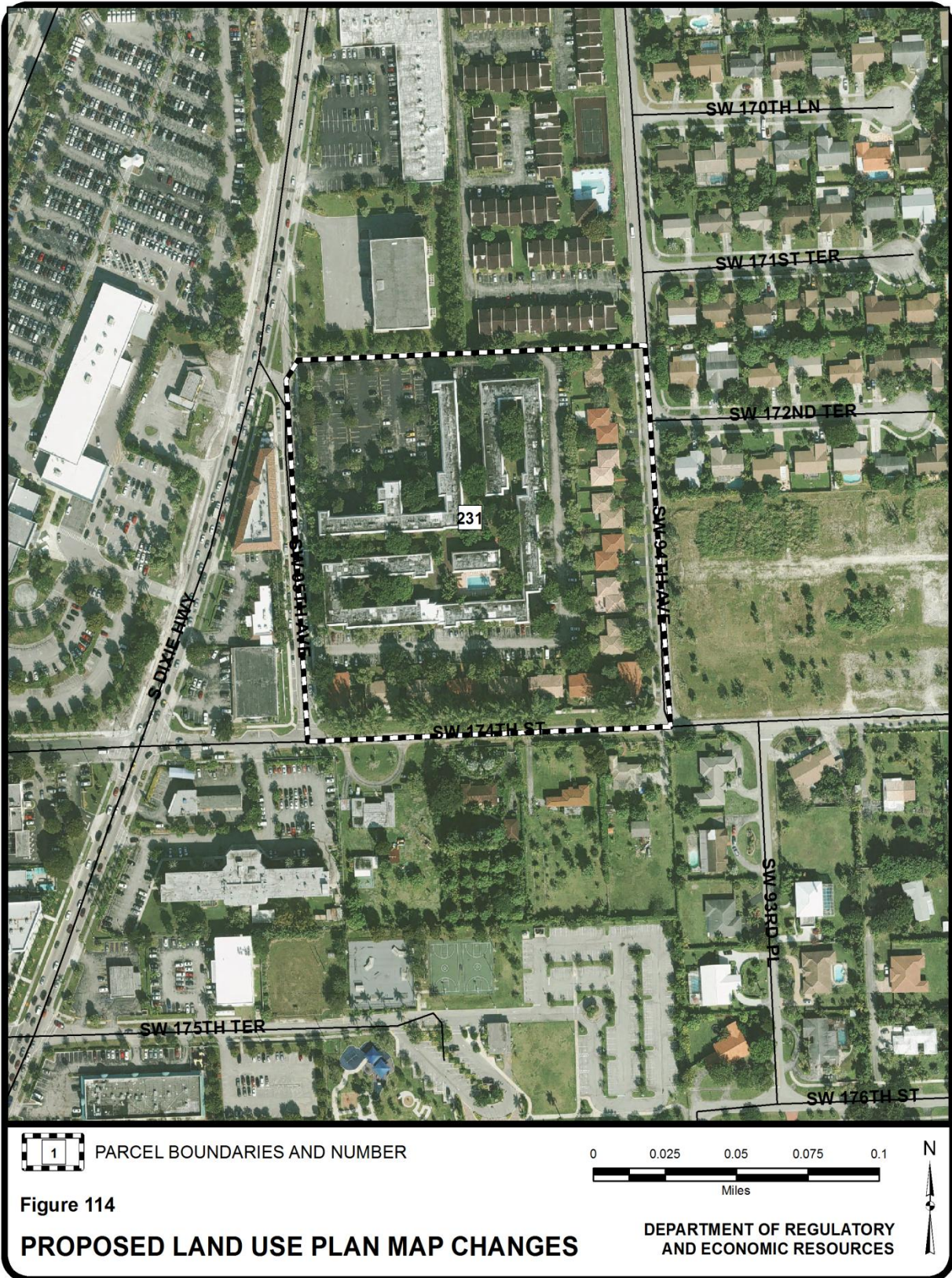


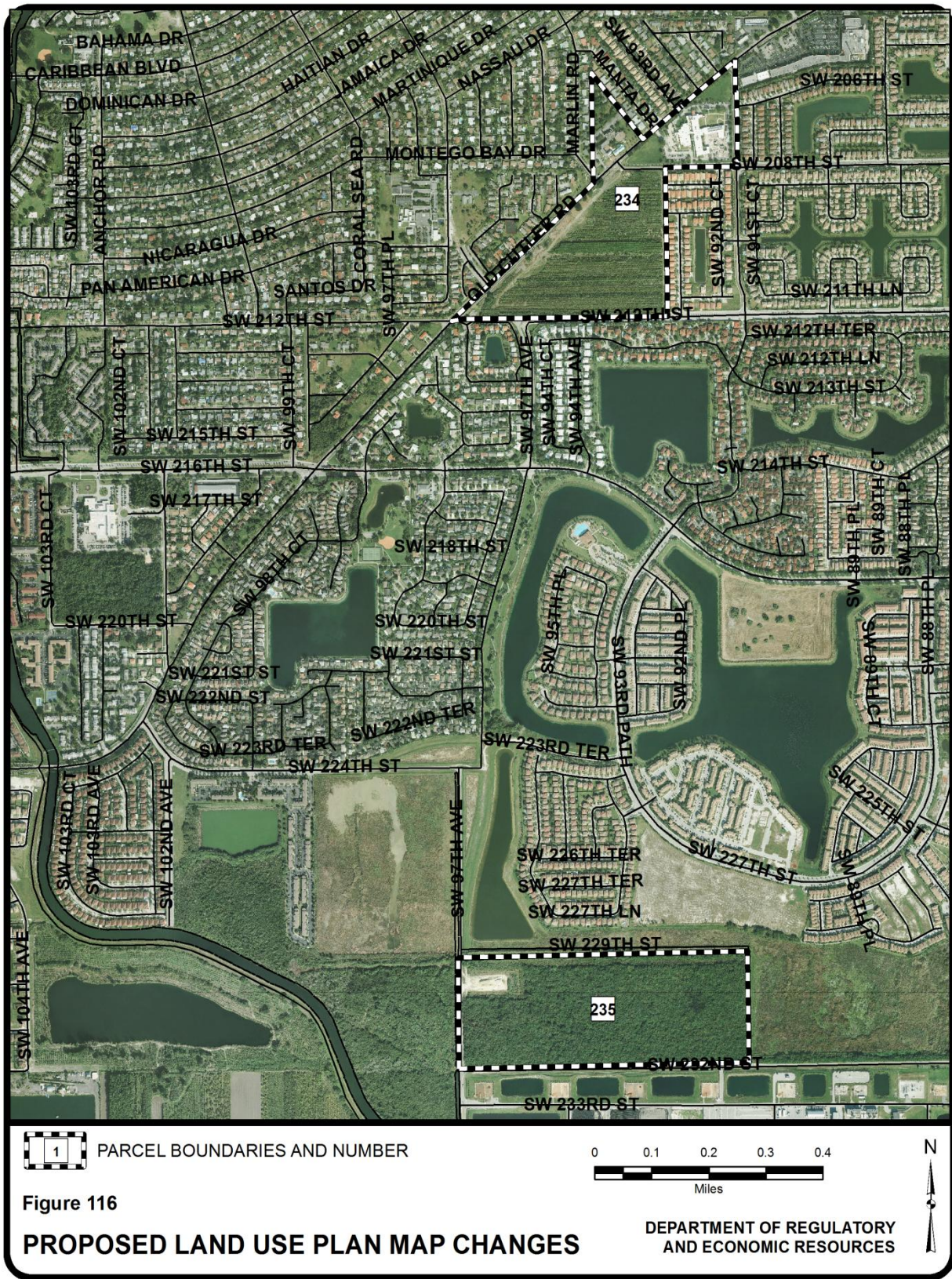




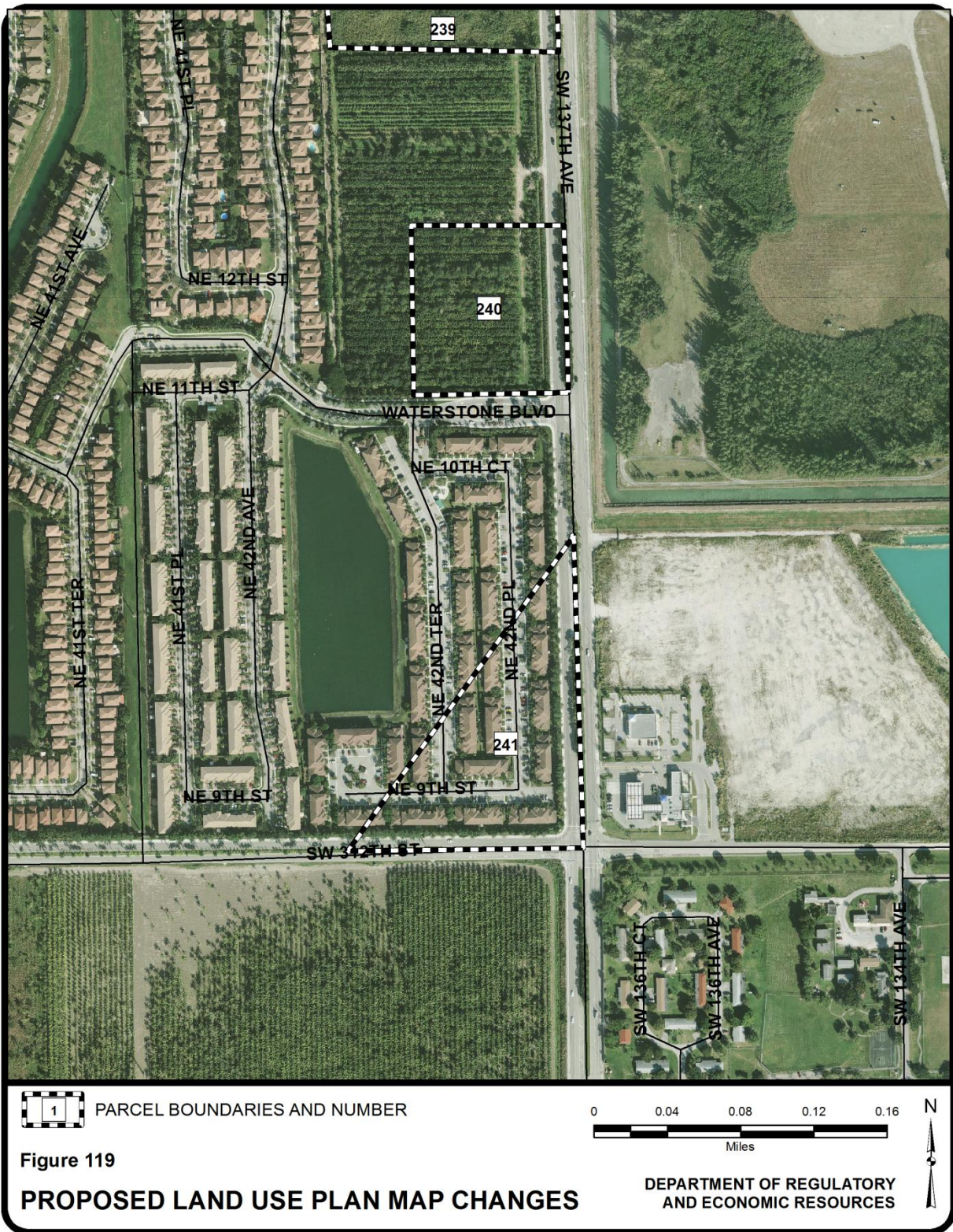


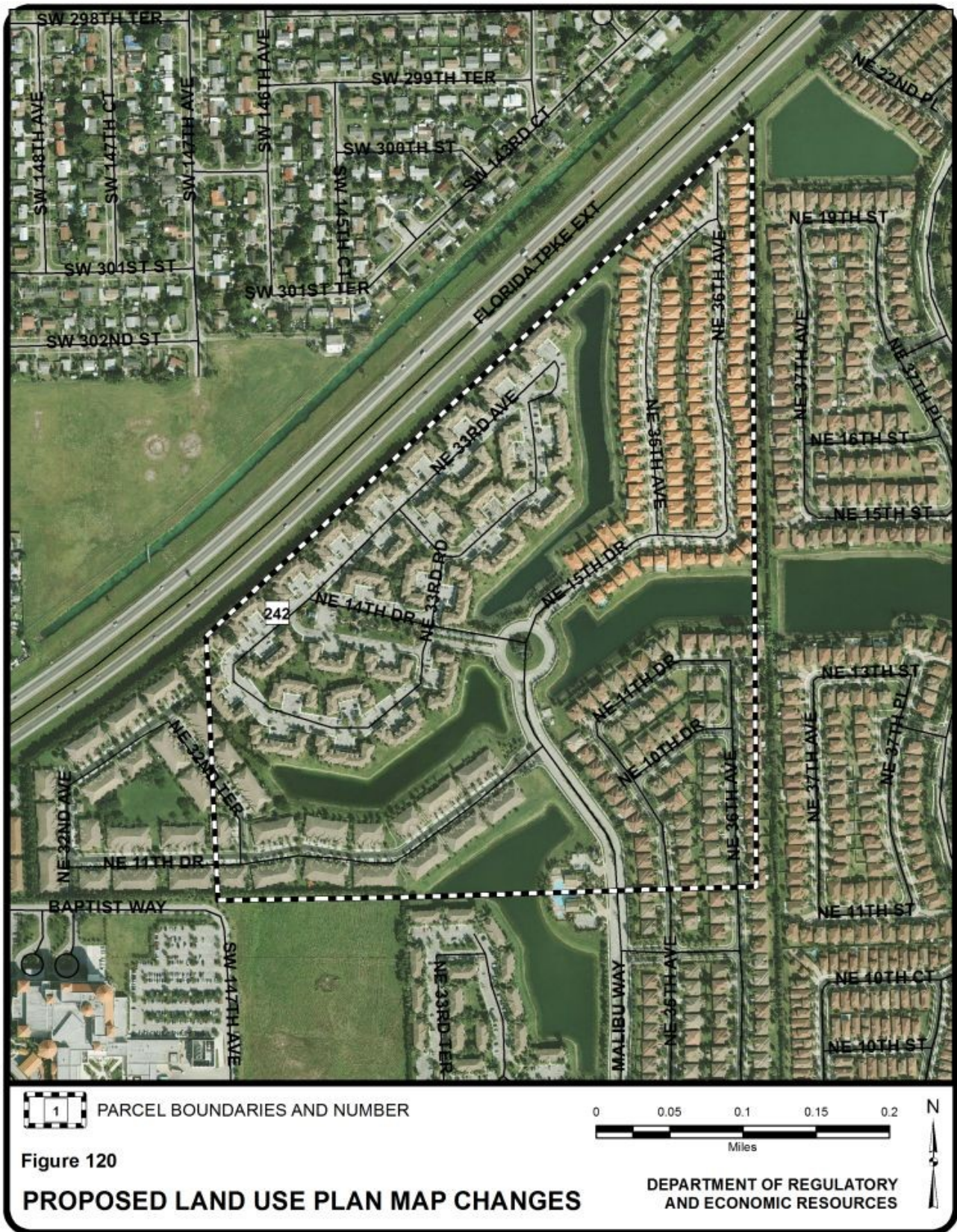


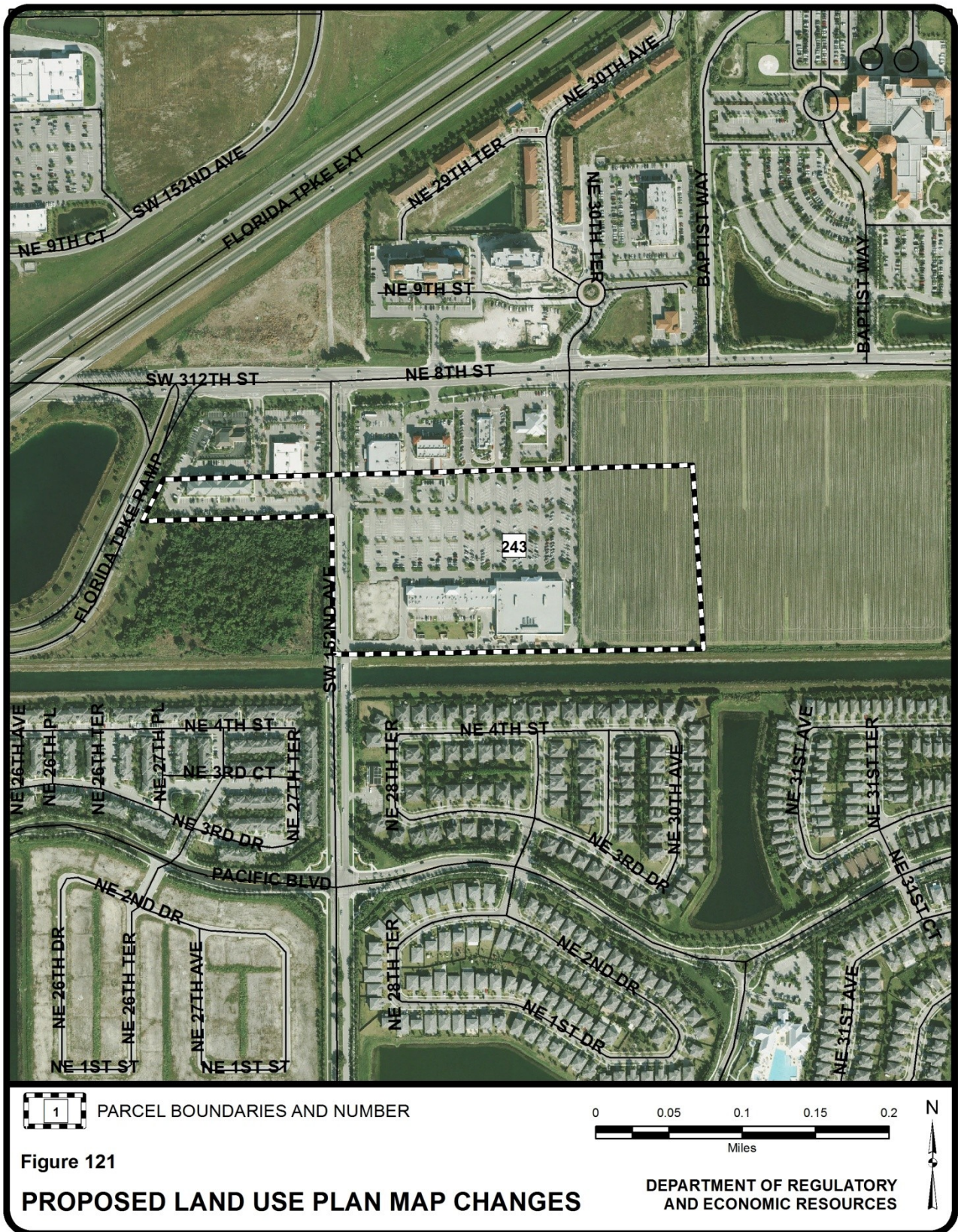














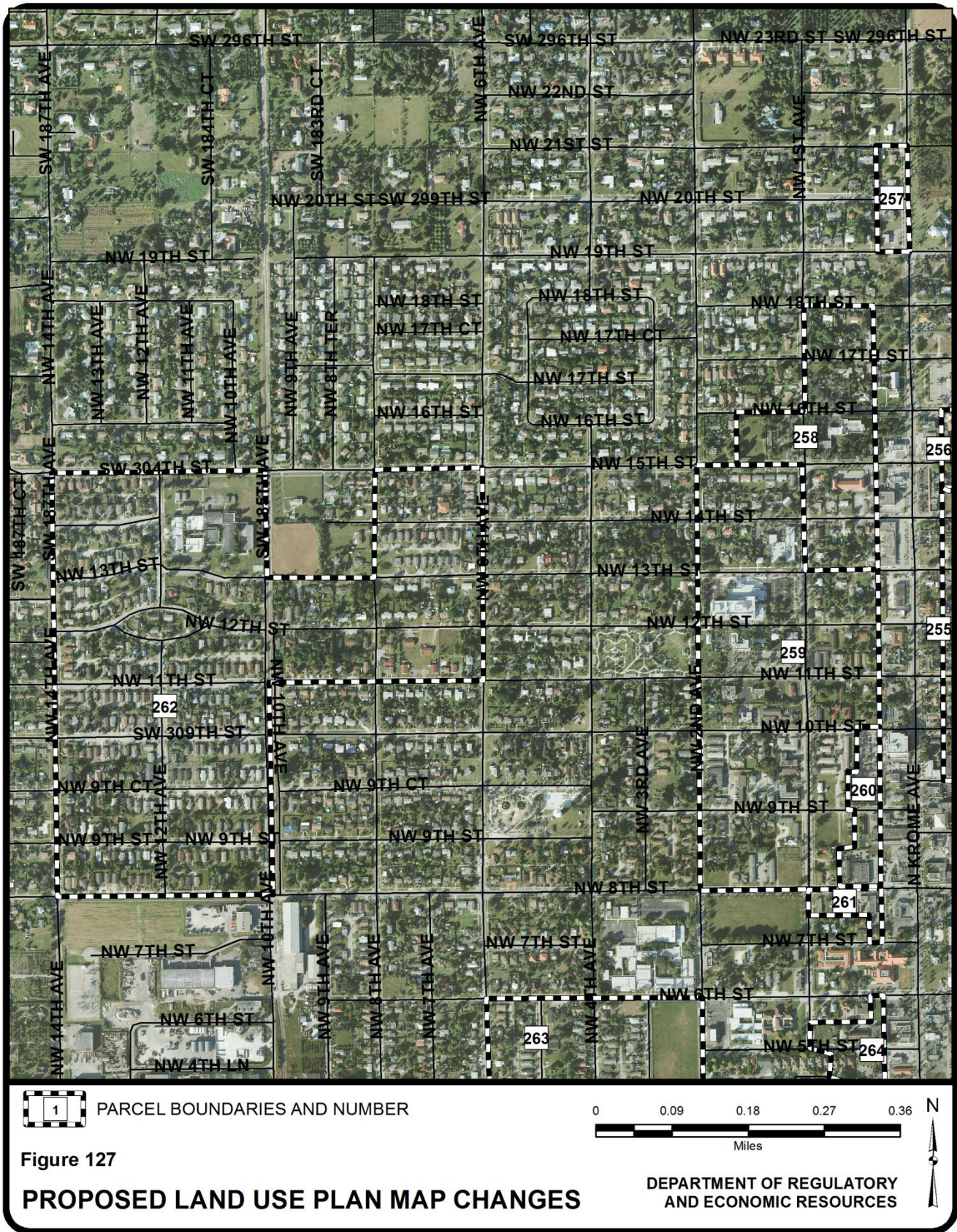


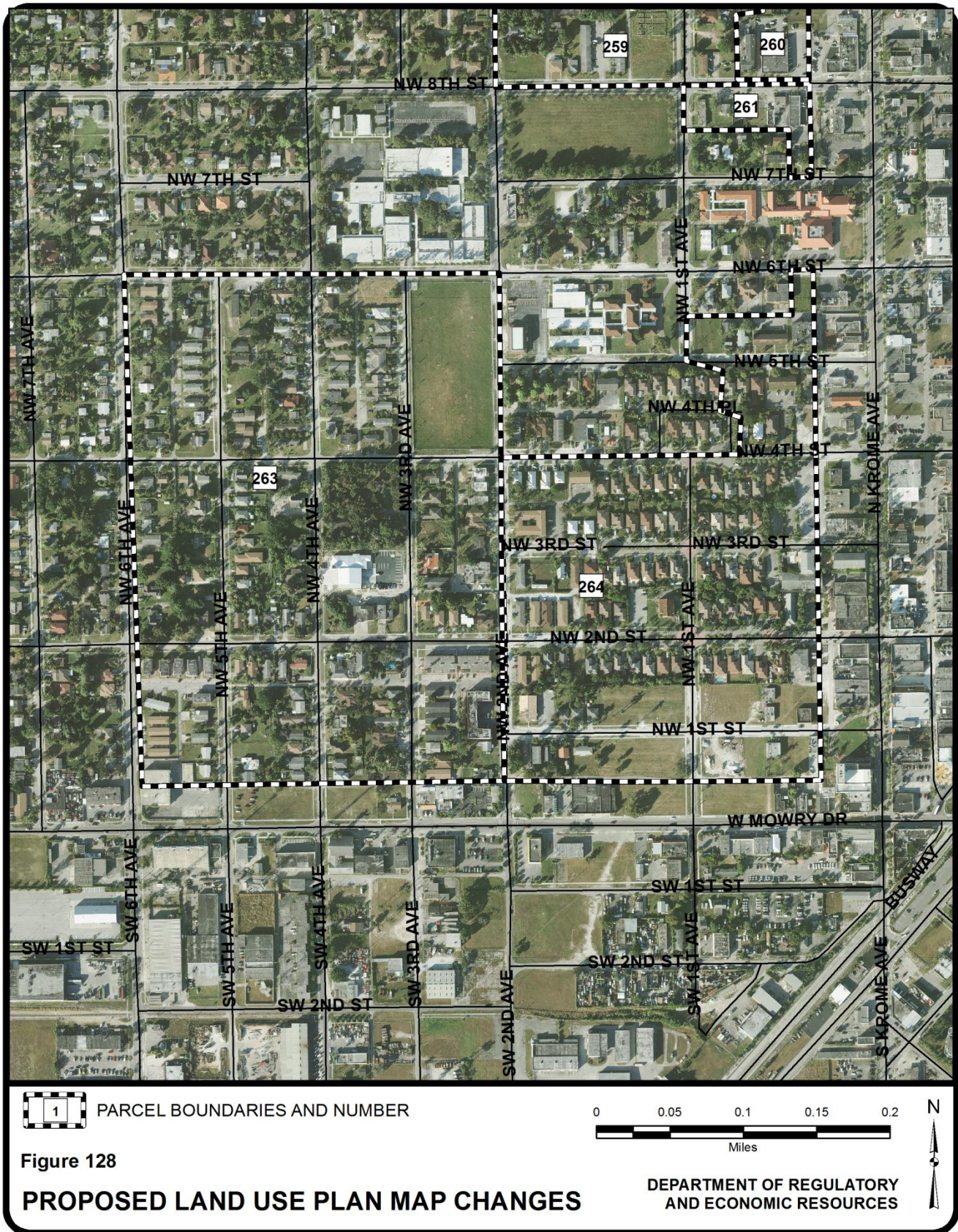




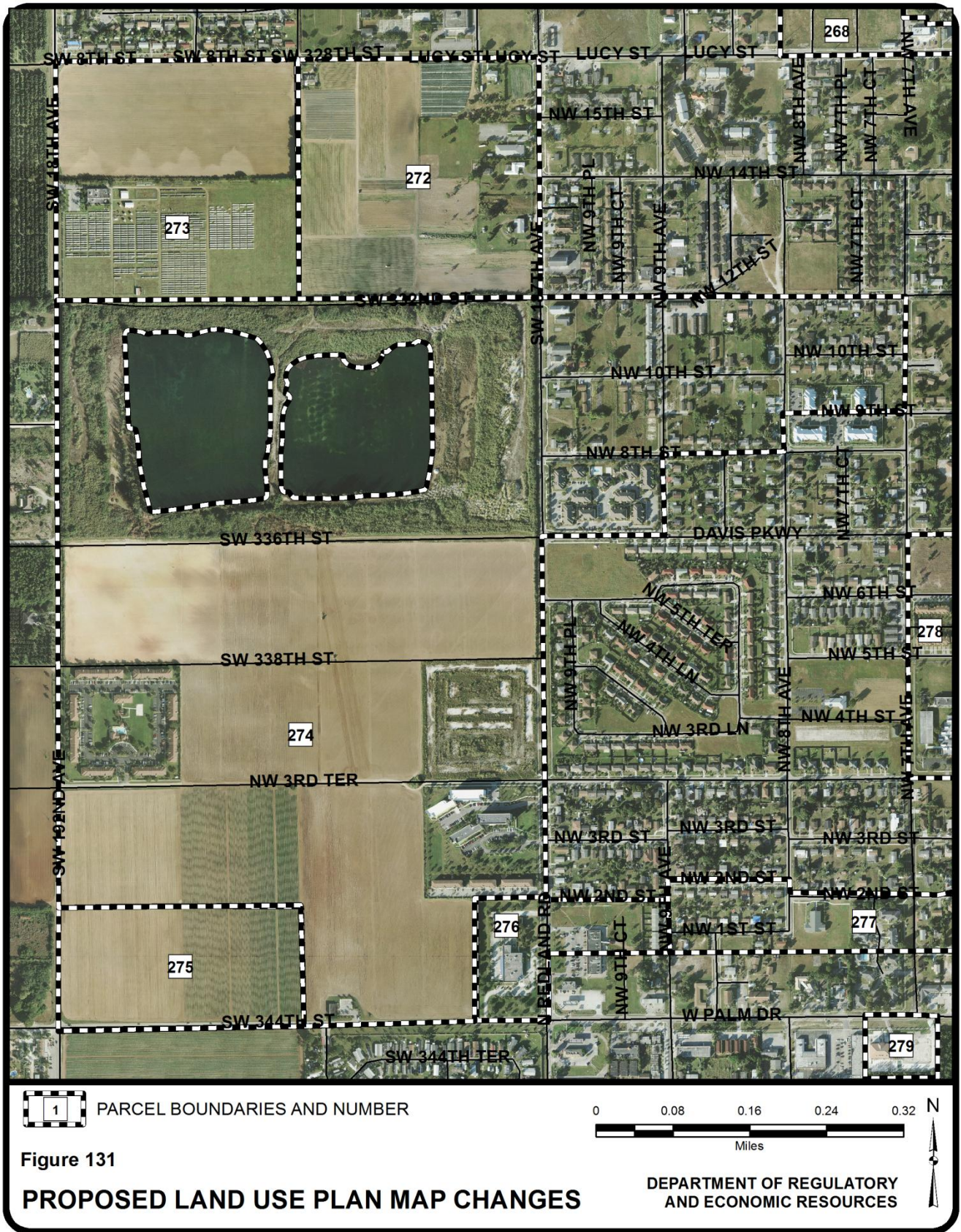
PROPOSED LAND USE PLAN MAP CHANGES

DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES

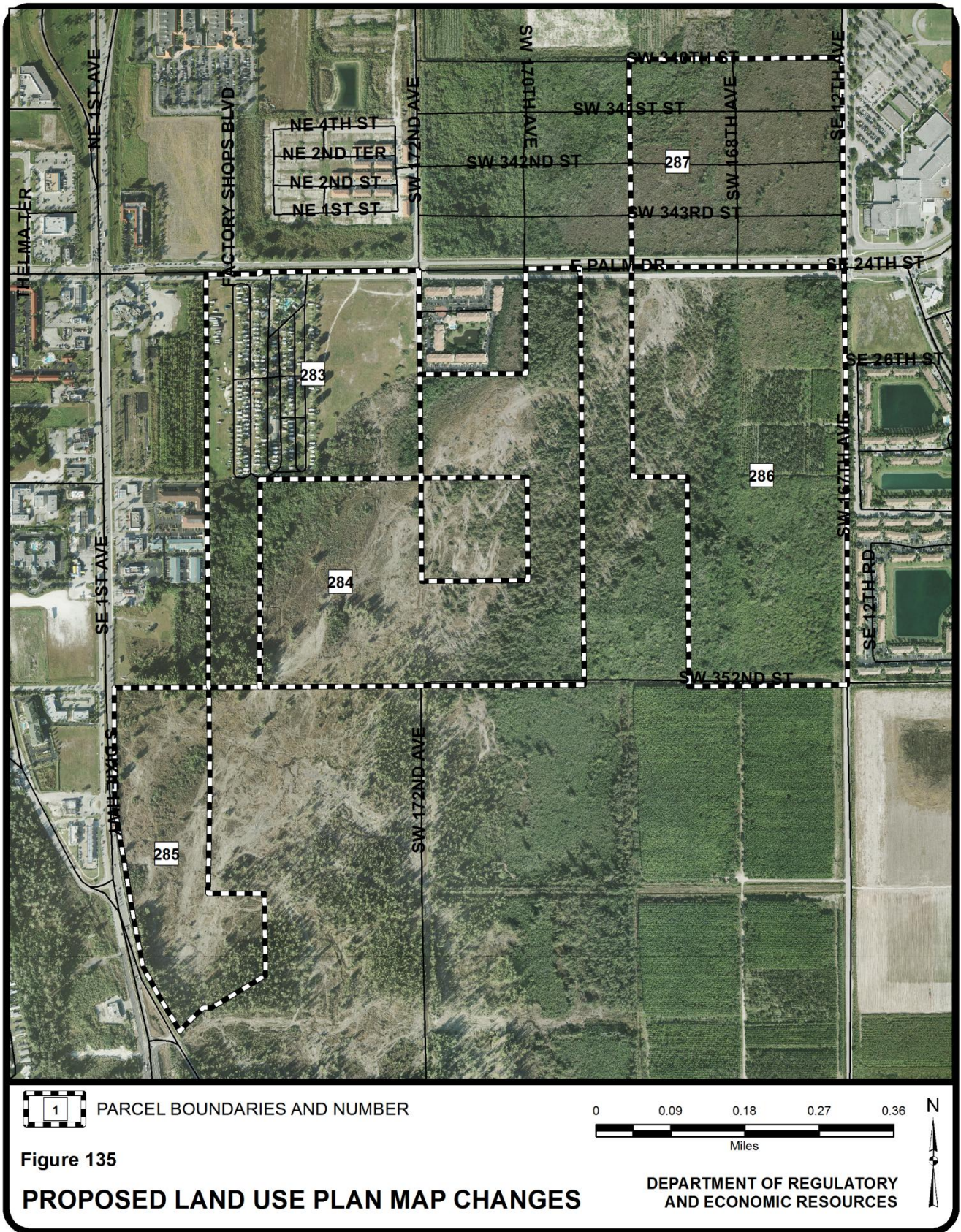






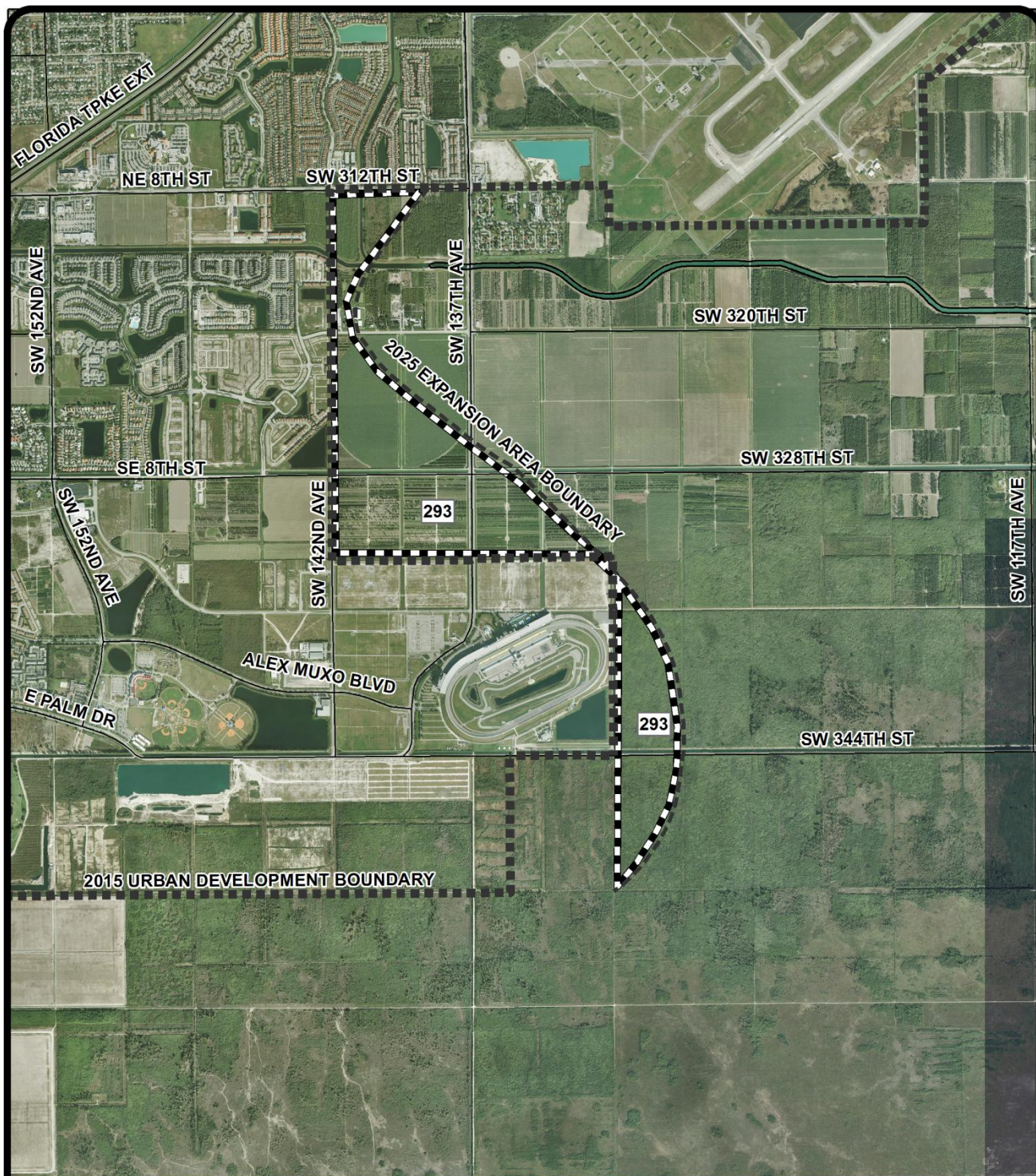








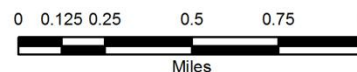




PARCEL GENERAL LOCATION

Figure 138

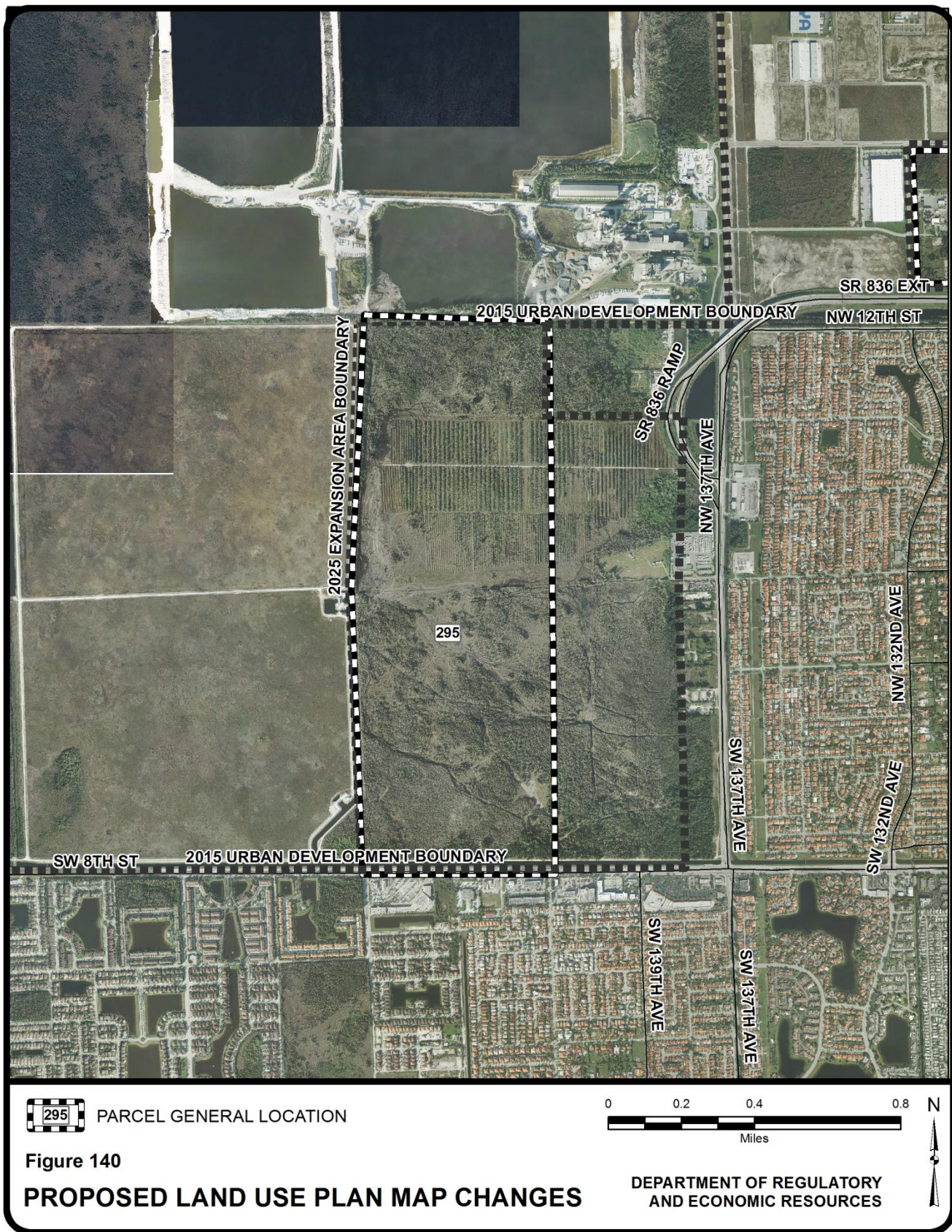
PROPOSED LAND USE PLAN MAP CHANGES



DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES







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APPENDIX B

PLANNING CONSIDERATIONS

This Chapter outlines the factors that are considered in evaluating applications to amend the Comprehensive Development Master Plan (CDMP). It contains descriptions of the methods of analysis typically used by the Planning staff of the Department of Regulatory and Economic Resources (RER) in evaluating CDMP amendment applications. The chapter contains an overview followed by a discussion of countywide planning factors, and the factors that typically evaluated for the geographic study areas around the application areas, and for the applications sites. These factors include: environmental conditions; land use patterns; population and housing projections; supply and demand for residential, commercial, industrial and agricultural lands; and urban services which relate most directly to land development (roadways, mass transit, water and sewer, solid waste, fire rescue, park and recreation and schools). Also included are descriptions of the analysis methods typically used by the Planning staff in evaluating CDMP amendment applications.

Growth Management

Miami-Dade County's Comprehensive Development Master Plan is a metropolitan guide for growth management. The Plan is countywide in scale and comprehensive in scope. It establishes the County's policy framework within which specific development decisions are made. Among its key growth management objectives, the CDMP seeks to ensure that physical expansion of the urbanized area is managed so as 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 activity centers well-connected by multimodal intra-urban transportation facilities; and 3) in locations which optimize efficiency in public service delivery and conservation of valuable natural resources. The forgoing objectives are also encouraged by the State's planning laws and the South Florida Regional Planning Council's (SFRPC) Strategic Regional Policy Plan (SRPP). Chapter 163, Part II, Florida Statutes, (F.S.) establishes planning direction for all local governments. The SFRPC's Strategic Regional Policy Plan establishes policy direction by way of regional goal and policy statements that are derived from state laws but relate more specifically to South Florida's conditions and circumstances.

Various State agencies (i.e. Department of Economic Opportunity, Department of Environmental Protection, Department of State, Department of Transportation, Fish and Wildlife Conservation Commission, Department of Agriculture and Consumer Services, and Department of Education) review proposed and adopted local comprehensive plans for impacts on important state resources and facilities. The DOE, the State Land Planning Agency, shall limit its comments on important state resources and facilities outside the jurisdiction of other commenting State agencies. The South Florida Water Management District shall provide comments to flood protection and floodplain management, wetlands and other surface waters, and regional water supply.

For State Coordinated Review process, the State Land Planning Agency may make objections, recommendations and comments in its report regarding whether the proposed plan or plan amendment is in compliance and whether the plan or plan amendment will adversely impact important state resources and facilities. Following local adoption, the DEO will issue a notice of intent to find the plan or plan amendment in compliance or non-compliance. Any affected person or the State Land Planning Agency may file a petition with the Division of Administrative

Hearings to request a formal hearing to challenge whether the plan or plan amendment is in compliance as defined in section 163.3184(1)(b), Florida Statutes.

Plan Implementation

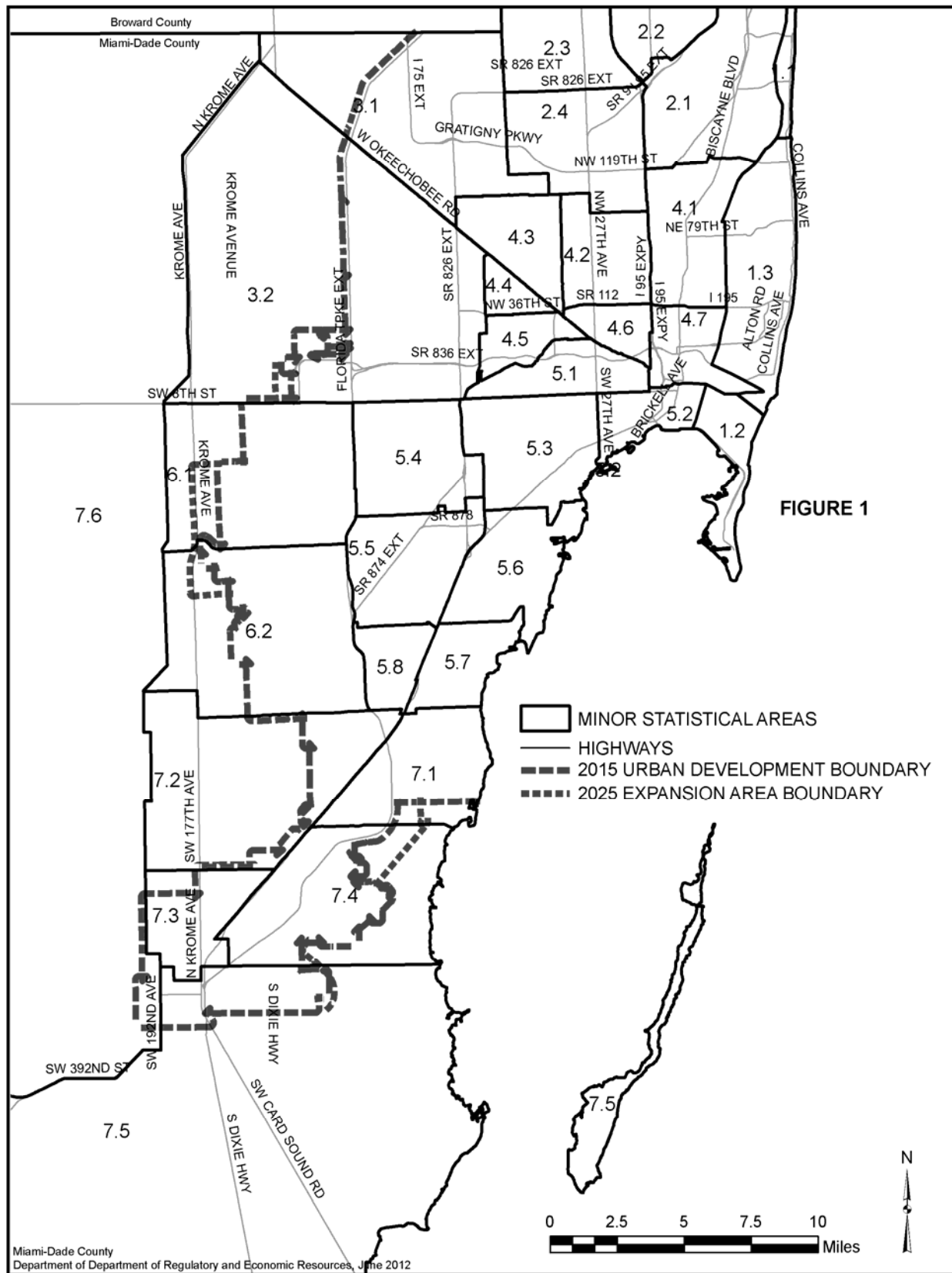
Chapter 163, F.S., provides that after a local government plan has been adopted, all development and development orders by governmental agencies shall be consistent with the plan (s. 163.3194(1)(a), F.S.). In addition, Chapter 163 requires that each local government must adopt and enforce land development regulations that are consistent with and implement its adopted comprehensive plan (s. 163.3202, F.S.). At a minimum, all local governments must enforce regulations which regulate the subdivision of land; regulate the use of land and water and ensure the compatibility of adjacent uses and provide for open space; provide for the protection of potable water wellfields; regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management; ensure the protection of environmentally sensitive lands; regulate signage; ensure that public facilities and services meet or exceed the adopted level of service standards established in the comprehensive plan and are available when needed for the development, or that development orders and permits are conditioned on the availability of these public facilities and services; and ensure safe and convenient onsite traffic flow, considering needed vehicle parking.

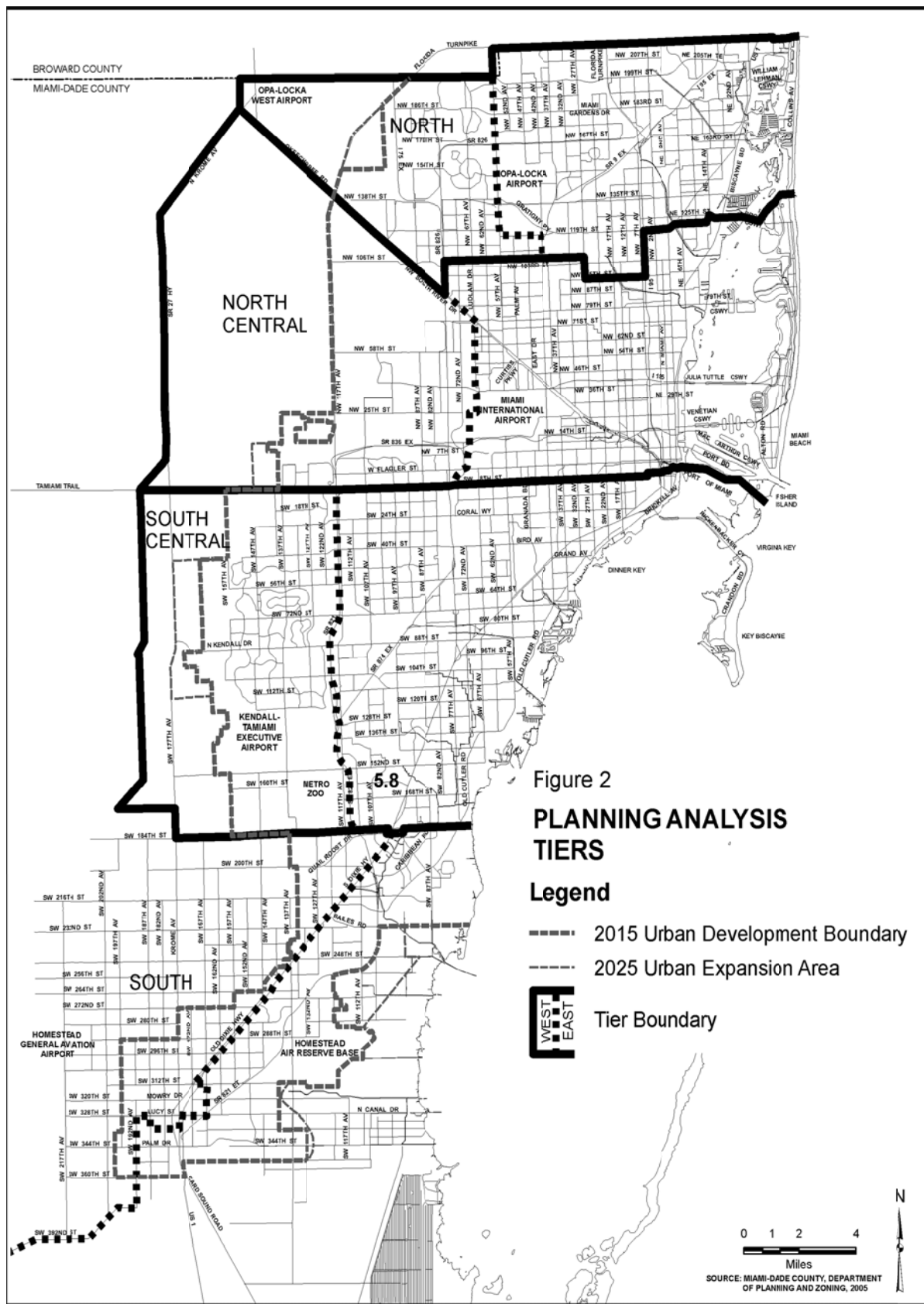
The DEO is authorized to review a local government's development regulations to determine its compliance with these requirements. Chapter 163, F.S., also provides that affected parties may challenge actions of local governments that are not consistent with the locally adopted plan or development regulations.

Areas of Analysis

To facilitate the evaluation of applications requesting amendments to the Adopted 2015 and 2025 Land Use Plan (LUP) map, Study Areas are established, encompassing an application or group of applications. The basic geographic unit used in many analyses conducted by the Department is the Minor Statistical Area (MSA); these areas are depicted in Figure 1 below. The MSA boundaries are based on census tracts, which are a component of the United States Census geography. An MSA may contain one large census tract or an aggregation of census tracts. The Department established MSAs as planning areas to facilitate small-area analyses and to standardize areas for the development of statistical data and projections.

In order to provide a broader picture than the MSA, larger planning areas called Tiers were established as standard analysis areas in the CDMP Land Use Element (see Figure 2 below). These two planning areas – MSAs and Tiers – provide continuity in the analyses.





ENVIRONMENTAL CONDITIONS AND CONSIDERATIONS

General environmental conditions are usually described for each parcel in unincorporated Miami-Dade County. A description of general environmental conditions is included within each respective Application review. Environmental conditions addressed include the following: natural ground elevations, soils, drainage characteristics, County and federal flood criteria, stormwater management, County wellfield protection criteria, hurricane evacuation areas, wetlands, upland forests, endangered species and habitats, exotic pest plant and animal species, historical and archaeological resources, and other relevant issues or concerns.

Several sources of information have been used in evaluating CDMP amendment Applications. These include: CDMP Conservation and Coastal Management Elements; Soil Survey of Dade County Area (1996), U.S.D.A. Natural Resources Conservation Service; Miami-Dade County Public Works Department Topographical Maps (revised 1954-56); Miami-Dade County Flood Criteria Maps (2009); National Flood Insurance Program Flood Insurance Rate Maps for Dade County, Florida (2008); Federal Emergency Management Agency; Wellfield Protection Areas (2006); Hurricane Evacuation Map (2012), Miami-Dade County Office of Emergency Management; and support data provided by the Division of Environmental Resources Management (DERM) of the Miami-Dade County Department of Regulatory Economic Resources (DRER). DERM assists in the evaluation of site conditions relative to County Code and other governmental requirements.

Drainage and Flood Protection

DERM reviews the proposed CDMP amendment applications for consistency with flood protection requirements contained in Chapter 11C, Chapter 24 and Chapter 28 of the Code of Miami-Dade County. For each application site, information on the natural ground elevation, flood criteria and the type of drainage required is presented in tabular form and further explained in narrative form if necessary.

Types of soil and drainage characteristics are no longer listed for each site. Standard practices in Miami-Dade County require soils that are unsuitable to support construction to be removed prior to filling to meet County flood criteria; however, these conditions are addressed at the time of development. Soils range from those that drain well, such as Dade sand, to those that drain very poorly, such as muck and marls. Since Miami-Dade County has been developing for decades, much of the urban area consists of previously filled wetlands, and upland areas that have been scarified to break up the natural bedrock outcroppings into moderately well-drained gravelly loam. Soils primarily consisting of fill are referenced as udorthents if the fill is identifiable or Urban Land if structures obscure the soil type and have moderate drainage characteristics.

CDMP Policy CON-5A of the Conservation, Aquifer Recharge, and Drainage Element establishes the stormwater management level of service standards for Miami-Dade County, which contains both a flood protection and water quality component. The minimum acceptable flood protection level of service standard is the protection from the degree of flooding that would result from duration of one day from a ten-year storm, with exceptions in previously developed canal basins, where additional development to this base standard would pose a risk to existing development. Further, the lowest habitable floor of all structures must be elevated above the federal flood criteria described below based on existing topography, roadway or County Flood Criteria that provides the highest protection level of service.

In areas having drainage limitations where site conditions prevent on-site retention of the applicable design storm and are adjacent to canals or surface waters, a minimum of one inch of runoff of total area, or 2.5 inches times the percentage of the site's impervious area must be retained in either a dry retention or exfiltration trench before discharge into surface waters. In addition, stormwater conveyance structures (e.g. catch basins) located in paved parking areas must be fitted with oil and grease interceptors prior to entering an exfiltration or infiltration system. Other environmental requirements that may limit development of particular sites are outlined in the following paragraphs.

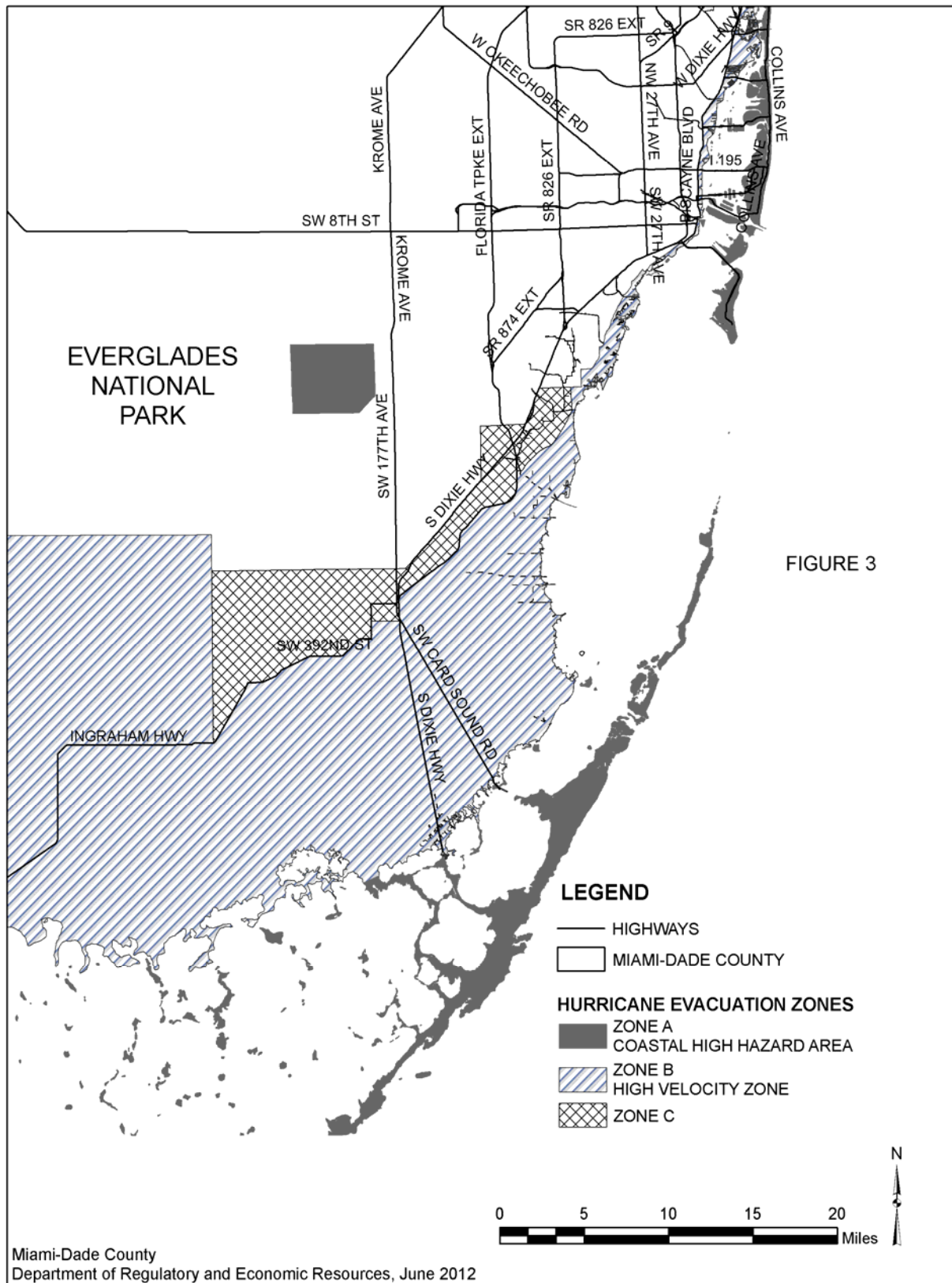
The water quality component of the stormwater management level of service standard is met when the annual average for each of the twelve priority pollutants do not exceed the target criteria for each of the pollutants within a canal basin or sub-basin, as determined in accordance with procedures established by DERM. This criterion is monitored through the County's Stormwater Monitoring Program, which was designed to meet the requirements of the National Pollutant Discharge Elimination System (NPDES), as approved by the U.S. Environmental Protection Agency (EPA) and the State of Florida, for the control of water pollution. (For a list of the referenced pollutants, see pg. IV-9 in the CDMP Conservation, Aquifer Recharge and Drainage Element.)

Drainage Basins

There are two types of hydrologic basins indicated in the environmental conditions summary tables. These are canal drainage basins, such as C-2 (Snapper Creek Canal), and wetland basins such as the Bird Drive Basin. Based upon information provided by the South Florida Water Management District (SFWMD), the primary canal system generally drains the following three areas of the County: east of the Turnpike and north of Kendall Drive; east of levee L-31N between Kendall and Eureka Drives; and south of Eureka Drive between L-31N and the Turnpike. The remaining portions of the County receive little or no flood protection from the primary canal system.

Areas generally north of Kendall Drive and west of the Florida Turnpike have drainage limitations and frequent flooding problems. Therefore, the SFWMD and the County have established special fill criteria for certain basins in this region, such as the Western C-9 Basin, the Bird Drive Basin, the North Trail Basin and Basin "B." These basins serve to conserve water, recharge the aquifer and mitigate impacts of floodwater loading on the canal systems.

The 2009 Federal Flood Criteria, which established 100-year base flood elevations for structures in Miami-Dade County, have been used to evaluate each application site. These criteria are based on assumed land use patterns in the various basins that could be altered by CDMP amendments. Federal flood criteria are used primarily for development and insurance purposes to protect property in flood-prone areas. Special Flood Hazard Areas (zone series A and V) are those inundated by a 100-year flood. The Federal Flood AE or AH Zone designations indicate areas where base flood elevation has been determined. Inundation to flood elevation can be expected in a 100-year flood in the AE designated areas, and one to three feet of ponding can be expected in AH zones. The V Zone indicates Coastal High Hazard Areas subject to high-velocity wave action. Areas designated as X Zone are outside the 100-year flood zone but may be within the 500-year flood area. Chapter 11C of the County Code regulates development within Special Flood Hazard Areas, and provides stricter regulations in Coastal High Hazard Areas.



Wellfield Protection Areas

The location of all existing public water supply wellfields in Miami-Dade County and the protection zones around the wellfields are depicted in Figure 4 below. All wellfields include a protection zone based on the theoretical 210-day groundwater travel distance from the wellheads. Larger capacity wellfields have had additional protection zones adopted over time that extend beyond their respective 210-day zones. Land use restrictions are increasingly more stringent the closer a proposed development is to a wellfield.

Wellfields that have additional protection zones are those that supply the regional drinking water treatment plants: Alexander Orr (Alexander Orr, Snapper Creek, and Southwest and West Wellfields) and the interconnected Preston and Hialeah Treatment Plants (Northwest, Hialeah, Preston, and Lower Miami Springs Wellfields). The outermost protection zones for these wellfields were established either directly or indirectly through technical and policy advisory committees that deliberated on a wide range of factors that included development patterns and projected water demands on each wellfield system. Consequently the resulting outer protection zones vary in terms of the underlying assumptions used in the respective hydrologic model that generated each of the mapped protection zones:

1. The Northwest Wellfield Protection outer protection zone west of the Florida Turnpike Extension was established in 1985 and delineated by the “0.25-foot drawdown contour.” A safety buffer was established east of the Turnpike at the same time to ensure protection of Northwest Wellfield groundwater during drought periods. The safety buffer was amended in 1993 to its current extent and based on a “3-year groundwater travel distance” east from the turnpike.
2. The oldest wellfield groups (Hialeah, Preston, and Lower Miami Springs Wellfields, and Alexander Orr Plant, Snapper Creek, Southwest Wellfields) have two outer protection zones that were based on their respective “average” and “maximum” permitted pumping rates. Each of these protection zones were delineated by a “1.0-foot drawdown contour. A drawdown is defined as the difference between the water table elevation that occurs without the wellfield pumping, contrasted with the water table elevation with the wellfield pumping.
3. The current West Wellfield Interim outer protection zone is also shown on Figure 4 below. That protection area boundary is delineated by the 0.1-foot drawdown contour.
4. South Miami Heights Wellfield has an outer protection zone that was based on theoretical 1,500-day groundwater travel distance from the wellheads.

Table 1 below summarizes the land use restrictions and regulations that apply within all urban wellfield protection areas except the Northwest and the West Wellfield Interim Protection Areas, which are subject to special protection regulations governing land use activities as outlined in Table 2 below.

Wetlands and Upland Forests

Wetlands are delineated based on vegetation, soils, and hydrology, consistent with a statewide methodology described in Chapter 62-340, F.A.C. If there are wetlands present on site, permits may be required pursuant to Chapter 24-48 of the Code of Miami-Dade County and mitigation criteria may also apply. Miami-Dade County has established policies in the CDMP to protect,

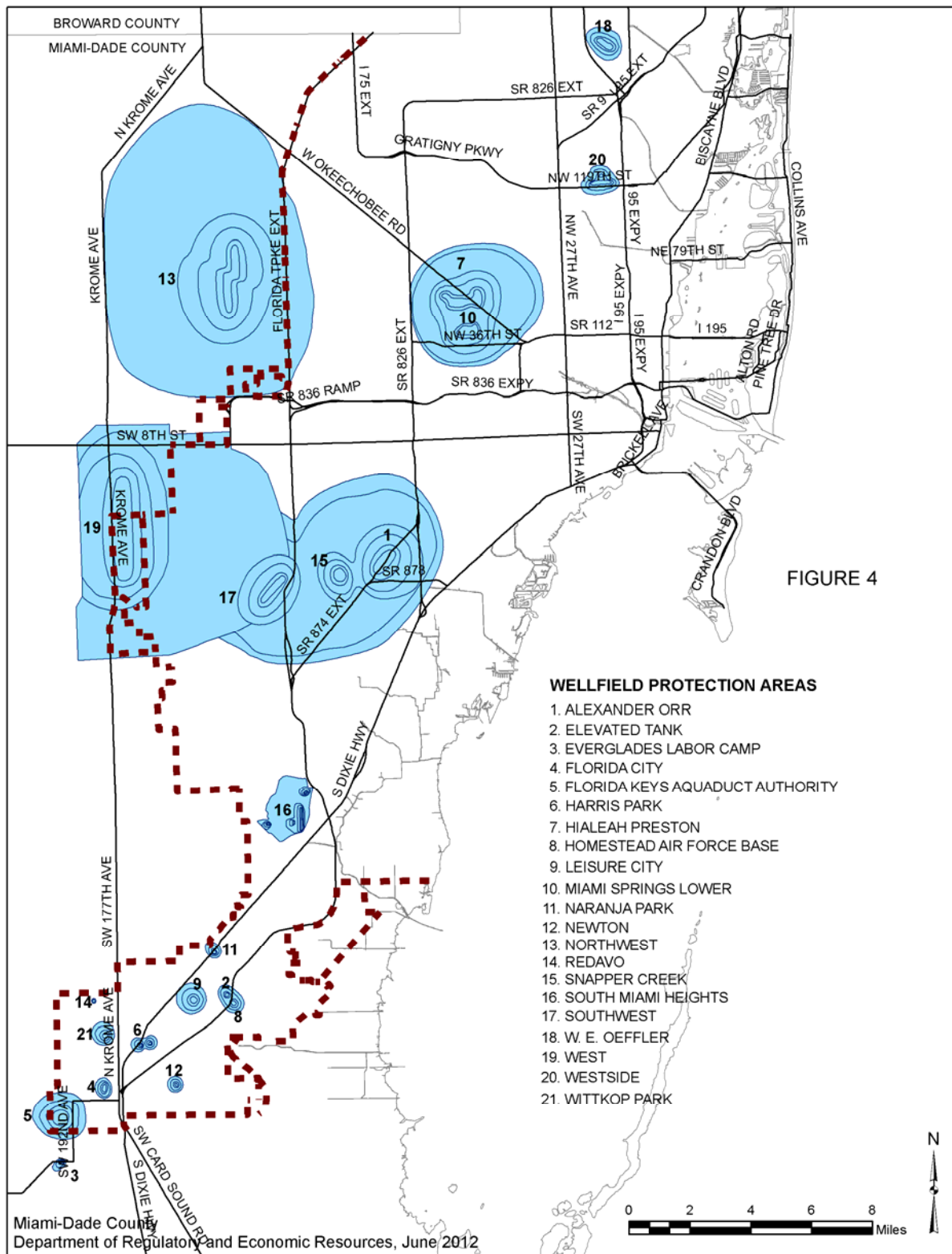


Table 1
Urban Wellfields Land Use Restrictions and
Prohibitions for New Construction

ACTIVITY	PROTECTION ZONES						
	100'	10 Day	30 Day	100 Day	210 Day	Avg. Day	Outer/Max Day
RESIDENTIAL USES SERVED BY SEWERS	P	2.4 Units/Acre	4.6 Units/Acre	NR	NR	NR	NR
STRINGENT SEWER CONSTRUCTION CRITERIA	Req.	Req.	Req.	Req.	Req.	Req.	Req.
STORMWATER DISPOSAL	P	Infiltration Only	Infiltration & seepage only	Infiltration, seepage or over flow outfall		NR	NR
ROCKMINING	P	P	P	40 ft. max depth or 30 day travel time buffer, land dedication, security required		R	NR
RESIDENTIAL LAND USES SERVED BY SEPTIC TANKS	P	R	R	R	R	NR	NR
NON-RESIDENTIAL USES HANDLING HAZARDOUS MATERIALS	P	P	P	P	P	R	NR
EXISTING USES HANDLING HAZ. MAT. MUST REDUCE RISK UPON EXPANSION	Req.	Req.	Req.	Req.	Req.	NR	NR
NON-RESIDENTIAL USES SERVED BY SEPTIC TANKS	P	R	R	R	R	NR	NR
NON-RESIDENTIAL USES SERVED BY SEWERS	P	R	R	NR	NR	NR	NR
UNDERGROUND STORAGE TANKS FOR HAZARDOUS MATERIALS	P	P	P	P	P	R	R
PIPELINES TRANSPORTING HAZARDOUS MATERIALS	P	P	P	P	P	P	P
LIQUID WASTE STORAGE, TREATMENT OR DISPOSAL METHODS OTHER THAN SEPTIC TANKS & PUBLIC SANITARY SEWERS	P	P	P	P	P	P	NR
RESOURCE RECOVERY AND MANAGEMENT FACILITIES	P	P	P	P	P	P	P
P=Prohibited NR=Not Restricted Req.=Required R=Restricted							

Table 2
Northwest and West Wellfields Protection Area
Land Use Restrictions and Prohibitions for New Construction

ACTIVITY	PROTECTION ZONES					
	100'	10 Day	30 Day	100 Day	210 Day	Outer Zone
RESIDENTIAL USES SERVED BY SEPTIC TANKS	P	R	R	R	R	NR
RESIDENTIAL AND NON-RESIDENTIAL USES SERVED BY SEWERS	P	2.4/Acre	4.6/Acre	NR	NR	NR
STRINGENT SEWER CONSTRUCTION CRITERIA	R eq.	Req.	Req.	Req.	Req.	Req.
STORMWATER DISPOSAL	P	Infiltration	Infiltration & Seepage	Infiltration, seepage or overflow outfall		NR
ROCKMINING	P	P	P	40 ft. max depth or 30 day travel time buffer, land dedication, security required		NR
NON-RESIDENTIAL USES HANDLING HAZARDOUS MATERIALS	P	P	P	P	P	P
EXISTING USES HANDLING HAZ. MAT. MUST REDUCE RISK UPON EXPANSION	Req.	Req.	Req.	Req.	Req.	Req.
BU-3 AND IU ZONING	P	P	P	P	P	P
NON-RESIDENTIAL USES SERVED BY SEPTIC TANKS	P	P	P P P P Excluding Rockmining & Ancillary Uses			
UNDERGROUND STORAGE TANKS FOR HAZARDOUS MATERIALS	P	P	P	P	P	P
PIPELINES TRANSPORTING HAZARDOUS MATERIALS	P	P	P	P	P	P
LIQUID WASTE STORAGE, TREATMENT OR DISPOSAL METHODS OTHER THAN SEPTIC TANKS & PUBLIC SANITARY SEWERS	P	P	P	P	P	P
RESOURCE RECOVERY AND MANAGEMENT FACILITIES	P	P	P	P	P	P
P=Prohibited NR=Not Restricted Req.=Required R=Restricted						

restore, and enhance wetlands. An environmental summary in each application review by DERM indicates if the site is subject to wetland permit requirements. Additionally, sites may be subject to State and Federal permitting requirements as well. It is the responsibility of the applicant to contact those agencies to determine applicability.

DERM also reviews each application site for the presence of environmentally sensitive areas, protected specimen trees and/or Natural Forest Communities (NFC). Habitats for threatened or endangered species are protected by the CDMP through objectives and policies in the Conservation, Aquifer Recharge and Drainage Element and the Coastal Management Element. The Board of County Commissioners (BCC), per Resolution R-1764-84 and Ordinance 84-34, designated approximately 230 environmentally sensitive pinelands and hammocks totaling 3,645 acres in Miami-Dade County as NFC. Of the total 3,645 acres of designated NFC's, 1,976 acres have been purchased through the Environmentally Endangered Lands (EEL) Program. The EEL program was established in 1991 to acquire and preserve environmentally endangered lands in Miami-Dade County.

In an attempt to preserve remaining NFC in private ownership, and to provide property owners with an economic incentive to preserve forestland, the Miami-Dade County Commission adopted the Environmentally Endangered Lands Tax Covenant Ordinance in December 1979. The ordinance established significantly lower property tax assessments for sites that qualify. Additionally, the Miami-Dade County Tree and Forest Resources Protection Code regulates development and provides preservation standards for these forests during development. A permit is required prior to the removal or relocation of any trees or understory vegetation in an NFC. In addition, Chapter 25-B of the Code provides for the execution of a covenant to preserve and maintain privately owned parcels of NFC's in their natural state in exchange for preferential tax treatment. The Code also provides protection standards for Specimen Trees (trees which are 18 inches or greater in diameter) during development. Regardless of whether a site contains an NFC or sensitive tree resources, a permit review by DERM is required prior to the removal or relocation of trees on any site. Potential and controlled exotic pest plants are addressed through permitting, enforcement and public outreach programs administered by the DERM and Building Division of the Department of Regulatory and Economic Resources.

On December 5, 1995, the BCC adopted a revised Landscape Ordinance (No. 95-215) as Chapter 18A of the County Code and on February 6, 1996 adopted a Landscape Manual, per Resolution R-90-96. An amendment to the Landscape Ordinance (No. 09-36), revising Chapter 18A and creating Chapter 18B, was adopted on May 5, 2009. The Landscape Ordinance applies countywide to both unincorporated areas and municipalities. All new development must meet the standards of this code. The purpose of the Landscape Manual is to illustrate the standards adopted in the Ordinance and provide recommendations for landscaping, including xeriscaping with native species to conserve water and reduce the potential for invasive exotic plants to threaten natural areas. Prohibited and controlled exotic pest plants are addressed through the permitting process by the Department of Regulatory and Economic Resources.

Historic and Archaeological Sites

Miami-Dade County contains a significant number of historic sites, historic districts and archaeological sites and zones under both municipal and County jurisdiction. These sites, districts and zones are identified for their significance and preserved because they represent distinctive elements of the County's cultural, social, economic, political, scientific, religious and architectural history and prehistory. Properties possessing exceptional historical and

archaeological elements, which meet the criteria for designation, are selected by the County's Historic Preservation Board for their unique attributes. Once designated, County Ordinance No. 81-13 (Chapter 16A), the Historic Preservation Ordinance, requires a Certificate to Dig and Certificate of Appropriateness prior to conducting any site work. Designated properties may also be eligible for certain local, state, or federal tax incentives for restoration, renovation or rehabilitation work.

EXISTING AND PLANNED LAND USE PATTERNS

Among the considerations used in evaluating individual applications to amend the LUP map of the CDMP, are the relationships of the requested use to the immediate surroundings in which the application site is located, and to the broader area of the County. The relative merit of the requested use is also evaluated in comparison to the currently planned use.

Each application analysis contains appendices with additional information related to each site. The appendices include a series of existing and future land use maps, aerial and zoning maps, the CDMP amendment application filed, the Miami-Dade County Public Schools analysis, and the fiscal impact of the site. Additional information may include any proposed declaration of restrictions submitted by the applicant, photos of the application site, or other information requested or supplied by the applicant, such as a traffic study.

Population Projections

Population projections are fundamental to the land needs analysis, both for the entire County and for the Minor Statistical Areas (MSA). The population projections used in this analysis utilizes the 2010 Decennial Census Count as a base. For the MSAs, the excess of vacant units above the levels of the past was factored into these subarea population projections. The population projections were used to project housing demand.

Housing Projections

The population projections were converted into housing demand projections by applying Census 2010 vacancy rates and household size figures to the projected population. The projections show a sustained demand for housing through 2030.

Residential Land

The total residential capacity of the County is the sum of existing units in 2012 and an estimate of new units that can be built on vacant, residentially zoned, or CDMP designated land and redevelopment capacity. The procedure to estimate redevelopment capacity is restricted only to residential parcels (excluding single-family type parcels) and parking lots without a structure. In addition, only those parcels inside the Urban Infill Area were analyzed. In addition, a set of criteria relating to building to land value, age of structure and the ratio of allowable to existing density was used.

The available capacity is the estimate of the number of new housing units that can be built on vacant developable land and redevelopment capacity within the Urban Development Boundary (UDB). The available capacity figures are based on a data set from the Department's land use file as of February 2013. Net available residential capacity within the Urban Development Boundary was 143,050 housing units.

Countywide Supply and Demand

Table 2-3 below compares the projected demand and supply of land for urban residential development countywide. This is an aggregation of analyses done in the 32 Minor Statistical Areas (MSAs) across the County. Gross capacity was reduced by 3 percent to reflect the fact that even in mature urban residential areas in Miami-Dade County, approximately 3 percent of the land base typically remains undeveloped.

It is important to note that the residential development capacity of vacant land within the UDB is not fixed. It is established and re-established by the planning and zoning decisions of the County and municipal governments.

As noted above, the countywide capacity in February 2013 was 143,050 housing units. The projected demand for housing units is 7,940 units per year in the 2010 through 2015 period and 11,676 units per year in the 2025-2030 period. These figures reflect the projected net increase in units required.

In the year 2026, the remaining residential capacity of vacant land within the current Urban Development Boundary is projected to be depleted. The single-family supply is projected to be exhausted in 2020; the multi-family in 2033. The single-family capacity is substantially smaller than the multi-family, while the projected demand for single-family units is somewhat higher than that for multi-family.

Table 3
Residential Land Supply/Demand Analysis,
Countywide, 2012 to 2030

Analysis Done Separately For Each Type, i.e. No Shifting of Demand Between Single & Multi-Family Type	Structure Type		
	Single-Family	Multifamily	Both Types
Capacity in 2012	41,001	102,049	143,050
Demand 2010-2015	4,013	3,927	7,940
Capacity in 2015	28,962	90,268	119,230
Demand 2015-2020	4,957	4,590	9,547
Capacity in 2020	4,177	57,318	71,495
Demand 2020-2025	5,353	4,920	10,273
Capacity in 2025	0	42,718	20,130
Demand 2025-2030	6,041	5,635	11,676
Capacity in 2030	0	14,543	0
Depletion Year	2020	2033	2026

Note: Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on population projections.

Source: Department of Regulatory and Economic Resources, Research Section, March 2013.

Supply and Demand within Tiers of the County

Tables 4, 5, 6 and 7 present supply and demand data for four tiers and for the eastern and western portions of these areas. These four areas are called "Planning Analysis Tiers" and are the North, North-Central, South-Central, and South Tiers

In general, the undeveloped residential land supply patterns are similar to those seen in previous years. It is important to note that for the purpose of the tier-specific supply/demand

analyses, each tier is treated independently. Thus, if the supply of a housing type is exhausted in a particular tier, it is not assumed that the demand will shift to another tier in the County. It is not possible to project where housing demand might surge if the supply of land in a single tier is exhausted. That is why it would appear that the remaining capacity for the sum of the individual tiers in the year 2030 is higher than the countywide figure.

Table 4
Residential Land Supply/Demand Analysis
North Tier, 2012 to 2030

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multi-family Type	Subs								
	Eastern Part			Western -- MSA 3.1			North Miami-Dade		
	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types
Capacity in 2012	2,876	9,850	12,726	3,594	792	4,386	6,470	10,642	17,112
Demand 2010-2015	329	435	764	178	135	313	507	570	1,077
Capacity in 2015	1,889	8,545	10,434	3,060	387	3,447	4,949	8,932	13,881
Demand 2015-2020	438	652	1,090	271	205	476	709	857	1,566
Capacity in 2020	0	5,285	4,984	1,705	0	1,067	1,404	4,647	6,051
Demand 2020-2025	424	607	1,031	274	207	481	698	814	1,512
Capacity in 2025	0	2,250	0	335	0	0	0	577	0
Demand 2025-2030	510	732	1,242	285	216	501	795	948	1,743
Capacity in 2030	0	0	0	0	0	0	0	0	0
Depletion Year	2019	2028	2024	2026	2016	2022	2022	2025	2024

Note: Housing demand is an annual average figure based on population projections.

Source: Department of Regulatory and Economic Resources, Research Section, March 2013.

Table 4 above shows that the North Tier has sufficient capacity to accommodate projected demand through the year 2024. The single-family supply is projected to be exhausted during 2022, whereas the multi-family supply is projected to be depleted during 2025. The projected overall demand for housing is higher in the eastern half than in the western half of the North Tier; capacity is also higher. The residential capacity in the eastern half is projected to be depleted by 2024, while in the western half the projected depletion year is 2022.

Table 5 below shows that the North Central Tier has sufficient capacity to accommodate projected demand until 2028. The single-family supply is projected to be exhausted by 2016, whereas the multi-family supply will be depleted in 2033. The projected demand for housing is higher in the eastern half than in the western half of the North Central Tier. Capacity in the eastern half is also higher, and residential land supply is projected to be depleted in 2029. In the western half, the projected depletion year is 2026.

Table 6 below shows that the South Central Tier has sufficient capacity to accommodate projected demand through the year 2024. The single-family supply is projected to be exhausted by 2017, whereas the multi-family supply is projected to be depleted in 2034. The projected demand for housing, as well as capacity is higher in the eastern half than in the western half. Capacity in the western half is projected to be depleted by 2020. In the eastern half, the projected depletion year is 2026.

Table 5
Residential Land Supply/Demand Analysis
North Central Tier, 2012 to 2030

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subs								
	Eastern Part			Western -- MSA 3.2			North Central Total		
	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types
Capacity in 2012	2,651	44,862	47,513	2,554	9,765	12,319	5,205	54,627	59,832
Demand 2010-2015	734	1,960	2,694	314	299	613	1,048	2,259	3,307
Capacity in 2015	449	38,982	39,431	1,612	8,868	10,480	2,061	47,850	49,911
Demand 2015-2020	684	1,954	2,638	443	422	865	1,127	2,376	3,503
Capacity in 2020	0	29,212	26,241	0	6,758	6,155	0	35,970	32,396
Demand 2020-2025	730	2,146	2,876	488	465	953	1,218	2,611	3,829
Capacity in 2025	0	18,482	11,861	0	4,433	1,390	0	22,915	13,251
Demand 2025-2030	842	2,486	3,328	540	514	1,054	1,382	3,000	4,382
Capacity in 2030	0	6,052	0	0	1,863	0	0	7,915	0
Depletion Year	2015	2033	2029	2018	2034	2026	2016	2033	2028

Note: Housing demand is an annual average figure based on population projections.

Source: Department of Regulatory and Economic Resources, Research Section, March 2013.

Table 6
Residential Land Supply/Demand Analysis
South Central Tier, 2012 to 2030

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subs								
	East of Turnpike			West of Turnpike			South Central Total		
	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types
Capacity in 2012	1,684	13,736	15,420	4,045	2,106	6,151	5,729	15,842	21,571
Demand 2010-2015	459	417	876	426	115	541	885	532	1,417
Capacity in 2015	307	12,485	12,792	2,767	1,761	4,528	3,074	14,246	17,320
Demand 2015-2020	540	499	1,039	643	174	817	1,183	673	1,856
Capacity in 2020	0	9,990	7,597	0	891	443	0	10,881	8,040
Demand 2020-2025	600	553	1,153	649	175	824	1,249	728	1,977
Capacity in 2025	0	7,225	1,832	0	16	0	0	7,241	0
Demand 2025-2030	689	634	1,323	674	181	855	1,363	815	2,178
Capacity in 2030	0	4,055	0	0	0	0	0	3,166	0
Depletion Year	2015	2038	2026	2019	2025	2020	2017	2034	2024

Note: Housing demand is an annual average figure based on population projections.

Source: Department of Regulatory and Economic Resources, Research Section, March 2013.

Table 7 below shows that the South Tier has sufficient capacity to accommodate projected housing demand to the year 2028. The capacity for single-family units is projected to be depleted in 2024, and multi-family capacity extends to 2042. Both housing demand and capacity is higher in the eastern half than in the western half.

Table 7
Residential Land Supply/Demand Analysis
South Tier, 2012 to 2030

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subs								
	East of US-1			West of US-1			South Miami Total		
	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types
Capacity in 2012	16,423	14,697	31,120	7,177	6,241	13,418	21,600	20,938	44,538
Demand 2010-2015	1,087	366	1,453	522	164	686	1,609	530	2,139
Capacity in 2015	13,162	13,599	26,761	5,611	5,749	11,360	18,773	19,348	38,121
Demand 2015-2020	1,397	476	1,873	575	174	749	1,972	650	2,622
Capacity in 2020	6,177	11,219	17,396	2,736	4,879	7,615	8,913	16,098	25,011
Demand 2020-2025	1,571	536	2,107	655	193	848	2,226	729	2,955
Capacity in 2025	0	8,539	6,861	0	3,914	3,375	0	12,453	10,236
Demand 2025-2030	1,772	602	2,374	773	226	999	2,545	828	3,373
Capacity in 2030	0	5,529	0	0	2,784	0	0	8,313	0
Depletion Year	2023	2040	2028	2024	2045	2028	2024	2042	2028

Note: Housing demand is an annual average figure based on population projections.

Source: Department of Regulatory and Economic Resources, Research Section, March 2013.

Commercial, Office and Industrial Land

The Department's most recent assessment of commercial and industrial land availability is presented below. This will provide the reader with a picture of the existing land use character and development rates throughout the County for these types of uses.

The adequacy of the Plan's existing capacities to accommodate projected commercial and office development is evaluated both on a countywide basis, and for smaller areas of the County, namely the Planning Analysis Tiers and MSAs. Absorption tables are presented for Commercial and Office, and Industrial land.

Projected Commercial and Industrial Land Supply and Demand

An inventory (2012) of the supply, and assessed the use of land for industrial and commercial development in Miami-Dade County to determine whether it can sustain projected commercial and industrial demand through the years 2020 and 2030. Following are projections of commercial and industrial absorption in Miami-Dade County.

Commercial Land

The first step in deriving countywide control totals was to obtain existing commercial acreage, commercial employment, and total population for the years 1994, 1998, 2000, 2001, and each year from 2003 to 2012. Secondly, a linear regression was run with commercial acres being the dependent variable and commercial employment and population as the independent variable. The regression coefficients were then applied to the independently projected population and commercial employment to arrive at projected demand for commercial land.

The next step consisted in the allocation of projected countywide demand for commercial land to each MSA. To obtain the MSA's share of the countywide demand for commercial land, the

following procedures were followed: The annual change in “in-use” commercial land was calculated for the periods 1994-1998, 1998-2000, 2000-2001, 2001-2003, 2003-2004, and for two year intervals thereafter through 2011-2012 periods was calculated. Then the average of these periods, by MSA, was computed. If the average was negative, the MSA’s share was put at zero. Next, the growth in population from 2010 to 2030, based on population projections for each MSA, was used. The final step involved averaging the annual growth in commercial land and the population growth for each MSA. This was done to better take into account the historical demand for commercial land and the projected growth in population by MSA. Lastly, the countywide demand was distributed proportionately to the MSA’s share of the total average growth (average of historical growth of “in-use” commercial land and projected population growth) for all MSAs. The end result is an annual absorption rate for the 2012-2030 period.

Table 8 below presents countywide projections of commercial land absorption. For purposes of this analysis, the only vacant land included in commercial supply is land that is specifically zoned for business, professional office, office park, or designated “Business and Office” on the LUP map of the CDMP. While vacant industrially zoned or designated land may be and often is used for commercial use (in particular for office development, but including retail uses such as hotels and restaurants), for purposes of this analysis none was included in the commercial land supply.

The first four columns of Table 8 summarize the result of applying the method described. Countywide, the 2,421.2 acres of vacant commercially designated land available in 2012 would be depleted in the year 2032, at the average annual absorption rate of 120.18 acres. However, the projected depletion year varies from Tier to Tier. Only in the South-Central Tier will supply be depleted before 2025. However, individual MSAs reveal more variability. In MSAs 1.1-1.3, 4.7, 5.1, 5.2, 5.4-5.6, 5.8, 6.1, and 7.6 the supply of commercial land will be depleted before 2020. It should be noted that MSA 7.6 lies almost wholly outside the UDB. At this point, it is necessary to point out that the projected year of depletion provides only one indication of the areas within the County where additional land for commercial use may be warranted. However, it cannot be concluded that land for commercial use should automatically be added in the specific MSAs where the numbers indicate depletion of supply before the year 2020. Because of the dual purposes of commercial land use category, the land allocation process and planning for future land availability are more complex than for the case of residential or industrial land use.

One important consideration related to the absorption of commercial land in the future is the land cost factor. As the supply of vacant developable land keeps decreasing and land becomes more expensive, commercial developments will tend to be built and sized more efficiently by utilizing a higher ratio of building square footage to land acreage. As a result, the average annual absorption rate for commercial uses may be lower in the future than it has been in the past.

It is worth noting that by redeveloping or adding additional uses to existing sites, the existing supply could accommodate significant growth. A second consideration is that some commercial uses are “population serving” and should be distributed throughout the community with consideration for convenience to the residential population, while some commercial uses can be categorized as “export” uses which may be better located in areas having good transportation access, and where other similar or complementary uses can agglomerate into commercial or employment centers. In this regard, “export” oriented commercial centers - like regional centers, industrial centers, and transportation facilities - can help give structure to the urban pattern and comprehensive planning should foster this.

In an effort to gauge what is an appropriate allocation of commercial land to “population serving” commercial uses, the ratio of commercial acres per 1,000 persons by MSA, Tier, and countywide was analyzed. The final two columns of Table 8 indicate commercial acres per 1,000 persons for each MSA, Tier and the countywide average. The countywide ratio for 2020 is projected to be 5.5 acres per 1,000 persons declining to 4.9 per 1,000 persons by the year 2030. This assumes that no industrial land is used for commercial purposes and no further supply is added. While 4.9 acres of commercial land per 1,000 persons is the County average, this includes commercial uses that are characterized as “export” uses such as regional centers, and other such commercial uses. If a local area registers a commercial land/population ratio below average, it does not necessarily indicate an undesirable condition. However, those MSAs or Tiers showing ratios significantly below the Tier or countywide ratio should warrant closer review to determine whether the commercial needs of the area’s population would be adequately met.

Where both measures – projected commercial land depletion year and the commercial acres per 1,000 population ratio – indicate a possible future need for additional commercial land, it is probable that this need will become apparent during the projection period, unless additional land is designated on the LUP map for Commercial or Office use. Thus, both the amount of vacant land and the adequacy of the commercial land to population ratio need to be considered when determining locations where additional commercial land should or need not be added.

Another factor that must be considered is the existence of vacant industrial land. There has been a continuing pattern in which there is much crossover in the use of industrial land for commercial purposes.

In addition to the traditional depletion analysis, a new procedure was added to analyze the adequacy of small-scale applications for commercial uses. The procedure is what is commonly known as a Trade Area analysis. It consists of drawing a radius (the size of the radius depends on the project’s size) around the proposed project and computing “in-use” commercial acreage, and the vacant commercially zoned land inside its radius.

Table 8						
PROJECTED ABSORPTION OF COMMERCIAL LAND						
MIAMI-DADE COUNTY, FLORIDA 2012 - 2030						
Tier and Minor Statistical Area	Vacant Commercial Land 2012 (Acres)	Commercial Land in Use 2012 (Acres)	Avg Annual Absorption Rate 2012-2030 (Acres)	Projected Year of Depletion	Commercial Land per Thousand Persons 2020 2030 (Acres)	
North Tier						
1.1	1.2	54.5	0.86	2013	2.2	1.9
2.1	71.9	1,052.2	2.51	2030+	6.2	5.8
2.2	21.0	248.6	0.91	2030+	4.7	4.4
2.3	44.3	300.3	1.17	2030+	3.9	3.7
2.4	30.0	464.0	0.75	2030+	5.9	5.7
3.1	346.6	929.8	17.18	2030+	5.4	5.1
Total	515.0	3,049.4	23.38	2030+	5.3	5.0
North Central Tier						
1.3	9.7	216.5	1.89	2017	1.9	1.8
3.2	377.1	1,470.5	11.92	2030+	11.0	9.4
4.1	44.8	349.8	1.28	2030+	4.3	4.1
4.2	52.9	396.7	1.36	2030+	5.3	5.0
4.3	13.6	686.5	0.33	2030+	6.0	5.9
4.4	3.2	67.8	0.08	2030+	4.3	4.2
4.5	29.6	208.8	1.18	2030+	--	--
4.6	19.7	288.0	1.32	2027	5.7	5.2
4.7	34.9	255.5	5.86	2018	4.0	2.9
5.1	7.8	474.2	2.01	2016	3.4	3.2
Total	593.3	4,414.3	27.22	2030+	5.8	5.3
South-Central Tier						
1.2	0.0	77.5	0.06	2012	6.1	6.0
5.2	4.4	226.1	2.32	2014	2.9	2.6
5.3	27.3	582.2	1.31	2030+	4.6	4.4
5.4	6.8	564.0	1.00	2019	5.6	5.5
5.5	4.4	596.7	3.40	2013	7.3	7.0
5.6	2.0	228.5	0.28	2019	7.0	6.7
5.7	8.7	258.3	0.30	2030+	10.4	10.2
5.8	15.6	88.9	1.23	2025	2.7	2.6
6.1	44.3	533.6	12.52	2016	3.0	2.8
6.2	240.5	539.1	15.11	2028	4.9	4.5
Total	354.0	3,694.9	37.53	2021	4.7	4.4
South Tier						
7.1	92.2	304.3	3.24	2030+	5.4	4.4
7.2	53.3	209.3	6.44	2020	4.2	3.2
7.3	199.2	195.4	1.52	2030+	9.0	7.8
7.4	270.8	378.5	16.60	2028	6.4	4.7
7.5	343.4	195.0	3.55	2030+	13.2	9.3
7.6	0.0	4.7	0.71	2012	0.6	0.5
Total	958.9	1,287.2	32.05	2030+	6.8	5.3
Grand Total	2,421.2	12,445.8	120.18	2032	5.5	4.9
-- Insignificant population.						
Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Research Section, August 2012.						

Industrial Land

Table 9 presents countywide projections of industrial land absorption. The first step in projecting Miami-Dade County's future industrial land use was to develop control totals for countywide use of industrial land in each projection year. Historical land use data for 1994, 1998, and annually thereafter through 2012 was divided by relevant employment data to obtain acre per employee ratios for each year. The average ratio was applied to industrial employment projections to obtain projected demand for industrial land.

Before drawing conclusions from Table 9, it is important to consider the assumptions and methods used in developing the information presented, the high potential for cross-over among the land uses which may occur on industrially designated land, and the spatial distribution of uses and sites in an area. A significant amount of cross-over can occur among business, office, and industrial uses, with commercial uses occurring in industrially designated land.

It is inappropriate to draw conclusions regarding the adequacy or inadequacy of supply in any individual MSA solely from the information provided in Table 9, as well as the projected supply and demand in a single MSA; it is also necessary to consider land in adjoining MSAs.

In projecting future demand for industrial land, historical consumption data available for such land countywide and in each MSA were used. On this basis, average consumption of industrial land for the years 1994, 1998, 2000, 2001, 2003 and for each year thereafter through 2011-2012 was used to project the annual absorption rate. In MSAs where definitional or data compatibility issues are encountered, appropriate adjustments have been made. The demand for industrial land conversion through 2030 was calculated reflecting the 2012 to 2030 time period.

Table 9 provides the results of the analysis of the supply and demand for industrial land. In the North Tier, MSA 1.1 has no industrial land available, but it is not considered an industrial area. The MSAs in the South-Central Tier mostly have small or no amounts of industrial land, and correspondingly low or no absorption rates. In particular, MSA 1.2, 5.2, 5.5, 5.7, 5.8 and 6.1 have essentially no vacant industrial land available, they also exhibit very low absorption rates. Thus, only MSAs 5.5 and 6.2 indicate a possible need for increasing the current supply. The large supply in MSA 6.2 can meet the overall needs in this Tier. Similarly, no MSA in the South Tier shows deficient industrial land supply. However, as mentioned in the section on commercial land, there is significant conversion of vacant industrially zoned land for other uses. If this conversion continues to increase, the depletion of industrial land will take place earlier than projected.

		Table 9			
PROJECTED ABSORPTION OF INDUSTRIAL LAND					
MIAMI- DADE COUNTY, FLORIDA 2012 - 2030					

INFRASTRUCTURE AND SERVICES

The public services addressed in this section of the report are roadways, transit, water and sewer, solid waste, fire and rescue, parks and schools. Drainage is addressed in the Environmental Conditions and Considerations section of this report. Each of the public services is evaluated for current and future conditions, taking into account the impact of filed CDMP amendment applications. The time horizons for the assessment of future conditions vary somewhat among the different services because of the variability in planning time frames used by the service agencies in their functional planning and programming of capital improvements. Each CDMP amendment application is evaluated for the possible impact on the various services as compared with the impact of the currently planned use of the site, or the adequacy of existing and future service levels in meeting the demand generated by the application.

In accordance with state requirements, the CDMP includes level of service standards for roadways, transit, parks, water facilities, sewer facilities, solid waste, and stormwater drainage. New level of service standards for schools was adopted in 2009. These standards are used proactively by service and facility agencies as objectives to be met by their facility planning and service delivery programs. The County, in its administration of the state-mandated service "concurrency" management program also uses them reactively. The concurrency program mandates that development orders not be issued unless the necessary services are in place, or will be in place and operating at or above all adopted level of service standards, around the time the development will begin occupancy. In the evaluation of the merits or drawbacks of proposed CDMP amendments to the Land Use Plan Map, each of the noted services is evaluated in terms of the adopted level of service standards using the most current information available.

Miami-Dade County's concurrency management program procedures took effect in July 1989. The affected County service agencies have developed methods for determining level of service conditions. The Planning Division of the Department of Regulatory and Economic Resources (Department) coordinates the administration and implementation of those methods. The methods used by the Department are parallel to those developed for concurrency regulatory determinations but are not identical in all cases. In some cases, concurrency review agencies are using relatively short-term time horizons for concurrency determinations because they are responding to immediate development permit requests and are interested in immediate conditions, or because a full update of a complex data base is not yet complete. Geographic sub-areas used for concurrency may not be identical to those used in this report for long-range countywide planning. Consequently, the evaluations of level of service made are not a substitute for official concurrency determinations. In keeping with the function of long-range comprehensive planning, this report endeavors to address anticipated long-range conditions.

The level of service conditions for stormwater drainage is discussed in conjunction with flood protection in the "Environmental Conditions and Considerations" section of this report. The level of service conditions pertaining to each of the other services, and the methods that were used in developing the analysis for each Application, are described below.

A final note on services is that the CDMP is a body of broad policies adopted as a legislative, not regulatory, act of the Board of County Commissioners. The array of Plan elements and policies reflect consideration of a host of social and physical responsibilities of County government, including housing, economic growth, environmental resource management, as well as service delivery policies and their fiscal implications. Accordingly, broad service implications may be considered when evaluating proposals to amend the CDMP, in addition to whether or not a proposed Land Use Plan map amendment would meet level of service standards.

Roadways

Estimates of traffic conditions for each application site are developed using standard professional transportation analysis methods. For each application site, an analysis is performed to determine:

1. Current traffic conditions in roadways adjacent to the application site or within a study area (i.e. existing number of lanes and operating level of service);
2. Projected roadway concurrency conditions (i.e. level of service considering reserved trips from approved developments not yet constructed and programmed roadway capacity improvements) with and without the impacts from the CDMP amendment applications; and
3. Estimated impacts generated by each CDMP amendment application, if approved, in terms of the number of potential peak-period trips projected for both the current CDMP land use designation (and/or existing use) and the proposed CDMP land use designation, and the difference.

Key sources of information used in conducting these analyses include the Transportation Element of the Adopted Components of the Comprehensive Development Master Plan (October 2006 Edition, as amended through October 19, 2011); the Miami-Dade County Transportation Improvement Program, 2013 (May 17, 2012); the Miami-Dade Long Range Transportation Plan to the Year 2035, Cost Feasible Plan (October 2009); the most recent available traffic count data published monthly by the Miami-Dade County Public Works and Waste Management (PWWM) Department; The Generalized Peak Hour Two-way Volumes Tables for Florida's Urbanized Areas published by the Florida Department of Transportation (FDOT); and the most recent traffic counts data for state roadways published by FDOT.

Level of Service

The level of service concept is applied nationwide as a qualitative assessment of the road user's perception of the quality of traffic flow and, therefore, the degree of traffic congestion. The level of service is represented by one of the letters "A" through "F," with "A" generally representing the most favorable driving conditions and "F" representing the least favorable. The level of service reflects the quality of flow as measured by a scale of driver satisfaction. The definitions and measures of level of service reflect a national consensus of driver quality of flow. Measures of effectiveness such as vehicle delay, average travel speed and volume to capacity ratio have been developed to quantitatively approximate these qualitative representations. The measures used by Miami-Dade County are described below.

The roadway level of service standard adopted by the County requires that level of service conditions be measured during the "peak-period." Peak period is defined in the Traffic Circulation Subelement of the Transportation Element of the CDMP as the average of the two highest consecutive hours of traffic volume during a weekday (footnote on pg. II-11 of the CDMP). Current peak-period level of service conditions for county roadways are measured using FDOT's level of service software (LOSPLAN), which is designed to replicate the procedures of the 2010 Highway Capacity Manual Update prepared by the Federal Highway Administration; the updated 2012 Generalized Peak Hour Two-way Volumes for Florida's Urbanized Areas, Table 4-4 of the 2009 Quality/Level of Service Handbook; and the most recent traffic count data for state roadways published by FDOT. Many different roadway and traffic characteristics are taken into consideration when using the LOSPLAN software in order to produce roadway segment specific measures of level of service. A summary of the adopted

level of service standard for roadways in Miami-Dade County (CDMP Traffic Circulation Subelement, Policy TC-1B) is shown in Table 10 below.

Table 10
Traffic Circulation Peak-Period LOS Standard

Non-FIHS Roadways					
Location	Transit Availability				
	No Transit Service	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit Service (Commuter Rail or Express Bus)		
Outside UDB	LOS D-State Minor Arterials LOS C-County Roads and State Principal Arterials				
Between UIA and UDB	LOS D (90% of Capacity) or LOS E on SUMAs (100% Capacity)	LOS E (100% of Capacity)	120% of Capacity		
Inside UIA	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity		
FIHS Roadways					
FIHS 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	D [E]	D [E]	D [E]	Manage
Controlled Access Facilities (two lanes)	C	D	E	E	Manage
Controlled Access Facilities (four or more lanes)	B	D	E	E	Manage
	NOTE: LOS inside of [brackets] applies to general use lanes only when exclusive through lanes exist.				

Source: Miami-Dade County Comprehensive Development Master Plan, October 2006 Edition As amended through October 19, 2011.

Notes: Constrained FIHS 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 FIHS facilities are roadways operating below the minimum LOS standards, not constrained and not programmed for additional lanes in the first three years of FDOT's adopted work program or five year Capital Improvements Element.

FIHS: Florida Intrastate Highway 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.

Projected levels of service for the year 2035 or the estimated buildout year were determined using the Southeast Florida Regional Planning Model (SERPM), a transportation planning computer model, and are expressed as a volume-to-capacity ratio (v/c ratio), which is the ratio of the number of vehicles using the road to the road capacity. The 2035 v/c ratio model output is expressed using daily volumes. Roadways for the 2035, or buildout year, highway network are rated as follows:

V/C Ratio	Level of Service
0.70 or less	LOS B or better
0.71 to 0.80	LOS C
0.81 to 0.90	LOS D
0.91 to 1.0	LOS E
1.0 or greater	LOS F

Analysis Method and Assumptions

The Miami-Dade County Metropolitan Planning Organization (MPO) adopted the Miami-Dade County Year 2035 Transportation Plan, Cost Feasible Plan, in October 2009. The 2035 Long Range Transportation Plan (LRTP) was developed to guide federal, state, and local transportation expenditures through the 25-year period. Improvements and extensions to the transportation system throughout the County are governed by this Plan. Significant transit improvement projects listed in the 2035 Cost Feasible Plan include: enhanced bus service for the North (NW 27 Avenue), Kendall (SW 88 Street), Northeast (Biscayne Boulevard) corridors, etc. One heavy rail extension was recently completed in July 2012, the AirportLink Connection from Earlington Heights Metrorail Station to the Miami Intermodal Center (MIC). Non-motorized facilities (on-road bicycle lanes, off-road greenways and trails, and sidewalks) are also included in the Cost Feasible Plan.

It is important to note that the SERPM, which is used the project the year 2035 or buildout year traffic impacts of the CDMP Land Use Plan map amendment applications, is the best available tool for conducting these long-term traffic impact assessments. However, the model was designed for large-area analyses; it uses traffic analysis zones (TAZ) as the smallest geographic unit; and it uses a schematic roadway network. Therefore, because of its schematic characteristics, it will not yield the same results as it would a site or area-specific traffic model or impact analysis when evaluating specific development proposals.

The analysis also includes the estimated total PM peak-hour trip generation impacts of each CDMP amendment application. The land use designation requested for each application site is the basis for estimating the number of PM peak-hour trips that would be generated by the application. This trip generation is then compared to the number of PM peak-hour trips generated or projected to be generated for an existing use and/or a potential use consistent with the current CDMP land use designation of the subject property. The potential development used is based on the most recent use of the property, or if it is vacant, the most intense use allowed under the existing or requested land use designation, or the most likely use given the current development trend in the area. Trips generated by the proposed amendment applications are estimated using trip generation rates or equations published in the Institute of Transportation Engineers' Trip Generation, 8th Edition (2008).

A near-term trip distribution and short-term (concurrency) traffic impact analysis is also performed for each application with the assistance of the Public Works Division of the Public Works and Waste Management Department. The analysis reveals any potential impacts the

applications may have on short-term traffic conditions in the vicinity of the application sites, accounting for current traffic conditions, programmed roadway capacity improvements, and the calculated impacts of other approved developments not yet built in the vicinity of the application site for which development orders have been issued. In some instances, an anticipated short-term concurrency problem, which may be solved by Long Range Transportation Plan improvements, would be reported as well as satisfactory short-term conditions projected to deteriorate without the impact of the requested CDMP amendment.

Transit Service

Transit service analyses are conducted for each CDMP Application with assistance from Miami-Dade Transit (MDT). The current transit service characteristics of each route that travels along the vicinity of each application site are described. Transit service is measured in terms of service headways and distance from the application site. Projected transit service improvements for the year 2014 are based on:

1. Characteristics of each CDMP amendment application;
2. Miami-Dade Transit's Service Standards for transit vehicle loading;
3. Planned improvements included in MDT's 2012 Ten-Year Transit Development Program (TDP); and
4. Adopted CDMP level of service standard for transit (CDMP Mass Transit Sub-element, Policy MT-1A).

The adopted CDMP level of service standard for transit states that the minimum peak-hour mass transit level of service for areas within the Urban Development Boundary, 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, 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.

Relevant transit related characteristics of CDMP Land Use Plan map amendment applications are reported, such as proximity of each Application site to existing or anticipated routes, and connections of said routes with Metrorail. Regarding the CDMP-adopted level of service standard and criteria outlined above, if the future impact of each application is found to result in a combined population and employment of less than 10,000 persons per square mile, or the area already has transit service with minimum headways of 30 minutes and is projected to continue to have such service, no new transit service would be required to meet the transit level of service standard.

MDT annually updates its Ten-Year TDP. This document analyzes existing transit network conditions and identifies short-term future transit needs. The currently adopted 2012 TDP addresses the 2013-2022 time frame. A Recommended Service Plan (RSP) for 2022 has been

developed to provide a guideline for replacement, expansion and improvement of the County's transit system. The 2022 RSP improvements are prioritized and assigned cost estimates for implementation.

Each Application is reviewed for planned transit improvements identified for implementation in the TDP based on projected needs. Descriptions of such improvements, as relevant to each Application, are provided along with cost estimates for implementation.

Water and Sewer

Either a municipal utility or the Miami-Dade Water and Sewer Department (WASD) provide water and sewer services throughout Miami-Dade County. Under long-standing County policy, water and sewer service is provided to developed areas within the Adopted 2015 Urban Development Boundary (UDB) and is discouraged outside the UDB. WASD operates regional water supply and wastewater disposal systems, which serve both incorporated and unincorporated areas. WASD's water treatment plants produce 87 percent of the County's public potable water supply. The regional wastewater plants treat and dispose of over 98 percent of the wastewater treated by public utilities in the County. Programmed improvements to the WASD systems are ongoing in accordance with the Miami-Dade County Water Facilities Master Plan (2010), Wastewater Facilities Master Plan (2007), sanitary sewer Settlement Agreement with the Florida Department of Environmental Protection (FDEP), a First Partial Consent Decree and a Second Partial Final Consent Decree with the U.S. Environmental Protection Agency (EPA), a Consent Order with the FDEP, the 2006 Water Use Efficiency 5 Year Plan, subsequently extended to 20 years, and the 2008 County Water Supply Facilities Work Plan. Evaluation of sewer system capacity is based on criteria established in the First Partial Consent Decree and capacity of the plants for average flow will be required, depending on the compliance status of the EPA Second and Partial Final Consent Decree.

In addition to WASD's regional system, sixteen municipalities are franchised to operate water distribution systems, and twelve municipalities are franchised to operate sewage collection systems, within specified service areas. Within a franchised service area, the designated utility has the responsibility of providing service that meets the adopted level of service within the time frame of the CDMP.

The cities of North Miami, North Miami Beach, Homestead, and Florida City own and operate water treatment facilities to provide water service within their respective service areas. On December 27, 2007, the City of Hialeah and WASD entered into a Joint Participation Agreement to build, own and operate the Hialeah Reverse Osmosis (RO) Plant with a total capacity of 17.5 gallons per day (mgd) by 2026. The Plant will provide water for WASD's service area and a portion of Hialeah's Service Area. Also, the City of North Miami purchases water from WASD to provide water service to a portion of their service area. On April 20, 2010, the BCC approved a 20-year contract for WASD to provide 3 mgd of water on a wholesale basis to the City of Homestead to meet the demands of its retail water customers.

The City of Homestead owns and operates a sanitary sewer treatment facility to provide sewer services within their service area, and they are a volume sewer customer with WASD on an emergency basis. On June 19, 2012, WASD and the City entered into a 20-year wholesale agreement to treat all future flows in excess of the City's permitted Wastewater Treatment Plant capacity.

Water Resource Management

Allocation of water resources among environmental, agricultural, and urban interests is a serious issue in South Florida. New use of the Biscayne Aquifer as a water supply source is generally no longer allowed under new rules by the SFWMD, unless off-setting water is returned to the aquifer in an appropriate place and quantity as determined by the SFWMD. These rules were established as a major step towards the restoration of South Florida's natural environment including the Everglades and the Biscayne Bay Coastal Wetlands.

In 2006, Miami-Dade County adopted the *Water Use Efficiency 5-Year Plan*, and initiated several programs aimed at water conservation and at evaluating alternative water resource technologies. WASD has implemented a water conservation program aimed at reducing water demand by over 19 million mgd in the next 20 years. This plan includes public education, the use of new water-conserving devices in all new developments, restrictions on landscape irrigation, and an inclined block rate structure. Additionally, WASD has established an aggressive program to reduce water loss within its own systems, which may save as much as 14.25 mgd by 2030.

On November 15, 2007, the County obtained a 20-year Water Use Permit (WUP) which included a series of alternative water supply and wastewater reuse projects designed to offset the water needs of anticipated growth in the WASD service area through 2030. As water demands continue to decline as a result of the successful implementation of the County's Water Conservation Program, water restrictions, and economic conditions, the WUP was revised to re-assess the projects accordingly. On July 16, 2012, a second revision to the WUP was issued that included 34.95 mgd of water supply from the Floridan Aquifer, and a total of 265.51 mgd of reuse projects.

Potable Water Level of Service

The County's Comprehensive Development Master Plan (CDMP) adopted level of service standards for potable water facilities (CDMP Policy SW-2A(1)) requires that all federal, state, and county primary water quality standards for potable water be met; that countywide storage capacity for finished water shall be no less than 15 percent of the countywide average daily demand; that the regional system shall operate with a rated maximum daily capacity no less than two 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. In addition, the level of service standard mandates that water 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 Department, minimum fire flows must be maintained for specified land uses as shown in Table 2-12 below. All public water systems are currently meeting the adopted level of service standards for potable water.

Table 2-11
Capacity of Miami-Dade County
And Municipal Water Treatment Plants, 2011

Water Treatment Plant (WTP)	Maximum Permitted Raw Water Withdrawal (mgd)	Permitted Treatment Capacity (mgd)	Average Plant Production (Finished) (mgd) (1)	Max. Day Plant Production (Finished) (mgd) (1)	Max. Day Treatment Capacity Available (Finished) (mgd)	Max. Day Treatment Capacity Percentage Available Finished (2)
<u>COUNTY (WASD)</u>						
REGIONAL SYSTEM TOTAL (3)						
	341.70	439.74	300.8	341.4	98.34	22.36%
Hialeah/Preston*	155.40	225.00	139	163.8	61.2	27.20%
Alexander Orr*	186.30	214.74	161.9	177.6	37.14	17.30%
	7.8	14.19	7.30	8.74	5.49	38.69%
SO. DADE SYSTEM TOTAL *						
Leisure City		6.48	2.51			
Newton		2.01	2.03			
Naranja		1.38	0.06			
Elevated Tank		1.44	1.68			
Everglades LC		2.88	1.01			
WASD TOTAL *	349.50	453.93	308.09	350.1	103.83	22.87%
Future Hialeah RO(**)(***)						
Phase I	13.30	n/a	n/a	n/a	n/a	n/a
Future So. Miami Heights****						
Reverse Osmosis**	23.27	n/a	n/a	n/a	n/a	n/a
Biscayne Aquifer*	3.00	n/a	n/a	n/a	n/a	n/a
<u>MUNICIPAL</u>						
Florida City	3.60	3.00	4.37	4.596	-1.37	-45.67%
Homestead	15.20	14.11	12.81	12.85	1.26	8.9 %
North Miami TOTAL	9.30	18.10	13.25			
Winson Plant		9.00	9.24	9.28	-0.28	-3.1%
WASD Delivery (4)		9.10	4.01			
North Miami Beach TOTAL	17.70	54.3	22.98			
Norwood-Oeffler		32	22.90	26.46	5.54	17.3%
WASD Delivery (4)		22.30	0.08			
MUNICIPAL TOTAL (5)	45.80	89.5	49.32	53.18		

Source: Water Treatment Plant's Finished Water Flows as reported to Florida Department of Health, May 2012.

(1) Production based on raw water for a 12-month period, ending May, 2012.

(2) Percent Capacity Available is calculated as Treatment Capacity Available/Permitted Treatment Capacity.

(3) Maximum day flow determined by calculating the average highest day flow from the 5 highest day flows for the preceding 12 months.

(4) Treated potable water is purchased wholesale from WASD and combined with water produced by the municipal plants.

(5) Includes treatment plants and interconnections

*Maximum permitted withdrawal capacity from the Biscayne Aquifer through 2021.

**Maximum permitted withdrawal capacity from the Floridan Aquifer through 2021 based on Water Use Permit issued on July 16, 2012.

***Hialeah RO WTP, Phase 1 to be online by end of 2012.

****South Miami Heights WTP to be online by end of 2015.

On January 11, 2011, in an effort to better manage water supplies to ensure that the level of service is maintained, WASD implemented a Water Supply Certification (WSC) Program to track the water demands from platted and permitted development. The WSC Program was implemented to assure adequate water supply is available to all water users of the Miami-Dade WASD as required by Policies CIE-5D and WS-2C of the CDMP, and in accordance with the permitted withdrawal capacity in the County's 20-year Water Use Permit. This system corresponds to the allocation system currently being used by DERM for wastewater treatment facilities, and requires all development proposals to obtain a water supply certification letter from WASD stating that adequate water supply capacity is available for the proposed project. Through July 31, 2012, a total of 13.68 mgd of water supply was allocated for future development within WASD's service area including wholesale customers. A total water supply capacity of 51.80 mgd is available for allocation through 2021.

Table 2-12
Water Distribution Level of Service Standard
For Minimum Fire Flows

Land Use	Fire Flow Delivered at 20 PSI (gallons per minute)
Business and Industry	3,000
Hospitals, Schools	2,000
Multi-family Residential; Semiprofessional Offices	1,500
Single Family and Duplex; Residential on minimum lots of 7,500 square feet	750
Single Family Residential; Estate Density	500

Source: Water, Sewer, and Solid Waste Element of the CDMP (2006 Edition)

Potable Water Status

WASD's regional network of water mains currently runs from the Miami-Dade/Broward County line on the north to approximately SW 272 Street on the south. The Hialeah-Preston Water Treatment Plant serves the area north of Flagler Street and the Alexander Orr Water Treatment Plant serves the area south of Flagler Street. The network connects the regional plants to all of the municipal water treatment plants between these boundaries. The unincorporated area south of SW 272 Street is served by the South Miami-Dade Water System, which consists of several small plants formerly operated by Rex Utilities.

At the current time, all water treatment plants are operating within the adopted level of service standard. WASD completed an upgrade to the Everglades Labor Camp Water Treatment Plant and distribution system to provide additional flow capacity to the South Dade service area. The permitted capacity for the Everglades Labor Camp Water Treatment Plant was increased from 0.96 mgd to 2.88 mgd. Additionally, On December 27, 2007, the City of Hialeah and WASD entered into a Joint Participation Agreement to build, own and operate the Hialeah Reverse Osmosis (RO) Plant with a total capacity of 17.5 mgd by 2026. The Plant will provide water for WASD's service area and a portion of Hialeah's service area. The new South Miami Heights Water Treatment Plant is programmed to serve this service area. The new water treatment plant is anticipated to come online at the end of 2015.

Wastewater

WASD operates three regional wastewater treatment plants (WWTP); the North, Central and South Districts. Because the system is interconnected, the service districts, shown in Figure 5 below, have flexible boundaries, and some flows from one district can be diverted to other plants in the system. During 2011-2012, the total WASD regional system capacity is 375.59 mgd, and the annual average daily flow treated at the three plants totaled 301.55 mgd (twelve month period ending May 2012), or 80 percent of the design capacity of the regional system (see Table 2-13 below). There has been a significant reduction in average flow into the regional system as the result of extensive infiltration and inflow prevention work.

As the result of enforcement actions brought against Miami-Dade County by the State of Florida Department of Environmental Protection (FDEP) and the United States Environmental Protection Agency (EPA), Miami-Dade County agreed to construct more than \$1.169 billion worth of improvements to its wastewater treatment plants, transmission mains and sewage lines. Major improvements included construction of a new Biscayne Bay sewer line, a force main interceptor at Flagler Street, a South Miami-Dade transmission main and new mains in North Miami-Dade. Construction of the Biscayne Bay sewer line was completed in August 1994.

On July 1, 2008, the Florida Legislature passed Senate Bill 1302, which requires Miami-Dade County to:

- Submit an implementation plan to FDEP by July 1, 2013;
- Implement advanced wastewater treatment for the North and Central Districts' wastewater discharges, or equivalent nutrient load reduction by December 31, 2018; and
- Implement 60% reuse, and stop discharging out the outfall, except as "backup discharge" to the functioning reuse system, by December 31, 2025.

WASD is currently planning how to address and implement these requirements to ensure timely compliance.

Table 2-13
County and Municipal Wastewater Treatment Plant Capacity

Waste Water Treatment Plant	Average Flow Design Capacity (mgd)	12 Month Average* (mgd)	Flow as Percent of Design Capacity	Long-Term Programmed Capacity** (mgd)	Effluent Disposal
WASD					
Central District WWTP	143.00	110.92	77.57	143.00	Ocean Outfall
North District WWTP	120.09	86.01	71.61	120.00	Ocean Outfall & Deep Well Injection
South District WWTP	112.50	104.67	93.04	112.5	Deep Well Injection
Future West District WWTP				50.00	
Regional System Total	375.59	301.55	80.30	425.50	
Municipal Plants					
Homestead	6.00	6.13	102.17%	6.00	Ponds & Trenches

Source: Miami-Dade Water and Sewer Department, 2012

* Twelve month period ending May 2012

** Based on 2007 wastewater Facilities Master Plan to be revised by the Ocean Outfall Implementation Plan.

Wastewater Facility Level of Service

The County's adopted level of service standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system maintain the capacity to collect and dispose of 102 percent of average daily sewage demand for the preceding five years and at a physical capacity of no less than the annual average daily sewer flow (CDMP Policy WS-2A(2)). The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow.

Wastewater Facility Status

Currently, all of WASD's wastewater treatment plants have capacity to treat and dispose of wastewater flow demands. However, some of the collection/transmission facilities in the County do not have adequate capacity, as defined in the EPA's First and Second Partial Consent Decrees. Consequently, approval of each development order which will generate additional wastewater flow is evaluated for available capacity by the Department of Regulatory and Economic Resources Division of Environmental Resources Management (DERM). Approvals are only granted if the application for any proposed development order is certified by DERM to comply with the provisions of the EPA's Consent Decrees. Furthermore, in basins which have been determined not to have adequate capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, in these areas, final development orders may not be granted unless adequate capacity in the sanitary sewer collection/transmission and treatment systems is available at the point in time when the project will be contributing sewage to the system, or if approval for alternative means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

As of August 2, 2012, a total 105 pumping station basins have been identified as requiring remedial action in order to achieve compliance with the Consent Decrees between the County and the EPA. An additional 14 stations cannot receive additional flow due to lack of capacity at downstream pump stations. Depending on the station, this remedial action may include work on the pump station, the collection basin for the station, or the force main the station is pumping into. The remedial actions to return all of the basins to compliance are scheduled to be completed by December 31, 2019.

Miami-Dade County is now in negotiations with the EPA, the U.S. Department of Justice and the FDEP to enter into a new Consent Decree, which will supersede the existing Consent Decrees. This action is expected to include some minor changes to the definition of adequate capacity for parts of the collection/transmission system, which may impact which basins are found to have adequate capacity for additional flow. Further specific information on these changes is expected to become available in 2013.

Evaluation of Application Impacts on Water and Sewer

Although specific requirements under Chapter 24 of the Code of Miami-Dade County vary with land use, most new development in Miami-Dade County is required by Chapter 24 and CDMP policy to connect to the public water or sewer systems, or to both. The timing of new development is heavily dependent on the availability of service connections. Where water and sewer lines do not exist and are not programmed, the necessary service connections may be provided by the developer. When construction is completed, the facilities are donated to the utility.

The proximity of an application site to existing or programmed water and sewer lines is an important asset or constraint, which can influence the feasibility of a site's development. For this reason, the location of the nearest adequate water and sewer main connections is identified for each Application. Additionally, the adequacy of available water and sewer system capacity has been evaluated by the Department and WASD for each Application.

In evaluating proposals to amend the Land Use Plan map, expected changes in water demand and wastewater generation that would result from the different land uses are estimated. This can be done only in a general way because each of the CDMP Land Use Plan map categories allows a variety of land uses to be approved. For example, the "Industrial and Office" land use category allows warehousing, which creates little demand for water; and also allows office buildings, restaurants and manufactures, which could create a large demand for water. For purposes of estimating water demand or sewage generation, typical land uses for each land use classification are assumed.

Solid Waste Management

The Miami-Dade County Public Works and Waste Management Department (PWWM) Solid Waste Functions oversees the proper collection and disposal of solid waste generated in the County through direct operations, contractual arrangements, and regulations. In addition, the PWWM directs the countywide effort to comply with state regulations concerning recycling, household chemical waste management and the closure and maintenance of solid waste sites no longer in use.

Collection Services

The PWWM provides collection services to residential units within the Waste Collection Service Area (WCSA), which consists of all residents of the Unincorporated Municipal Service Area (UMSA) and residents of eight municipalities. The PWWM provides waste collection services to the municipalities of Aventura, Cutler Bay, Doral, Miami Gardens, Miami Lakes, Palmetto Bay, Pinecrest and Sunny Isles Beach.

The PWWM also operates 13 Neighborhood Trash and Recycling Centers (TRC) for residents of the WCSA to drop-off yard trash, bulky items, waste tires, end-of-life electronics, used oil, and white goods and two Home Chemical Collection Centers. Permitted landscapers can drop-off clean yard trash at the TRCs for a fee.

The PWWM offers collection services to residential units, while permitted haulers are hired by most commercial and multi-family establishments throughout the County. Private haulers purchase permits and vehicle decals to be allowed to haul solid waste on County roads. Municipalities outside of the WCSA either have their own solid waste collection departments or contract with permitted private haulers for residential waste collection service.

Disposal System

The County maintains three major disposal sites including the Resources Recovery Facility located at 6990 NW 97 Avenue, the South Dade Landfill located at 24000 SW 97 Avenue and the North Dade Landfill located at 21500 NW 47 Avenue. The County also contracts for landfill space with Waste Management Inc. of Florida for disposal of a portion of the County's waste. One of the two contracted landfills is located in the Town of Medley and the other in the City of Pompano Beach, in Broward County. The County also maintains three regional transfer stations including the Northeast Transfer Station located at 18701 NE 6 Avenue, the Central Transfer Station located at 1150 NW 20 Street and the West Transfer Station located at 2900 SW 72

Avenue. Solid waste is received at the three disposal facilities and three transfer stations from County collection operations, municipal collection operations, and permitted private haulers. The waste received at the transfer stations is loaded into transfer trailers and transported to the County's major disposal sites or contracted disposal sites. The primary uses of the transfer stations are to reduce hauling time and distance between collection sites and disposal sites and to enable the PWWM to manage its waste deliveries to fulfill contract obligations at the Resources Recovery Facility (RRF) and the contracted disposal site in the Town of Medley. In FY 2011-12, PWWM disposal operations are projected to receive 1.5 million tons of solid waste. The RRF has the capability to process 1.306 million tons of waste each year. The RRF accepts and processes two distinct municipal solid waste fractions (garbage and trash) in two separate processing areas. During garbage processing, metals (ferrous and non-ferrous) are removed for recycling and the remaining garbage is shredded to produce refuse derived fuel (RDF). Garbage processing also produces a grit-like process residue referred to as "unders." This material is disposed of at the South Dade Landfill, where it can be used as a daily cover for unprocessed waste. During trash processing, metals are removed for recycling and the remaining trash is shredded to produce biomass fuel, a portion of which is used to supplement the RDF used to generate electricity on-site. The bulk of the biomass fuel is sold to cogeneration facilities in Central Florida. Trash processing also produces process residues in the form of "fines" and "recyclable trash rejects." Fines can be used as daily cover for unprocessed waste at both the North Dade and South Dade Landfills. Recyclable Trash Rejects are landfilled. The total amount of waste material recycled annually at the RRF is approximately 128,000 tons, including metals, biomass fuel, and fines.

The RDF and biomass fuel generated by garbage and trash processing are combusted in a furnace to generate steam from four boilers that power two turbines, which generate approximately 72 megawatts of electricity for on-site consumption and export. The ash product that results from the combustion process is approximately 10 percent by volume of the original waste material and is placed in the ash monofill adjacent to the RRF. Based on data reported to the PWWM for FY 2011-12, the ash monofill was estimated to have a remaining capacity of approximately 87,000 tons. This capacity estimate does not include the development of the final permitted Cell 20, which once constructed, will permit the RRF to receive waste at a disposal rate of 166,000 tons per year until 2020, at a reported compaction ratio of 1.25 tons per cubic yard. The RRF also has a sophisticated air quality control system to remove acid gases and particulate matter from the flue gas prior to emission to the atmosphere.

The South Dade Landfill is a 300-acre site located in the south end of the County and is the only Class I waste disposal facility in the PWWM System. The South Dade Landfill is permitted to receive municipal solid waste, construction and demolition debris, contaminated soil, pathological waste, sterile medical waste, asbestos, off road tires, and dewatered wastewater sludge. Based on data reported to the PWWM for FY 2011-12, the South Dade Landfill was estimated to have a remaining capacity of 6.31 million tons, which equates to twelve years of capacity considering a disposal rate of approximately 486,000 tons per year and a reported compaction ratio of 0.55 tons per cubic yard.

The North Dade Landfill is a 269-acre site located in the north end of the County and is permitted to receive Class III waste, which is defined by the FDEP as "yard trash, construction and demolition debris, processed tires, carpet, cardboard, paper, glass, plastic, furniture and other appliances, or other materials approved by the PWWM that are not expected to produce leachate that poses a threat to public health or environment." Based on data reported to the PWWM for FY 2011-12, the North Dade Landfill was estimated to have a remaining capacity of 1.72 million tons, which equates to approximately ten years of capacity considering a disposal

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rate of 161,000 tons per year and a reported compaction ratio of 0.5 tons per cubic yard. There are no additional permitted landfill cells available at this facility.

In addition to the County's three waste disposal facilities, the County maintains a disposal service contract with Waste Management, Inc. of Florida (up to 500,000 tons per year for 20 years, ending September 30, 2015, with two five-year options to renew). This arrangement allows for flexibility in the amount delivered, permitting the County to maintain adequate capacity and meet concurrency requirements, subject to a minimum annual waste delivery guarantee of 100,000 tons.

Recycling

Curbside recycling for single-family residences in unincorporated Miami-Dade County transitioned from a dual-stream (two-bin) program implemented in FY 1990-91 to a single-stream program that became fully operational in FY 2008-09. The PWWM delivered 65-gallon wheeled carts to more than 345,000 homes. Single-stream allows residents to place all of their recyclable materials into one cart including magazines, catalogs, junk mail, office paper and paperboard such as cereal type boxes newspapers, aseptic containers, aluminum and steel cans, narrow neck plastic bottles regardless of the resin identification code (the number on the bottom of the container) and clear, brown and green glass bottles and jars.

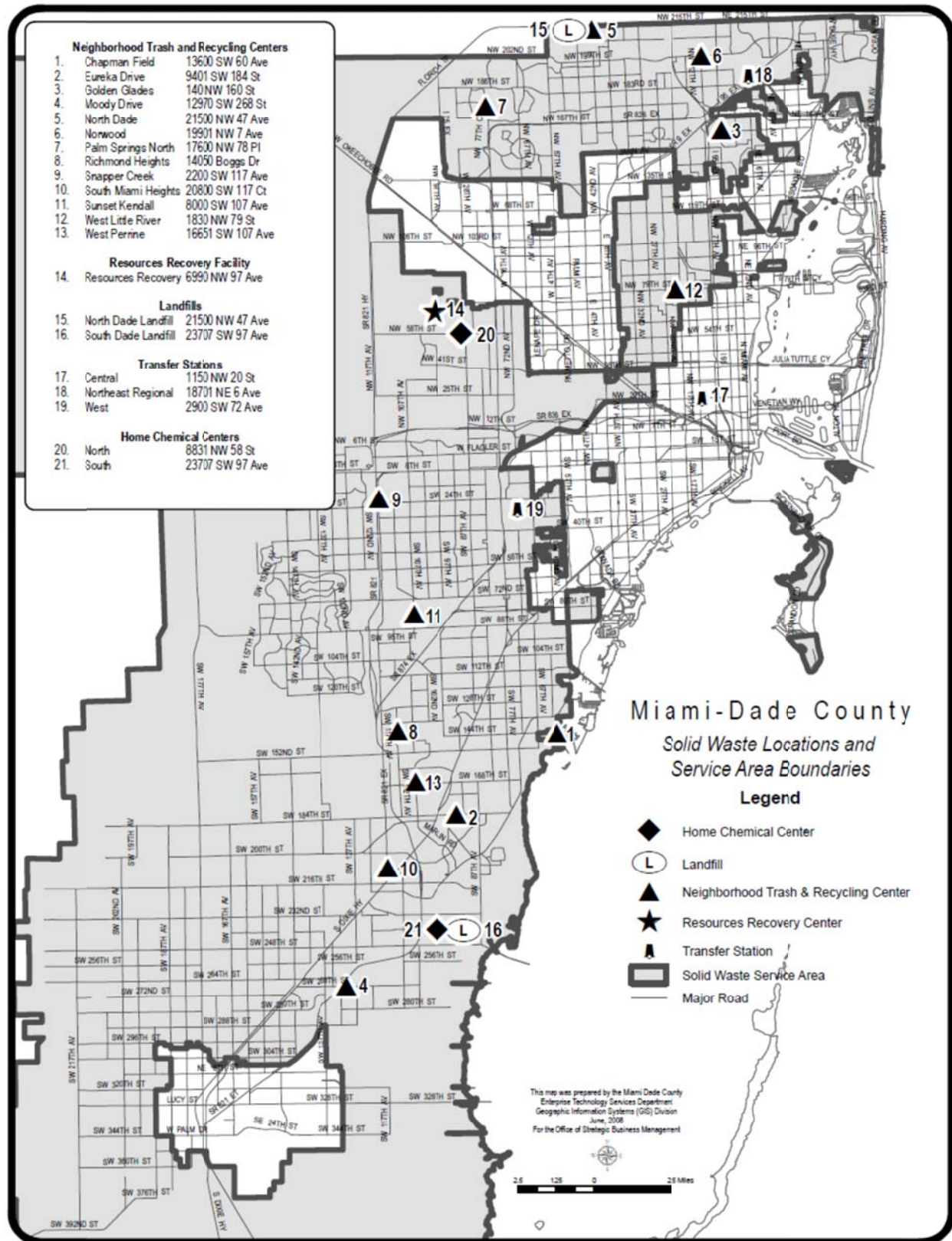
The program uses two contractors to collect recyclable materials. World Waste Recycling Services of Florida Inc. is the collector in the north and central areas of the County. Waste Services of Florida Inc. is the collector in the southern portion of the County (south of Kendall Drive). Waste Management Inc. of Florida has the contract to process the materials. The County receives revenue based on a per ton fee negotiated at the start of the contract, which increases annually with the Consumer Price Index.

The PWWM provides recycling services to the WCSA, which includes the municipalities of Aventura, Cutler Bay, Doral, Miami Gardens, Miami Lakes, Palmetto Bay, Pinecrest and Sunny Isles Beach. Twelve other municipalities participate in the single-stream curbside recycling program with the County through interlocal agreements. These municipalities are: El Portal, Florida City, Medley, Miami Beach, Miami Springs, North Bay Village, Opa-locka, South Miami, Surfside, Virginia Gardens, West Miami, and North Miami Beach. The remaining municipalities in Miami-Dade County offer recycling services to their residents either by curbside municipal service or through contracts with permitted private haulers.

Commercial and multi-family establishments are required by Chapter 15 of the County Code to provide for a recycling program. The PWWM is proactively enforcing these laws primarily through educational and outreach efforts.

Level of Service Standard

The adopted level of service standard for the County Public Works and Waste Management System is as follows: to maintain sufficient waste disposal capacity to accommodate waste flows committed to the system through long term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years (CDMP Policy SW-2A). As of FY 2011-12, the PWWM is in compliance with this standard, meaning that there is adequate disposal capacity to meet projected growth in demand.



Fire Rescue

The Miami-Dade Fire Rescue Department (MDFR) provides 24-hour emergency response service to over 1.9 million residents, businesses and visitors within a 1,905 square mile territory through 119 rescue, suppression, and specialty units strategically located in 65 fire rescue stations within Unincorporated Miami-Dade County and 30 municipalities.

MDFR provides emergency response and transport services, which encompass fire suppression, Advanced Life Support (ALS) and Basic Life Support (BLS) emergency medical services, hazardous materials mitigation, disaster management, and other specialty services. MDFR also provides aero-medical transport services within Miami-Dade County to state approved trauma centers and other medical facilities.

During Fiscal Year 2010-11, MDFR responded to 237,062 emergencies, more than 80 percent of which were medical in nature. MDFR's air rescue helicopters flew almost 1,500 missions during the same Fiscal Year, increasing the survivability of patients in critical emergencies. Since Fiscal Year 1999-2000, MDFR has opened seventeen (17) new stations, rebuilt/relocated seven (7) stations, converted one peak-time rescue unit to full-time suppression, and upgraded eighteen (18) units from BLS to Advance Life Support (ALS).

Service Level Factors

One of the most critical factors in any emergency incident is response time, which is measured from the time an alarm is received by 911 to the time the first unit arrives. Major variables affecting response time are station alarm activity, travel time from the station, and the location of the incident. The busier a local station, the less likely those units will be available to respond, increasing the probability that a unit from a surrounding station will be dispatched. In that case, travel time to the incident would likely be increased. The distance from a station, as well as poor, congested or discontinuous roads between the station and the incident location, will increase travel time. These factors adversely impact the travel time of the first arriving unit, as well as those of other units responding on multiple-unit assignments, such as structure fire alarms. In areas of intense land use, the location of stations should facilitate several units working in tandem. Furthermore, MDFR's vast territory, with over 60% of its service area outside of the Urban Development Boundary (UDB), tends to exacerbate response time. The use of traffic calming devices such as barricades, speed bumps and lane narrowing obstructions also increases response time.

To address the service level factors, MDFR uses key comparative data for future decision making in planning the direction and growth of the department in terms of additional units and services. Trends and historical information serve as the foundation for future implementation. In Fiscal Year 2005-06, MDFR began using the DECCAN Modeling System, a fire station location analysis computer software program that allows for retrieval of alternate deployment scenarios, identification of color-coded workload and response performance trends. The software allows for the establishments of parameters against defined target goals for service delivery as recommended by National Fire Protection Association (NFPA) standard 1710 and adopted by MDFR. The DECCAN software was used to compile a five-year service plan and analyze long-term service delivery gaps based on projected residential population growth and call volumes in planning for future units and services. Additionally, recent enhancements to the Computer Aided Dispatch (CAD) system allow for more automated dispatching of fire-rescue calls to the nearest available unit using Automated Vehicle Location (AVL) capabilities, which will minimize service delivery gaps and thus reduce the response time of first units arriving to an emergency scene.

Fiscal Year 2007-08

MDFR opened three (3) new stations, rebuilt/relocated one (1) station, placed one (1) new front-line response unit and nine (9) BLS transport units (Squads) in service, and upgraded one (1) unit from suppression BLS to ALS.

1. Highland Oaks 63 – On November 9, 2007, Phase I of Station 63 was completed at 1773 NE 205 Street to accommodate a one-bay station. Haz Mat ALS Engine 63 located at Station 8, was relocated to Station 63.
2. East Homestead Station 65 – On November 27, 2007, Station 65 was opened at 1350 SE 24 Street. Rescue 65, located at Station 16, was relocated to Station 65.
3. East Kendall Station 13 – Station 13 located at 6000 SW 87 Avenue with ALS Aerial 13, Squad 8, and an Air Truck was opened March 24, 2008.
4. South Miami 14 – Engine 14 was upgraded to an ALS unit to augment paramedic services.
5. Interama 22 – Squad 3 was placed in service on November 26, 2007.
6. Bunche Park 54 – Squad 4 was placed in service on November 26, 2007.
7. West Little River 7 – Squad 5 was placed in service on October 29, 2007.
8. East Kendall 13/Suniland 23 – Squad 8 was placed in service on March 24, 2008.
9. Turnpike South 53 – Squad 7 was placed in service on November 26, 2007.
10. Cutler Ridge 34 – Squad 9 was placed in service on March 24, 2008.
11. Village of Homestead 66 – Squad 10 was placed in service on October 29, 2007.
12. Sweetwater 29 – Squad 12 was placed in service on October 29, 2007.
13. Miami Lakes 1/Model Cities 2 – Squad 14 was placed in service on November 26, 2007.
14. Pinecrest Station 49 – Station 49 was relocated to 10850 SW 57 Avenue.

Fiscal Year 2008-09

MDFR placed two (2) BLS transport units (Squads) in service and upgraded two (2) units from suppression BLS to ALS.

1. Coral Reef 4 – Engine 4 was upgraded to an ALS unit to augment paramedic services.
2. Miami Springs 35 – Engine 35 was upgraded to an ALS unit to augment paramedic services.
3. Opa-Locka 26 – Squad 2 was placed in service on June 19, 2009.
4. West Kendall 57 – Squad 13 was placed in service on June 19, 2009.

Fiscal Year 2009-10

MDFR opened one (1) new station, placed one (1) BLS transport unit (Squad) in service and upgraded one (1) unit from suppression BLS to ALS.

1. Tamiami Airport 24 – On October 1, 2009, the Motorcycle Emergency Response Team (MERT) was removed from service due to budget constraints.
2. North Miami Beach Station 78 – On November 1, 2009, Station 78 opened at 16435 NE 35 Avenue with Squad 1 placed in service.
3. Medley Station 46 – On May 31, 2010, Aerial 46 was upgraded to an ALS unit to augment paramedic services.

Fiscal Year 2010-11

MDFR opened one (1) new station, placed one (1) new front-line response unit in service, and removed three (3) BLS transport (Squads) units from service

1. Haulover 21 – Fireboat 2 was placed in service on January 24, 2011.
2. Opa-locka 26 – Squad 2 was removed from service on January 24, 2011 to fund Fireboat 2.
3. Turnpike South 53 – Squad 7 was removed from service on January 24, 2011 to fund Fireboat 2.
4. Miami Lakes 1 – Squad 14 was removed from service on January 24, 2011 to fund Fireboat 2.
5. Fireboat Station 73 – On April 20, 2011, Station 73 was opened at 975 North America Way.

Fiscal Year 2011-12

MDFR re-built/opened one (1) station, placed two (2) new front-line response units in service and removed two (2) front-line response units and nine (9) BLS transport (Squads) units from service.

1. Haulover 21 – Fireboat 2 was removed from service on October 17, 2011.
2. Interama 22 – Squad 3 was removed from service on October 24, 2011.
3. Village of Homestead 66 – Squad 10 was removed from service on October 24, 2011.
4. West Kendall 57 – Squad 13 was removed from service on October 24, 2011.
5. Sunny Isles Station 10 – On November 23, 2011, Station 10 re-opened at 172-175 Streets with Ladder 10 and Rescue 10.
6. Bay Harbor 76 – Rescue/Fireboat 76 was placed in service at Haulover Station 21 on November 28, 2011.
7. Eastern Shores 78 – On November 28, 2011, Squad 1/Rescue 78 were taken out of service and Rescue 63 was relocated to Station 78.
8. Fireboat 73 – Fireboat 1 was taken out of service on November 28, 2011.
9. Bunche Park 54 – Squad 4 was removed from service on December 5, 2011.
10. West Little River 7 – Squad 5 was removed from service on December 5, 2011.
11. East Kendall 13 – Squad 8 was removed from service on December 5, 2011.
12. Cutler Ridge 34 – Squad 9 was removed from service on December 5, 2011.
13. Sweetwater 29 – Squad 12 was removed from service on December 5, 2011.
14. Homestead/Florida City 16 – Rescue 72 was placed into service at Station 16 on April 2, 2012.
15. East Homestead 65 – Ladder 16 was relocated to Station 65 On April 2, 2012.

Major Programs, Initiatives, and Accomplishments/Milestones - Fiscal Year 2011-2012

- Completion of the new Model Cities Fire-Rescue Station 2, which replaces an existing station at 6460 NW 27 Avenue.
- Completion of the new Homestead Fire-Rescue Station 16, which replaces an existing station at 325 SW 2 Street.
- Completion of the new Bay Harbour Fire-Rescue Station 76 located at 9665 Bay Harbor Terrace. Rescue 76, which was placed in service on November 28, 2011 and temporarily housed at Station 21, will be relocated to Station 76 upon completion.
- Completion of the new Doral North Fire-Rescue Station 69 located at 11151 NW 74 Street. Rescue 69, currently housed at Station 45, will be relocated to Station 69 upon completion.

- Completion of the expansion to West Miami Fire-Rescue Station 40 at 975 SW 62 Avenue allowing permanent residency for Engine 40.
- Completion of land acquisition for land to construct Palmetto Bay Fire-Rescue Station 62 in the vicinity of Old Cutler Road and SW 176 Street. Upon completion, Engine 62 currently housed at Station 50 will be relocated to Station 62.

Major Programs, Initiatives, and Accomplishments/Milestones - Fiscal Year 2011-2012

- Completion of the new Model Cities Fire-Rescue Station 2, which replaces an existing station at 6460 NW 27 Avenue.
- Completion of the new Homestead Fire-Rescue Station 16, which replaces an existing station at 325 SW 2 Street.
- Completion of the new Bay Harbour Fire-Rescue Station 76 located at 9665 Bay Harbor Terrace. Rescue 76, which was placed in service on November 28, 2011 and temporarily housed at Station 21, will be relocated to Station 76 upon completion.
- Completion of the new Doral North Fire-Rescue Station 69 located at 11151 NW 74 Street. Rescue 69, currently housed at Station 45, will be relocated to Station 69 upon completion.
- Completion of the expansion to West Miami Fire-Rescue Station 40 at 975 SW 62 Avenue allowing permanent residency for Engine 40.
- Completion of land acquisition for land to construct Palmetto Bay Fire-Rescue Station 62 in the vicinity of Old Cutler Road and SW 176 Street. Upon completion, Engine 62 currently housed at Station 50 will be relocated to Station 62.

Major Programs, Initiatives, and Accomplishments/Milestones - Fiscal Year 2012-2013

- Coconut Palm Fire-Rescue Station 70 will be located in the vicinity of SW 248 Street and 114 Ave. Construction of Station 70 will allow Rescue 70, currently housed at Station 34, to be relocated to Station 70. Station 70 will be constructed on land owned by the County.
- Miami Lakes West Fire-Rescue Station 64 will be located in the vicinity of NW 154 Street and NW 77 Court in the Town of Miami Lakes. Upon completion of Station 64, temporary service located at 8205 Commerce Way will be relocated to Station 64.

Park and Recreation

Miami-Dade County residents benefit from a variety of parks offered by many different providers. Each provides a type of recreation and parkland, facilities, and services that are consistent with each provider's policies and service population needs. Within Miami-Dade County, recreation and open spaces include federal parks and preserves, state parks, water conservation areas, and County and municipal parks. As of July 2012, there are a total of 828 recreational facilities and open space areas countywide, of which 22 are under state and federal jurisdiction, 260 parks are under County jurisdiction and 546 parks are under municipal jurisdiction. Total park acreage in Miami-Dade County is 1,486,200 acres (see Table 14 below).

Table 14
Countywide Recreation & Open Space Areas

Jurisdiction	Miami-Dade County		Municipal		State/ Federal		Total	
	Sites	Acres	Sites	Acres	Sites	Acres	Sites	Acres
TOTAL	260	12,825	546	4,385	22	1,468,990	828	1,486,200

Source: Parks, Recreation and Open Spaces Department
Parks Property Management Information System, 07/2012

The Miami-Dade County Park, Recreation and Open Space Department (PROS) provides parkland, recreational facilities and services to Miami-Dade County in two primary ways. First, the PROS provides local recreation open space for Unincorporated Municipal Service Area (UMSA) residents. Second, the County provides countywide recreation open space for both UMSA residents and residents of the 34 municipal areas. Typically, the PROS does not provide local park services to municipal residents unless an intergovernmental agreement exists, and then such services would be limited.

PROS countywide parks are large and diverse and include such areas as beaches, natural area preserves, historic sites, and unique places such as Zoo Miami. Local parks are commonly much smaller and in the form of neighborhood, community and district properties. At present, the PROS offers 82 countywide parks and 177 local parks. Additional local recreation open spaces available for public use also include recreation facilities within public schools, colleges, universities, as well as privately owned local recreation open spaces within homeowner association areas.

The inventory of PROS recreation open space sites and acreage varies annually according to incorporations, land acquisitions, and transfer of maintenance responsibility to other County departments or government entities.

PROS operates and maintains a system of 12,825 acres of parkland that includes the two categories of countywide and local parks, as well as County-owned Environmentally Endangered Lands (EEL) that are adjacent or contiguous to PROS properties and managed as County parks. Of the 12,825 acres mentioned above, 2,800 acres are part of the EEL program. Countywide parks serve all residents and tourists, while local parks serve UMSA residents. Within these two general categories, County parks are further classified based on their primary function, size, and degree of facility/program development. The characteristics of the various classes of parks are summarized in Table 15 below.

Countywide Parks

Countywide parks support the recreational needs of incorporated and unincorporated area residents and tourists that can only be accommodated within larger, resource-based parks. They serve large populations and draw users from great distances. Countywide parks provided by the County include Metropolitan Parks, Natural Area Preserves, Special Activity Areas, District and/or Greenways.

Table 15
Recreation & Open Space Classifications

Criteria	Countywide					Local			
	Metropolitan	Natural Area Preserves	Greenway	Special Activity	District	Single-purpose	Community	Neighborhood	Mini Park
Primary Orientation	Resource	Resource	Resource	Resource	User	User	User	User	User
Staff	Yes	Varies	No	Yes	Yes	Yes	Yes	No	No
Available Programs	Varies	Varies	No	Yes	Yes	Yes	Yes	No	No
Acres	Varies	Varies	Varies	Varies	200 +	Varies	20-100	1-10	½
Service Area	County-wide	County-wide	County-wide	County-wide	5 miles	3 miles	3.5 miles	1 mile	0.5 mile

Source: (1) Parks, Recreation and Open Spaces Department, July 2009

(2) Miami-Dade Park and Recreation Areas- Summary of Park Classification, July 2006

Metropolitan Parks are large resource-oriented parks. Generally, these parks preserve valuable natural and historical resources while providing a broad mix of resource-dependent recreation opportunities. They typically include prominent water features. For example, Crandon Park provides numerous compatible recreational activities to park users, while at the same time preserving 343 acres of coastal wetland and 48 acres of coastal hammock as natural areas.

Natural Area Preserves are ecologically unique, resource-based parks that are often minimally improved with interpretive facilities and trails. Examples include Castellow Hammock Preserve, Nixon Smiley Pineland Preserve, and the R. Hardy Matheson Preserve.

Special Activity Areas vary greatly, but they typically are large and provide a unique recreational opportunity centered on a single theme. Miami-Metrozoo and Redland Fruit and Spice Park illustrate the diverse nature of Special Activity Areas.

District Parks are large-sized user-oriented parks that provide extensive recreational facilities and staffed recreational programs to UMSA residents living within many different communities. They also provide recreational facilities and programming to municipal residents. For example, Tropical Park is a District Park that offers swimming, picnicking, athletic fields, game courts, and supervised recreational programs to the residents living in the west-central portion of the County.

Greenways are linear open spaces that provide a select range of recreation and conservation activities. Greenway parks include horse trails, bike paths, canoe trails and conservation corridors that often link parks and other public facilities. Greenways are specialized recreational facilities that often include linear modes of transportation or a natural feature such as a trail, canal, or stream.

Countywide recreational open space in Miami-Dade County also includes state and federal recreation areas including the Everglades National Park, Biscayne National Park, the Big Cypress National Preserve, State Conservation Areas, State Parks and other state owned recreation areas.

Local Parks

Local parks are the County's functional equivalent of municipal parks and are designed to fulfill the specific recreational needs of unincorporated area residents. There are 177 local County parks totaling 1,468 acres that include Single Purpose, Community, Neighborhood and Mini-Parks. There are an additional 442 local parks totaling 2,359 acres of parkland in municipalities. Local parks have smaller service populations than countywide parks, drawing users principally from surrounding residential neighborhoods and communities.

Table 16 below summarizes local parkland by park class, and differentiates between the total number of County-owned park acres and acres for other government agencies.

Table 16
Local Park Land Inventory Summary

Park Class	Miami-Dade County Sites	Miami-Dade County Acres	Other Govt. Sites	Other Govt. Acres	Total Sites	Total Acres
Single Purpose	13	163	31	280	44	443
Community	50	819	141	1,624	191	2443
Neighborhood	79	459	89	369	168	828
Mini-Parks	35	27	181	86	216	113
TOTAL	177	1,468	442	2,359	619	3,827

Source: Parks, Recreation and Open Spaces Department, July 2012
Parks Property Management Information System Database

Single-Purpose Parks are smaller sized parks and user-oriented that provide single themed recreational facilities that meet the specific recreational needs of local residential communities. Tennis, boxing, and youth athletics are examples of the recreational opportunities provided at these parks. Unlike most County parks, single-purpose parks are often operated by non-profit service organizations.

Community Parks are medium-sized user-oriented parks that provide recreational facilities and staff programming to residents living within nearby communities. These parks focus on an aggregate of neighborhoods within a three and one-half mile radius of the park. Typically, community parks include a combination of active and passive areas, tot-lots, lighted athletic fields and game courts, and a staffed recreation building.

Neighborhood Parks are small-sized user-oriented parks that meet the recreational needs of individual neighborhoods, usually within one and one-half miles of the park. Most neighborhood parks are passive, un-staffed areas that typically include tot lots, multi-purpose courts, open playfields, and a picnic shelter. These facilities are generally open only during daylight hours since the facilities have no lighting.

Mini-parks are among the smallest parks, typically less than one-half acre, that provide a passive recreational setting for residents in various neighborhoods. The vast majority of mini-parks include tot-lots, walking and sitting areas, and open space. These facilities are unlit, walk-to type parks, and include a number of special taxing districts and common open spaces that are maintained by the PROS.

Level of Service Standards

The County has adopted a level of service standard of 2.75 acres of local recreation open space per 1,000 unincorporated area residents (CDMP Policy ROS-2A). Local recreation open space includes:

- County provided mini-, neighborhood, community, and single-purpose parks;
- Portions of County-provided countywide parks that function and are designated as local parks in the implementation of the Miami-Dade Service Concurrency Management Program;
- Portions of public school and public college playfields; and
- 50% of the recreation open space provided at private developments in the unincorporated area.

As of June 2012, there are 3,096.84 acres of local recreation open space, 752.74 acres of public school and public college playfields, and 829 acres of privately provided open space (see Table 17 below).

As required by Chapter 163, F.S. and the Miami-Dade Service Concurrency Management Program, the PROS calculates the level of service that is provided in each of the County's three Park Benefit Districts (PBD). The Park Benefit Districts are identified in Figure 8 below.

Table 17
Local Recreation Open Space Level of Service, 2012

Park Benefit District	Unincorporated Population (1) Plus Permitted Development	Standard @ 2.75 Acres Per 1000 Residents	Public Park Acres (2)	School Acres (3)	Private Open Space Acres (4)	Total Recreation Open Space Acreage	Surplus (Deficit) Acres	Percent of Standard (%)
1	370,546	1,019.00	763.09	299.82	267	1,329.91	310.91	131%
2	600,714	1,651.96	1,317.61	356.30	473	2,146.91	494.95	130%
3	154,867	425.88	448.99	96.62	89	634.61	208.73	149%
TOTAL	1,126,127	3,096.84	2,529.69	752.74	829	4,111.43	1,014.59	133%

Source: (1) Regulatory and Economic Resources Department, Planning Division, June 2012

(2) Parks, Recreation and Open Spaces Department, Planning and Research Division, June 2012

(3) Miami-Dade County School Board, Site Planning Department 11/28/08

(4) Private Open Space is one-half of total private acres.

The PROS also estimates the Year 2017 level of service. This estimate relies on acreage projections of: (1) local parks expected to be purchased through impact fees; (2) pending donations, covenants and long-term lease agreements; (3) acquisitions funded by Safe Neighborhood Park and Quality Neighborhood Initiative Bond Programs; and (4) school playfield acquisitions. Table 18 below summarizes projected local recreation open space additions between the years 2012 and 2017.

Table 18
Projected Local Recreation Open Space Additions
Between 2012-2017

Park Benefit District	Impact Fee Acquisitions (1) (acres)	Covenanted Dedications (2) (acres)	Bond Acquisition (acres)	School Playfields (3) (acres)	Projected Total Additions (acres)
1	10.29	47.6	0.00	8	65.89
2	13.51	6.02	0.00	3	22.53
3	13.73	4.89	0.00	4	22.62
TOTAL	37.53	58.51	0.00	15	111.04

Source: Parks, Recreation and Open Spaces Department, Planning and Research Division, July 2012
Miami-Dade County School Board, Site Planning Department, 2006

Notes: (1) Based on approved and projected residential development.
(2) Computed in accordance with the Park Impact Fee Ordinance No. 90-95
(3) Previously approved developer dedications. Based on School Board's -2012 new construction plans, and State Department of Education for 1999-2001

Table 19 below summarizes Years 2012-2017 levels of service for local recreation open space. The estimates in the "Year 2017 Surplus/Deficit Acres" column shows that the County will be able to accommodate the Year 2017 projected population for all three Park Benefit Districts.

Table 19
Projected 2012-2017 Local Recreation Open Space Level of Service

Park Benefit District	Projected 2017 Unincorporated Population (1) Plus Permitted Development	2012 Total Public Park Recreation Open Space Acreage (2)	2012-2017 Public Park Land Acres Addition (2)	2012-2017 School Playfield Acres Addition (3)	2017 Total Recreation Open Space Acres	Standard @2.75 Acres Per 1,000 Population in Acres	Year 2017 Surplus (Deficit) Acres	2017 Percent of Standard
1	390,399	1,329.91	57.89	8	1,395.80	1,073.60	322.20	130%
2	632,579	2,146.91	19.53	3	2,169.44	1,739.60	429.84	125%
3	185,225	634.61	18.62	4	657.23	509.37	147.86	129%
TOTAL	1,208,203	4,111.43	136.04	15	4,222.47	3,322.57	899.90	127%

Sources: (1) Regulatory and Economic Resources Department, Planning Division, Research Section, July 2012
(2) Parks, Recreation and Open Spaces Department, Planning and Research Division, June 2012
Park Ordinance (90-59), previously approved developer donations, and General Obligation Bond Acquisition: Safe Neighborhood Park Act of 1996.
(3) Miami-Dade County School Board, Site Planning Department, 2006.

Constraints

There are a number of constraints to the PROS's ability to adequately acquire, maintain and operate existing and proposed parks. These constraints include: 1) budget reductions that reduce staff's ability to manage and operate existing parks, much less new parks; 2) inadequate funding from bond and impact fees for the acquisition of neighborhood and community parks; and 3) the uncertainty of maintaining county-owned parks within areas considering incorporation.

Public Schools

Public schools are evaluated for existing and projected conditions after the completion of projects programmed under the Miami-Dade County Public Schools System's 5-Year Facilities Work Program.

Analysis Method

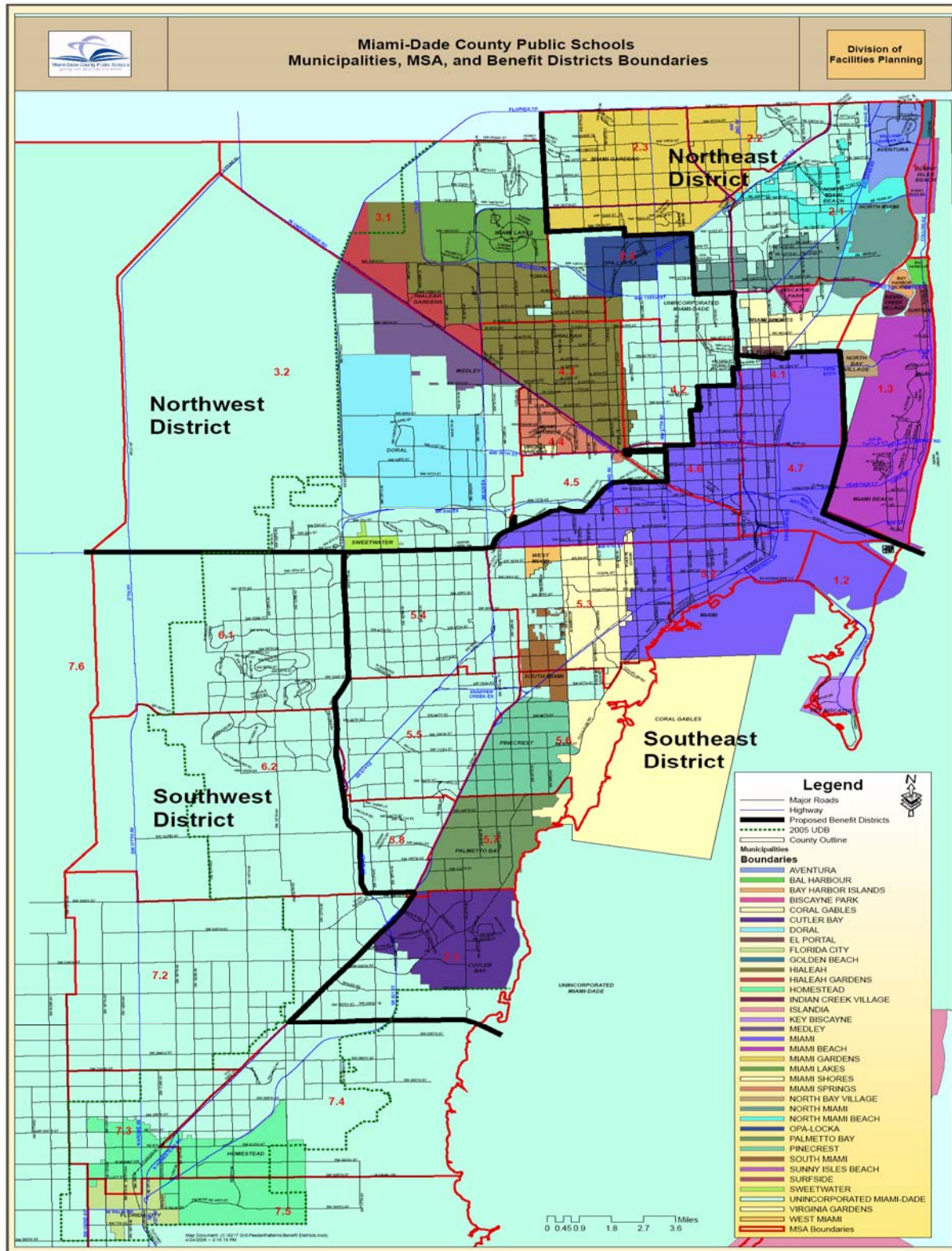
The adequacy of existing public schools is evaluated based on the adopted School Concurrency Management System. This new system tracks available capacity by considering student enrollment based upon the month of October membership of each public school, and school capacity based on the Florida Inventory of School Houses (FISH) that includes permanent and relocatable (portable) student stations (capacity also includes seats planned to be under construction within the next three years). Previously reserved capacity for residential developments is deducted from the overall available capacity.

The Interlocal Agreement for Public School Facility Planning (Interlocal Agreement) adopted by Miami-Dade County, the municipalities within Miami-Dade County and the Miami-Dade County School Board requires the review of development orders based on the adopted level of service standard for all Miami-Dade County public school facilities, which is 100% FISH capacity (permanent and relocatable student stations) (CDMP Policy EDU-2A). This level of service standard is applicable in each concurrency service area (CSA), which is defined as the public school attendance boundary established by Miami-Dade County Public Schools. To meet public school facility concurrency level of service standards, a plat application, site plan approval or the functionally equivalent of a development order is required. School concurrency capacity is then reserved with the development order.

If there is a capacity deficit in the impacted CSA, the impact is then shifted to one or more contiguous CSAs, within the same Geographic Area, if there is capacity available. The County is divided into four Geographic Areas (Northeast, Northwest, Southeast and Southwest), which are depicted in Figure 9 below. CDMP applications are reviewed and analyzed based on this new public school concurrency level of service standard. However, only a preliminary analysis is conducted for purposes of determining the current capacity and the potential impacts on the public schools being impacted from the proposed development.

On July 17, 2009, the County's Educational Plan Amendment and Interlocal Agreement adopting the level of service standard for public school facilities in Miami-Dade County was found in compliance by the former state planning agency, the Florida Department of Community Affairs (DCA), currently the Department of Economic Opportunity (DEO). When sufficient capacity is not available at the impacted CSA, the Public School Concurrency System allows the level of service standard to be satisfied if: 1) construction of additional capacity is programmed to relieve the impacted school within 3 years; 2) capacity is available at a public school facility in a contiguous CSA within the same Geographic Area; 3) development is phased to meet existing capacity; or, 4) if the proportionate share mitigation option is used. It is the goal of Miami-Dade County Public Schools and Miami-Dade County to achieve 100% utilization of Permanent FISH for all public schools facilities (no relocatable classrooms) by January 1, 2018.

Figure 9



Existing Conditions Countywide

In October 2012, there were 302,301 students attending Miami-Dade County's Public Schools (this includes magnet schools but not charter schools). The County's public schools system operates 216 elementary schools (including 42 K-8 centers), 57 middle schools, 50 senior high schools, and 5 other (alternative/specialized schools). There is a total FISH design capacity of 358,155, which represents a total FISH utilization rate of 84%.

In the Northeast Geographic Area, there are 47 elementary schools (including 10 K-8 centers), 12 middle schools, 7 senior high schools and 1 other. This Area has a FISH design capacity (including portables) of 67,099 with a total enrollment of 57,081 students, which represents a FISH utilization rate of 85% in the referenced geographic area.

In the Northwest Geographic Area, there are 52 elementary schools (including 10 K-8 centers), 15 middle schools, 12 senior high schools and 2 other. This Area has a FISH design capacity (including portables) of 91,713 with a total enrollment of 76,956 students, which represents a FISH utilization rate of 84% in the referenced geographic area.

In the Southeast Geographic Area, there are 79 elementary schools (including 13 K-8 centers), 18 middle schools, 22 senior high schools and 1 other. This Area has a FISH design capacity (including portables) of 121,333 with a total enrollment of 101,196 students, which represents a FISH utilization rate of 83% in the referenced geographic area.

In the Southwest Geographic Area, there are 38 elementary schools (including 9 K-8 centers), 12 middle schools, 9 senior high schools and 1 other. This Area has a FISH design capacity (including portables) of 78,010 with a total enrollment of 67,068 students, which represents a FISH utilization rate of 86% in the referenced geographic area.

Student enrollment system-wide for the 2012-13 school year totaled 302,301 students; FISH capacity totaled 358,155, which represents a total utilization rate of 84% for the 328 schools, including elementary, middle, senior high and other specialty schools in the Miami-Dade County Public School System.

The FISH design capacity percentage rate includes both permanent and portable student stations. The optimal situation is for the number of students enrolled in a particular facility not to exceed the number of permanent student stations.

Table 20
Miami-Dade County School District
Existing Conditions 2011-2012

Geographic Area	School Type	Number of Schools in Area	October 2012 Enrollment	Perm Capacity	% Util Perm	Reloc Capacity	Total FISH Design Capacity	FISH Percent Utilization Rate
Northeast	Elementary + K-8 Center	47	32,191	34,688	93%	2,386	37,074	87%
	Middle	12	9,722	12,544	78%	752	13,296	73%
	Senior + Other	8	15,168	16,516	92%	214	16,730	91%
Total		67	57,081	63,748	90%	3,352	67,099	85%
Northwest	Elementary + K-8 Center	52	40,855	44,605	92%	2,643	47,247	86%
	Middle	15	12,789	16,269	79%	673	16,942	75%
	Senior + Other	14	23,312	27,267	85%	256	27,523	85%
Total		81	76,956	88,141	87%	3,572	91,713	84%
Southeast	Elementary + K-8 Center	79	51,089	59,297	86%	2,164	61,461	83%
	Middle	18	16,945	21,367	79%	356	21,723	78%
	Senior + Other	23	33,162	37,336	89%	812	38,148	87%
Total		120	101,196	118,001	86%	3,332	121,333	83%
Southwest	Elementary + K-8 Center	38	31,490	35,376	89%	1,556	36,932	85%
	Middle	12	12,780	14,274	90%	1,247	15,521	82%
	Senior + Other	10	22,798	24,804	92%	753	25,556	89%
Total		60	67,068	74,454	90%	3,556	78,010	86%
Grand Total		328	302,301	344,343	88%	13,812	358,155	84%

Source: Miami-Dade County Public Schools, October 2012 FTE

CAPITAL IMPROVEMENTS ELEMENT SCHEDULE MODIFICATIONS

Some or all of the CDMP's schedules of capital improvements may be proposed for revision for a variety of reasons during each CDMP amendment cycle. Typically all schedules are revised during the April Cycle. This section briefly outlines the functional capital facility programs amended during the April 2010 Cycle, and explains the more significant amendments approved in 2011.

The Fiscal Year (FY) 2010-11 Capital Improvements Element (CIE) adopted in November 2010 contained 455 active projects with a total cost of \$17.902 billion. The largest expenditures are for Water and Sewer facilities with 38.3 percent of the total, followed by Aviation with 36.6 percent. Transit-related projects make up another 11.2 percent, Highways and roads 4.1 percent, Seaport close to 3.6 percent, and Park and Recreation just over 2.7 percent of total programmed expenditures. Aviation, water and sewer, and traffic projects have long been the dominant components of the CIE. Due to the injection of funding from the ½ cent transit surtax, as well as funding from the voter approved General Obligation Bond (GOB) program, the mass transit and park and recreation areas have increased their proportion in recent years.

The Schedule of Improvements for FY 2011-12 CIE has cost totals much lower to the values of the previous program, as are the six-year expenditures. There are 358 active projects with a total cost of \$17.464 billion and six-year programmed expenditures of \$5.297 billion. Also included are 39 new projects costing \$2.006 billion with \$561.730 million planned expenditures over the six FY 2011/12 – 2016/17 periods. The largest share (38.8 percent of cost) of this new CIE is held by Water/Sewer facilities followed by Aviation (34.5 percent) and Mass Transit (12.7 percent).

Aviation

The aviation component has consistently been one of the largest in dollar terms since the inception of the CIE process in 1988. The Miami-Dade Aviation Department (MDAD) is responsible for planning and carrying out the renovation and upgrading of existing facilities and the construction of new facilities to meet current and forecasted commercial passenger, cargo and general aviation demand at Miami International Airport (MIA); plus four other active general aviation airports and one training facility.

The currently adopted CIE (April 2010 Cycle) contains nine aviation projects at a total cost of \$6.556 billion. About 10.5 percent is proposed for expenditure over the six-year program period; a percentage below the previous year, with absolute expenditures of about \$655.854 million lower than the previous program cycle. During the FY 2010-11 budget and multi-year capital plan, \$689.406 million was programmed and many projects were carried out in the following areas: terminals, concourses, support facilities, cargo facilities, landside improvements, and airside improvements. The bulk of the program (54.6 percent) is to be found in the first category, a total of about \$376.422 million. Projects completed and in use at MIA include the new North Terminal, expansion of the South Terminal, as well as new concessions for passenger comfort and convenience.

For the 2010-11 budget year, this capital programming was continued; i.e. terminal, concourse, and gate expansion at MIA along with increases in cargo handling capacity; necessary airside and landside improvements (roads and parking) and a variety of support projects, including about \$71.34 million for various improvements in the general aviation airports. For the 2010/11–2015/16 period, programmed funding decreased substantially from the previous six-year period.

Overall, the April 2011 Cycle Aviation Schedule of Improvements planned expenditures of \$317.889 million is well below the previous program cycle. Similarly, the total cost of the program (\$6.021 billion) is \$534.711 million below the previous program cycle. Almost all is funded from a combination of state and federal grants, revenue bond funds, current capital outlay and passenger facility charges. The program contains seven active projects. Project Nos. 4 and 9 are anticipated to be completed during FY 2010. There are no new proposed projects.

This new schedule of improvements embodies the strategy of emphasizing capabilities changes of MIA to handle existing and future demand levels for passengers and cargo operations in an efficient manner. MDAD is finalizing a \$6.568 billion capital improvement program to make the airport a more desirable and efficient transportation center. Aeronautical activities at MIA are being enhanced by the new North Terminal and expansion of the South Terminal. During FY 2011-12, in addition to a new North Terminal, key elements of the capital program include improvements to the Central Terminal, construction of an elevated automated people mover system known as the "MIA Mover," roadway and facilities improvements, major security modifications, and replacement of business systems.

Coastal Management

The Environmental Resources Management Division (ERM) of the Department of Regulatory and Economic Enhancement administers the coastal management program as reflected in Table 3 of the Schedule of Improvements. Its primary aim is beach restoration and preservation. The program focuses on initiating and coordinating federal and/or state projects essential to the protection and recreational viability of the County's ocean shoreline.

The adopted (April 2010 Cycle) Coastal Management Schedule of Improvements includes two projects at a cost of \$63.137 million, with planned expenditures at \$32.531 million. Both the total cost and the six-year expenditures are lower than the previous year's capital program. During FY 2010-11, only one beach re-nourishment project is to be completed with programmed expenditure at the \$7.401 million level.

The currently recommended Coastal Schedule of Improvements contains two active projects with a six-year expenditure program of \$28.834 million, somewhat lower than the previous year, while total cost of the program at \$61.482 million is down by about 2.6 percent. There are no newly proposed projects. During FY 2011-12 there is one beach re-nourishment project with \$9.224 million planned expenditures.

Conservation

The Conservation Element of the CDMP provides direction for the protection and conservation of Miami-Dade County's natural resources. Projects with this purpose are included in the Conservation Schedule of Improvements of the CIE, which has emphasized protection of natural water bodies and unique endangered lands. Since the advent of the Stormwater Utility program, the focus has been heavily on major and local drainage improvements. However, as a result of changes in the Proposed Resource Allocation Plan during the previous four fiscal years, the bulk of these activities are now devoted mostly to the administrative function of the program. The presently adopted program for FY 2010-11 contains nine projects at a total cost of \$267.287 million, with expenditures programmed at \$45.031 million. The total cost for FY 2010-11 is \$7.833 million below the previous year and so are the six-year expenditures at about \$7.379 million lower from the previous program cycle.

Major activity during FY 2010-11 includes continued acquisitions of environmentally endangered lands, as ERM offers to purchase close to 100 acres of such lands and provides for active restoration and preservation of wetlands and environmentally valuable uplands. As a result of limited debt service millage capacity during FY 2010-11, the number of acquired acres is much lower than the previous year. About \$5.461 million was programmed for this purpose. Over the fiscal year, a small number of local drainage projects have been carried out. Of the \$45.031 million to be expended during the 2010/11 – 2015/16 programming period, \$3.755 million were devoted to a variety of drainage improvements for the Community Rating System (CRS) program. In addition, several individual drainage projects were completed.

The April 2011 Cycle recommended program for Conservation continues these efforts at about the same scale as the last year from the number of ongoing projects perspective. This is due to the transfer of drainage related activities to PWWM. The current program will cost \$271.985 million, which is an increase from the previous year, with only \$61.025 million planned to be expended over the six-year period. There are nine active projects with no proposed additions.

Drainage

The Miami-Dade County Department of Public Works and Waste Management (PWWM) has been responsible for eliminating or controlling localized stormwater drainage problems, and has an ongoing program directed to that purpose. As a result of the recommendations made during the summer of 2006, all drainage, design, and construction activities formerly housed in ERM were transferred to PWWM. This includes secondary canal maintenance, street swiping, and drain cleaning funded by the Stormwater Utility program.

The currently adopted (April 2010 Cycle) Drainage Schedule of Improvements contains 39 projects costing a total of \$88.990 million, with six-year programmed expenditures at the \$29.025 million level. With the abovementioned transfer of drainage improvements activities from ERM to PWWM, the April 2011 recommended capital program for Drainage has total cost slightly lower to the levels of last year (\$87.109 million), but the expenditure level is very much higher. Over the six-year program, \$47.114 million exclusively for roadway drainage improvements will be expended. There are 33 ongoing projects with two newly proposed ones. Six projects are being deleted; Project Nos. 4, 5, 32, and 38 due to completion. Funding sources for project numbers 6 and 39 have been assigned to other higher priority projects; as a result, the projects are being cancelled.

Park and Recreation

The Miami-Dade County Department of Parks, Recreation and Open Spaces (PROS) acquires, constructs, maintains, and operates or manages an extensive and diversified system of parks, and other recreational and cultural facilities along with open spaces, to serve the people of Miami-Dade County. PROS's facilities range from small neighborhood parks to large regional parks, and include golf courses, marinas, beaches, and the Miami-Dade Zoological Park and Gardens (Zoo Miami) that serve the entire County. Overall, PROS manages 263 parks encompassing over 12,848 acres, and is also responsible for historic sites and nature preserves.

Historically faced with huge unfunded capital needs, in the last fifteen years this situation has been somewhat relieved. This is due to the approval, late in 1996, of the Safe Neighborhood Parks (SNP) bond program and the Mayor's FY 1998-99 Quality Neighborhoods Improvement Program (QNIP). The former is exclusively for parks, while the latter also funds other local

capital projects such as sidewalks and street resurfacing. Aside from these sources, the Building Better Community (BBC) Bond Program has also provided additional funding to meet PROS's capital needs.

However, even with the utilization of these and a wide assortment of other funding sources, PROS is proceeding with a capital program that is less ambitious than previously anticipated. Because the GOB program funding remains low as a result of limited debt service millage capacity, the currently adopted FY 2010-11 Capital Budget and Multi-Year Plan shows programmed expenditures at \$114.464 million with a total cost of \$485.929 million, which is a drop from the previous year. During the first year (2010-11), PROS was budgeted to make improvements at several projects, the largest being the Areawide and Local Parks – Park Improvements, as well as QNIP Bond Phase II – Local Park Improvements at combined expenditures of \$5.905 million.

In light of the changes in current economic conditions and related needs, the presently recommended Park and Recreation schedule lists 87 active projects including two new additions, at a total cost of \$451.075 million and programmed outlays of \$153.918 million. These projects are covering a wide range of activities, most relatively small expenditures on local parks. But there are also significant improvements being made at the larger parks, including large expenditures at the Tropical Park, Amelia Earhart Park, Ives Estates District Park, and Westchester Arts Center. Fourteen projects are being deleted. Project Nos. 8, 9, 12, 15, 17, 21, 44, 62, 93, 95, and 97 have been completed. Project Nos. 82 and 83 are privately funded projects and are being deleted since these projects do not need to be included in the CIE schedule. Funding for project number 85 was reprogrammed to Project No. 73. Project number 98 was shifted to Park and Recreation from the Traffic Circulation schedule.

The FY 2011-12 capital budget and multi-year plan is 83.4 percent funded by the voter-approved GOB program, about 7.9 percent from park impact fees, 1.1 percent from QNIP II Bond, QNIP V Bond, and Safe Neighborhood Parks (SNP) Proceeds, as well as Capital Outlay Reserve (COR) combined. The remaining 7.6 percent comes primarily from State and Federal grants and financing proceeds. Of the total ongoing program, about 37.5 percent is devoted to Metropolitan Parks – Renovation. About 5.9 percent of the expenditures are allocated to Zoo Miami improvements. As a result of the economic downturn, during FY 2011-12, PROS plans to implement a smaller number of park projects than the projects implemented in the previous year funded by a combination of Impact Fees, QNIP, and SNP dollars.

Seaport

The Miami-Dade County Seaport Department manages and operates the Port of Miami, which is the busiest passenger cruise home port in the world and the 11th ranked busiest containerized cargo port in the United States. As part of the Transportation and Economic Development strategic areas, the Port of Miami is responsible for meeting the infrastructure needs of the cruise and cargo industries, ensuring that the Port is managed efficiently and effectively while maintaining, renovating and expanding the Port's facilities to meet industry growth for both cargo and cruise operations. The Port of Miami promotes cruise and cargo growth through infrastructure enhancements and through capacity improvements combined with an aggressive foreign and domestic marketing program.

The presently adopted (FY 2010-11) Capital Improvements Element contains a Seaport component listing a six-year expenditure program of \$464,182 million and a total cost of \$645,794 million. There are a total of 24 projects. The program is somewhat evenly loaded with

61.4 percent of the total expenditures being planned for the first three years. The single largest project in the FY 2010-11 capital program is the dredging the southern part of Lummus Island - Phase III with a total cost of 165,584 million. Other major projects are for the Seaport Tunnel and the Dredge III Bulkhead Strengthening with outlays of \$155,000 million and \$62,500 million, respectively. Together these three projects account for 59.3 percent of the total cost of the program. If capital costs for the Container Yard Improvements – Seaboard were added, just these four projects constitute about two thirds of the FY 2010-11 capital investments.

In this (April 2011 Cycle) recommended Schedule of Improvements, there are 24 ongoing projects with four new projects being proposed, while eleven are being deleted; Project Nos. 2, 3, 14, 16, 17, and 19 are listed as deletions from the program due to completion. Project No. 10 is expected to be completed in FY 2011. Project No. 1 is simply expanded and included in new Project No. 28. Project No. 11 is being downsized and put in Project No. 7. Project Nos. 21 and 22 are deleted and now included in project numbers 23 and 26, respectively.

This 2011-12 capital program embodies continued investment in new and improved berthing, cruise terminal facilities, security, and traffic circulation enhancement and throughput projects. Both the cost and the six-year expenditure figures are higher than those from the previous year.

A number of security installation and upgrades will be done on the Port. A wide variety of infrastructure improvements have expenditures of \$38.281 million. Likewise, passenger area facilities will be expanded including Cruise Terminals B and C improvements, Cruise Terminals D and E upgrades for future growth demands, as well as Terminals F and G upgrades at a combined cost of \$46.732 million. The largest project in terms of cost is for the Dredging Project (Phase III) for the southern part of Lummus Island (\$166.883 million) followed by the Port of Miami Tunnel (\$155.00 million). Other general port improvements and channel deepening will also be accomplished.

For the entire six-year programming period, the Seaport identifies 17 projects with expenditures of \$524.030 million, mostly funded by Seaport revenue bonds. The total cost of these projects is \$717.758 million.

Sewer Facilities

The Miami-Dade Water and Sewer Department (WASD) is the largest water and sewer utility in the Southeastern U.S. WASD has a major capital program to build and maintain wastewater collection and treatment infrastructure. About 99 percent of the wastewater generated in Miami-Dade County is collected and treated by WASD, utilizing three regional wastewater treatment plants with a total treatment capacity of 368 million gallons per day. WASD serves approximately 338,368 wastewater retail customers as of September 2010 and provides wholesale sewer service to 12 municipalities within Miami-Dade County.

The currently adopted capital schedule (April 2010 Cycle) contains expenditures of \$3,393.873 million for the period 2010/11-2015/16, with a total cost of \$5,026.740 million for 45 projects. The 2010-11 program reflected continuation of the major, expedited capital program to meet the requirements and deadlines of two settlement agreements with the Florida State Department of Environmental Protection and two consent decrees with the U.S. Environmental Protection Agency. Almost all of the required improvements have been put in place, except for consent decree projects addressing the collection system, such as pump station improvements and peak flow requirements. During FY 2010-11, the program expenditure total is \$394.514 million. The largest expenditures include \$119.675 million for the South District Wastewater Treatment Plant

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high level disinfection; \$24.453 million for peak flow management facilities; \$23.980 million for Central District wastewater transmission mains and pump station improvements; and \$23.877 million for Central District upgrades. These four projects constitute 48.7 percent of the program's first year expenditures.

For the period FY 2011/12 – 2016/17, recommended expenditures total close to \$1,209.740 million with the total cost at \$4,891.817 million for 33 active projects and twelve proposed deletions; Project Nos. 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, and 35 are being deleted and are now shown as one project (Project No. 47). There are two proposed additions, of which only one is truly new (Project No. 46); the other new project (Project No. 47) is as a result of the previously mentioned deletions. Both the cost and, especially, the expenditure levels are lower than the previous year.

Over the course of the 2011-2016 six-year program period, WASD will continue to pursue a capital strategy aimed at overcoming the deficiencies specified in the Consent Decrees through a series of improvements to the wastewater collection, transmission, treatment and disposal systems. A total of 173.139 million is programmed for FY 2011-12. Many upgrades go beyond merely correcting the deficiencies identified by the State and federal governments. This is especially true at the Central and South Wastewater Treatment Plants, systemwide peak flow pumping capacity, infiltration reduction, wastewater reuse, corrosion control program, and several sewer line extensions. Primary funding for the overall program is from wastewater revenue bonds and connection charges.

Solid Waste Disposal

The Department of Public Works and Waste Management (PWWM) collects garbage and trash in the Waste Collection Service Area (WCSA), performs a series of waste disposal tasks countywide, and enforces County ordinances as appropriate countywide. As part of the Neighborhood and Infrastructure strategic area, PWWM provides a variety of services for residents, including garbage and trash collection and curbside collection of recyclable materials. In addition, PWWM operates 13 Trash and Recycling (T&R) Centers in the WCSA and provides waste transfer and disposal services countywide to municipalities and private haulers. A large fleet of trucks and other equipment is maintained in order to carry out these and other activities. PWWM is also responsible for the operation and management of three regional transfer stations and associated fleet, two operating landfills, and the Resources Recovery Facility (one of the largest waste-to-energy facilities in the world) and a co-located ashfill. Additionally, PWWM has countywide responsibility for the regulation of waste collection, transportation of waste, and recycling activities. PWWM coordinates with federal and state regulators, other County departments, and municipalities for the implementation of disposal site mitigation.

The existing adopted capital program lists 31 projects costing \$197,003 million, with \$109,641 million to be expended over the 2010/11-2015/16 period. The cost of the program is \$27,843 million above the previous year, with planned expenditures about \$6,530 million higher than the previous program cycle. The Solid Waste Management capital program, guided by the 1995 Strategic Plan and the 1996 Master Plan, contains projects directed at the broad areas of Environmental Projects, Waste Collection, and Waste Disposal.

The recommended Solid Waste Management Schedule of Improvements for FY 2011/12–20016/17 has cost values lower than the previous year, as are the six-year expenditures. There are 26 active projects with no new projects being proposed. While total cost is now \$182.384

million, planned expenditures are \$102.333 million. There are five proposed deletions: Project Nos. 1, 6, 12, 13 and 28 are or will be completed within the fiscal year.

During the first three years of the Capital Program, about 69.6 percent of the program expenditures are devoted to waste disposal environmental projects. These include on-going miscellaneous capital projects, cell closures (at the Resources Recovery facility, North Dade and South Dade landfills), plus other remediation projects. About 19.1 percent of the six-year program is concerned with waste disposal. There are a number of small projects covering the full range of disposal activities. At the Resources Recovery facility, a new cell (#20) is planned to be constructed at a cost of \$4 million. One other cell (#5) is under construction at the South Miami-Dade facility at a cost of \$14.915 million. Waste collection projects constitute only about 2.8 percent of the program. Major emphasis is being placed on improvements at existing T&R Centers and the construction of a new T&R Center in West/Southwest Miami-Dade, where more than two thirds of the funding is programmed in the first three years of the six-year plan. Major funding comes from Future Solid Waste Disp. Notes/Bonds, followed by Solid Waste System Revenue Bonds, and Waste Disposal Operating revenues.

Traffic Circulation

The Department of Public Works and Waste Management is also responsible for constructing and maintaining the County's roadway and bridge infrastructure system, which totals 662 arterial and 2,692 local centerline road miles, as well as 171 bridges on arterial roads and 33 bridges on local roads. Basically, this includes many of the section-line and most half-section line roads, all collector roads and most of the various bridges in the County. In addition, all local roads in unincorporated Miami-Dade are maintained. Capacity improvements typically consist of widening and/or reconstructing roadways, replacement of bridges and reconfiguring intersections. Countywide street and roadway signage (2,750 traffic signal controllers, 21,500 streetlights, and 450,000 street and traffic signs, as of FY 2010-11) are also PWWM responsibility.

The presently adopted (FY 2010-11) Traffic Circulation component of the CIE contained 134 projects totaling \$737.054 million in cost. Expenditures of \$457.544 million were heavily programmed during the first three years of the 2010/11-2015/16 period, with 85.5 percent of the outlay found there. The largest category of expenditures was for projects funded by the People's Transportation Plan (PTP) bond program at \$238.665 million, which is 52.1 percent of the total for all projects. The Public Works Division is responsible for carrying out the building of several new roads, widening many others, resurfacing, new operational improvements and new curbs and gutters as set forth in the PTP. The second largest category was for projects funded by the Secondary Gas Tax at \$82.899 million, or about 18.1 percent of the total. The third largest category was for projects funded by FDOT funds at \$37.937 million, or about 8.3 percent of the total expenditures. The projects include unspecified infrastructure improvements in each Commission District, several bike path projects, and a few bridge expenditures. The majority of the other projects was funded by road impact fees and causeway toll revenue, and was applied to the usual array of road and bridge projects.

As recommended, the new 2011/12 – 2016/17 program is below the prior year's program and will have a total cost of \$681.179 million for 93 ongoing projects and 21 newly proposed ones. The six-year expenditure plan is for \$410.874 million, which is also below the prior year's program. Forty one projects are listed as deletions from the program; Project Nos. 3, 33, 41, 75, 85, 96, 127, 128, and 133 being completed. Project Nos. 112, 119, 120, 121, 122, 123, 124, 125, and 126 to be completed in FY 2010-11. Project Nos. 129, 130 and 132 were listed twice in October 2012 Cycle

last year's schedule. Project Nos. 9, 10, 11, 12, 14, 15, 16, 17, 91, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, and 107 are being deleted. All are privately funded projects and, as of the Community Planning Act of 2011, need not be included on the CIE schedule. Of the 21 proposed additions, only eight are truly new projects: Project Nos. 136, 137, 138, 139, 143, 151, 154 and 155. The remaining Project Nos. 135, 140, 141, 144, 145, 146, 147, 148, 149, 150, 152 and 153 were not included in last year's schedule. Project No. 142 was shifted from the Mass Transit schedule. The new projects have a total cost of \$15.518 million and planned expenditures of \$11.446 million.

This 2011/12 – 2016/17 multi-year Public Works Capital plan is somewhat similar to previous plan versions with the inclusion of projects both countywide and in unincorporated Miami-Dade. As it did last year, following its new Business Plan, PWWM has segmented the capital program into two parts: Neighborhood and Unincorporated Area Municipal Services, and Transportation. The latter is the largest component, \$655.233 million in cost versus \$178.834 million, while six-year expenditures are \$408.417 versus \$98.560 million. The transportation part includes causeway improvements, major road improvements, traffic control systems, infrastructure improvements and ADA accessibility improvements. The Neighborhood and Unincorporated Area Municipal Services part includes drainage improvements, infrastructure improvements, mosquito control (not addressed herein) and local road improvements. In transportation, the expenditures decrease in the second through fifth year and then increase for the last year of the six-year period, much less so in the Neighborhood/UMSA program, where the expenditure levels vary throughout the six-year programming period.

Mass Transit

Miami-Dade Transit (MDT) is the 14th largest public transit system in the country (based on passenger trips) and the largest transit agency in Florida. A large capital program is necessary for the purpose of constructing and maintaining facilities and acquiring equipment necessary to provide transportation services to the public. The transit system has four major components; Metrobus, Metrorail, Metromover, and Special Transportation Services (STS) which is a demand-response door-to-door service. MDT provides 29.2 million miles of Metrobus revenue service along 93 routes with a fleet of 772 full-sized buses, 25 articulated buses, and 75 minibuses, 2 contracted routes, a 24.6 mile elevated Metrorail system, a 20-mile Bus Rapid Transit (BRT) line that is the largest in the United States, and a 4.4-mile elevated people mover system. MDT also provides Special Transportation Services (STS) to eligible participants. The passage by County voters of the one-half cent sales tax in 2002 to be used primarily for transportation provides a dedicated funding source for transportation improvements and is expected to generate more than \$150 million annually, which has opened the door to applying for federal and state matching funds. Thus, despite the recent termination of the joint Participation Agreement by FDOT reflecting no funding for the North Corridor Metrorail Extension project, a potentially viable transit system can be planned and put into place. The various elements were compiled prior to the vote in a document entitled The Peoples Transportation Plan (PTP). MDT works closely with several federal, state and local agencies and other transportation stakeholders. MDT is working with the Citizens Independent Transportation Trust (CITT) and is in the process of implementing the PTP.

The capital program for FY 2010-11 has total costs of \$1.998 billion and expenditures of \$1.481 billion through the year 2015. The single largest component was for Capitalization of Preventive Maintenance. The next highest expenditure was for Rail Vehicle Replacement, then the Earlington Heights/MIC Connector, Bus Acquisition, and the Infrastructure Renewal Plan (IRP). Together, these five projects account for 84.4 percent of the budgeted six-year expenditures.

Approximately \$25.969 million was budgeted for the Rail Vehicle Replacement project for FY 2009-10. The remaining funds in this capital program were used to construct and modify park and ride facilities and for planning, administration, and contingency. Funding comes from federal grants, FDOT funds, County bonds, and the new surtax supported bonds.

Expenditures for Metrorail include vehicle replacement, repair and maintenance of Metrorail and Metromover facilities, as well as Metromover vehicle replacement. The largest outlay for the bus system is the acquisition of new buses (\$93.908 million). Equipment purchases include a variety of items ranging from the Upgrade and/or Replace Bus Tracker and Automatic Vehicle Locating System, tools and equipment for repair, to bus security and surveillance monitoring devices.

The FY 2011-12 capital program consists of 31 active projects, six new ones, and two deletions. A significant amount of reprogramming has occurred resulting in cost changes with values well above the prior year program. The cost at \$2,235.165 million is almost 11.9 percent higher than the previous year. The six-year expenditure level at \$1,459.004 million is somewhat lower by 1.5 percent. Of the six newly proposed projects, only five are truly new projects as Project No. 38 was an omission from last year's schedule. Two projects are marked as deletions from the program; Project No. 9 is no longer feasible and Project No. 43 has been completed. Project No. 56 is a privately funded project and is being deleted as need not be included on the CIE schedule. The funding breakdown for the six-year expenditures is as follows: People's Transportation Bond Program \$549.638 million; Federal grants \$472.862 million; and State of Florida-FDOT \$68.899 million. These three sources comprise 74.1 percent of total expenditures. MDT expenditures decrease during the first three years then increase over the next two years and decrease again over the last year.

Water Facilities

The Miami-Dade Water and Sewer Department (WASD) provides portable water to most residents and businesses within Miami-Dade County. Approximately 420,367 water retail customers are served and 15 municipalities purchase water wholesale. This is accomplished by the operation of three regional and five smaller water treatment plants, with water supply coming from 95 water supply wells (grouped into 14 wellfields) in the Biscayne Aquifer. The capital program necessary to accomplish this includes wellfield development, the expansion and upgrade of water treatment facilities, pumping capacity and related infrastructure. WASD implements water conservation measures, provides high quality drinking water, and plans for future growth. In providing these water services, WASD interacts with and is regulated by various federal and state agencies, the Miami-Dade County Health Department, the South Florida Water Management District, as well as Environmental Resources Management.

The April 2010 Cycle adopted program has 20 active projects costing \$1,836.564 million with \$1,329.73 million to be spent by FY 2015-16. Both the total cost figure and the six-year expenditures are much higher than the prior year's program. Several revenue sources were used to fund a variety of water supply and quality projects. Just six projects, excluding Project No. 19 and its components, account for about 75.3 percent of the six-year expenditures. These are: Safe Drinking Water Act Modifications, South Miami Heights Water Treatment Plant and Wellfield, Water Distribution System Extension Enhancements, Water System Maintenance and Upgrades, Water Treatment Plant – Alexander Orr, Jr. Expansion, and Water Treatment Plant – Hialeah/Preston Improvements. All of these projects are ongoing with various subcomponents completed each year.

The Schedule of Improvements shows a higher total cost than the previous year at \$1,882.951 million, but the expenditures level is lower at \$1,000.480 million for all the 28 active projects. The capital outlay predominately accounted for by the Safe Drinking Water Act Modification – Surface Water Treatment (SWT) and Disinfectant/Disinfection by Product (D-DBP) regulations. There are two proposed additions, of which only one is truly new project, number 32; the other, Project No. 33, is a result of the deletion of Project No. 19 and its components (A, B, C, D, E, and F) to form that project. Also, there are two additional deletions, Project No. 31, due to completion and Project No. 29 is no longer needed.

Like the capital programs before it, this six-year schedule of improvements is aimed at meeting current and future needs for water pumping, treatment, transmission, and distribution capacity. Water quality is given high priority also, as dictated by various federal and state regulations and guidelines.

APPENDIX C

CONSISTENCY OF AMENDMENT APPLICATIONS WITH ADOPTED CDMP POLICIES

All CDMP amendment applications are evaluated for consistency with the Adopted Components of the CDMP. Each element of the CDMP is recommended for changes in the “*Staff Applications - October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan*” (Applications Report). These applications were initiated to reflect changes in state law, to address the major issues as identified in the “*Adopted 2010 Evaluation and Appraisal Report*” (EAR), and to improve the effectiveness of the CDMP to manage growth. Numerous changes to policies are recommended, with reasons noted by staff in the Applications Report. Some of the existing CDMP policies are now obsolete, or the work described in the policy has been completed. Many more policies are recommended to improve implementation of preexisting CDMP objectives. Additionally, changes to the CDMP Adopted 2015 and 2025 Land Use Plan (LUP) map to redesignate parcels, as identified in Part C of Application No. 1, were also evaluated for consistency with the provisions of the CDMP.

To facilitate the reviews of the requested CDMP LUP) map amendments, the parcels were arranged in three groups according to the reasons for the proposed change, as discussed in detail in Chapter 1 of this report and in Application No. 1 of the Applications Report. The three groupings of reasons for proposed changes are summarized below:

- Group 1 Changes to redesignate parcels located within municipalities to a corresponding designation on the LUP map.
- Group 2 Changes to move the Urban Expansion Area (UEA) to exclude properties that have constraints to urban development.
- Group 3 Changes to increase expand the Urban Development Boundary to include property and redesignate the property on the LUP map for urban development.

Following the discussion of reasons, each group was evaluated for consistency of changes with selected objectives and policies of the Comprehensive Development Master Plan. As these changes have been fully discussed and recommended in the “*Adopted 2010 Evaluation and Appraisal Report*”, only the most significant supporting CDMP objectives and policies related to each grouping are presented herein. The applicable objectives and policies are listed in abbreviated form at the end of each group. The full texts of these objectives and policies are presented in Appendix A under the heading “Text of CDMP Objectives and Policies Cited in Reasons for Amendments”, following the policy consistency review of the three groupings.

Group 1

Parcel Nos. 1-6, 8-19, 21-121, 123-156, 158-164, 167-236, 238-252, and 255-291 are located in municipal areas. Redesignation of these parcels are based on the 2010 EAR recommended Revision No. 4 to the Land Use Plan Map (See Page 4-10 of the Adopted 2010 EAR), which is to incorporate changes in the CDMP Land Use Plan (LUP) map that are based on the land use designations in adopted municipal comprehensive plans that are either new or been revised since 2003. The proposed redesignations for the parcels reflect the plans of the adopted comprehensive plan land use designations for the municipalities identified in the table below:

**Summary of Municipal Parcels
Subject to Proposed CDMP LUP Map Changes**

	Municipality	Total No. of Parcels	Parcel Nos.
1	City of Aventura	4	1,2,3,4
3	City of Coral Gables	19	130,192,193,196,199,201,203-208,210-216
4	Town of Cutler Bay	7	229, 230, 232-236
5	City of Doral	29	136-157,158-164,167
6	City of Florida City	14	272,274-286
7	City of Hialeah	12	58-61,66-69,110-113
8	City of Hialeah Gardens	6	62-64, 70-72
9	City of Homestead	38	238-252,255-271,273, 287-291
10	City of Miami	67	74-86,96-109,114-116,118-121,123-129 131,132,133,135,173-191,197,198,200
11	City of Miami Beach	10	39,88-95
12	City of Miami Gardens	11	36-38,41-48
13	Town of Miami Lakes	2	57,65
14	Village of Miami Shores	2	40,73
15	City of Miami Springs	1	117
15	City of North Miami	14	9,16-19,21-23,26-31
17	City of North Miami Beach	12	10-15,24,25,32-35
18	City of Opa-locka	8	49-56
19	Village of Palmetto Bay	13	217-228,231
20	Village of Pinecrest	1	209
21	City of South Miami	1	202
22	City of Sunny Isles Beach	3	5,6,8
23	City of Sweetwater	5	168-172
24	City of West Miami	3	134,194,195
	Total	282	

Consistency Review: These proposed redesignations are supported by the following excerpt from the CDMP Statement of Legislative Intent (CDMP Page 4):

The right of all municipalities in Miami-Dade County to enact and administer comprehensive planning and land development regulations to govern development-related activities solely within their respective incorporated jurisdictional boundaries as provided by Chapter 163, Part 2, Florida Statutes, is generally reserved and preserved to the municipalities. The CDMP shall not supersede authority of incorporated municipalities to exercise all powers relating solely to their local affairs as provided by the Metropolitan-Dade County Charter, provided that the following fundamental growth management components of the CDMP that are necessary to carry on a central metropolitan government in Miami-Dade County shall serve as minimum standards for zoning, service, and regulation to be implemented through all municipal comprehensive plans and land development regulations:

1. The Urban Development Boundary (UDB), Urban Expansion Area (UEA) Boundaries, and the CDMP provisions which prescribe allowable land uses and public services and facilities outside the UDB;

2. The Policies for Development of Urban Centers contained in the text of the Land Use Element;
3. The Population Estimates and Distributions as mapped in the Land Use Element;
4. Policies which provide that the County shall maintain and utilize its authority provided by the Metro-Dade County Charter to maintain, site, construct and operate public facilities in incorporated and unincorporated areas of the County.

Group 2

Parcel Nos. 292, 293, 294 and 295 are recommended to be removed from within the Urban Expansion Area (UEA) based on Recommendation No. 4 of the 'UDB Capacity and Urban Expansion' major issue in the Adopted 2010 EAR (page 4-2).

Consistency Review: This proposed redesignation is supported by the following CDMP objectives and policies.

- LU-3 Upon the adoption of the CDMP, 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.
- 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-8G. When considering land areas to add to the UDB, after demonstrating that a need exists, in accordance with foregoing Policy LU-8F:
- 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
 - ii) The following areas shall be avoided:
 - a) Future Wetlands delineated in the Conservation and Land Use Element;

- b) Land designated Agriculture on the Land Use Plan map;
- c) Category 1 hurricane evacuation areas east of the Atlantic Coastal Ridge;
- d) Comprehensive Everglades Restoration Plan project footprints delineated in Tentatively Selected Plans and/or Project Implementation Reports; and

Group 3

The proposed expansion of the Urban Development Boundary to include Parcel 296 and to change the Land Use Plan map designation of the site from “Open Land” to Restricted “Industrial and Office” is supported by the following CDMP objectives and policies

Consistency Review: This proposed UDB expansion and redesignation of the site is supported by the following CDMP objectives and policies.

- 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.
- LU-1O. Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe particularly in the Agriculture Areas, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.
- 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.

APPENDIX D

FISCAL IMPACTS ON INFRASTRUCTURE AND SERVICES

On October 23, 2001, the Board of County Commissioners adopted Ordinance 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The evaluation estimates the incremental and cumulative impact of the costs for the required infrastructure and service, and the extent to which the costs will be borne by the property owners or will require general taxpayer supports and includes an estimate of the amount of support. This evaluation reviews the impacts to County departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP.

The infrastructure and services and associated agencies responsible for planning, providing and maintaining those services are the following:

Solid Waste	Miami-Dade Public Works and Waste Management Department
Water and Sewer	Miami-Dade Water and Sewer Department
Park and Recreation	Miami-Dade Parks, Recreation and Open Spaces Department
Mass Transit	Miami-Dade Transit Agency
Fire and Rescue Service	Miami-Dade Fire Rescue Department
Roadways	Miami-Dade Public Works and Waste Management Department
Flood Protection	Miami-Dade Division of Environmental Resources Management
Public Schools	Miami-Dade County Public Schools

The Department of Regulatory and Economic Resources (Department) has submitted, as part of the application for the Land Use Element, 284 parcels to be redesignated on the adopted Land Use Plan (LUP) map and four changes to the Urban Expansion Areas to implement findings and recommendations contained in the adopted 2010 Evaluation and Appraisal Report (EAR). No private applications to redesignate lands on the LUP map are being considered at this time. These EAR-based land use changes as proposed by the Department are categorized into three general types of redesignations, including those that: reflect the current land use designations on adopted comprehensive municipal plans; removal of land designated "Agriculture" from the 2025 Urban Expansion Area; and the redesignation of approximately 521 acres from "Open Land" to "Restricted Industrial and Office" land use category and inclusion in the Adopted 2015 Urban Development Boundary.

As discussed below, the modifications to the Urban Expansion Areas and municipal plan changes representations on the CDMP Land Use Plan map by their very nature do not ordinarily generate any additional fiscal impacts to urban services provided by County departments and agencies.

1. The redesignations to address municipal plan changes are already permitted to occur in municipal areas, thus, no additional fiscal impacts are being generated;
2. The changes to the LUP map that would modify the 2025 Urban Expansion Area (UEA) boundaries by removing land from the 2025 UEA will not generate demand for urban services; and
3. The redesignation of Parcel 296 from “Open Land” to “Restricted Industrial and Office” land use category and its inclusion in the 2015 Urban Development Boundary will result in a higher overall fiscal impact to urban services. However, any future development of this land will have to be done by the developers at their own expenses and according to County Rules, Regulations and Specification Standards.

Parcel No. 296 is requested to be redesignated from “Open Land” to “Restricted Industrial and Office” land use category and to be included in the Urban Development Boundary. The proposed change is estimated to have higher water and sewer demand and water and sewer costs than the existing designation of “Open Land”. The application area is not currently served by water and sewer infrastructure and therefore water main and sanitary sewer extensions will be required. Any future development in the application area will have to be done by the developers at their own expenses and according to County Rules, Regulations and Specification Standards. Additionally, since there is no residential development involved, this proposed redesignation would not fiscally impact such services as parks and schools.

Additionally, Parcel 296 will fiscally impact transportation services. However, it is recognized that this overall application area will be developed incrementally over the next 20-30 years and the construction of new roadways to provide access to the parcels will have to be done by the developers at their own expenses and according to County Regulations and Design Standards. Moreover, at the time of development the individual properties may be restricted to less than the maximum allowable uses under the requested “Restricted Industrial and Office” category through the zoning and site planning review process to ensure that all public facility level of service standards, particularly for roadways, are not violated.

The following is a fiscal evaluation of Parcel 296 Application from County departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative costs of the required infrastructure and services, and to the extent to which the costs will be borne by the property owners or will require general taxpayer support and includes an estimate of that support.

The agencies use various methodologies for their calculations. The agencies on a variety of sources for revenue, such as property taxes, impact fees, connection fees, user fees, gas taxes, taxing districts, general fund contribution, federal and state grants, federal funds, etc. Certain variables, such as property use and location were considered by the service agencies in developing their cost estimates.

Solid Waste Services

Since the Public Works and Waste Management Department (PWWM) assesses solid waste disposal capacity on a system-wide basis, in part, on existing waste delivery

commitments from both the private and public sectors, it is not possible or necessary to make determinations concerning the adequacy of solid waste disposal facilities relative to the application. Instead, the PWWM issues a periodic assessment of the County's status in terms of 'concurrency'; that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds this standard as of FY 2012-2013.

Currently, the household waste collection fee is \$439 per residential unit, which also covers costs for waste disposal, bulky waste pick up, illegal dumping clean-up, trash and recycling center operations, curbside recycling, home chemical collection centers, and code enforcement. As of September 30, 2012, the average residential unit generated 2.15 tons of waste, which includes garbage, trash and recycled waste.

The cost of providing disposal capacity for Waste Collection Service Area (WCSA) customers, municipalities and private haulers is paid for by system users. For FY 2012-2013, the PWWM charges at a contract disposal rate of \$63.65 per ton to PWWM Collections and to those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is \$83.92 per ton in FY 2012-2013. These rates adjust annually with the Consumer Price Index, South Region. In addition, the PWWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is used to ensure availability of disposal capacity in the system. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department (WASD) provides for the majority of water and sewer service needs throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on the actual labor and materials costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. The water impact fee was calculated at a rate of \$1.39 per gallon per day (gpd), and the sewer impact fee was calculated at a rate of \$5.60 per gpd. The annual operations and maintenance cost was based on \$1.3957 per 1,000 gallons for water and \$1.8572 per 1,000 gallons for sewer.

The applicant requests a change to the CDMP Land Use Plan map to redesignate a 521 gross acre application area from Open Land to Restricted Industrial and Office, which would allow a maximum of 11,347,380 square feet of warehouse development. If the application site is developed with the maximum allowable square footage, water connection charges/impact fees would be \$157,729 and water service line and meter connection fees would cost \$1,300. Sewer connection charges/impact fees for the land use would be \$635,453 and the annual operating and maintenance costs would total \$134,728.

Flood Protection

The Miami-Dade County Division of Environmental and Resources Management (DERM) is responsible for the enforcement of current stormwater management and

disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible for providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development. The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of the Public Works Manual of Miami-Dade County. All these legal provisions emphasize the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial, and residential subdivisions.

Additionally, DERM staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems.

Based upon the above noted considerations, it is the opinion of DERM that Ordinance No. 01-163 will not change, reverse, or affect these factual requirements.

Public Schools

The proposed land use change would not result in residential development and therefore will have no impact on public schools.

Fire Rescue

The Miami-Dade County Fire and Rescue Department indicates that fire and rescue service in the vicinity of the application site is inadequate. However, MDFR is constructing two new stations, and is working with a private developer who agreed to dedicate a 2-acre parcel of land to MDFR for station construction, and it is anticipated that the stations will provide adequate fire and rescue coverage in the vicinity of the application site.