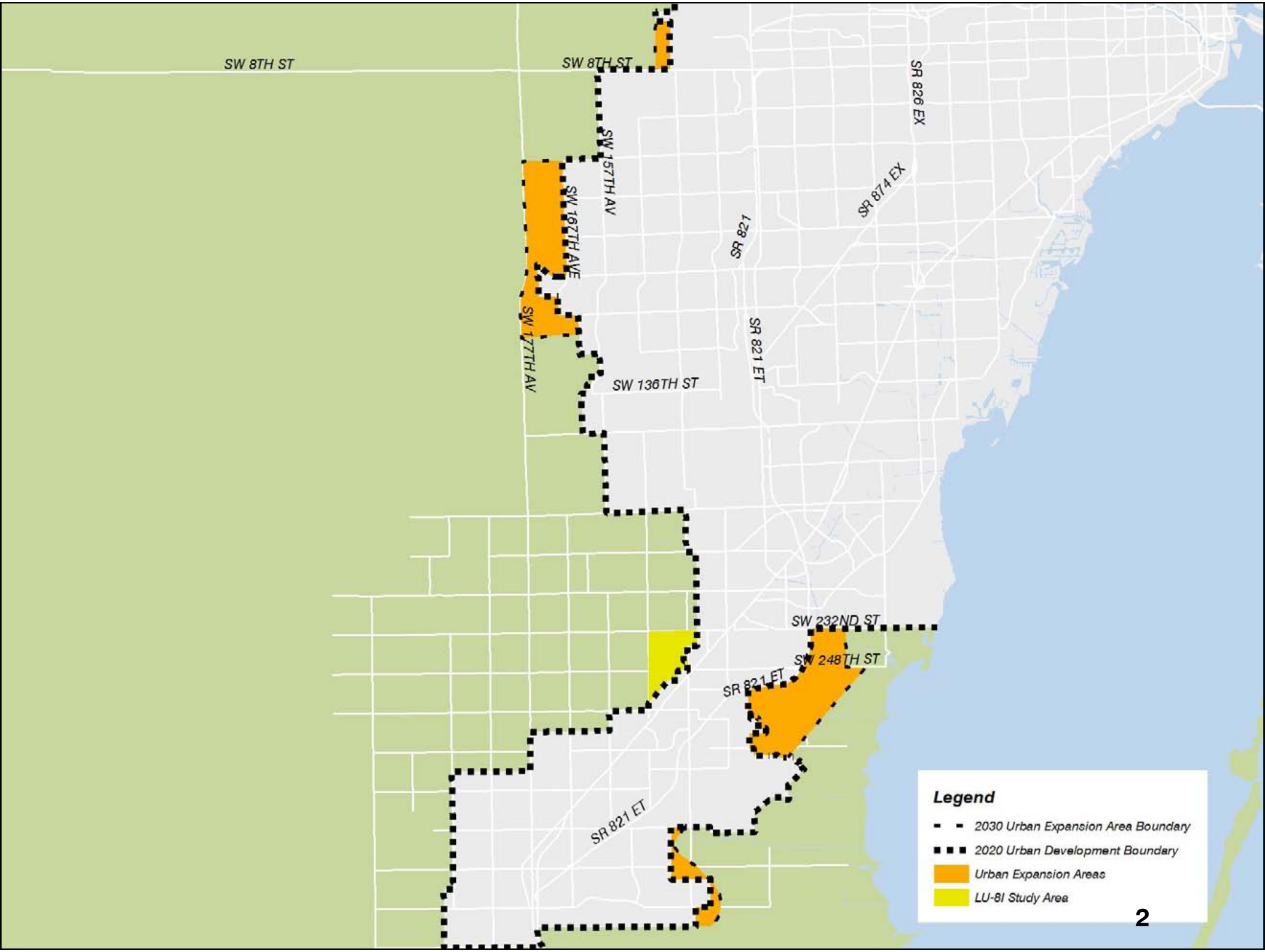
Urban Expansion Areas

UEA Task Force April 6, 2018

Miami-Dade County RER Development Services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Legend
2030 Urban Expansion Area Boundary
2020 Urban Development Boundary
Urban Expansion Areas
LU-8I Study Area

CDMP Land Use Element Policy LU-8H

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

a) Residential development proposals shall provide for the non-residential needs of the future residents of such proposed developments including but not limited to places of employment, shopping, schools, recreational and other public facilities, and shall demonstrate that such needs are addressed;

b) Residential development shall be at an average minimum density of ten (10) dwelling units per gross acre;

c) Residential development must participate in the Purchase of Development Rights, Transfer of Development Rights (TDR) or other County established program(s) geared to protecting agricultural lands and/or environmentally sensitive lands;

d) Non-residential development, excluding public facilities, shall be developed at a minimum intensity of 0.25 FAR; and

e) The proposed development shall be planned to provide adequate buffering to adjacent agricultural lands and shall incorporate and promote bicycle and pedestrian accessibility throughout the development.

f) The proposed development must be demonstrated not to discourage or inhibit infill and redevelopment efforts within the UDB;

g) The proposed development will not leave intervening parcels of property between the proposed development and any portion of the UDB; and

h) It must be demonstrated that the proposed development will have a positive net fiscal impact to Miami-Dade County.

Buffering

LU-8H(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

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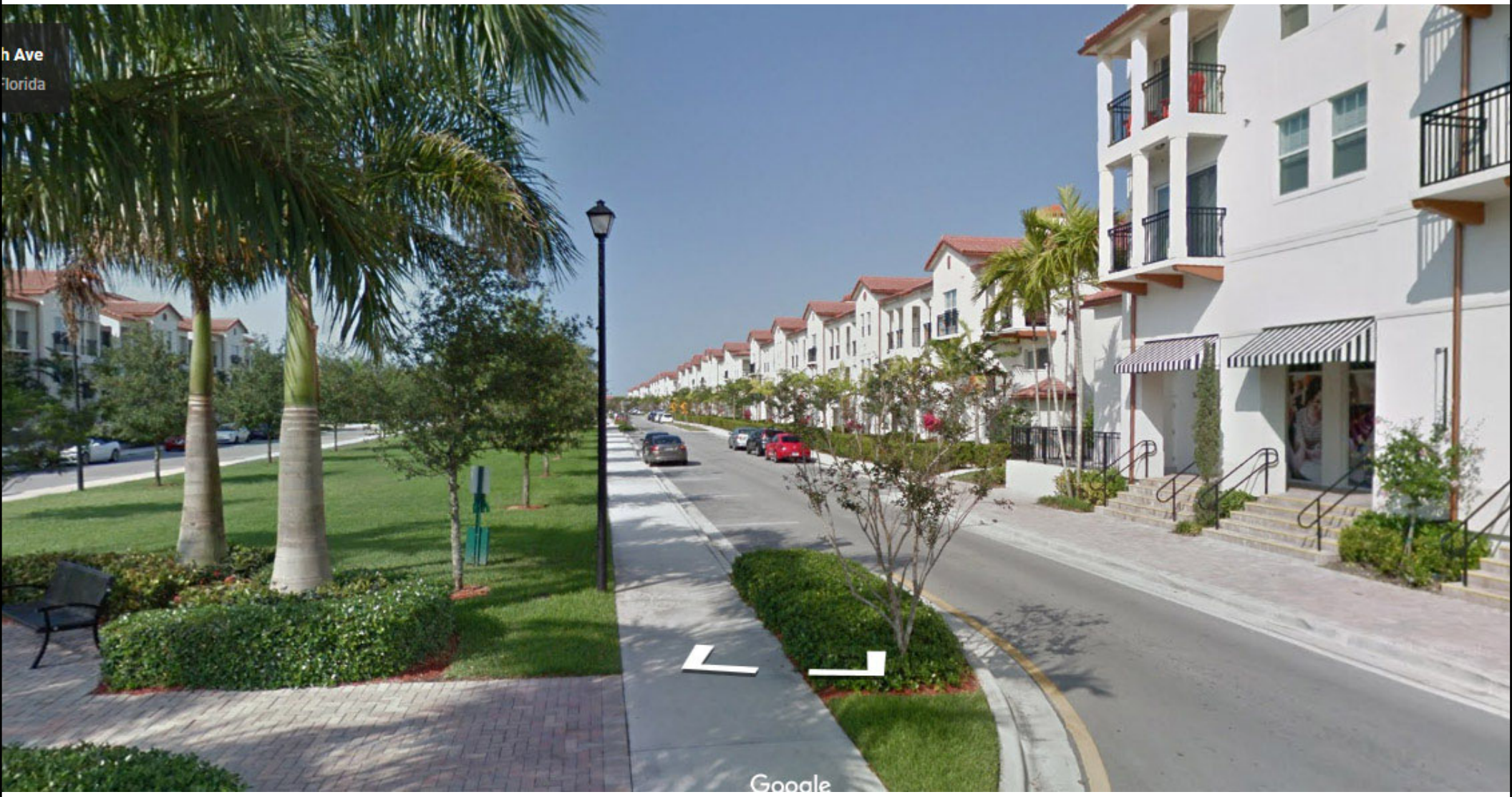
TND – Traditional Neighborhood



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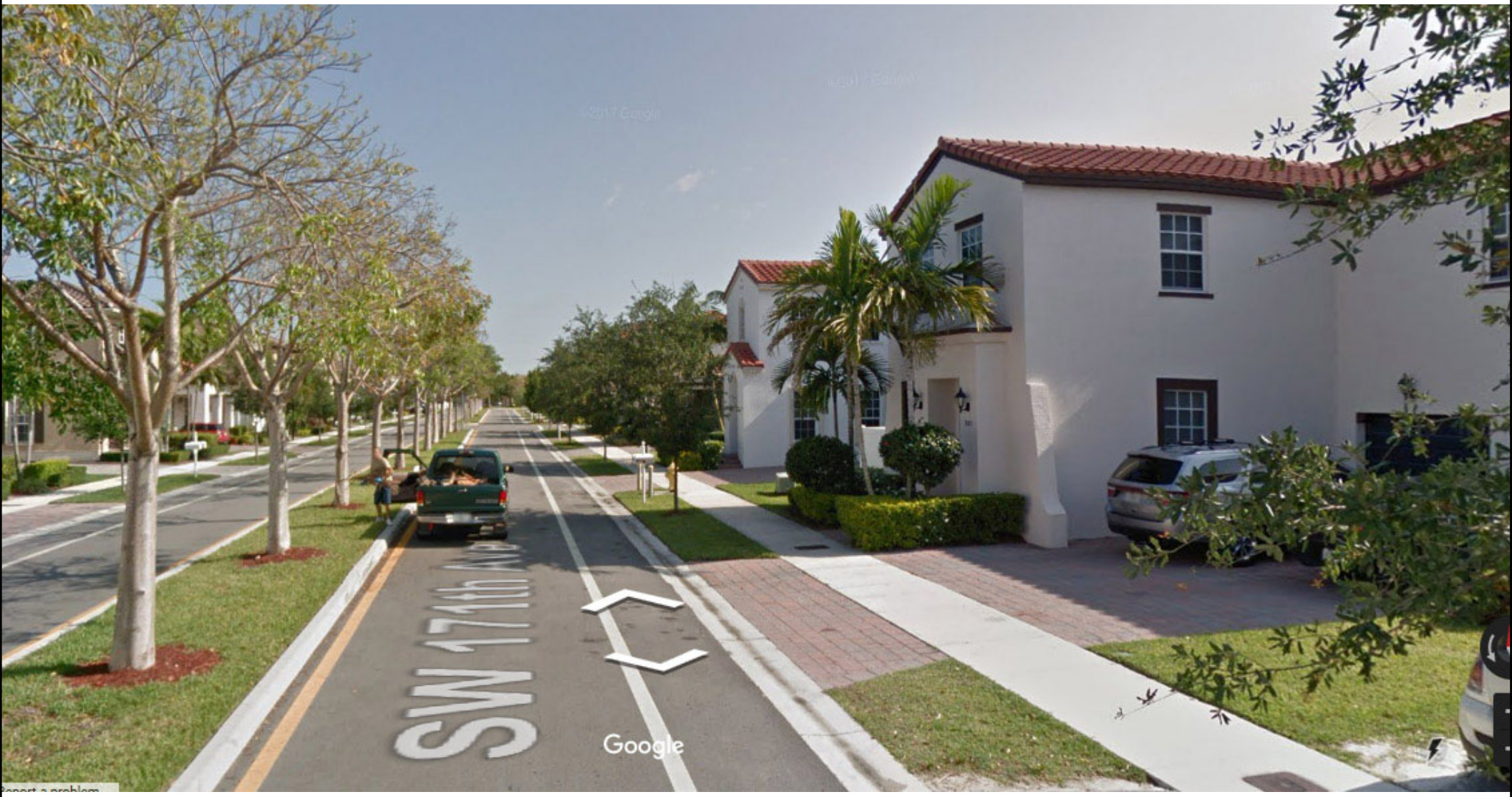

Transit

Transit

COMPREHENSIVE DEVELOPMENT MASTER PLAN

FOR METROPOLITAN DADE COUNTY, FLORIDA

PLANNING PROPOSALS: GUIDELINES

This chapter contains plan recommendations in the form of written guidelines. These guidelines are to be used in conjunction with the Plan's mapped proposals. Neither the written guidelines nor the illustrated plan proposals should be used separately in making day-to-day planning decisions. Combined, they constitute the major recommendations for the management of Dade County's growth and development.

Written guidelines are necessary to complement mapped proposals because there are many recommendations which cannot or should not be graphically displayed in a metropolitan scale plan. For example, it is not desirable to show the locations of neighborhood parks proposed for the undeveloped sections of Dade County for 1985 and 2000. Such facilities should not be located until the layout of each residential area is initiated. The location of neighborhood parks should be determined on a project-by-project basis, and at the neighborhood planning level, using the appropriate guidelines for determining location, size and design. Similarly, it would not be possible to show in a mapped form all of the many guidelines for the protection of Dade County's environment. These guidelines, which relate to factors of development other than location, must be presented in written form as well as graphically.

The scope and depth of the guidelines depend on the urban system being discussed. For example, the guidelines for activity centers are, for the most part, quite broad. They are concerned with such matters as the relationship of the centers with the entire metropolitan area. On the other hand, specific acreage requirements are detailed in sections relating to libraries and police stations, but their metropolitan-wide significance is minimized because of their mostly-local impact. Many of the guidelines are extremely general, yet can be translated into physical reality after subjective analysis. Others are quite specific in terms of how much land is needed, how many facilities should be provided, and where they should be placed in relation to other facilities and various land uses. Although many are non-technical in nature, they will serve as the basis for the ordinances, codes and administrative procedures which will be needed to translate these guidelines into working reality.

Guidelines have been developed for intergovernmental coordination plus the following major urban systems: new communities; activity centers; mixed land uses; urban design and aesthetics; residential development; housing and community development; commercial and business development; industrial development; transportation; electrical utilities; and the environment (presented in the previous Part). These constitute the major systems which, when grouped together, make up Dade County's urban area. The purpose of the guidelines is to establish parameters for each of these systems, while the purpose of the mapped proposals is, in part, to establish the relationships among the systems themselves. In this respect, the guidelines are a "second level" detail to be used in guiding Dade County's growth and development. Without these written guidelines, the mapped proposals would have only limited value in managing Dade County's future. Similarly, the guidelines themselves cannot function in a spaceless context; they must be complemented with the mapped proposals in order to be effective. Because they are not tied to any specific location or point in time, they will be less subject to change than the mapped proposals.

All public and private developmental actions and orders must be made only after they have been considered and evaluated against these guidelines. These guidelines help translate the goals, objectives and policies of the Plan into the detail required for day-to-day growth management.

New Communities

New communities, as used in this Plan, mean that form of large-scale new development which is more than a planned subdivision but less than a developed city. It is assumed that new communities are developed for people and must aim to satisfy and incorporate both sociological factors as well as good physical design principles. The concept of new communities should be regarded as a "tool" for providing a viable living environment for people and regulating and structuring the growth pattern of Dade County. It should be emphasized that these guidelines are applicable only if it has been predetermined that a new community is desirable or such a proposal approved. Each such proposal should be evaluated on an individual basis.

Two major issues are identified with the development of new communities in Dade County. One is the provision of services and, second, the appropriate share of metropolitan growth that should occur within the existing urban fringe or already developed area, and what percentage should be absorbed by the development of new communities. A key complaint raised against new communities located beyond the urban area is that they consume tax monies that should be used to bring public services up to standard in areas that are already developed. To overcome this objection or simply to give priority for the provision of public services in already urbanized areas, the following general guidelines should be observed.

The developer should provide or finance all required public facilities in new developments at least until the urbanized area of the County has been adequately served and there are sufficient public resources to extend services to the new area.

Special tax districts should be established for new communities to provide capital improvements for those services and facilities not provided by the developer and which could not be provided by the government unless it shifted resources from already developed areas.

New development should be encouraged to locate in places that would enhance the metropolitan pattern, e.g., in the path of proposed rapid transit lines or in slum areas. If feasible, a new community should be located near an employment center.

Types of Communities

A new community can be defined as a group of people who have a common identity by living in a newly-constructed urban area designed to provide social, economic and physical environments that meet their needs. Such a community contains housing, employment, services, and amenities commensurate with population size and needs.

By definition, there are several types of new communities which may be appropriate for Dade County. Most classification schemes stress location as the variable indicator of the degree of economic and service autonomy of the new community. The range of uses and services to be provided is important since these separated new communities have more extensive development needs than those adjacent or within an urban area. The description of each type of new community is intended mainly to serve as a checklist for evaluating proposals or when developing a plan concept for a particular location. Following are descriptions of five types of new communities.

Accelerated Growth Center (AGC). An accelerated growth center (AGC) is located on or very near the urban fringe and is developed over a 15 to 20 year period. The AGC is a coordinated venture to accelerate the growth of an existing community at a rate faster than normal market trends would support. Development is in the form of "growth units" —planned additions to the community coordinated with revitalization of existing areas. The AGC should be planned for a population of 30,000 to 50,000 persons so as to have a complete range of community services available. There should be more jobs available in an AGC than required by the community's labor force. The AGC should be located on a "regional corridor" of high-accessibility, and should be linked to the central city core by freeway and rapid transit.

The AGC should offer a variety of recreational and cultural programs; higher education institutions; comprehensive health care facilities; and major commercial, office, personal care, and retail establishments along with standard services for daily needs.

Satellite Communities (SC). Developed on the fringe of the metropolitan region and contiguous to developing areas, the satellite communities should be viewed as an urban development which structures regional development patterns over a period of 10 to 15 years. The satellite community serves as the focus for its 10,000 to 30,000 or more residents as well as the surrounding areas. Built on undeveloped areas of approximately 1,000 acres or more, the satellite community establishes its own unique character and identity. Its population should be mixed, both socially and economically, and the satellite community should offer a range of employment opportunities not only for its residents, but the surrounding labor market as well. A location with high accessibility to major activity centers is recommended.

Planned Residential Communities (PRC). These "new communities" are usually located in the urbanizing area of a region within or adjacent to an urban area. They can be developed within 5 to 10 years on sites of 100 to 1,000 acres, and have a population between 2,000 and 10,000 residents. Basically a large scale residential development. PRC's provide few employment opportunities; those that do exist are predominantly service oriented.

Planned residential communities are basically socially or economically homogenous, and are developed along the lines of a neighborhood or village social structure. Most "recreation communities" are a form of PRC, for they are usually totally dependent upon larger, more urban areas for their urban services. There are also many other forms of PRC's. Because of its small scale, minimal land requirements, and short development period, a PRC can easily be duplicated in many plan variations on numerous sites throughout Dade County.

Planned residential communities are ubiquitous in metropolitan areas, and Dade County is no exception. Ranging from large scale ventures down through the cluster of smaller developments in west Dade County, this form of new community is the simplest and fastest to develop. Although they offer many advantages and amenities, PRC's are not really a viable option if the aim is to develop a meaningful alternative to continued sprawl.

No attempt has been made to indicate general "first cut" locations for this community type, as its requirements vary according to the size and function of the desired development. Recreation communities seek a location with specific amenities (water views); bedroom communities seek an accessible location with respect to the job market and service facilities.

New-Town In-Town (NTIT). Located within an existing major city, a new-town in-town provides an opportunity to redesign a significant area in a comprehensive manner to improve the quality of urban life for a broad segment of the city's population. Functioning as a city within a city, the new-town in-town should offer a wide range of employment opportunities and community services. A new-town in-town can be developed in a built-up area or on a large, vacant site. New, rehabilitated, and conserved housing should integrate with new or improved schools, churches, shops, recreational areas, and social service facilities to better meet resident needs.

It is feasible that one or more new-towns in-town will be underway at the same time in one city, each addressed to a different set of issues and objectives. One of the advantages of this type of community is that its development potentials are almost unlimited, restricted only by the overall potential of its host community.

Guidelines for New Communities

The development of a series of guidelines for the selection and planning of new communities requires a framework which relates the needs of Dade County to the potential of each new community. This framework then can not only serve as a mechanism for the development of guidelines but also as a method of determining the relative impact of each new community type in the County.

There are two types and levels of guidelines in addition to those which apply Countywide. All of these must be tempered by the realities of Dade County. The two levels which apply especially to new communities are:

a. External guidelines which deal with the impact of a new community on the structure of the region.

b. Internal guidelines which deal with the form and structure of the new community itself.

The guidelines which appear on the following pages are indicative of the fact that different types of new towns require different guidelines; those applying to one form of new town are not necessarily desirable for another. Guidelines are arranged vertically, and should be cross-referenced with the types of new towns which are arranged horizontally across the top of the page. An "X" under one of the five columns indicates that a particular guideline should be applied to that type of new town under which column it appears.

Table 19

Guidelines for New Communities

External Guidelines

Environmental/Location	NTIT	PRC	SC	AGC
A new community which requires the provision of employment and services from outside sources must be located in the direction of future urban growth such that efficient auto and transit accessibility can be provided to the major employment markets and services.		X	X	
If a new community is self-sufficient, then it should be located so that it forms a nucleus for the development of a subregion in concert with the proposed metropolitan development plan.			X	X
If a new community is to function as a multi-purpose activity center, then it should be located within some component of the urban development pattern (e.g., corridor, high-density centers, etc.).	X		X	X
New community development should not be placed where its design and water demands encourage continued salt intrusion into the Biscayne Aquifer.	X	X	X	X
A new community should not be developed where the land or other natural resources would be adversely affected.	X	X	X	X

	NTIT	PRC	SC	AGC
To minimize environmental impact, development form should parallel the natural flow of surface water.	X	X	X	X
New communities should be located in areas which will not use quality or agricultural land.			X	X
The freshwater and sewage treatment demands of a new community should not be of such magnitude as to create water shortages or environmental damage in the region.		X	X	X
New communities should seek location in the path of planned utility extensions or in areas of existing utilities with surplus capacity.		X	X	X
Social				
New communities which do not provide a complete range of services (such as education) should be located adjacent to communities where these services are presently under capacity.		X	X	
New communities which provide comprehensive service should be located to assist communities where these services are presently under capacity.	X		X	X
Whenever possible, new communities should seek to secure social services from existing systems rather than develop their own.		X	X	
New communities which do not contain social welfare service facilities should be located within easy access of such facilities.		X	X	
Residential				
If a new community provides a complete range of housing types, then the mix of types should reflect the needs of Dade County residents.	X		X	X
Residential areas in new communities should not be located within airport lines of approach.	X	X	X	X
New communities should be vehicles for achieving a regional housing allocation plan.	X	X	X	X
Transportation				
New communities requiring direct, high-speed transportation linkages with major centers of the region should be located within the major travel corridors of the region.			X	X
If a new community is not intended to serve the employment needs of its workers, then it requires direct, transit-highway linkages to employment centers where its residents work.	X		X	

NTIT = New-Town In-Town; PRC = Planned Residential Community;
SC = Satellite Community; AGC = Accelerated Growth Center

Environmental/Location	NTIT	PRC	SC	AGC
A new community located adjacent or within existing urban development should use design and circulation patterns to establish a physical identity.	X	X	X	
The initial structure of an open space pattern may be established by locating those areas within a new community that should not be built upon for environmental reasons (swamp, high water table, etc.).	X	X	X	X
The open space patterns within, as well as around, a new community should be the basis for establishing a community identity.	X	X	X	X
The visual identity of a community should be established through the design of its open space and circulation system as well as its design controls.	X	X	X	
Maximum effort should be given to designing and locating internal open space to serve multiple uses.	X	X	X	X
A new community should not seek industrial development which will foul the air or water. Industries which have the potential to do so should be strictly controlled by legislative means.	X		X	X
Because of the problems of water scarcity, new communities should seek such industries that recycle water and do not depend upon large quantities of freshwater for their operation.	X		X	X
The pattern of land-uses within a new community should be reflective of an organizing concept for development (villages, linear development, etc.).	X	X	X	X
New communities should contain activity centers where a mix of land uses is provided that sustains the continued use of the area throughout different periods of the day and year.	X		X	X
The mix and disposition of land uses should be based upon the projected activity patterns from which the urban form is derived.	X	X	X	X
Land-use patterns should encourage efficiency of movement within the community.	X	X	X	X
Social				
If a community is to be self-sufficient, then it must offer the following services: primary and secondary education facilities, health services, including a general hospital, a recreation program complete with services and facilities, facilities for social security, welfare, etc., which are administered by a larger administrative unit, and headquarters or district facility for protection services such as fire and police.			X	X

	NTIT	PRC	SC	AGC
If a community is planned to grow from dependency to self-sufficiency, then services should be provided in a range and manner befitting its structure over time.			X	X
If a new community is dependent, then it is required only to contain the set of services necessary for its residents' daily needs — primary and secondary education, emergency health care, police and fire protection, and recreation programs and facilities.	X	X	X	
Special purpose or single-function new communities should provide community sponsored programs oriented to vocations of its residents.	X	X		
Certain secondary social services can be viewed as anchors for the community's development. Such services — university, specialty hospital, specialty recreation, etc. — should be planned to open in some form at the new community's inception. In other cases, such services should be provided at intervals related to the target populations required for their justification.	X		X	X
Manpower/Employment				
If a new community is to provide a range of employment opportunities for its residents, then it must be economically diversified.	X		X	X
A new community should provide opportunities for local, small-scale entrepreneurs as well as larger concerns to establish businesses.	X	X	X	X
If a new community desires a specialized economic base such as tourism, recreation, etc., then its location, size and client market must be oriented in these directions.	X			
If a new community is to be self-sufficient, then it must provide an economic base conducive to a range of opportunities from business executive to semiskilled labor.			X	X
If a new community is oriented to specialized residential populations (senior citizen, low-income, low-skilled), then it must attract those industries, employers, and services which are oriented to that market.	X			
If a new community does not intend to develop a significant economic base, then it must be located so that its residents have direct and efficient access to employment opportunities befitting their present and potential skills.	X	X	X	
If a new community considers employment base as well as tax base when preparing itself as a location for business and industry, then it is in a better position to provide a continuing high level of services and successful development pace.	X		X	X

	NTIT	PRC	SC	AGC
If a new community is to be independent, then it must provide a job space for each member of its labor force.				X
If a new community is to have a population mix, then it must offer varied employment opportunities.	X		X	X
Commercial and employment opportunities must be phased to develop in conjunction with the projected population growth of a new community.	X		X	X
Residential				
If a new community is oriented to specific client groups, then it must tailor the mix and design of housing units to the needs of that group.	X	X	X	
A new community which is projected to contain a homogeneous population should provide a mix of housing types.	X	X	X	
As communities become more heterogeneous in terms of projected population, residential areas should strengthen individual and group identity through urban design.	X	X	X	
The development of a heterogeneous new community is more dependent upon the provision of a range of housing types and costs than employment opportunities.	X		X	X
If a new community plans to achieve a heterogeneous population, then it must assure that the range of housing types meets the projected range of employment opportunities.			X	X
New communities with a heterogeneous population should plan their low-density residential districts on the basis of economic homogeneity.			X	X
New communities oriented to a heterogeneous population should provide at least one higher density area near a major activity center which should be oriented to economic as well as social heterogeneity.	X		X	X
If a new community is single-purpose, then it should not be oriented to achieving a socioeconomic mix.	X	X	X	
Transportation				
If the circulation system is used as an identity mechanism, then access into and through the community should be allowed only on certain major "identity" streets.	X	X	X	X
If a new community projects a mixed industrial base which requires the receipt of materials and the shipment of processed goods, then it must be located adjacent to rail, highway, or sea and airport facilities.	X		X	X

	NTIT	PRC	SC	AGC
If a new community is to facilitate the desired transit linkage to the central city, then it must attain a population size which would justify the establishment of this link;		X	X	X
The accessibility system within a new community should be directly tied to the system providing accessibility beyond the community.	X	X	X	X
The pattern of land-use within a new community should be developed to provide each activity with that level of accessibility best suited to the travel intensities and patterns of its users.	X	X	X	X
To permit efficiency and safety in travel patterns, the various modes of travel in a new community should be separated whenever practical.	X	X	X	X
New communities which are within the jurisdiction of existing governmental units should have some mechanism (citizens board, home-owners' association, etc.), for establishing codes and providing limited services for the new community residents.	X	X	X	X
Actions within the new community which directly impinge on the rights of citizens must be approved by the citizens through some form of communication and decision-making mechanism.	X	X	X	X
As actions within the new community increase in their impact upon the citizenry, the involvement of the citizenry in that action should increase.	X	X	X	X
Mechanisms for citizen involvement in local affairs must be built into the structure of new community decision-making.	X	X	X	X

NTIT = New-Town In-Town; PRC = Planned Residential Community;
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Mixed Land Use

The spatial distribution and interrelationship of land uses and activities in a neighborhood or community, sometimes referred to as the 'grain' of an area, has varied considerably over time and is reflective of society's perceptions towards urban form as well as the available technologies and modes of transportation. Until fairly recently, one of the prime objectives in urban and suburban development was to segregate all types of land uses into homogeneous zones by identifying a hierarchy of land use types and subtypes and forbidding the intrusion of a 'lesser' type into the zone of a 'higher' type. This notion originated during the industrial revolution when factories invaded residential districts and fouled the air with smoke and odors. Once factories were isolated in industrial zones, other land use types were also developed in an isolated and sometimes monotonous manner. As new residential areas have been increasingly built at the urban fringe, the physical separation of home and work has increased, and urban and suburban areas that are dull, fragmented, and wasteful are often created. Numerous federal programs which encouraged and subsidized this inefficient pattern of development are currently undergoing re-examination and reorientation.

The concept of mixed land use, the physical integration of compatible and complementing land use types and forms, is a characteristic of many older urban areas and is being incorporated into the thinking of architects and city planners. Locally, the concept has been applied to single structures such as Omni International. Plans for larger scale mixed use development in Dade County are the Claughton Island and South Shore Redevelopment projects. A variation on the mixed use concept pertains to Dade County's Community School Program where public schools are used in the evenings for many types of activities for all age groups. The Community School can also serve as a focal point for civic and social activities for the immediate neighborhood or community. By utilizing existing facilities, the cost of such programs is minimized.

The advantages of mixed use development have been demonstrated in Miami and many other parts of the country. Some of these benefits include:

1. Creation of a sense of community by providing within the development facilities and activities which individuals require or desire during their day-to-day activities;

2. Reduced reliance on the private automobile within the development with beneficial effects on traffic congestion, energy conservation, and air quality;

3. Improved economies of scale and operating efficiencies, such as integrated utility service; and

4. Revitalization of downtown areas and channeling new growth back into the city.

The benefits that have been identified for projects employing mixed land use themes also pertain to the development of "planned communities" or the integration of compatible land use types, such as professional offices, or convenience stores into a residential area. In the same context, the introduction of high-rise apartments or condominiums into major commercial/office areas has also become a popular and advantageous application of mixed land uses. Such an application of the mixed use concept can be energy efficient, enhance the sense of community identity, and spur the revitalization of an area by leading the way for new investment in community development.

The following guidelines, when combined with other appropriate ones especially those relating to activity centers and urban design, provide direction for the mixing of land uses in Dade County:

> The extended daily use of public and private facilities should be encouraged where compatible to provide a focal point of activity for the community without requiring the construction of a new facility. In determining compatibility, consideration must be given to such factors as the impact of the vehicular and pedestrian traffic generated by the extended use of the facility on the immediate area, extended hours of outdoor lighting, noise, maintenance, and service delivery.
>
> Where appropriate, multi-story buildings should provide for a variety of compatible uses such as retail use at street level, and office space and residential units above. The vertical mixing of uses within a building can aid in the revitalization of in-town areas and also help to minimize transportation requirements. Access to the residential units should be separated from the other uses.

The mixing of land uses in a community should be encouraged when it will provide employment opportunities within the community, permit transportation efficiencies, and enhance the diversity and stability of a community. The "new" use should be evaluated with respect to such factors as its traffic generation potential, parking requirements, noise and odor generation, water and sewerage availability, outdoor lighting requirements, and the compatibility of the physical structure with the scale and design of the surrounding development. If and how uses should be mixed in established residential areas should be determined as part of a small-area planning process such as neighborhood or transit station area planning. As appropriate, site designs should include landscaped borders that provide a buffer and enhance the aesthetic quality of the "new" use and design features which integrate the "new" use with the surrounding structures and activities.

Activity Centers

Activity centers are concentrations of similar or related uses which have a marked impact on adjoining land use, transportation facilities, and services. Activity centers include such things as shopping centers, central business districts, office parks, medical complexes, government centers, cultural or recreational complexes, educational campuses, and industrial areas. There are two basic types of activity centers. The "specialized" activity center is a concentration of one major function. Office parks, industrial areas, civic centers, and the like, are examples of this type of activity center. "Diversified" activity centers are concentrations of different functions which complement each other. Although different uses might be present such as business offices and industrial uses; residential areas; educational or medical facilities; and shopping areas, these diversified activity centers are usually characterized by physical cohesiveness and intensive land use.

Both specialized and diversified activity centers generally favor economies of scale by reducing service, maintenance and other overhead as the size of the facility increases. Also, the grouping of similar or complementary activities together strengthens the position of each activity within the center through the presence of others like it. Stores are more successful when grouped together than when separated and scattered; hence the general success of the shopping center concept. The idea of "strength in numbers" is readily applied to both specialized and diversified activity centers.

Specialized Activity Centers

Although specialized activity centers may contain more than one activity, these additional uses are usually supporting activities. An industrial park may contain a railroad terminal or a restaurant or a health clinic. However, these ancillary uses are entirely dependent upon the major activity — the industries — for their existence.

A specialized activity center may be free standing, or even incorporated into a diversified activity center. It may start out as having only one major function, but later evolve into a diversified activity center. For example, a shopping center may begin with only retail shops, but later grow to include offices, recreational facilities, and even residential areas. Since this type of evolution presupposes diversification, it is common for a dynamic, specialized activity center to develop into a diversified activity center, although its initial main character may be preserved. A vital specialized activity center, whatever its function, tends to incorporate or attract supporting and complementary activities.

Although all activity centers favor economies of scale, there is a special financial burden that accrues to specialized activity centers. Peak hours of automobile traffic for the uses within a specialized activity center tend to occur at the same time, thus making it necessary for each use to provide the maximum number of spaces required; the sharing of parking areas is not feasible. The same thing applies to service areas for each use — it is not often possible to share servicing facilities, such as garbage and trash removal, and delivery space, because each use within the center has need for its own service area. These service areas are likely to all be in use at the same time, making shared facilities impossible. This is one reason for favoring diversified activity centers over specialized activity centers. The parking lot that serves the supermarket during the day can also serve the bowling alley or movie theatre at night, thus lessening the overall costs for each use.

The following guidelines apply not only to specialized activity centers, but to diversified activity centers as well. Additional guidelines for diversified activity centers will be discussed later.

The site of the activity center should be accessible by major thoroughfares and should be served by public transportation, including a mass or rapid transit system.

The public road network should be connected with an inner transportation loop which itself connects all the major uses within the activity center. Easy access from this inner transportation loop to all directions should be facilitated by the connections with the public road network.

Special rights-of-way for public transportation should be provided, and mass or rapid transit stations should be located immediately adjoining the central core of the center.

Appropriate buffer elements should be provided between the periphery of the activity center and the surrounding development.

Conflicts between pedestrians and service and delivery operations should be avoided.

The open spaces between buildings should be shaped in such a way as to lead the pedestrian from the transportation areas (and residential areas, where included) into a series of squares and plazas, around which the uses within the center are clustered. Each square or plaza should be of a different size and character, and be large enough for tree groups, ponds, flower beds, sculpture, and other forms of enrichment.

All of those amenities compatible with the nature of the center should be generously provided in public areas. These include drinking fountains, telephones, letter boxes, rest benches, sun and rain passages, and rich vegetation. There should be a standardization and unity of design inherent in these amenities and in the graphic expression and street and store signs within the activity centers.

Diversified Activity Centers

The major difference between a specialized activity center and a diversified activity center is that the latter, to some extent, possesses different types of activities, including residential, occurring in a central business district. While the uses within such a center can be extremely varied, they complement each other, thus enhancing the overall attractiveness of the center.

Diversified activity centers provide for a more efficient use of their parking, servicing and delivery facilities than specialized activity centers. This is due to the extended hours of operation for diversified centers, and the staggered nature of the uses within the center permits sharing of such facilities. This makes expensive duplication of parking facilities unnecessary. Also, as diversified centers can contain a variety of different functions within walking distance, less-extensive road networks may be practical.

Probably the most striking characteristic of a diversified activity center is the integration and organization of complex activities which provides a greater opportunity for a greater variety of experiences than in a specialized urban center. The ideal diversified activity center would represent all the most essential urban qualities and functions arranged to provide people with the greatest opportunity and freedom for intimate contact with the city and the ability to enjoy it at one's own pace. To attain these qualities in a compact and limited space, great foresight and selectivity should be exercised.

All the guidelines previously mentioned for specialized activity centers apply to diversified activity centers. The cumulative nature of these guidelines is reflective of the higher level of center represented by the diversified activity center, and the fact that specialized activity centers may evolve into diversified activity centers.

For a diversified activity center, accommodations for a permanent population is required. To minimize the need for journeying outside the center, sufficient convenience goods stores and personal services should be made available within the center to support the level of population desired. This generally amounts to between 5,000 to 10,000 people living within one quarter mile from the core of a regional activity center, although such a center should also directly serve the residents within a one-half mile radius.

The population residing within the core of a diversified activity center should represent a general cross section of the overall population of the metropolitan area.

The number of available jobs within the activity center should be greater than the number of wage earners living within a one-quarter mile radius from the core of the activity center. The more jobs that are made available within the activity center, the higher the number of residential units that should be permitted within the activity center.

The commercial businesses within the activity center should serve a population of between 35,000 to 150,000, depending on the size of the area to be served. Stores offering only convenience goods should be represented only to the degree necessary to serve the population within the activity center itself.

The diversified activity center should include every facet of human interest as expressed in culture, art, entertainment, leisure activities, and by the different facilities such as restaurants, parks, and financial institutions. Moreover, it should induce a high degree of social interaction at all levels.

Provision should be made within the diversified activity center for long-term parking of automobiles to facilitate the capitalization of the center. This is made possible by the staggered hours during which different uses within the center will be functioning.

Existing land use regulations, such as zoning and subdivision controls, should be heavily supplemented with urban design criteria so that advantage can be taken of the potential for constructing multi-purpose structures and functions on the land. This "third dimension" method of evaluating plans could make possible more innovative and beneficial uses within a diversified activity center. A "planned unit development" type of approach is called for when evaluating plans for diversified urban centers.

Metropolitan Pattern of Activity Centers

The distribution of activity centers in Dade County should form the basis for the overall land use pattern for this region. Whether specialized or diversified, these centers should serve as the nuclei for clusters of urban development. These centers, and their surrounding developments, should be inter-connected by a variety of transportation facilities, particularly rapid transit. These centers thus would be able to serve the general needs of their surrounding populations, and, through the use of the transportation system, serve the special needs of the entire region.

To accomplish this type of land use pattern, proposals for creating activity centers, whether new or evolving, will have to be modified from the conventional measurements which rely on overall average density distribution. Such a one-sided method of evaluation often inhibits innovation and prohibits the construction of centers which could be of great value in attaining the overall metropolitan land use pattern which is

desired. A multi-faceted, total environmental type of approach is called for in the design and review of activity centers. Such an approach would take into account the transportation and service needs, ecological factors, and the overall character of the development. This type of approach would be of benefit to the surrounding residential areas which often feel threatened by the proposal for a large center. Under a total environment system of review, the tangible and intangible effects of the center on the adjoining areas would have to be considered, not just the overall density. Proposals which might meet density requirements — thus being acceptable from this point of view — nevertheless, could be harmful because of the excessive traffic that could be generated through the residential areas. A total environment approach would take this factor into equal consideration, thus insuring that the adjoining residential area would be protected from the excessive through traffic. The best means of achieving such an approach is through the use of environmental impact statements, which would examine the total impact of such developments on the natural and man-made environment.

Urban Design and Aesthetics

The concept of "urban design" can be defined as a thoughtful and rational process of giving physical form to urban development that is responsive to urban societal needs and aspirations. Urban design has meaning both as process and product. As a process, urban design tends to arrange the many urban systems, e.g., residential development, parks and streets, together in a manner that is both functionally and aesthetically pleasing. Secondly, as a product, urban design can be viewed as the built urban environment and as a responsive setting for societal activities.

To be relevant, urban design must involve varied disciplines and be based on a broad background of information on natural systems, functional considerations, and humanistic needs. The design disciplines of architecture, landscape architecture, urban design, and engineering combined with the social sciences and economics must be employed in a comprehensive approach to urban design. Citizen involvement and a response to community needs is paramount.

A noteworthy characteristic of urban design is its ultimate relationship to public purpose and policy. It is concerned with translating public goals and policy into desirable physical form, and with rationalizing the interplay between public and private development process for maximum public benefit.

Certain feasible urban design guidelines can be established without infringing on any evolving design philosophies or community attitudes. Such guidelines follow each of the urban design topic areas discussed below.

Climate and Energy

Since the use of air conditioning became prevalent, few buildings in the Miami area have been designed to respond to the unique south Florida environment or to conserve energy. Most larger structures are designed with windows that cannot be opened. Because of energy shortages, the need for energy-conscious design must be addressed at the local level.

Buildings should be arranged in a pattern that responds to prevailing breezes and sun angles in such a way as to result in energy savings.

Buildings should be designed to provide natural ventilation, wherever possible.

Arcades, awnings and trellises should be used to provide shade and shelter from rain; and roof decks and terraces should be incorporated for both passive and active recreational uses.

Landscape should be used as a climatic modifier.

Landscape

The community landscape is comprised of all those elements that give form to the exterior environment. One of the major elements of the exterior environment is trees. Although several communities within Dade County have extensive tree canopy, community-wide coverage is minimal. It is estimated that sixteen percent of the urbanized area of the County is presently covered with trees and three-fourths of the residents of Dade County live in areas with less than the sixteen percent average canopy coverage.

Trees are probably the most effective urban design improvement, particularly in the sub-tropic environment of south Florida. Trees cool not only by providing shade but by transpiration, evaporation, and absorption of solar radiation. They remove pollutants, reduce runoff, reduce noise, provide scale to the roadway, act as buffers and screens, provide color and texture and generally contribute to the urban form and community identity. Trees can provide for a more diverse and, thereby, stable urban ecosystem.

Of all the urban design programs that could be instituted for Dade County, a comprehensive program of tree planting in public rights-of-way would result in more benefits over a shorter period of time. Before such a program is implemented, a comprehensive plan for tree planting which addresses design, maintenance, funding and coordination should be prepared.

Trees should be provided in the public rights-of-way throughout Dade County. Trees of low maintenance characteristics such as native species should be emphasized in tree planting programs.

A comprehensive system of interconnected open spaces should be developed throughout the com-

munity to provide pedestrian access to transportation systems, parks, community facilities, and the various waterways.

All new development and existing development should be provided with adequate tree coverage.

Viable areas of native hammocks and pinelands should be preserved for both ecological and visual purposes.

Trees should be used in parking lots to provide shade and thereby reduce heat and glare, to provide scale, and to act as buffers and screens to other uses and adjacent roadways.

Architecture

The modern movement in architecture has had a profound influence on designers and has resulted in many buildings of significant architectural quality. However, as a total effect on the urban environment, the results of modern urban form have in many instances fallen short of the aspirations of this period. While architecture needs to be functional, it must also respect the existing urban pattern and humanistic and environmental needs.

Diminishing energy supplies, concern for the environment, and a renewed interest in humanistic considerations is providing the impetus for creating design solutions that will result in an improved urban environment. Following are guidelines that should be utilized in the design of new structures in the urban environment.

Design solutions must be based on comprehensive analysis in order to respond to the physical, social, and environmental characteristics of the urban area. An interdisciplinary team of design and planning professionals should be utilized in the development of major urban projects.

Architecture should reflect the sub-tropical character of the area by the use of such features as roof decks, building orientation, natural ventilation, and areas with protection from the sun and rain.

Human scale, particularly at the street level, should be incorporated in urban design solutions.

Where appropriate, the integration of uses either within a single building or in a grouping of buildings should be encouraged to provide interest and added usability.

Design competitions and the use of designers with international reputations should be considered for the design of selected public buildings.

Historic Preservation

Landmarks and significant areas of historic and architectural value give a sense of permanence and pleasant contrast. They are links with past history, and with earlier styles of development and living. Older buildings provide a richness of character, texture and human scale that is not found in much of the more recent development. In addition, they help characterize many areas of the County and establish landmarks and focal points that contribute to the order of the urban pattern.

Although Miami's history is relatively recent and varied, there is a great deal of citizen interest as evidenced by the many historical groups in the area. The Dade Heritage Trust, The Historical Museum of Southern Florida and numerous community historical groups are actively involved in researching Miami's past.

A recent U.S. Supreme Court decision (Penn Central Transportation Company vs. the City of New York, 1978) has provided the legal basis for local ordinances that are designed to protect historical sites and buildings. In order to insure the protection of Dade County's historical resources, an ordinance addressing this need will have to be adopted.

Historical identification and preservation should be an integral part of the comprehensive planning process. Stronger effort should be made to preserve Dade County's historical heritage.

New development in the vicinity of historic structures or spaces should be designed to respect the historic character and scale of the area.

If appropriate, historic structures should be utilized for purposes other than that originally intended, particularly if such reuse will be an incentive towards its preservation.

As with historic architecture, newer buildings of significant architectural quality should be preserved.

Where historical structures cannot be saved in their entirety, the most historically valuable components of the structure should be preserved through incorporation into the new replacement structure or other feasible and beneficial means.

Urban Graphics

Street graphics can serve an essential function as an informational system in the outdoor urban environment. In an aes-

thetic sense, they can provide the accents of color and variety in urban areas. With the exception of a few local communities, the signage system of Dade County is generally of poor quality. It also tends to be characterized by an overabundance of signs which are aesthetically uncoordinated. With little urban design consideration or coordination, the competition by commercial developments to gain attention from automobile occupants,

combined with a profusion of traffic directionals, has resulted in an overabundance of information which can be confusing. The problems associated with urban graphics can best be addressed by ordinance which would regulate their quality and quantity.

Street graphics systems that clearly provide information and do not clutter the environment with non-essential information should be used in Dade County.

The design, color, location and size of all types of signs and signalization should be coordinated to improve appearance and effectiveness.

Water Features

Water features in the form of fountains and pools can provide interest and orientation in the urban environment, act as cooling devices, and muffle urban noises. The following guidelines addresses the need for water features:

Water features such as fountains and pools should be encouraged in urban corridors, patios, commercial and office complexes, residential areas, and other appropriate places throughout the urban area.

Art in Public Spaces

Public art can provide variety and interest to the visual experience of a community. Art in public spaces gives the opportunity for community-wide viewing, appreciation, and enrichment. A considerable amount of art is now on display throughout the County as a result of an ordinance requiring that 1 1/2 percent of the cost of any new County building be spent on art. In the first four years of the program, some 81 pieces of art were commissioned and placed on public view in Dade County. This effort has been a success and should receive continued support.

All levels of government should provide art in public places.

Art within private developments should be encouraged throughout the County.

Streetscape

For the most part the visual image of a community is revealed along its transportation corridors, principally, its streets. Guidelines regarding trees and graphics, which play major roles in the image of the street, have already been listed. Several additional guidelines relating to street furniture, human scale, and land uses are necessary in order to enhance the street system in Dade County.

On streets designed for both automobile and pedestrian use, human scale at the street level is an important aspect of design. The human scale factor deals with the relation of the individual to the physical forms which make up the streetscape. The design of much of the recent urban architecture in south Florida has not been responsive to pedestrian activities at the street level. Many of the newer buildings have been designed without a transition of form from the sidewalk to the structure.

Street furniture such as bus benches, lighting standards, and other similar urban fixtures should be designed to enhance the visual image of all streets. The provision of attractive street furniture should be undertaken throughout the County on a continuous basis.

Land uses that provide a reason for pedestrians to use the street should be encouraged on corridors which have developed as major pedestrian type streets. Restaurants, including outdoor cafes, shops, personal services and similar activities should be encouraged where pedestrian activity is desired.

Regardless of the size of a structure, the first and possibly the second floor facing the sidewalk along auto/pedestrian streets should be designed to respond to activity at the street level. Those elements that give the feeling of comfort, security, scale, and diversity to the street user include: arcades, awnings, and pavement patterns that relate to pedestrian movement; small scale refinement of architectural detail; continuity, and selected variations in form.

Residential Developments

A large proportion of new development in Dade County, particularly in the unincorporated areas, is residential in nature. It is important that the site designer recognize four interrelated levels of community design:

At the neighborhood scale, the site design should incorporate those physical design elements that help establish neighborhood design unity including such elements as unique natural features, shopping, and parks. All of these elements should act either as focal points or linkages in the total design of the project. Flexibility in the design of the community should be considered for possible adaptation to future neighborhood needs.

At the sub-neighborhood scale, the grouping or clustering of housing units, associated parking, walkways, and landscaping should be developed into a form that is sensitive to the environmental characteristics of the site and gives identity to the individual clusters.

Transition spaces, in the form of private exterior spaces, should be designed to provide linkage between the totally private interior spaces and the common neighborhood spaces. Design considerations should be given to incorporating within these spaces such environmental characteristics of the site as prevailing breezes, sun angles, and landscape to improve upon the livability of the indoor and outdoor spaces. Care should be taken in the design of residential buildings and their transitional spaces to ensure that they provide safety and security for the residents.

The interior layout of housing units should respond to the microclimatic conditions of the site. Where feasible, cross ventilation of units should be provided. Adaptability of unit design for meeting changing family composition and needs should be considered.

Mass Transit

Unlike the subway systems of many cities, the aerial mass transit system proposed for Dade County offers the opportunity to give visual identity and order to the urban environment. The combination of the linear aerial rail system and the stations as nodal points acts to shape urban form.

Although visual elements of the mass transit system may vary from station to station resulting in a variety of visual experiences, a coordinated design effort should be achieved to assure design continuity.

The views revealed to the user of the mass transit system should be enhanced where necessary in order to provide a pleasant visual experience.

The planning of the rapid transit system should incorporate those elements of design that provide compatibility with existing communities through which the system passes. Architectural form, scale and landscape that relates to the neighborhood should be utilized in a manner that provides compatibility.

Land use planning in the vicinity of the stations should include consideration of compatible land uses which are linked with the station by pedestrian ways.

Integration of Land Uses

The mixing of various land uses can be a positive alternative to the rigid segregation of uses more commonly found in most of Dade County. There are two basic administrative methods of mixing land uses: by zoning adjacent parcels for varied land uses and by the use of "planned unit development" (PUD) ordinances. Inherent in the first method is the likelihood of insufficient planning and design cohesiveness and the potential for conflicts between uses. The "PUD" approach offers an exciting alternative. Strong urban form with varied living environments integrated with commercial facilities both horizontally and vertically, can result from the use of a "PUD" approach. The convenience of retail facilities, the availability of various activities and the creation of exciting forms and spaces can result from innovative design solutions.

Where multiple land uses are integrated, architectural components must be compatible. This does not suggest that all elements be homogeneous or repetitious in nature, but rather that a careful balancing of dominant and sub-dominant forms be employed.

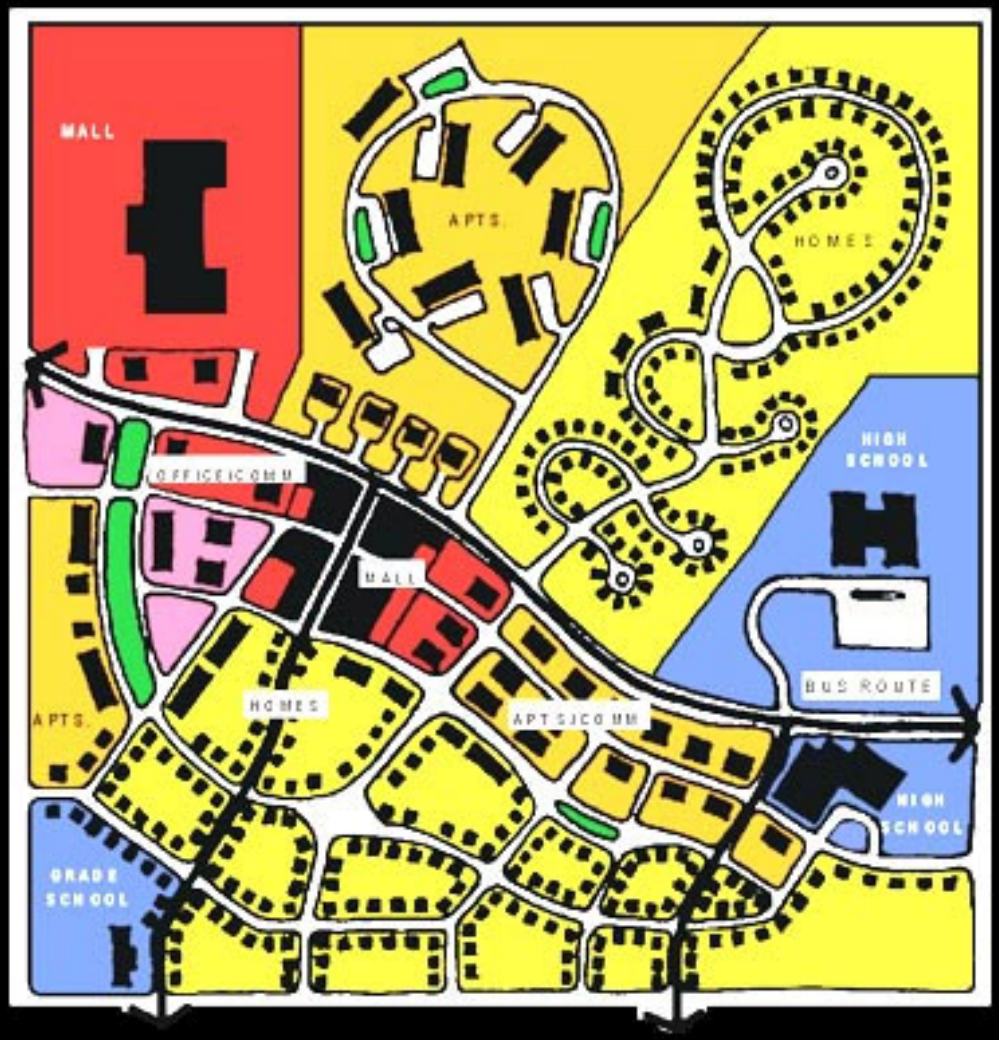
Integrated land uses should be designed and spatially arranged in a manner that provides for transition and compatibility.

Pedestrian linkages should be provided among integrated land uses and pedestrian and vehicular circulation should be separated where feasible.

A system of plazas with art displays, trees, awnings, arcades, and other similar design features should be used to integrate structures where mixed land uses prevail.

Residential Development

A major responsibility of local governments is to plan for and maintain residential areas. Such areas generally constitute most of the developed land within major metropolitan



DISCOURAGE

- Separate Uses
- Discontinuous sparse street pattern
- Walled developments
- Auto dependant
- Pedestrian and transit prohibitive
- Arterial and intersection congestion

PROMOTE

- Mixed Uses
- Interconnected streets
- Pedestrian and transit accommodating
- Provide mode and route choice
- Minimize arterial congestion

Recent Examples

Parkland (2008 DRI)

- 961 acres
- 1,257 single-family units
- 2,436 townhouse units
- 3,248 multi-family units
- 6,941 total residential units
- 7.2 units/acre gross density
- 200,000 sq. ft retail
- 100,000 sq. ft office
- 550,000 sq. ft industrial
- Schools and community facilities
- 194 acres(20%) parks/water

Green City (2015 Cycle App. No. 7)

- 859 acres
- 0 single-family units
- 1,780 townhouse units
- 9,621 multi-family units
- 11,401 total residential units
- 13.3 units/acre gross density
- 1,308,000 sq. ft retail
- 614,300 sq. ft office
- 350,000 sq. ft industrial
- Schools and community facilities
- 200 acres(23%) parks/water

Recent Examples

Parkland (2008 DRI)

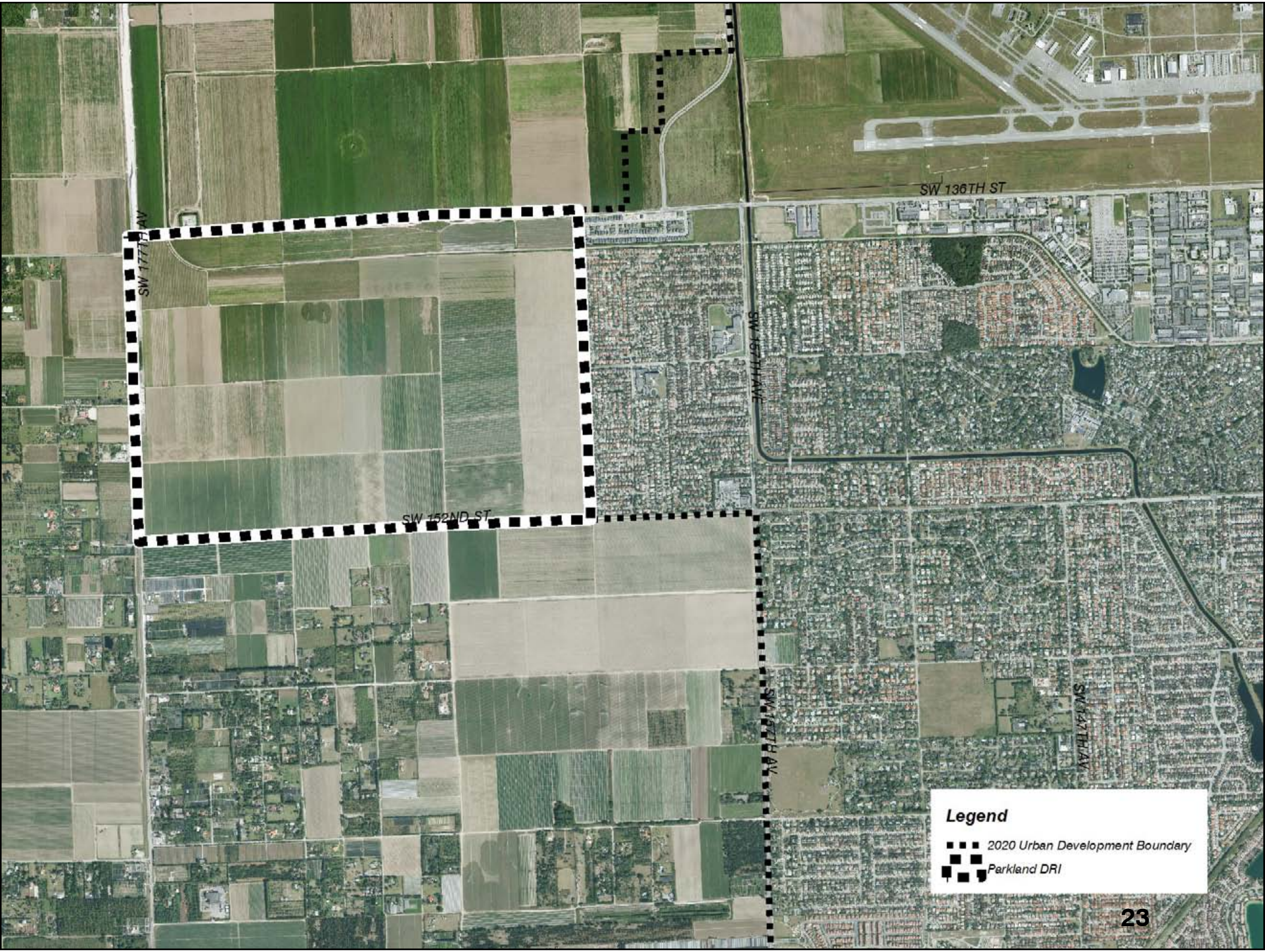
Requested land uses:

- Low-Density Residential (439 acres)
- Low-Medium Density Residential (428 acres)
- Business and Office (37 acres)
- Office/Residential (18 acres)
- Industrial and Office (39 acres)

Green City (2015 Cycle App. No. 7)

Requested land uses:

- Green City Miami (new land use category)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SW 152ND ST
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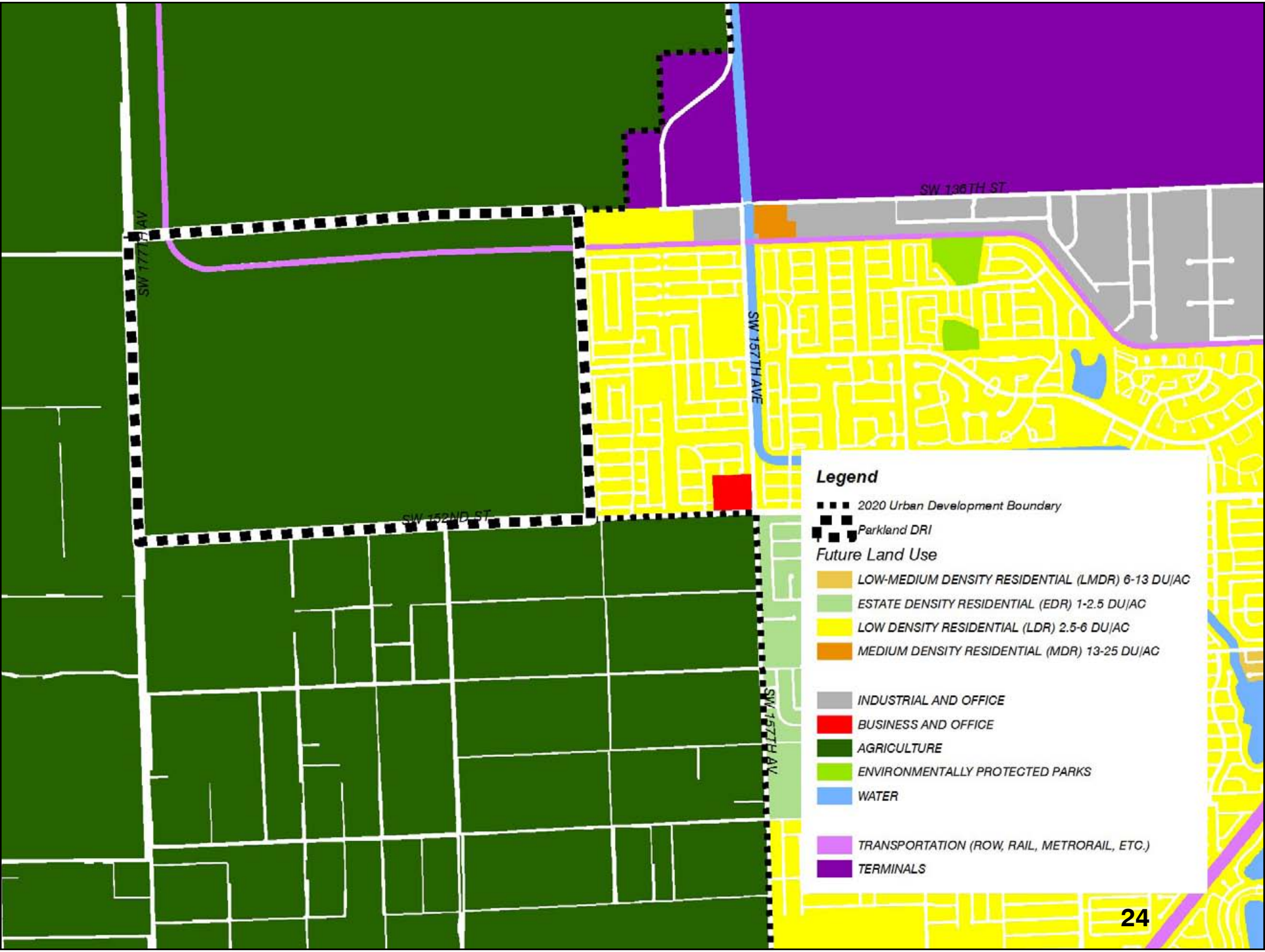
SW 147TH AV
Legend
2020 Urban Development Boundary
Parkland DRI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2020 Urban Development Boundary
Parkland DRI
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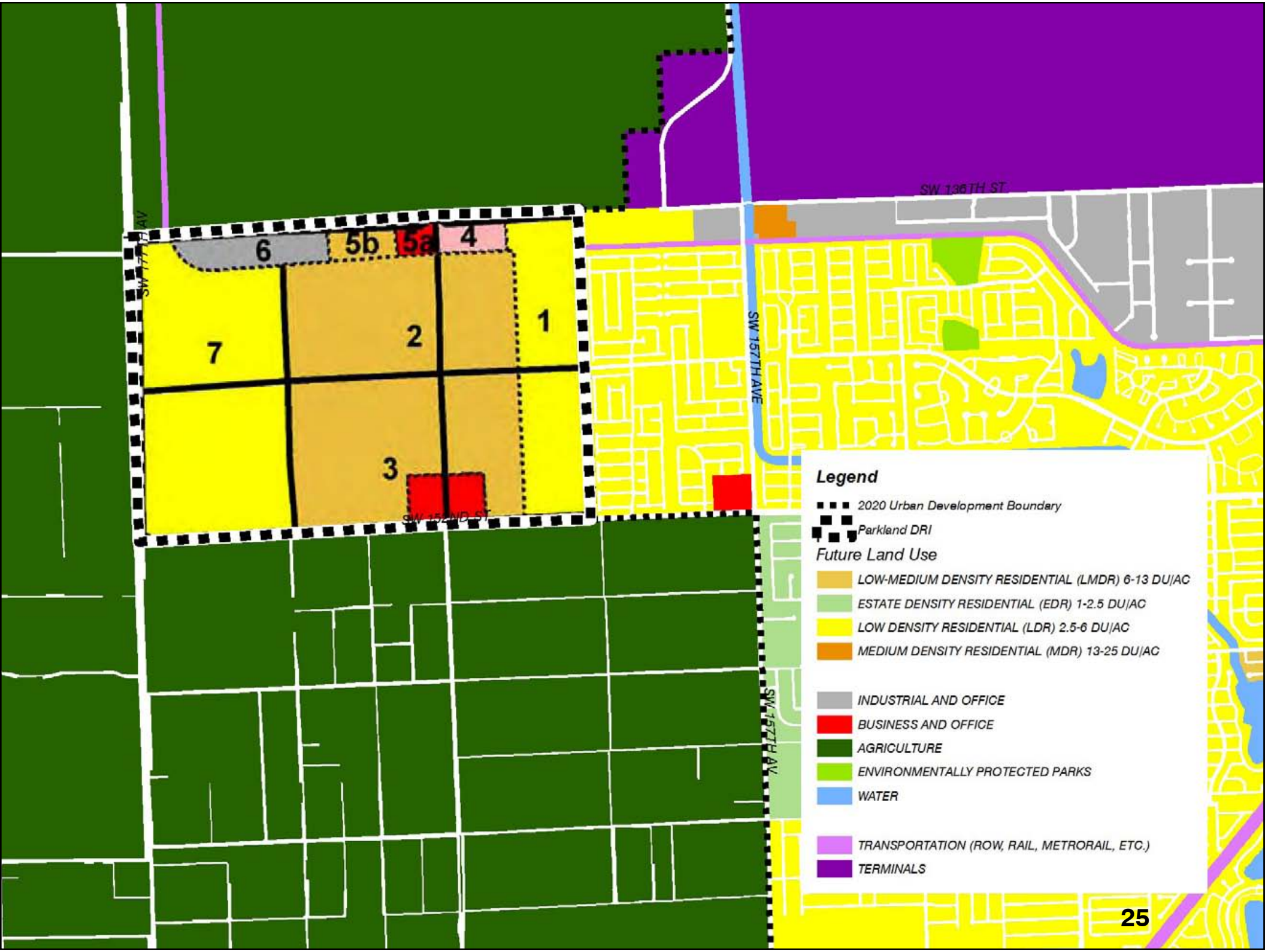
ESTATE DENSITY RESIDENTIAL (EDR) 1-2.5 DU/AC
LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC
INDUSTRIAL AND OFFICE
BUSINESS AND OFFICE
AGRICULTURE
ENVIRONMENTALLY PROTECTED PARKS
WATER
TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
TERMINALS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2020 Urban Development Boundary
Parkland DRI
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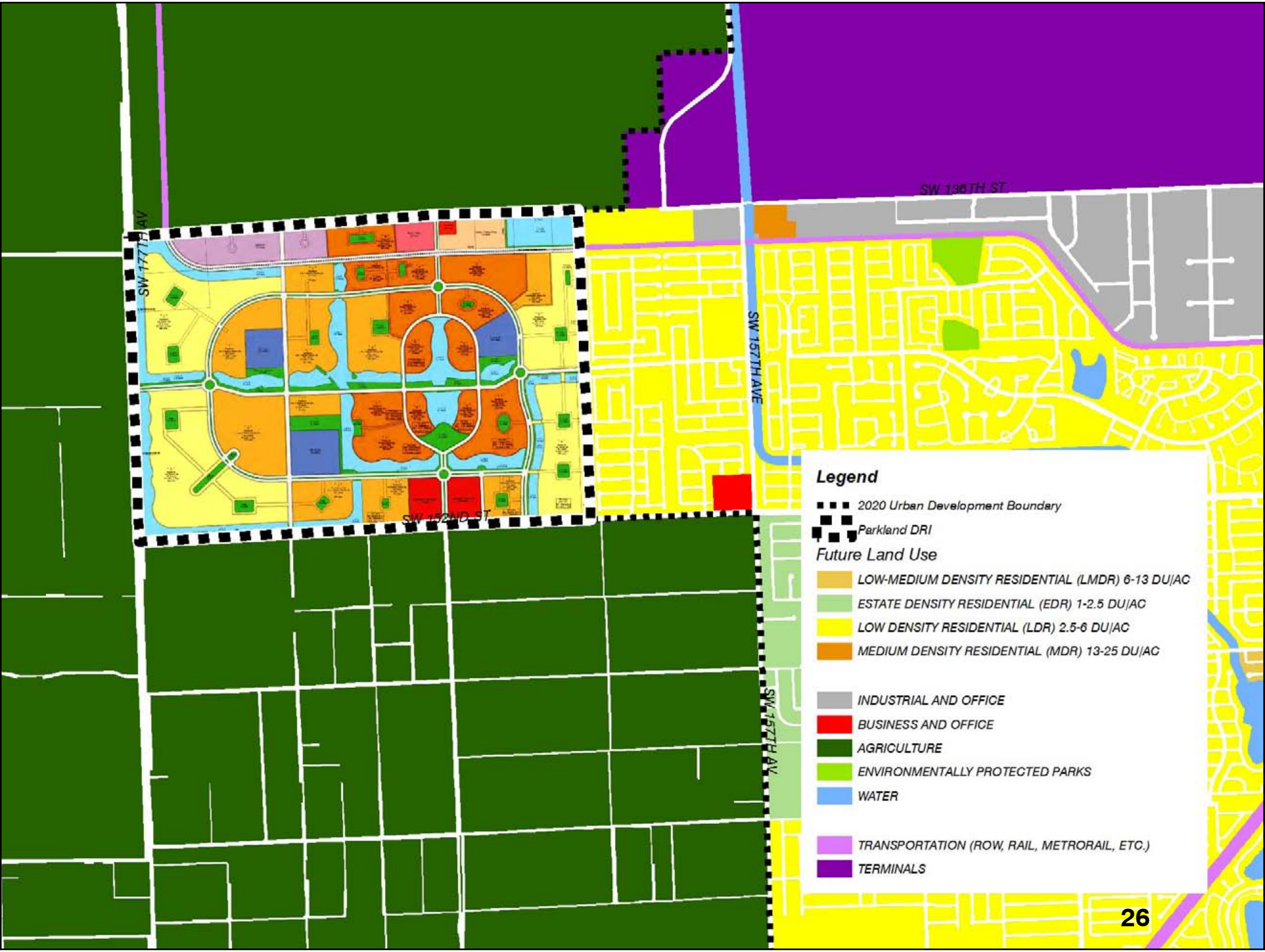
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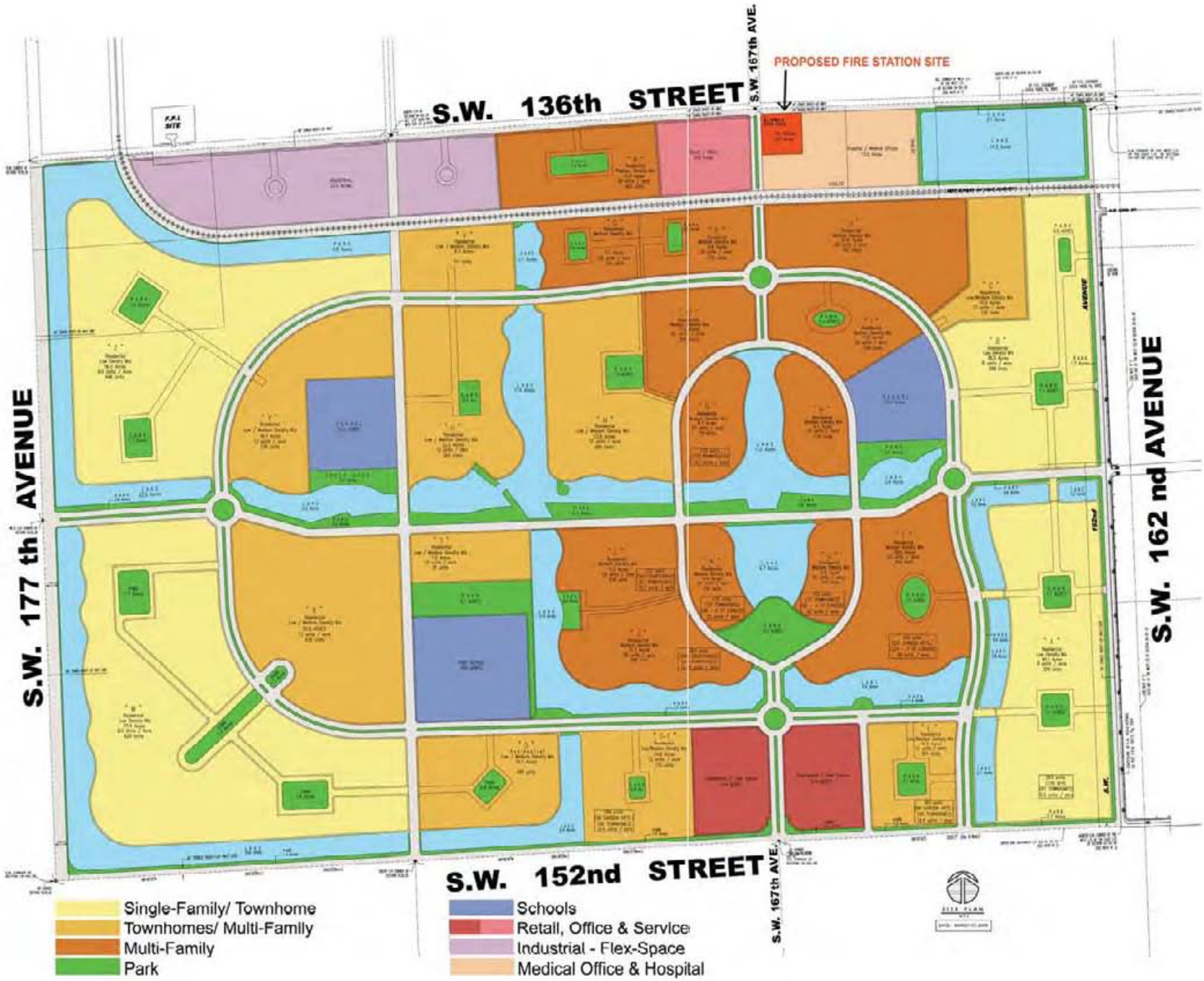
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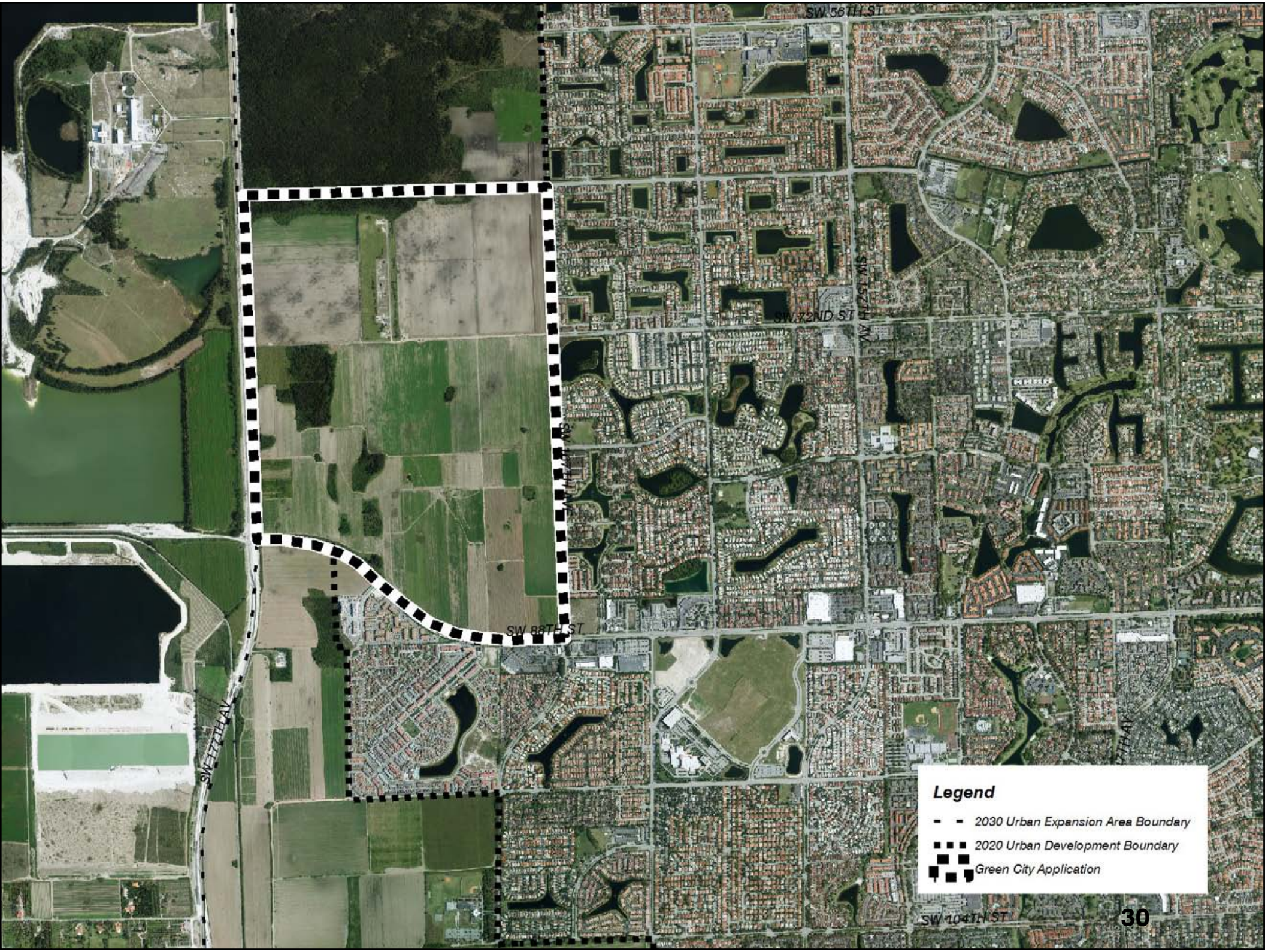
S.W. 177 th AVENUE
S.W. 162 nd AVENUE
S.W. 152nd STREET
S.W. 167th AVE.
Single-Family/ Townhome
Townhomes/ Multi-Family
Multi-Family
Park
Schools
Retail, Office & Service
Industrial - Flex-Space
Medical Office & Hospital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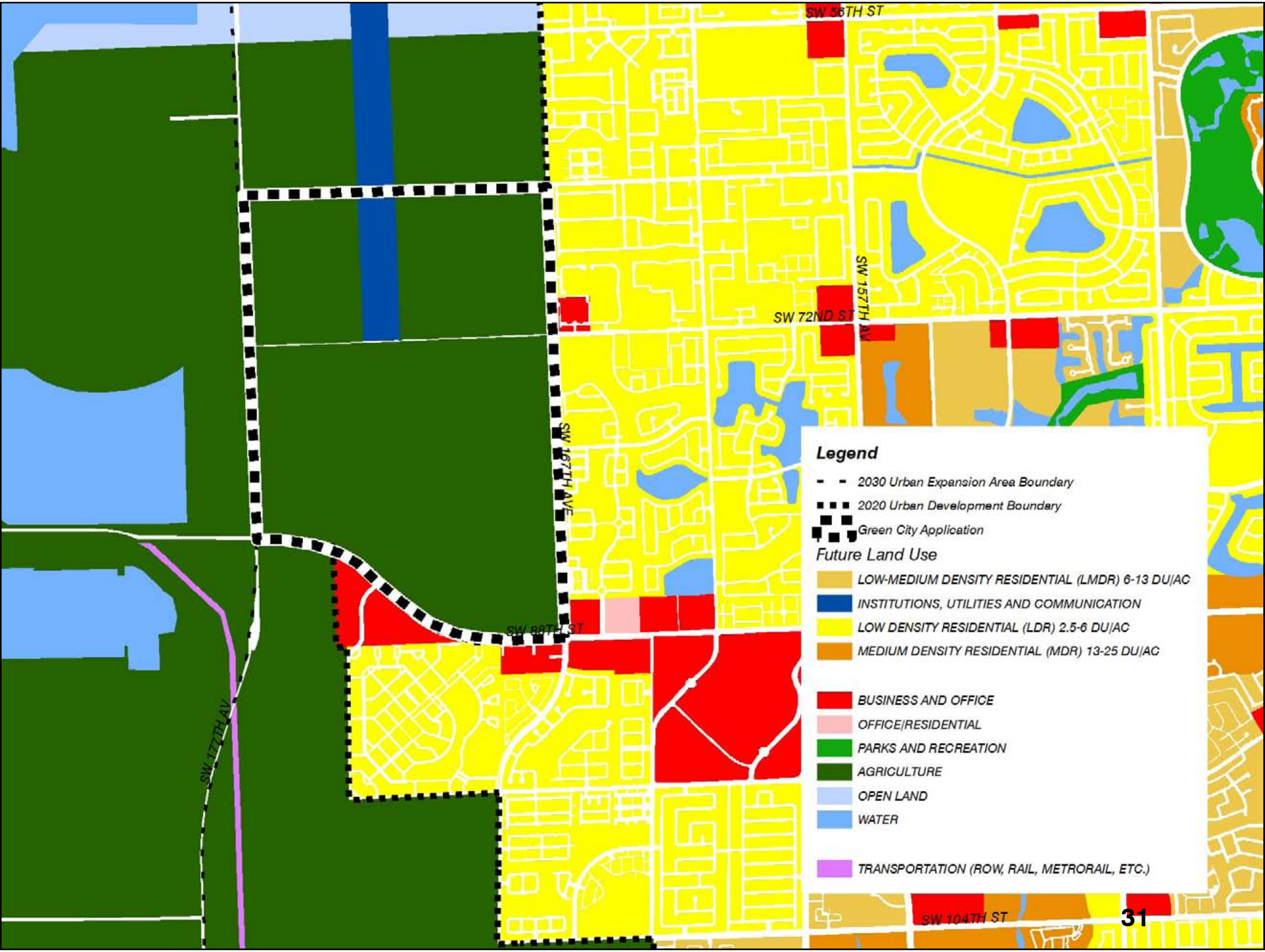
2020 Urban Development Boundary
Green City Application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OFFICE/RESIDENTIAL
PARKS AND RECREATION
AGRICULTURE
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WATER
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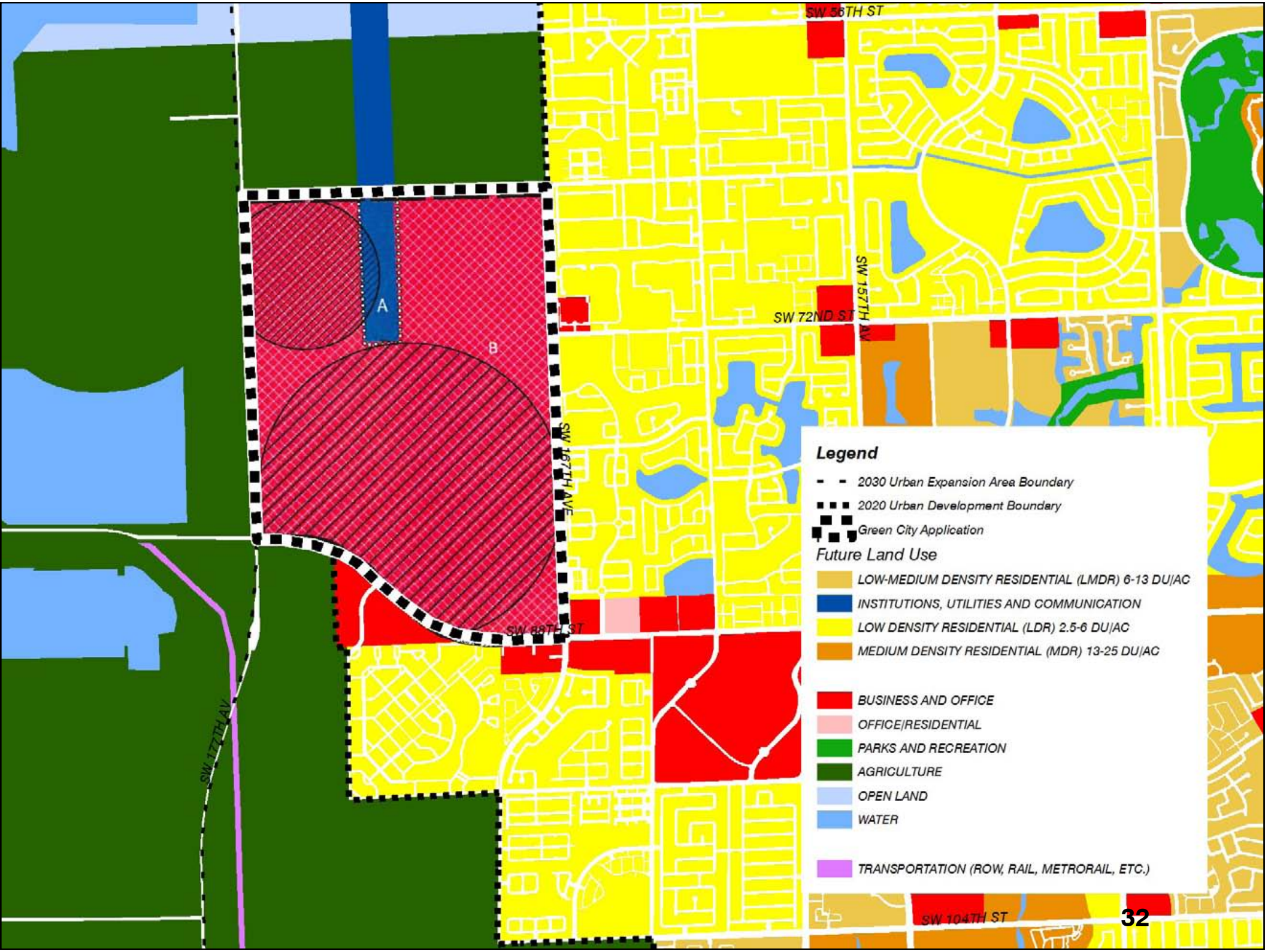
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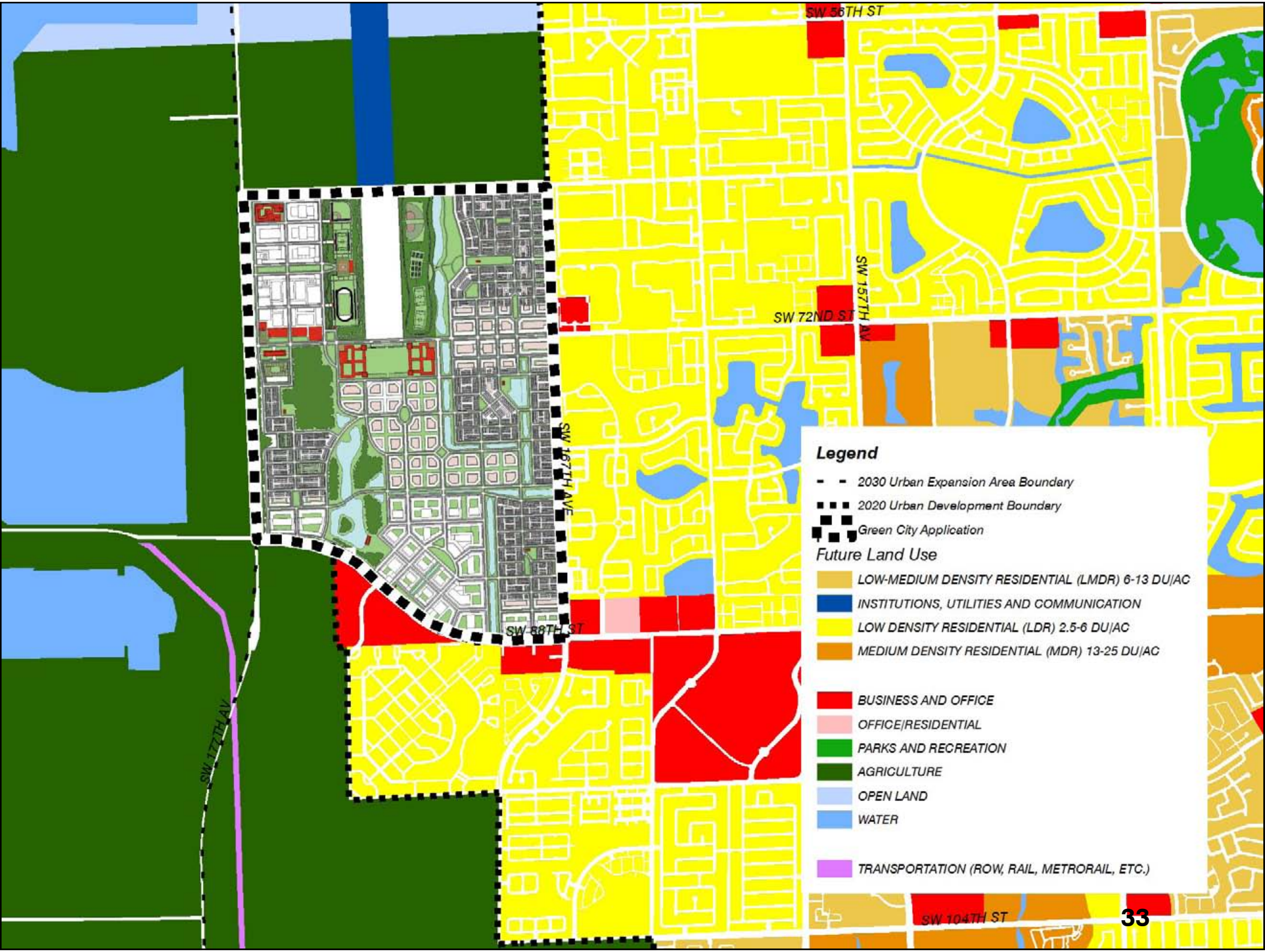
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Charrette Master Plan I

This master plan shows the 859 acres within the study area. The master plan is divided into six distinct neighborhoods. The Downtown District located off Kendall Drive with high density mixed-use residential, the Central District located off Sunset Drive with Medium Density mixed-use residential, the Park District located off 64th Street with low density mixed-use residential, the Preserve with a mix of business and residential uses, the East Village with low-density residential and the Health and Wellness Village off Krome Avenue.

The diagrams in the next page show the landuses, the six distinct neighborhoods, the green network, the water network, the street network and the transportation network as well as how certain CDMP policies and goals are illustrated by this proposal.

26
GREEN CITY MIAMI,
MIAMI CHARRETTE 2011

CITY
ECO-URBANISM
Downtown District

End

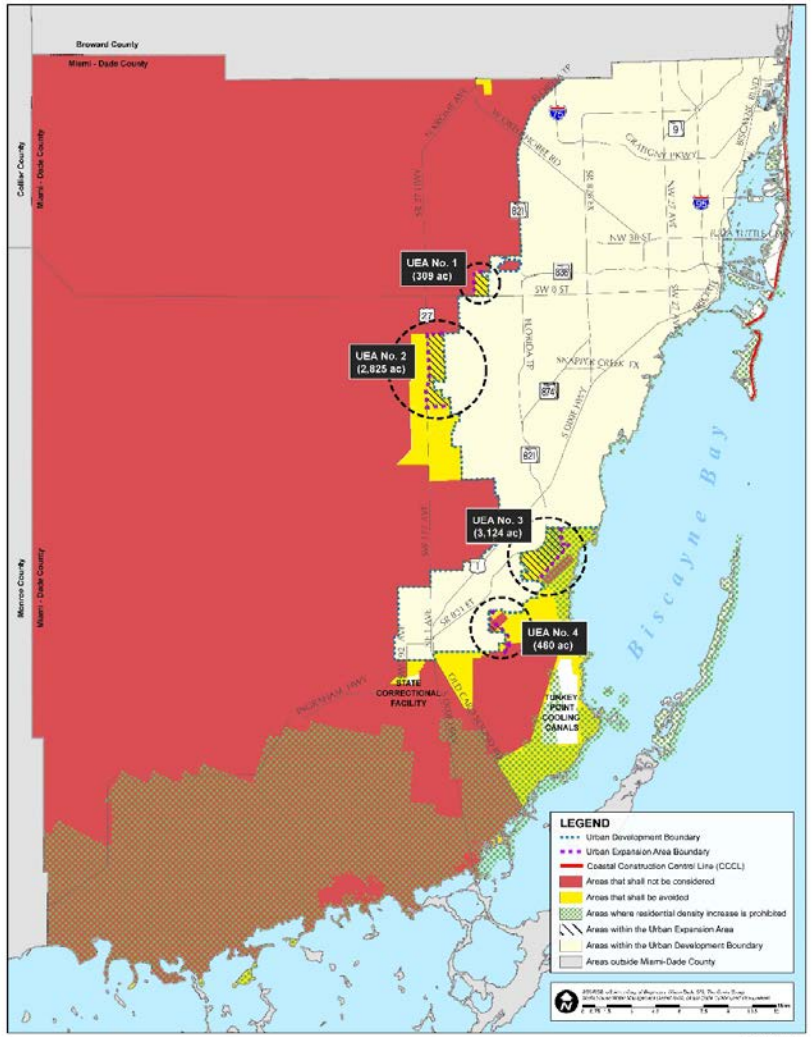
Miami-Dade County

Suggested Amendments to Urban Expansion Areas and Policy LU-8H

BERCOW RADELL FERNANDEZ & LARKIN
ZONING, LAND USE AND ENVIRONMENTAL LAW

THE CURTIS GROUP

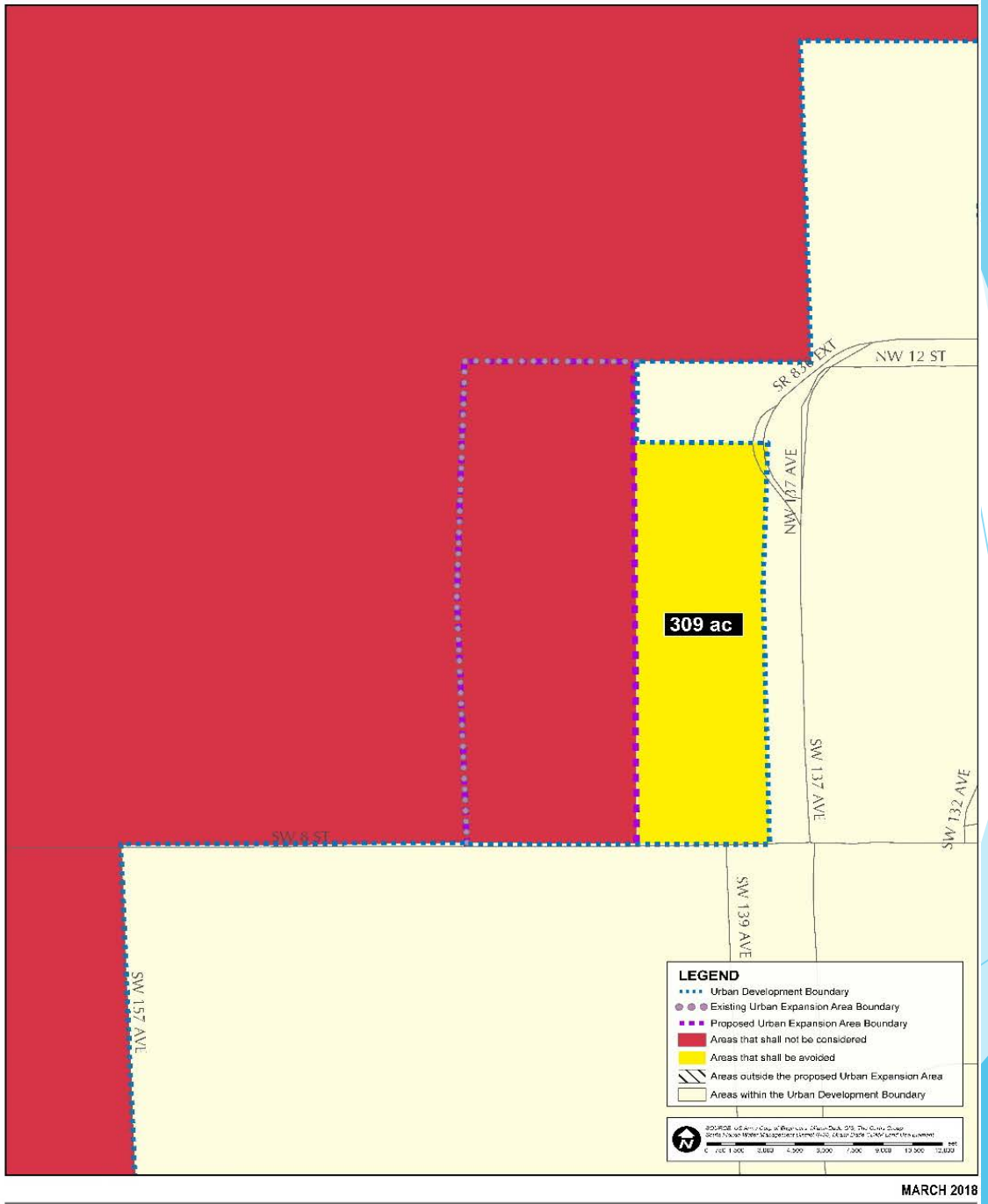
Existing UEAs



MARCH 2018

EXISTING UEAs

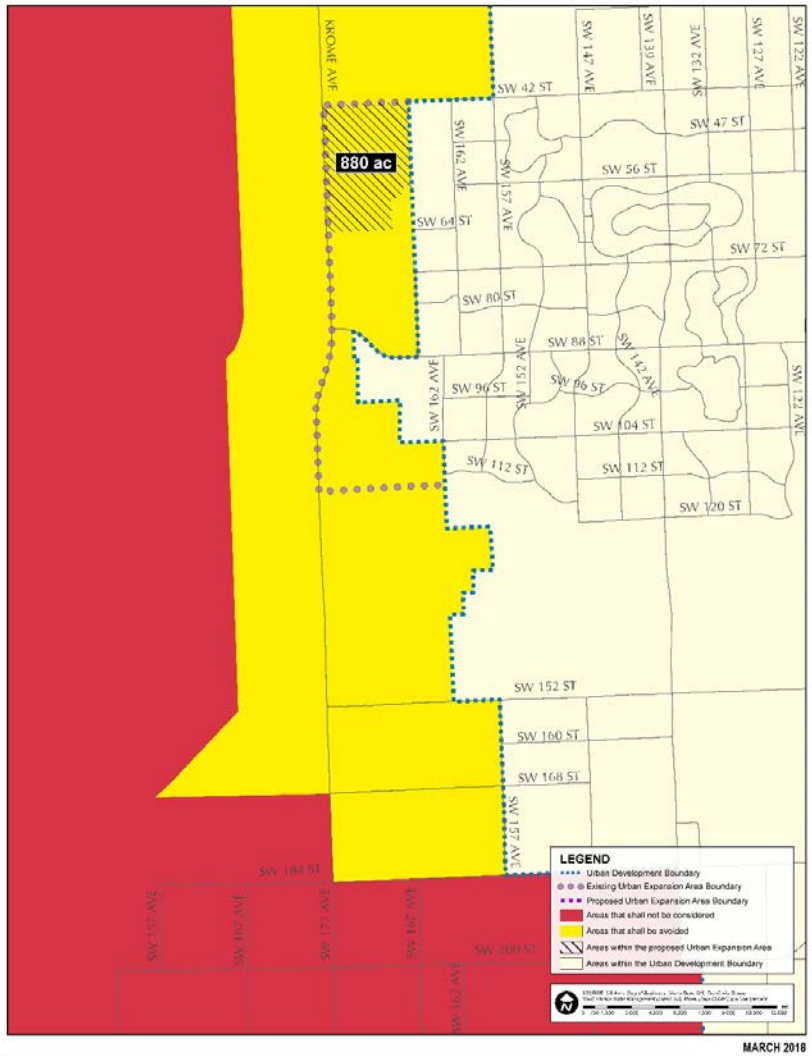
UEA No. 1



MARCH 2018

EXISTING UEA NO. 1

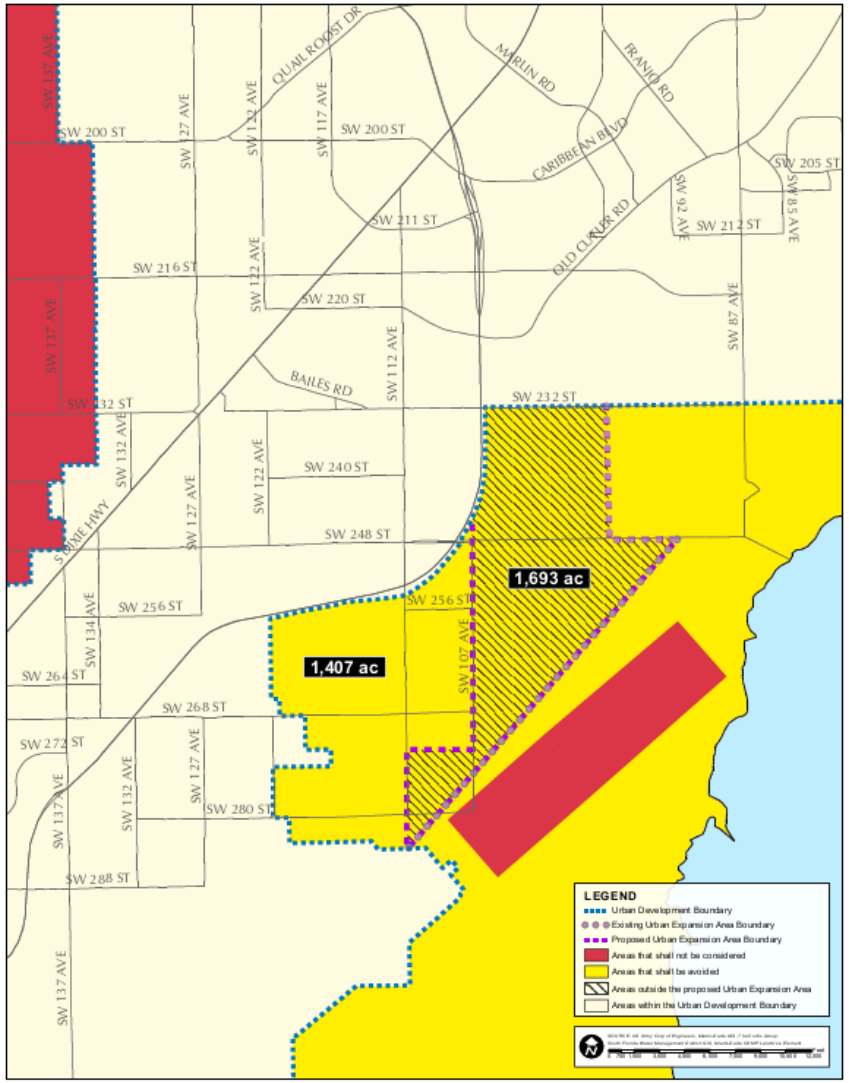
UEA No. 2



MARCH 2018

EXISTING UEA NO. 2

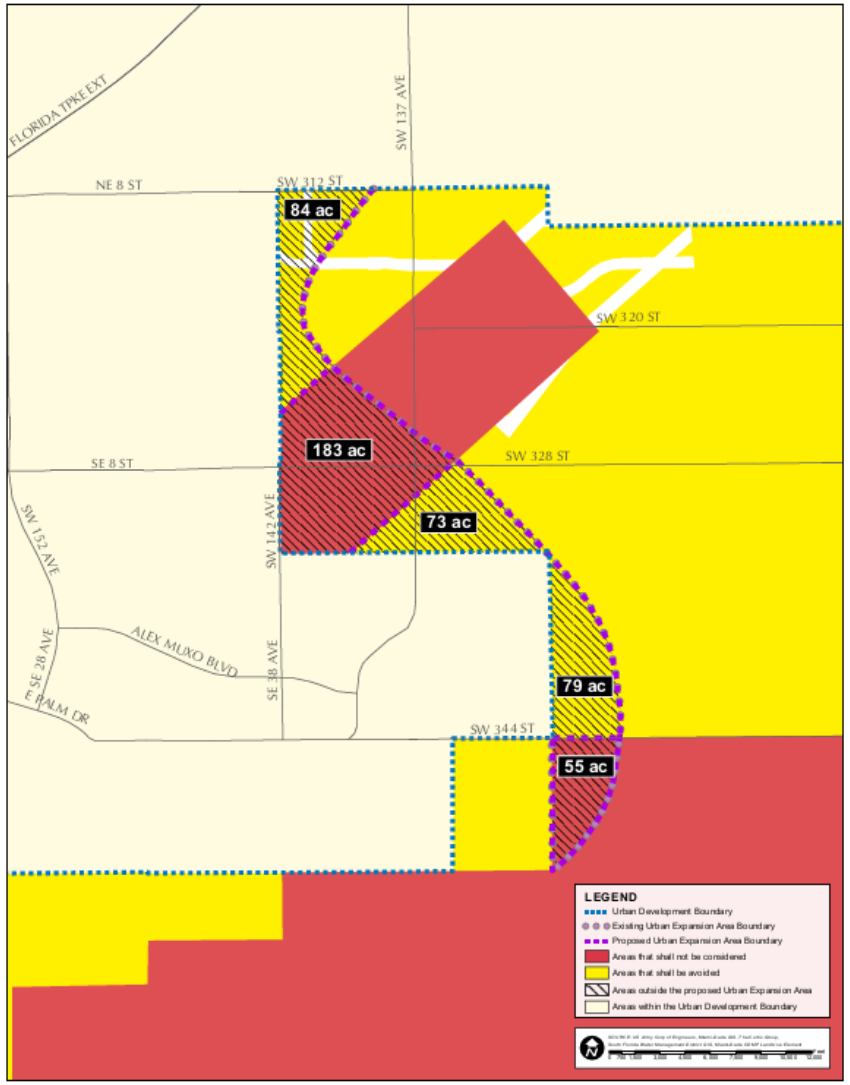
UEA No. 3



MARCH 2018

PROPOSED UEA NO. 3

UEA No. 4



MARCH 2018

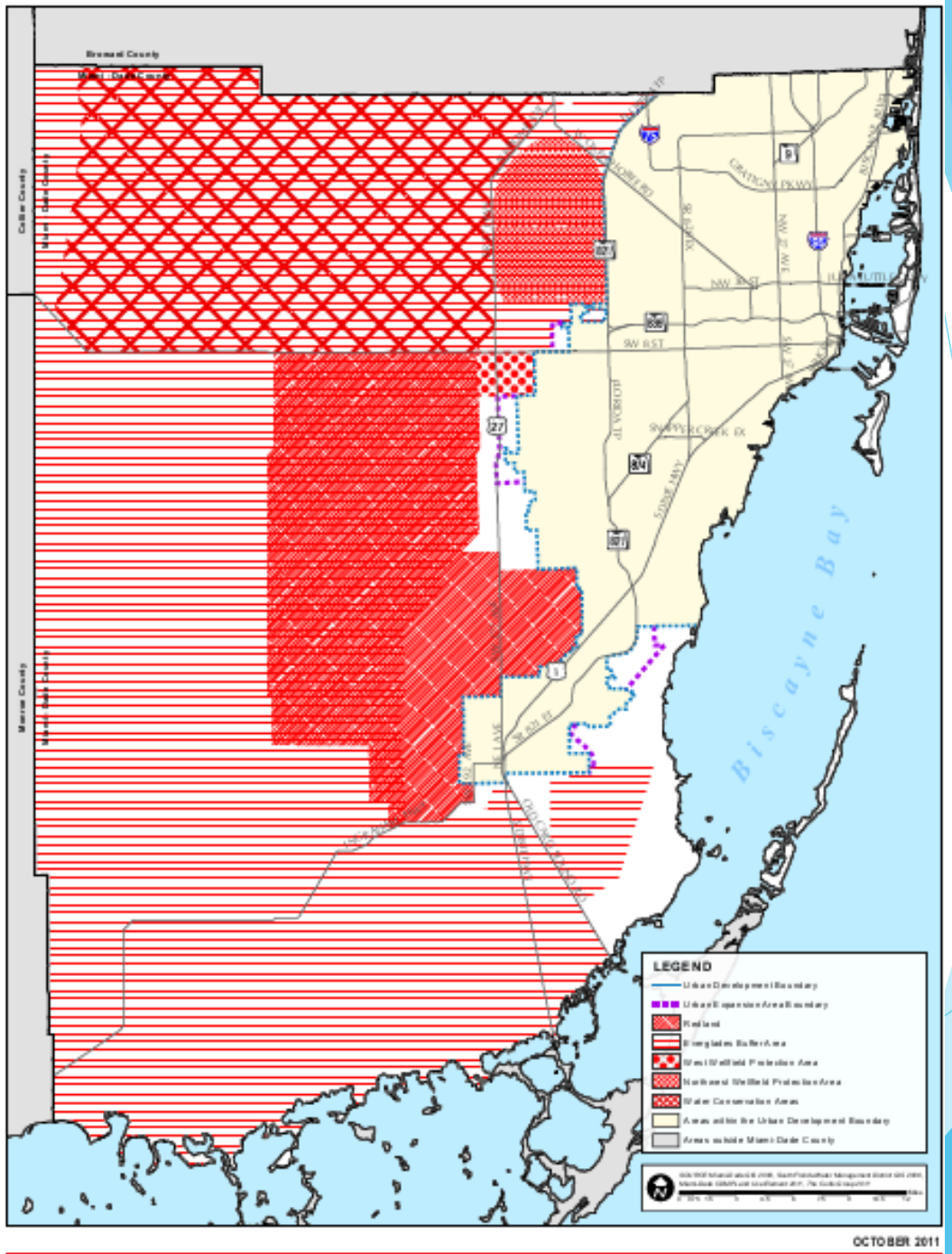
PROPOSED UEA NO. 4

Summary of Residentially-Developable Area

	EXISTING ACREAGE	RESIDENTIALLY DEVELOPABLE LAND
UEA 1	309 acres	0 acres
UEA 2	2,825 acres	1,945 acres
UEA 3	3,124 acres	1,407 acres
UEA 4	460 acres	222 acres
TOTAL	**6,748 acres**	**3,638 acres**

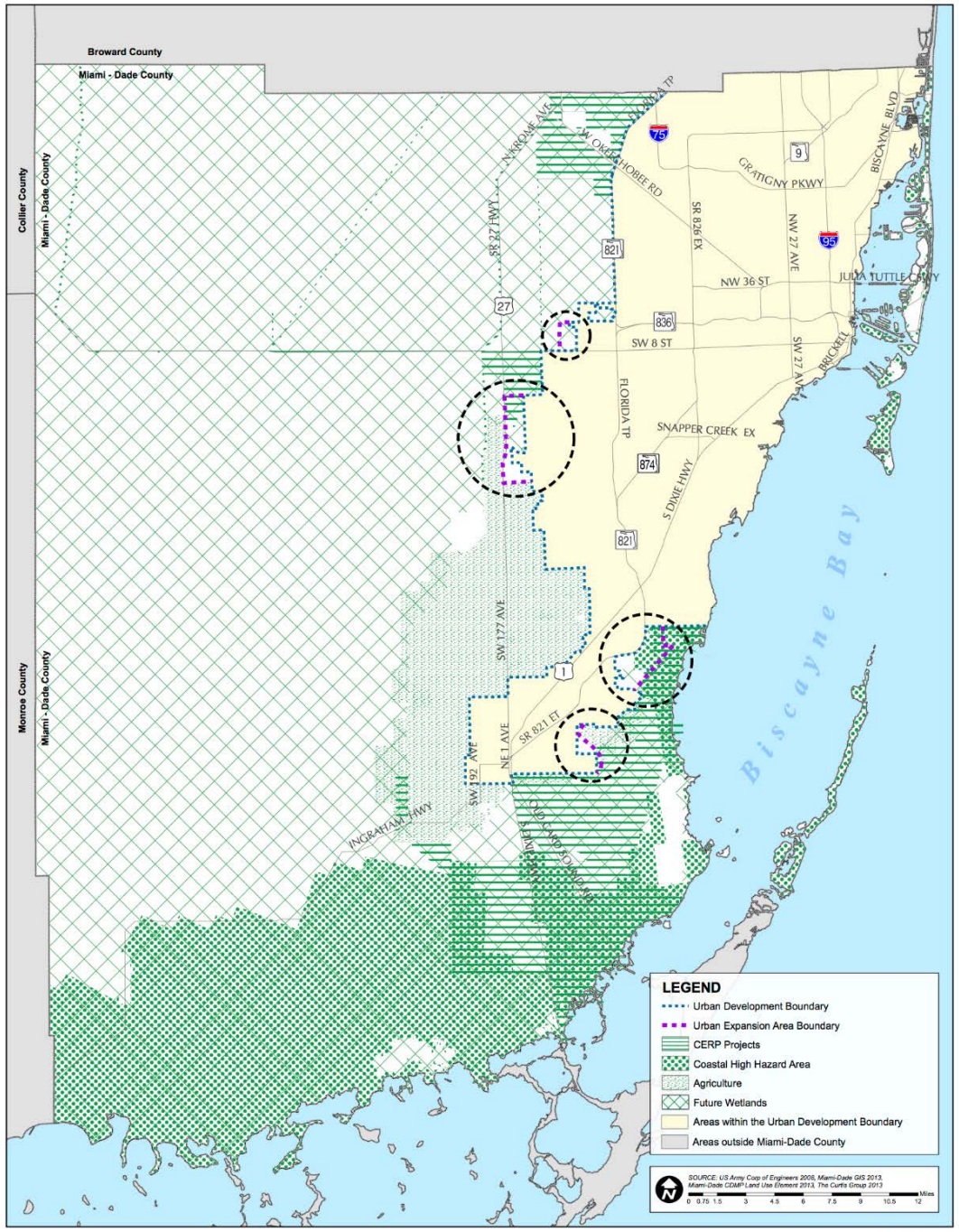
Areas that May Not be Considered

Policy LU-8G (i)



Areas that Shall be Avoided

Policy LU-8G (ii)



APRIL 2013

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

Areas that Shall be Given Priority for Inclusion: Policy LU-8G (iii)

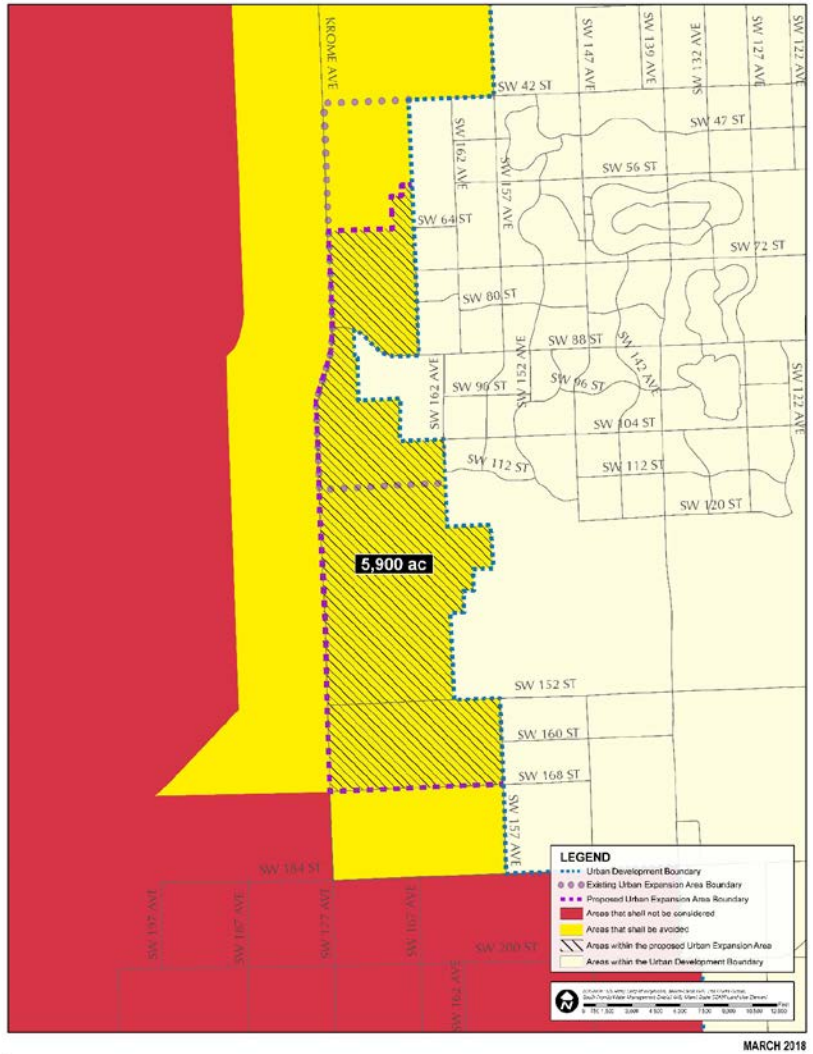
- Planning Analysis Tiers with the earliest projected supply depletion year;
- In a UEA and contiguous to the UDB; and
- Within 1 mile of planned urban center or extraordinary transit service; and
- Locations having projected surplus service capacity or where necessary facilities and services can be readily extended.

Depletion of Residential Supply

- **The South Central Tier has the earliest projected residential depletion date of the County's Planning Analysis Tiers: 2024.**
- **The supply of single-family land in the South Central Tier will deplete by the end of 2018.**
- **The western half of the South Central Tier will deplete its supply of <u>all</u> residential land in 2019.**

Proposed UEA No. 2

Based on Policies LU-8G (i), LU-8G (ii) and CM-9A (v)



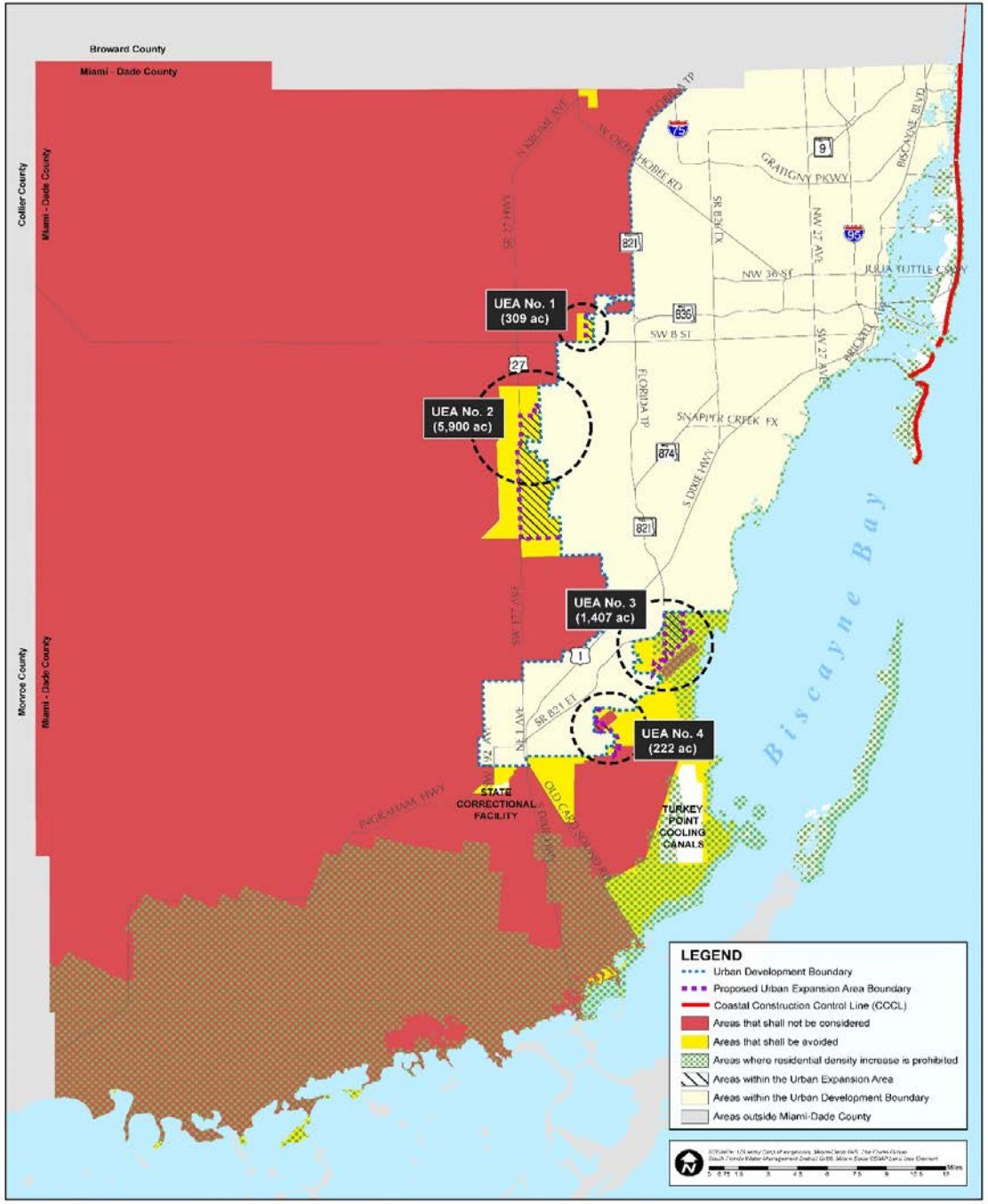
PROPOSED UEA NO. 2 BASED ON POLICIES LU-8G (i), LU-8G (ii) AND CM-9A (v)

Summary of Proposed UEA Changes

	EXISTING ACREAGE	PROPOSED ACREAGE
UEA 1	309 acres	309 acres — No realistic residential capacity.
UEA 2	2,825 acres	5,900 acres — Remove 880 acres north of S.W. 64 Street, extend south to S.W. 168 Street.
UEA 3	3,124 acres	1,407 acres — Remove 1,693 acres of land within CHHA.
UEA 4	490 acres	222 acres — Remove all land within accident potential zone.
TOTAL	**6,748 acres**	**7,529 acres**

Proposed UEAs

Based on Policies LU-8G (i), LU-8G (ii) and CM-9A(v)



MARCH 2018

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

Suggested Additions to Policy LU-8H

- Minimum size of 500 acres for residential development proposals
- Priority for developments with minimal environmental impacts
- Require expansions with residential component to incorporate smart planning/urban design concepts

Miami-Dade County

Suggested Amendments to Urban Expansion Areas and Policy LU-8H

BERCOW RADELL FERNANDEZ & LARKIN
ZONING, LAND USE AND ENVIRONMENTAL LAW

THE CURTIS GROUP