SUMMARY OF FINAL ACTIONS
BY
BOARD OF COUNTY COMMISSIONERS

OCTOBER 04 CYCLE
EAR-BASED AMENDMENTS
TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN
FOR MIAMI-DADE COUNTY

(Ordinance 05-219, December 12, 2005)
(DCA No. 05-2ER)

Amendments to the CDMP text and maps are presented in a ~~strike-through~~ and <u>underline</u> format for the additions/deletions to the original CDMP.

MIAMI-DADE COUNTY

December 12, 2005

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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 standard amendments to the Comprehensive Development Master Plan (CDMP) which were adopted by the Miami-Dade County Board of County Commissioners on December 12, 2005 (Ordinance No. 05-219) as part of the October 2004-05 CDMP amendment cycle (DCA No. 05-2ER).

Summary of Actions

Included in the document is a section titled "Summary of Actions by Board of County Commissioners on October 2004-05 Cycle Applications to Amend the CDMP" which lists the final action taken by the Board of County Commissioners on all applications. These applications were filed primarily to implement the recommendations of the 2003 Evaluation and Appraisal Report (EAR), which were adopted with changes (Resolution No. R-1180-03) by the Board of County Commissioners (BCC) on October 28, 2003.

Adopted Standard Applications to Amend the CDMP

Following the Summary of Actions section is a summary of the standard amendments to the CDMP. Applications No. 1 thru 11 represent amendments to all eleven elements of the CDMP. Application No. 1, the Land Use Element, is divided into the following three Parts: Part A (revises the Land Use Plan Map); Part B (amends the Goal, Objectives, Policies, Interpretation Text & Monitoring Program); and Part C (revises the Statement of Legislative Intent, Preface and Introduction). Application No. 2, the Transportation Element, is divided into the following six Parts: Part A (revises the Introduction, Goal, Objectives, Policies & Monitoring Program for the Transportation Element), Part B (amends the Traffic Circulation Subelement); Part C (revises the Mass Transit Subelement); Part D (amends the Aviation Subelement); Part E (Revises the Port of Miami River Subelement); and Part F (amends the Port of Miami Master Plan Subelement). Application No. 3 revises the Housing Element. Application No. 4 amends the Conservation, Aquifer Recharge And Drainage Element. Application No. 5; Water, Sewer, & Solid Waste Element; is divided into Part A (revises Water and Sewer Subelement) and Part B (amends Solid Waste Subelement). Application No. 6 revises the Recreation And Open Space Element. Application No. 7 amends the Coastal Management Element. Application No. 8 revises the Intergovernmental Coordination Element. Application No. 9 amends revises the Goal, Objectives, Policies and Monitoring Program for the Capital Improvements Element. Application No. 10 revises the Educational Element. Application No. 11 amends the Economic Element.

Organization of the Report

The staff applications contained in this report are organized to correspond to each of the eleven adopted CDMP elements, from the Land Use Element through the Economic Element, as well as any modifications to the CDMP's Statement of Legislative Intent, Preface and Introduction. The following report is essentially the existing CDMP, with strikethrough and underline for the newly adopted text changes.

The strike-through/underline format is used to present text adopted for deletion or inclusion in the CDMP. In addition, each element 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 revised, replaced, and/or renumbered are indicated as such along the top margin. It should be noted that adopted Land Use Plan Map changes are included in a different document.

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SUMMARY OF ACTIONS
BY BOARD OF COUNTY COMMISSIONERS ON
OCTOBER 2004 CYCLE STANDARD CDMP AMENDMENT APPLICATIONS

Application Number	Applicant/Representative Miami-Dade County Department of Planning and Zoning/ Diane O'Quinn Williams, Director REQUESTED CHANGE TO THE CDMP ELEMENTS:	Final Commission Action
1 Part A, Parcels 1 through 114*	Revise the Land Use Element: Revise the 2005-2015 Land Use Plan Map and Map Series E.g., Parcel 1: Aventura: North and South sides of NE 213 Street East of NE 30 Court (23 acres) FROM: MEDIUM DENSITY RESIDENTIAL (13-25 DU/AC.) TO: BUSINESS AND OFFICE	ADOPT WITH CHANGE contained in Exhibit A, attached hereto
Part B	Revise the Goal, Objectives, Policies, Interpretation Text & Monitoring Program	ADOPT WITH CHANGE as per Staff Revised Recommendations Report dated November 30, 2005
Part C D	Revise the Statement of Legislative Intent, Preface and Introduction	ADOPT
2 Part A	Revise the Transportation Element Revise Introduction, Goal, Objectives, Policies & Monitoring Program	ADOPT
Part B	Revise the Traffic Circulation Subelement: Revise the Introduction, Goal, Objectives, Policies & Monitoring Program	ADOPT
Part C	Revise the Mass Transit Subelement: Revise Introduction, Goal, Objectives, Policies & Monitoring Program	ADOPT AS TRANSMITTED
Part D	Revise the Aviation Subelement: Revise the Introduction, Goal, Objectives, Policies & Monitoring Program	ADOPT AS TRANSMITTED
Part E	Revise the Port of Miami River Subelement: *Revise the Introduction, Goal, Objectives, Policies & Monitoring Program*	ADOPT WITH CHANGE as per Staff Revised Recommendations Report dated November 30, 2005
Part F	Revise the Port of Miami Master Plan Subelement: *Revise the Introduction, Goal, Objectives, Policies & Monitoring Program*	ADOPT
3	Revise the Housing Element Revise the Introduction, Goals, Objectives, Policies & Monitoring Program	ADOPT AS TRANSMITTED
4	Revise the Conservation, Aquifer Recharge And Drainage Element Revise Introduction, Goal, Objectives, Policies & Monitoring Program	ADOPT
5 Part A	Revise the Water Sewer, & Solid Waste Element Revise the Water and Sewer Subelement: Goal, Objectives, Policies & Monitoring Program	ADOPT
Part B	Revise the Solid Waste Subelement: Goal, Objectives, Policies & Monitoring Program	ADOPT
6	Revise the Recreation And Open Space Element Revise the Introduction, Goal, Objectives, Policies & Monitoring Program	ADOPT
7	Revise the Coastal Management Element Revise the Introduction, Goal, Objectives, Policies & Monitoring Program	ADOPT
8	Revise the Intergovernmental Coordination Element Revise the Introduction, Goal, Objectives, Policies & Monitoring Program	ADOPT

Application Number	Applicant/Representative Miami-Dade County Department of Planning and Zoning/ Diane O'Quinn Williams, Director REQUESTED CHANGE TO THE CDMP ELEMENTS:	Final Commission Action
9	Revise the Capital Improvements Element Revise the Introduction, Goal, Objectives, Policies & Monitoring Program	ADOPT WITH CHANGE as per Staff Revised Recom-mendations Report dated November 30, 2005
10	Revise the Educational Element Revise the Introduction, Goal, Objectives, Policies & Monitoring Program	ADOPT
11	Revise the Economic Element Revise the Introduction, Goals, Objectives, Policies & Monitoring Program	ADOPT

* (except those parcels previously withdrawn by the Department and/or the Board: Parcels 30, 31, 33, 36, 37, 38, 39, 40, 41, 48, 60, 63[portion], 68, 75, 77, 83, 84, 85, 86, 88, 105, 109, 110 and 114) The portion of Parcel No. 63 deleting the parcel from the Urban Expansion Area remains.

Proposed Land Use Map Changes (Parcels 1 Through 114)

Parcel Number	Parcel General Location	Requested Category Change		Acres	Final Commission Action Dec. 12, 2005
		From	To		
1	Aventura: North and South sides of NE 213 St East of NE 30 Ave	MDR	B & O	23	ADOPT
2	Aventura: SE corner of NE 213 St and NE 27 Ct	L-MDR	B & O	14	ADOPT
3	Aventura: East side of Country Club Dr West, south of Aventura Blvd	Parks & Rec	B & O	17	ADOPT
4	Aventura: North of NE 187th St, East and West of NE 29 Ave	I & O	B & O	15	ADOPT
5	Aventura: North and South sides of NE 188 St, East of NE 30 Ave	I & O	M-HDR and B & O	32	ADOPT
6	Sunny Isles Beach: NW corner of Ocean Blvd and NE 193rd St	MDR and B & O	LDR	18	ADOPT
7	West of I-95, between NE 215 St and NE 207 St	I & O	Parks & Rec	94	ADOPT
8	Miami Gardens: SE Corner of NW 199 St and NW 32 Ave	Off/Res and B & O	Parks & Rec	29	ADOPT
9	North Miami Beach: North side of Sunny Isles Blvd west of Oleta River	B & O	EPP (EEL)	3	ADOPT
10	North Miami: SE corner of NE 151st St and Biscayne Blvd	Parks & Rec	M-HDR	188	ADOPT
11	Opa-locka: NE corner of NW 22 Ave and NW 139 St	B & O and I & O	MDR	10	ADOPT
12	Opa-locka: NW corner of NW 17 Ave and Opa-locka Blvd	LDR	I & O	10	ADOPT
13	Op-locka: SW corner of NW 32 Ct and NW 132 St	I & O	Off/Res	11	ADOPT
14	Opa-locka: SW corner of NW 28 Ave and NW 132 St	I & O	MDR	11	ADOPT
15	Opa-locka: SW of NW 27 Ave and NW 132 St	I & O	B & O	18	ADOPT
16	Opa-locka: NW corner of NW 27 Ave and NW 127 St	I & O	MDR	5	ADOPT
17	Hialeah: NE corner of NW 102 Ave and NW 138 St	EDR w/ DI-1	B & O	72	ADOPT
18	Hialeah: NE corner of NW 97 Ave and West 80 St	I & O	MDR	10	ADOPT
19	Miami Shores: South side of NW 115 St between NW 2 Ave and NW 5 Ave	L-MDR	Institut & PF	24	ADOPT
20	Miami Beach: South side of West 63 St, between Inter Coastal Waterways	LDR	MDR	9	ADOPT
21	Miami: NE corner of NE 80 St and NE 1 Ave	B & O	Off/Res	17	ADOPT
22	Miami: NW corner NE 4 Ave and NE 80 Terr.	B & O	Off/Res	8	ADOPT
23	Miami: Between NE 75 St and NE 78 St, between NE 2 Ct and NE 3 Place	I & O	MDR	19	ADOPT
24	Miami: NE Miami Ct to NE 2 Ave, between 71 St and 72 St	I & O	MDR	12	ADOPT

Parcel Number	Parcel General Location	Requested Category Change		Acres	Final Commission Action Dec. 12, 2005
		From	To		
25	Miami: Between I-95 and NE Miami Ct, between 71 St and 72 St	I & O	B & O	45	ADOPT
26	Miami: Between NW 7 Ave and I-95, between NW 71 St and NW 72 St	I & O	B & O	11	ADOPT
27	Hialeah: NE corner of West 20 Ave and West 41 St	MDR, M-HDR and I & O	B & O	12	ADOPT
28	Hialeah: East and West sides of West 16 Ave from West 41 St to 42 St	MDR	B & O	6	ADOPT
29	Hialeah: SW corner of West 16 Ave and West 37 St	I & O	B & O	20	ADOPT
30	**Withdrawn**				
31	**Withdrawn**				
32	Medley: Northeast corner of NW 107 Ave and NW 90 St	MDR	I & O	88	ADOPT
33	**Withdrawn**	OL	OL with an Institut & PF border delineating boundary expansion of Wellfield	1431	
34	Miami Springs: East and West side of Curtiss Parkway south of the circle	LDR	L-MDR	23	ADOPT
35	Miami Springs: NE corner of Red Road and NW 38 St	MDR	B & O	15	ADOPT
36	**Withdrawn**	EPP	Institut & PFs	29	
37	**Withdrawn**	EPP	Parks & Rec	31	
38	**Withdrawn**	Institut & PF	EPP	11	
39	**Withdrawn**	Parks & Rec	B & O	37	
40	**Withdrawn**	B & O	Institut & PF	8	
41	**Withdrawn**	Trans Terminals	Institut & PF	35	
42	Miami: NW corner of Watson Island	Parks & Rec	B & O	7	ADOPT
43	Miami: Between NW 1 Ave and NE 2 Ave, between NW/NE 3 St and NW/NE 5 St	B & O	Institut & PF	29	ADOPT
44	Miami: North side of Miami River between NW 22 Ave to NW 27 Ave	I & O	MDR	16	ADOPT
45	Miami: From Miami River to NW 17 St between NW 13 Ave and NW 17 Ave	M-HDR and Institut & PF	Off/Res	47	ADOPT
46	Miami: Between Miami River and NW South River Dr between NW 18 Ct and NW 19 Ct	I & O	M-HDR	7	ADOPT
47	Miami: SE corner of NW North River Dr and NW 18 Ave	I & O	M-HDR	8	ADOPT
48	**Withdrawn**	B & O	M-HDR	20	
49	Miami: SE corner of NW 7th St and NW 17th Ave (Orange Bowl)	B & O	Institut & PF	47	ADOPT
50	Area bounded by NW 21 St, NW 37 Ave, NW 25 St and NW 42 Ave	B & O and I & O	Trans Terminals	77	ADOPT
51	Miami: West of NW 42 Ave between State Road 836 and NW 20 St	B & O	Trans	24	ADOPT
52	Miami: Between I-95 and SW 15 Road, between SW 1 Ave and Coral Way	LDR	Off/Res	18	ADOPT
53	Miami: Between SW 7 St and SW 2 St on both sides of SW 42 Ave	LDR	Off/Res	15	ADOPT
54	Miami: West Flagler to SW 8 St between 2 FEC RR ROW	I & O	B & O	27	ADOPT
55	Miami: SE corner of Brickell Ave and SE 32 Road	Institut & PF	LDR	11	ADOPT
56	Miami: North of Biscayne Bay between East Glencoe St and West Fairview St	L-MDR	HDR	6	ADOPT
57	Miami: SE corner of Virginia St and Day Ave	B & O	MDR	6	ADOPT
58	Miami: An area north and south of Grand Ave between Margaret St and Plaza St	L-MDR	Off/Res	10	ADOPT
59	Coral Gables: North side of Coral Way from SW 42 Ave to Segovia St	LDR	MDR	6	ADOPT
60	**Withdrawn**	I & O	B & O	78	

Parcel Number	Parcel General Location	Requested Category Change		Acres	Final Commission Action Dec. 12, 2005
		From	To		
61	North of NW 12 St, west of the turnpike, under the overpass	I & O	Trans	24	ADOPT
62	NE corner of NW 107 Ave and West Flagler St, between NW 107 east to approx. NW 105 place	Off/Res	Institut & PF	39	ADOPT
63	**Partially Withdrawn**	OL and UEA	Envir Prot with the UEA moved east to NW/SW 147 Ave between NW 12 St and SW 8 St.	910	
64	Between SW 10 St and Theo SW 22 St and between SW 147 Ave and theo SW 149 Ave	LDR	EPP (EEL) and Parks & Rec	122	ADOPT
65	South Miami: West side of SW 57 Ave between SW 76 St and SW 80 St	LDR	Off/Res	7	ADOPT
66	South Miami: SE and NE corner of SW 62 Ave and SW 76 St	B & O and MDR	Off/Res	5	ADOPT
67	South Miami: W of SW 64 Ct to E of SW 63 Ave and from S of SW 72 St to N of SW 72 St	Off/Res	LDR	8	ADOPT
68	**Withdrawn**	EPP	LDR	21	
69	Coral Gables: SW corner of Neda Ave and Monfero St	EDR	EPP (EEL)	10	ADOPT
70	Coral Gables: SE corner of SW 120 St and SW 57 Ave	EDR	Institut & PF	30	ADOPT
71	NW corner of SW 80 Terrace and SW 107 Ave, an area between SW 107 Ave and SW 109 Ave	Parks & Rec	Institut & PF	21	ADOPT
72	SE corner of SW 76 St and SW 110 Ave, an area between SW 110 Ave and SW 109 Ave	Institut & PF	Parks & Rec	8	ADOPT
73	North of SW 120 St, an area between SW 142 Ave and W of SW 137 Ave	I & O and Off/Res	Parks & Rec	22	ADOPT
74	West side of SW 157 Ave between SW 157 Ave and SW 162 Ave and between SW 120 St and SW 112 Terrace	I & O	Parks & Rec	162	ADOPT
75	**Withdrawn**	OL	Envir Prot (western portion of 8 1/2 Sq. Mi.)	2119	
76	Palmetto Bay: West of Old Cutler Road and south of SW 157 Terrace	EDR	EPP (EEL)	10	ADOPT
77	**Withdrawn**				
78	SW corner of SW 232 St and SW 97 Ave, an area between SW 232 St and SW 236 St	Agriculture	Institut & PF	13	ADOPT
79	SE corner of Plummer Dr and SW 248 St	OL, Ag and Envir Prot	Institut & PF	121	ADOPT
80	SE corner of SW 248 St and theo SW 95 Ave	OL	Envir Prot	124	ADOPT
81	SW corner of SW 268 St and SW 121st Ct (Florida Ave), an area between SW 268 St and SW 280 St	Institut & PF	Parks & Rec	222	ADOPT
82	NE corner of SW 112 Ave and theo SW 214 St	MDR	EPP (EEL)	8	ADOPT
83	**Withdrawn**				
84	**Withdrawn**				
85	**Withdrawn**				
86	**Withdrawn**				
86a	SE corner of Newton Road (SW 157th Ave) and SW 224th St	Ag	EPPs	5	ADOPT
87	NE and SE corners of SW 157 Ave (Newton Road) and SW 268 St (Moody Dr)	EDR	EPP (EEL)	15	ADOPT
88	**Withdrawn**	Ag	Envir Prot	4971	
89	Homestead: SW corner of Campbell Dr (SW 312 St) and SW 142 Ave	I & O	B & O	17	ADOPT
90	Homestead: SE corner of SW 147 Ave and Campbell Dr (SW 312 St)	I & O	LDR	44	ADOPT

Parcel Number	Parcel General Location	Requested Category Change		Acres	Final Commission Action Dec. 12, 2005
		From	To		
91	Homestead: NE corner of Campbell Dr and SW 147 Ave	LDR	Institut & PF	21	ADOPT
92	Homestead: Between North Canal Dr (SW 328 St) and C-103 Canal along and between SW 142 Ave and SW 147 Ave on the NW and w of SW 147 Ave on the SW	I & O	LDR	275	ADOPT
93	Homestead: SE corner of SW 157 Ave and SW 308 St	LDR	B & O	39	ADOPT
94	Homestead: South side of Campbell Dr and East of the Canal, west of HEFT	LDR and Off/Res	B & O	14	ADOPT
95	Homestead: South side of Campbell Dr and West of Canal, west of HEFT	L-MDR	B & O	19	ADOPT
96	Homestead: Between NE 16 Ave and NE 20 Ave and between NE 9 Ct and NE 5 St	LDR and Off/ Res	B & O	32	ADOPT
97	Homestead: Between NE 12 Ave and NE 16 Ave and between NE 9 St and NE 5 St	L-MDR and Off/Res	B & O	42	ADOPT
98	Homestead: SE corner of SW 169 Ave and SW 304 St (Kings Highway)	LDR	B & O	11	ADOPT
99	Homestead: North/West and South/East of NE Washington Ave and NE 9th St Intersection and east of Krome Ave	L-MDR	B & O	6	ADOPT
100	Homestead: NE corner of Park Place and English Ave	B & O	Institut & PF	6	ADOPT
101	Homestead: NW corner of Palm Dr And SW 142 Ave	B & O	Parks & Rec	7	ADOPT
102	Homestead/Florida City: North side of SR 821 Ext. (HEFT) approx. between US 1 and SE 12th Ave	L-MDR	B & O	199	ADOPT
103	Homestead: NW corner of SW 169 Ave and East Palm Dr	L-MDR and LDR	B & O	69	ADOPT
104	Florida City: NE corner of Factory Shops Blvd. and East Palm Dr (SW 344 St)	L-MDR	B & O	20	ADOPT
105	**Withdrawn**				
106	SW corner of SW 192 Ave (Tower Road) and SW 336 St	EDR	EPP (EEL)	10	ADOPT
107	West of SW 202 Ave from SW 364 St to SW 368 St	Ag	EPP (EEL)	40	ADOPT
108	South of SW 353 St between SW 210 Ave and SW 209 Ave	Ag	EPP (EEL)	21	ADOPT
109	**Withdrawn**				
110	**Withdrawn**	Ag	Envir Prot	5432	
111	South of theo. SW 408 St. and east of SW 212 Ave	Ag	EPP	20	ADOPT
112	East of SW 137th Ave, an area between theo SW 176 St and theo SW 168 St	Institut & PF	Parks & Rec	134	ADOPT
113	SE corner of SW 180 St and SW 142 Ave	LDR	EPP	19	ADOPT
114	**Withdrawn**				

ADOPTED OCTOBER 2005 CYCLE
STANDARD AMENDMENTS TO THE CDMP

APPLICATION NO. 1
LAND USE ELEMENT, STATEMENT OF LEGISLATIVE INTENT, PREFACE, AND INTRODUCTION

APPLICATION REQUESTING AMENDMENT TO THE LAND USE ELEMENT, STATEMENT OF LEGISLATIVE INTENT, PREFACE, AND INTRODUCTION TO THE METRO-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

Miami- Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972
(305) 375-2840

2. APPLICANT'S REPRESENTATIVE

Diane O'Quinn Williams, Director
Miami-Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Land Use Element including the Land Use Plan Map and Legend, and the Plan's Preface, Introduction and Statement of Legislative Intent as contained in the CDMP "Adopted Components" May 1997 Edition As Amended through October 2004-05 amendment cycle, as follows on the next page.[1] This Application is organized as follows: Part A – Land Use Plan Map Series and a Listing of Land Use Map Changes; Part B – Land Use Element Goal, Objectives, Policies and Text; Part C – Statement of Legislative Intent; and Part D- CDMP Preface and Introduction. Tables charting the proposed relocations, additions and deletions of the Land Use Element Objectives and Policies are located at the conclusion of Section III following Part D.

Part A. Revise the Future Land Use Plan Map and legend as presented on Figures A through U and the accompanying tables:

[1] Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist in the Plan and will remain unchanged.

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Paragraph
Reference
Number

PART B

LAND USE ELEMENT

Introduction

1. The Land Use Element of the Comprehensive Development Master Plan (CDMP) for the years ~~2005~~ 2015 and ~~2015~~ 2025 constitutes the ~~fourth~~ fifth 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.

2. 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.

3. 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 the existing and future land use maps contained in this Element.

4. The *Adopted Components* of the Land Use Element include the Land Use Goal,

Paragraph Reference Number

Objectives and Policies, the Land Use Plan map for 2015 and 2025 ~~2005 and 2015~~ and related text titled "Interpretation of the Land Use Plan Map", and maps of future historical and natural resources. Also included is a "monitoring program" for periodically measuring progress being made in implementing the comprehensive plan.

5. Supporting material for this Element includes the 1988 *Support Components* report, and the ~~1995~~ 2003 Evaluation and Appraisal Report which contains background data and information, analyses of land use trends and synopses of urban service and environmental opportunities and constraints.

6. 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 ~~1995~~ 2003 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.

Objective LU-1

7. **The location and configuration of Miami-Dade County's urban growth through the year ~~2015~~ 2025 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.

Paragraph Reference Number

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.

8. ~~1D. Miami-Dade County shall endeavor to secure cooperative funding and, by October 1997, commence a study in association with affected municipalities to promote development of bypassed infill sites and appropriate compatible redevelopment of underutilized land in the County's Urban Infill Area and vicinity.~~

9. LU-1D~~E~~. In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of residential areas as neighborhoods which include recreational, educational and other public facilities, houses of worship, and safe and convenient circulation of automotive, pedestrian and bicycle traffic.

10 LU-1E~~F~~. 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.

11. LU-1F~~G~~. 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.

12. LU-1G~~H~~. 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.

13. LU-1H~~I~~. The County should identify sites having good potential to serve as greenbelts, and should recommend retention and enhancement strategies, where warranted. Such greenbelts should be suggested on the basis of their

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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.

14. LU-1I~~J~~. The County shall consider urban design, water and energy conservation and wildlife habitat when designing sites and selecting landscape material for all public projects.

15. LU-1J~~K~~. Miami-Dade County will maintain its commitment to improve Community Development Block Grant (CDBG)-eligible areas, ~~and will~~ enhance the County's Enterprise Zone and ~~Federal Enterprise Community~~ participate in the Empowerment Zone program as tools to expand the economy in locally distressed areas.

16. LU-1K~~L~~. Miami-Dade County will maintain and enhance the housing assistance and public housing programs addressed in the Housing Element as a means to improve conditions of low and moderate income residents.

17. LU-1L~~M~~. Public facility and service providers shall give priority to eliminating any infrastructure deficiencies to facilitate rehabilitation or renewal of blighted areas.

18. LU-1M~~N~~. 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.

19. LU-1N~~O~~. Miami-Dade County shall continue to support the Metro-Miami Action Plan to improve conditions of disadvantaged groups of the community.

20. LU-1O~~P~~. 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.

21. LU-1P~~Q~~. 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 related to the area's agricultural and natural resource base including Everglades and Biscayne National Parks.

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22. LU-1Q~~R~~. 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 ~~Educational Element~~ Objective EDU-2.

23. 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.

24. LU-1S. 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 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 high quality green space throughout the County, and more integrated land-use development to decrease dependence on automobiles.

25. **Objective LU-2**

Decisions regarding the location, extent and intensity of future land use in Miami-Dade County, and urban expansion in particular, will be based upon the physical and financial feasibility of providing, by the year ~~2005~~ 2015, all urbanized areas with services at levels of service (LOS) which meet or exceed the minimum standards adopted in the Capital Improvements Element.

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).

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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. 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.

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.

LU-2E. The Department of 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 submittal to the State land planning agency, as required by 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.

26. **Objective 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

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Everglades Restoration Plan approved by Congress through the Water Resources Development Act of 2000.

27. **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.

28. 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 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.

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. 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.

29. 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 January 1, 2002 date may be extended as necessary by a subsequent CDMP amendment filed by the County.~~ The Plan will direct the comprehensive management of land uses and surface and ground water, its quality, quantity, timing, and distribution. The plan will

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have two time horizons: 1) a short-term component extending through the year2025, 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. ~~from the C2 canal basin south to US-1 as a primary emphasis, and the C-3 canal basin as a secondary 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~~(See the following map)~~.

30. 2. This plan and study, to be known collectively as the South Dade ~~Land Use and Water Management~~ 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 ~~"Land Bank Trust" Working Group (the"Working Group")~~ Development Review Committee (the "Working Group") on the selection committee. The Working Group will review and make recommendations regarding the final RFP.

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.

31. REPLACE EXISTING WORKING GROUP STUDY AREA BOUNDARIES MAP WITH NEW FIGURE 1 SOUTH MIAMI-DADE WATERSHED PLAN

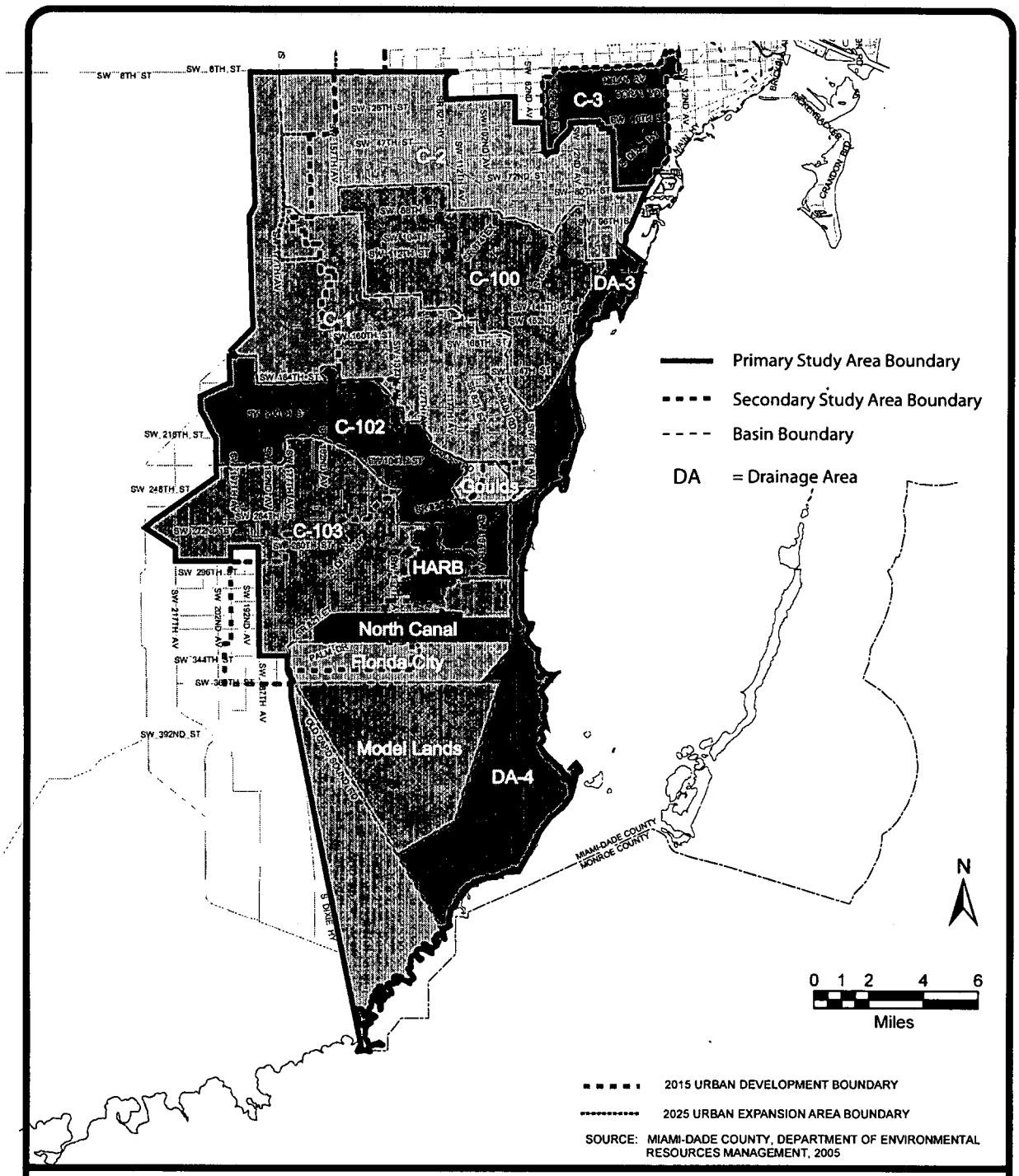

Figure 1

SOUTH MIAMI-DADE WATERSHED PLAN

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32. 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.

33. 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. ~~If~~ Because implementation of the Plan ~~is~~ was not initiated by January 1, 2002, the BCC ~~shall~~ re-evaluated and adopted interim measures to further the

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objectives of the Plan upon recommendation by the ~~review committee~~ Biscayne National Park Buffer Development Review Committee.

LU-3F. Any zoning action or amendment to the CDMP that would approve any use other than direct production and permitted residential 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.[1]

LU-3G. Any zoning action, or amendment to the Land Use plan map 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.[2]

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[1] Policy on Appeal, Not Yet Applicable
October 2001 Cycle, Ordinance No. 02-198, October 10, 2002

[2] Policy on Appeal, Not Yet Applicable
October 2001 Cycle, Ordinance No. 02-198, October 10, 2002

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LU-3H. Any zoning action, or amendment to the Land Use plan map 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.

34. LU-3I. By 2007, Miami-Dade County shall 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.

35. **Objective LU-4**

Miami-Dade County shall, by the year ~~2025~~ 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.

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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.

36. 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 ~~South~~ Florida Building Code to provide for land use compatibility in the vicinity of the Homestead Air Reserve Base.

37. 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.

38. **Objective LU-5**

Upon the adoption of this plan, 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.

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39. 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~~, Development and Regulation~~ and Zoning shall be the principal administrative interpreter of the CDMP.

40. 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.

41. LU-5D. When estimates of current population are periodically updated by the Miami-Dade County Department of Planning~~, Development and Regulation~~ and Zoning 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.

42. **Objective LU-6**

Miami-Dade County shall protect, preserve, ensure the proper management, and promote public awareness of historical, architectural and archaeologically significantly sites and districts in Miami-Dade County, and shall continue to seek the addition of ~~approximately 30~~ new listings to the National Register ~~by 2000~~, and increase the number of locally designated historical and archeological sites, districts and zones. ~~By 50 percent by the year 2005.~~

Policies

43. 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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44. 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.

45. 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.

46. 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.

47. 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.

48. LU-6G. Miami-Dade County will assist municipalities in developing fully operational historic and archaeological resource preservation programs that meet the minimum standards set by the County's Historic Preservation Ordinance.

49. LU-6H. Through the Office of Historic Preservation ~~Division~~ , 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.

50. 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.

51. 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 Miami-Dade County Public School System, particularly in grades K through 11.

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, historic sites, and development over 50 years of age.

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52. LU-6L. Through the Office of Historic Preservation ~~Division~~ in consultation with the Department of Planning and Zoning, Miami-Dade County shall formulate procedures for establishing Thematic Resource Districts (TRDs). 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.

53. **Objective LU-7**

~~By 2003~~ 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), ~~pedestrianism~~ and transit use, which mixes residential, retail, office, open space and public uses in a pedestrian-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 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.

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 and transit use, and architecturally attractive. In recognition that many transit riders begin and end their trips as pedestrians, pedestrian accommodations shall include, as appropriate, continuous sidewalks to the transit station, small blocks and closely intersecting streets, buildings oriented to the street or other pedestrian paths, parking lots predominantly to

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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.

54. LU-7C. On all streets served by Metrobus and all arterial or collector streets designated in the Mass Transit Subelement as year ~~2005~~ 2015 or 2025 ~~2015~~ potential service areas,

i) New non-residential buildings and substantial alterations[1] 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.

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 in a manner that reduces walking distances and is comfortable and attractive 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.

55. LU-7F. Residential development around rail rapid transit stations should have a minimum density of ~~at least~~ 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 ~~at least~~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 ~~at least~~ 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

[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.

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adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy. ~~All County, municipal and other service providers should revise their plans and capital programs at the next opportunity, as necessary, to accommodate these densities and intensities by the year 2005 around existing rail transit stations; by 2010 around planned East-West line stations between the Palmetto Expressway and downtown Miami; and in all other planned rapid transit corridors by 2015.~~

56. 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 ¼ to ½ 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 should be established 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.

57. LU-7H. The Department of Planning and Zoning shall review land development regulations to identify reforms that would invite, and not impede, transit-oriented development in the station areas.

58. LU-7I. Miami-Dade County will review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors.

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

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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; 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.

59. ~~8D~~ ~~Miami-Dade County shall conduct a farmland retention study to examine the economic prospects for continued viable agricultural activity in Miami-Dade County, potential obstacles and feasible alternative strategies, including land use planning strategies, that should be considered to retain viable agricultural activity in Miami-Dade County. If warranted, this study should seek to identify an area that should be reserved for agricultural land use opportunities over the long term, beyond the time horizon of the CDMP. This study should be initiated in 1996 and concluded within 2 years after its commencement.~~

60. LU-8D ~~E~~. 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.

61. LU-8E~~F~~. Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider 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:

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i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;

ii) Enhance or impede provision of services at or above adopted LOS Standards;

iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and

iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and

v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.

62. LU-8F~~G~~. 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.

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

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;

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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;

64. d) 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-8G and the foregoing provision of this policy:

a) Land within Planning Analysis Tiers having the earliest projected supply depletion year;

b) Land contiguous to the UDB;

c) Locations within one mile of a planned urban center or extraordinary transit service; and

d) Locations having projected surplus service capacity where necessary facilities and services can be readily extended.

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:

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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

65. 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.

66. LU-9F. Miami-Dade County shall formulate and adopt zoning ~~overlay~~ 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. ~~These regulations should be formulated and adopted no later than 1997.~~

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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.

67. ~~9H Miami-Dade County shall review and revise its development regulations to create a new neighborhood business node district or shall revise its existing neighborhood business district to establish a district which serves the limited commercial and personal service needs of the immediate residential neighborhood and which will sensitively blend with the neighborhood. This district will limit uses to those serving the immediate neighborhoods, and shall establish maximum block and building sizes and the other design standards as necessary to minimize generation of non-local traffic.~~

68. ~~9I Miami-Dade County shall establish provisions in its land development regulations to authorize and regulate accessory apartments on single-family residential parcels inside the Urban Development Boundary. Primary objectives of this provision shall be to provide affordable housing opportunities for such people as the elderly, young couples or singles, and to protect the single-family residential character, appearance and tranquility of the neighborhood. Toward this end, this regulation shall carefully control such development and occupancy through the establishment of clear, enforceable standards governing ownership, dwelling size, lot area, setbacks, off street parking, and other characteristics.~~

69. ~~9J Miami-Dade County shall establish provisions in its land development regulations to authorize and regulate home occupations as a subordinate, accessory use in single-family residences. Primary objectives of this regulation shall be to provide residents with opportunities for employment within their homes, to reduce home-to-work automobile trips and to protect the single-family residential character of the neighborhood, including its single-family appearance and tranquility. Toward this end, this regulation shall carefully control such uses, and structures used for this purpose, through the establishment of clear, enforceable standards providing for no non-resident employees; no outdoor activity; no noise, vibration, electric interference or other effect of the occupation to be detectable outside the residence; periodic inspections, annual operating permits, and business licenses; among other requirements as may be necessary to accomplish the purposes of this policy.~~

70. LU-9H~~K~~. Miami-Dade County shall reorient its special area planning program to emphasize preparation of physical land use and urban design plans for strategic and high-growth locations, such as urban centers and certain transportation corridors ~~and sectors~~ as defined in the CDMP.

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71. LU-9I~~L~~. ~~By 1998~~ 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.

72. LU-9J~~M~~. ~~By 1998~~ Miami-Dade County shall continue to use, but not be limited exclusively to design guidelines established in its ~~develop an~~ urban design manual as ~~establishing design guidelines. This manual shall provide~~ additional criteria for use in the review of all applications for new residential, commercial and industrial development in unincorporated Miami-Dade County.

73. LU-9K~~N~~. By ~~1997~~ 2007, Miami-Dade County shall ~~endeavor to~~ initiate the review and revision of its ~~Zoning Code and~~ Subdivision Regulations to facilitate the development of better planned communities. ~~And better designed buildings.~~ The Public Works Department shall specifically review and update the Subdivision Regulations for urban design purposes. Changes to be considered shall include provisions for:

74. i) Open space in the form of squares, plazas, or green areas in residential and commercial zoning categories; and

75. ~~ii) Diversity of uses in or adjacent to residential districts, including neighborhood designs that have a mixture of retail, residential, office, institutional and service business uses in close proximity;~~

76. ~~iii) Diversity of housing and construction types;~~

77. ~~iv) Parking requirements for all zoning districts to allow and retain on-street parking where appropriate, and to encourage off-street parking in the rear or on the sides of the developments;~~

78. ii~~v~~) 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 network, and balanced accommodation of automobiles, pedestrians, bicyclists, and landscaping.

79. LU-9L~~O~~. 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.

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80. LU-9M~~P~~. Building, zoning and housing codes will be vigorously enforced in all areas of Miami-Dade County.

81. ~~9Q. By January 1, 2001, Miami-Dade County shall revise its Zoning regulation as necessary to prohibit the approval of new private schools and expansion of existing private schools outside the Urban Development Boundary (UDB) or which do not conform with the UDB setback standards enumerated in Educational Element Policy 2.1.~~

82. 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.

83. LU-9O. 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.

84. LU-9P. 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 unit. The regulations should provide for disclosure of neighboring industrial and commercial activities to prospective residential tenants and purchasers.

85. LU-9Q. Miami-Dade County shall revise land development regulations to allow work-live units in the Business and Office and Industrial and Office land use

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categories. The term work-live means that the needs of the work component takes precedence over the quite 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.

86. LU-9R. 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.

87. LU-9S 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.

88. LU-9T. Miami-Dade County shall by 2009 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.

89. LU- 9U. 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.

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

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LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed use projects to promote energy conservation.

90. 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 ~~2000~~ 2008, and utilized in site plan reviews by the Department of Planning and Zoning.

91. LU-10C. Miami-Dade County shall ~~continue to require energy efficient design in new construction and redevelopment activities through administration and enforcement of the Florida Energy Code~~ 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.

92. 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.

93. LU10-E. Miami-Dade County shall investigate incentives 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.

94. **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.

Policies

95. LU-11A The Department of Planning and Zoning 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 and disseminated to the building and development industry.

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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-11C. 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.

98. **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 PolicyTC-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.

Policies

99. LU-12A. The Department of Planning and Zoning 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 and disseminated to the building and development industry.

100. 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.

101. 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.

102. LU-12D. The County shall consider developing strategies that promote infill development in specific areas.

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Interpretation of The Land Use Plan Map: Policy of the Land Use Element

This text 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 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.

Maximum Allowable Non-Residential Development Intensity	
Inside the UIA	2.0 FAR
Urbanizing Area, UIA to UDB	1.25 FAR
Outside UDB	0.5 FAR
[See Also Urban Centers]	

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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 hosing 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.

103. **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 patters 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 ~~1~~ 2.

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

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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.

104. RENUMBER FIGURE 1 TO FIGURE 2 GENERALIZED NEIGHBORHOOD DEVELOPMENT PATTERN

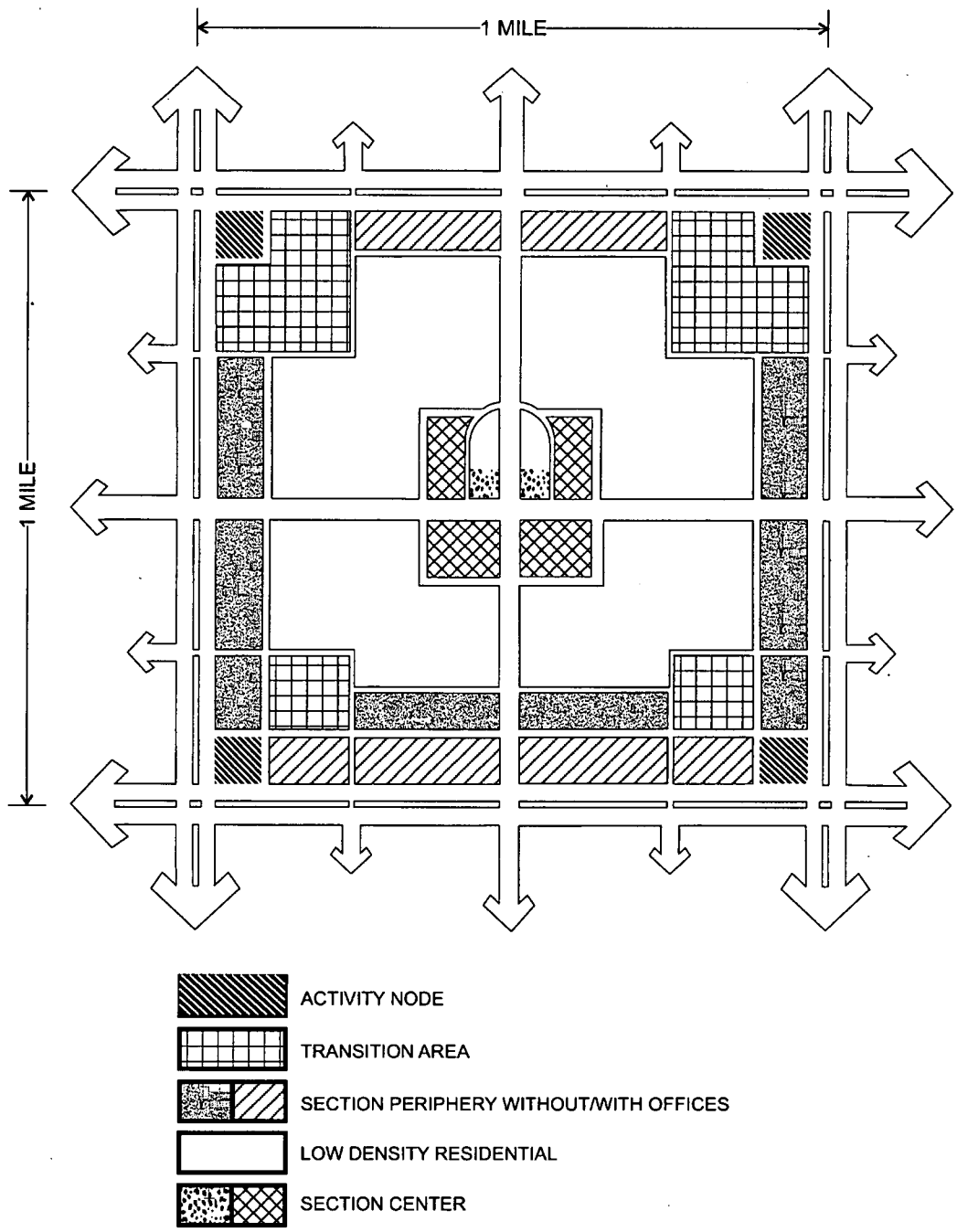

Figure 2
GENERALIZED NEIGHBORHOOD DEVELOPMENT PATTERN

DEPARTMENT OF PLANNING AND ZONING

METROPLAN2\EAR BASED MAPS\OCT04\PNG\APP.2/06

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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 waters[1] 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 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.

105. 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

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106 [1] Inland water means all freshwater as defined in Chapter 24 of the Code of ~~Metropolitan~~ 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.

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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. ~~Urban Development Boundary~~. 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 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.

107. 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 the developer is a not-for-profit housing provider and it is certified that no less than 30 percent of the units in the development, excepting accessory ~~apartments~~ 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, ~~or~~ safety, or ~~protect~~ 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 be connected to 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. 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

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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.

109. **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, ~~zero-lot-line~~ 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.

110. **Low-Medium Density.** This category allows a range in density from a minimum of ~~5.0~~ 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 include townhouses and low-rise and medium-rise apartments.

111. **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 Land Use Element Policy 9O, 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

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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.

112. **High Density.** This category permits from ~~50~~ 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.

113. **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 ~~residential density~~ 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 D-1 designation only if the development containing the designated property utilizes sound urban design principles adopted by ~~the~~ County ~~by~~ ordinance pursuant to Land Use Policy 9K, or incorporated in ~~an~~ the Urban Design Manual ~~developed pursuant to Policy 8M~~ endorsed by Resolution R-1360-98, or addresses the urban design concerns listed in Policy LU-9K in another binding instrument approved by action of the Board of County Commissioners. A property shall be eligible for a D-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 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

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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.

114. The land use and residential density patterns indicated for municipalities represent the development basis that ~~Metro~~ 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.

115. **Housing Variety.** Residential communities having a variety of housing types, such as

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standard single-family detached homes, ~~zero-lot-lines~~ 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.

116. **Accessory ~~Apartments~~ Dwelling Units.** ~~At such time as Miami-Dade County's land development regulations are amended pursuant to Land Use Element Policy No. 9I, accessory apartments are authorized on lots containing single-family residences inside the Urban Development Boundary in accordance with the following conditions: the accessory apartment must be on the same lot and be under the same ownership as the primary residence; the lot must be no smaller than 7,500 square feet in area and have a minimum frontage of 60 feet; the accessory apartment shall range from 300 to 800 square feet in size; and the appearance of the structure(s) containing the primary and accessory units shall maintain an appearance consistent with the character of the neighborhood. The foregoing are minimum requirements; land development regulations adopted pursuant to Land Use Policy 9I may be more restrictive.~~
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 ~~apartments~~ 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

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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.

Congregate Living Facilities, Group Homes, Foster Homes, Nursing Homes, and Day Care Facilities. "Congregate residential uses" and nursing homes 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 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.

If located in Estate, Low or Low-Medium Density neighborhoods, congregate residential uses, and daytime service uses such as day care centers, should 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.

117. **Public Facilities.** Large-scale public facilities institutional and communications uses, and utilities are specifically identified in ~~the Institutional and Public Facilities~~ Institutions, Utilities, and Communications category on the Plan map. Small-scale uses ~~public facilities and utility~~ and 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

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stations, electrical sub-stations and ~~transmission~~ 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 ~~public facilities and utility~~ 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

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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.

Hotels and Motels 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 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 uses may also be approved as an oceanfront resort or as part of an oceanfront resort.

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, barber shop 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

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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.

118. **Neighborhood Corner Store** ~~**Neighborhood business node**~~ development may also be considered for approval in Residential Community-designated areas except Estate-designated areas~~. at such time as Miami-Dade County's land development regulations are amended to create a neighborhood business node district pursuant to Land Use Element Policy No. 9H.~~ Up to one acre of neighborhood ~~business~~ corner store development may be considered for approval on land designated as Residential Communities for each 600 dwelling units in the development. The siting of Neighborhood ~~Business Node~~ Corner Store developments on land designated residential communities should be as consistent as possible with the Guidelines for Urban Form presented on the preceding pages.

119. **Home Occupations.** ~~At such time as Miami-Dade County's land development regulations are amended pursuant to Land Use Element Policy No. 9J, h~~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.

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

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with the surrounding neighborhood.

120. **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. TRD's 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.

121. **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 a 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 County shall adopt land use regulations that incorporate~~ The objectives of a traditional neighborhood development ~~concept which are~~ 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.

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122. 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.

123. **Industrial and Office**

~~Industries~~, M~~m~~anufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms, distribution centers, ~~merchandise marts~~ 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

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full range of telecommunication facilities, including switching and transmission facilities, satellite telecommunications facilities, microwave towers, radar stations and cell towers is also allowed. Very ~~L~~limited commercial uses to serve the firms and workers in the industrial and office area are allowed ~~encouraged~~ dispersed as small business districts and centers throughout the industrial areas. Hotels and motels are also authorized. Free-standing 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. Free-standing retail and personal service uses and shop~~pings~~s 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.

125. 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.

126. In general, the typical r~~R~~esidential 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~~, and residential service planning,~~ reasons. ~~A minor~~ E~~e~~xceptions 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 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

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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.

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 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.

127. **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 ~~Metro~~ 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 ~~Metro~~ 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 be 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

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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.

128. **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 to Land Use Element Policies LU-9P and LU-9Q, live-work and work-live developments shall be permitted on land designated as Business and Office, as transitional uses between commercial and residential areas.

129. 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

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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 the ~~SUR~~ 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.

130. 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.

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131. **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.

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. 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.

132. 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

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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.

133. **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.

134. 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:

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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.

135. 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

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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 both 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 be, at a minimum, be developed in accordance with the Community Center policies established below.

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 with 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

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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 are 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

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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 predominately 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. ~~Regional and Metropolitan Urban Centers shall be intensively developed. They should be developed at the highest intensities of development in the urbanized area. Floor area ratios (FARs) in Regional Urban Centers designated on the LUP map should average not less than 4.0 in the core of the center and around mass transit stations, and should taper to an average of not less than 2.0 near the edge of the center. Average FARs for developments in Metropolitan Urban Centers designated on the LUP map should be not less than 3.0 at the core adjacent to transit station sites and should taper to not less than 0.75 at the edge. Community centers should average an FAR of not less than 1.5 at the core adjacent to transit station sites and should taper to an average of approximately 0.5 at the edge, but~~ 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 show in the table below.

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	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 ~~be developed at densities and intensities~~ 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.

136. 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 ~~Land Use~~ Policy LU-7F.

137. **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 ~~2.1.12~~ 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 area is hereby designated to be a Chapter 380 regional activity center and, subject to approval by the South Florida

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Regional Planning Council, a regional development district (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 ~~2~~ 3.

EXISTING FIGURE 2 RENUMBERED TO FIGURE 3 –DADELAND CHAPTER 380 REGIONAL ACTIVITY CENTER

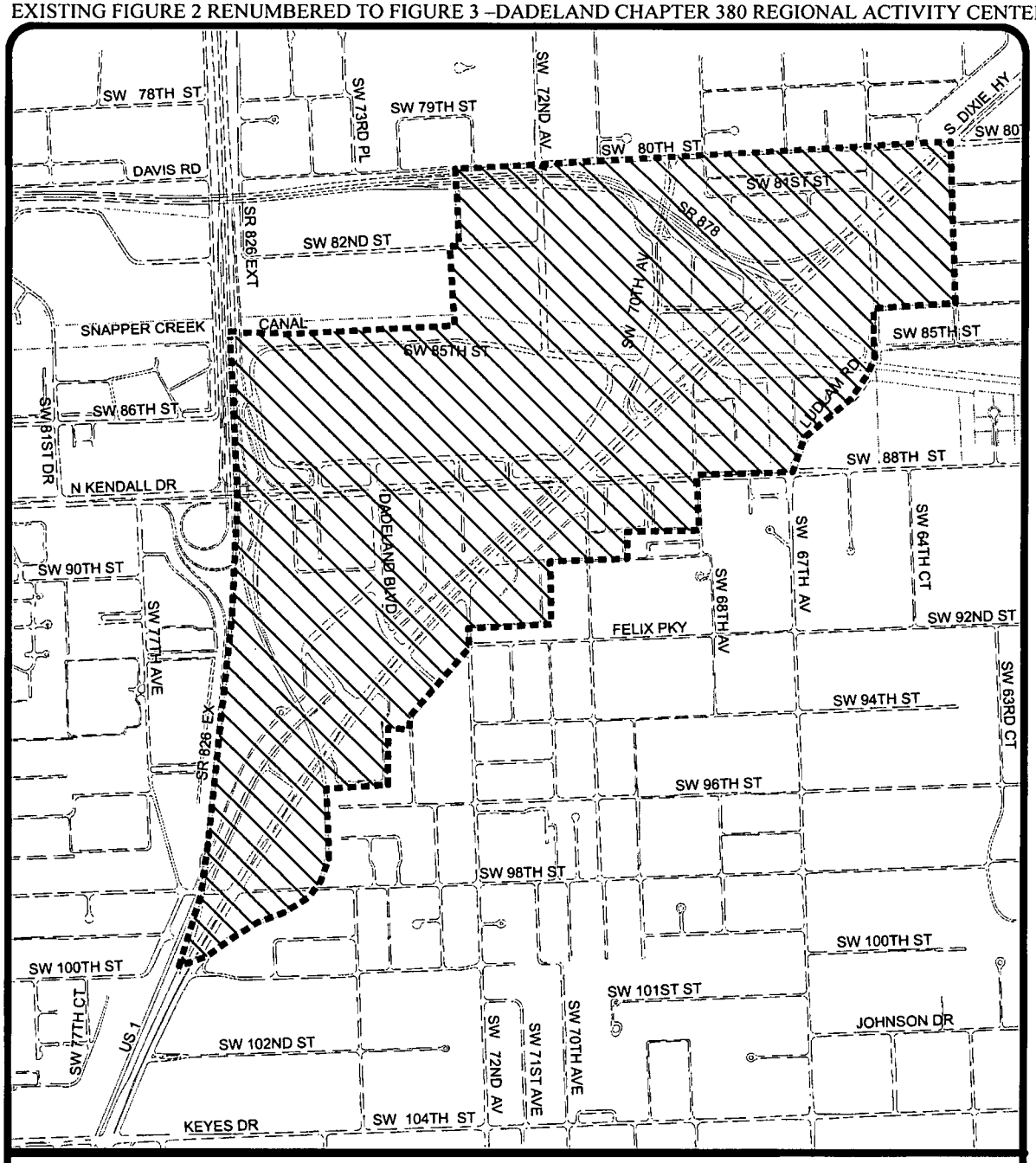

Figure 3

DADELAND CHAPTER 380
REGIONAL ACTIVITY CENTER

0 0.1 0.2 0.3 0.4
Miles

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Regional Activity Center Boundary

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Parks and Recreation

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 Park and Open Space, and Capital Improvements Elements, and by the goals, objectives and policies of the CDMP. 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 development or other is otherwise subject to a restrictive covenant accepted by a public entity.

The long term use of golf courses or other private recreation or open space on privately owned land designated as Park 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

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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 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 country or other public entity without compliance with the terms that covenant including, but not limited to, those terms governing modification or amendment thereof.

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 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.

139. Some of the land shown for Parks is also environmentally sensitive. ~~These areas include tropical hardwood hammocks, high-quality Dade County pineland and viable mangrove forests. Some sites proposed for public acquisition under Florida's Conservation and Recreational Lands (CARL) program are identified in this category on the LUP map although they may be as small as ten acres in size~~. While most ~~Many~~ of these environmentally sensitive areas are designated on the LUP map as "Environmentally Protected Parks" ~~however~~ some ~~environmentally sensitive areas~~ may be designated as Parks and Recreation due to graphic constraints (the environmentally sensitive portion of the park that is smaller than five acres). ~~All portions of park land designated Environmentally Protected Parks or other parkland 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~~.

140. **Environmentally Protected Parks**

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The land designated as "Environmentally Protected Parks is environmentally sensitive and includes tropical hardwood hammocks, high-quality Dade County pineland and viable mangrove forests. Some sites proposed for public acquisition under Miami-Dade County Environmentally Endangered Lands (EEL), Florida's Conservation and Recreational Lands (CARL) and Florida Forever programs are identified in this category on the LUP map although they may be as small as ten acres in size. All portions of park land designated Environmentally Protected Parks or other parkland 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.

141. **~~Institutional and Public Facilities~~ 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 ~~Institutional and Public Facilities~~ 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.

142. The Homestead ~~Regional Airport (formerly Homestead Air Force Base)~~ Air Reserve Base is also included in this category on the Land Use Plan map. ~~All of the former Base is included in this category and the former residential and golf course areas of the Base are identified with the respective residential and recreational designations, as well as the institutional designation~~. The range of uses that may occur on the Base as it is redeveloped shall emphasize ~~civilian and~~ military aviation and related uses, national security, ~~including airfield areas for aircraft operations and parking, passenger, cargo and general aviation terminals, hangars and other aircraft storage and maintenance activities, and supporting uses related to transportation activities including truck terminals, warehousing and other commercial and industrial uses, offices, parks and~~ 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. ~~Any other non-transportation related uses must be authorized in the Record of Decision issued by the Secretary of the~~

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~~Air Force and shall be located in northern portions of the site~~.

143. Neighborhood or community-serving institutional uses, cell towers and utilities including schools, libraries, sanitary sewer pump stations 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.

144. 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.

145. **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.

146. 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

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uses that are customary and incidental to the primary railroad use.

Lands owned by Miami-Dade County at the Opa-locka 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.

The airside portion of the airport, which shall be deemed to consist of all portions of the airport where general public access is restricted (but not including terminal concourses), shall be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, clear zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, and fuel farms. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the airside portion, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The landside portion of the airport, which shall be deemed to consist of all portions of the airport where general public access is not restricted and also terminal concourses, may include both aviation uses and non-aviation uses that are compatible with airport operations and consistent with applicable law. At least 30% of the land area in the landside portion must be developed with aviation-related uses or uses that directly support airport operations.

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,

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- 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 privately owned non-aviation-related uses may be approved in the landside area of the Opa-locka Airport accessible to the general public:

- lodgings such as hotels and motels (except in terminal concourses),
- office buildings (except in terminal concourses),
- industrial uses such as distribution, storage, manufacturing research and development and machine shops(except in terminal concourses),
- agricultural uses, and
- retail, restaurants, and personal service establishments.

Such privately owned non-aviation related uses at the Opa-Locka Airport shall be limited as follows:

(1) Those portions of the landside area that are not developed for uses that are aviation-related or directly supportive of airport operations shall range from 50 to 85 percent for industrial uses, 5 to 25 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. The distribution, range, intensity and types of such non-aviation related uses shall vary 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) or the Urbanizing Area (FAR of 1.5 not counting parking structures) involved, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front service uses and shopping centers shall front on major access roads preferably near major intersections, where practicable, and have limited access to major roadways.

(2) Each non-aviation related use shall comply with applicable law, including but not limited to FAA regulations and any airport layout plan governing permissible uses on the entire airport property.

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

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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 2015 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.

147. **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 regulations.

148. **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 ~~2005~~ 2015 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 ~~2005~~ 2015 provided that level-of-service standards for necessary public facilities will be met.

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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.

149. 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 ~~2005~~ 2015 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.

150. 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 ~~Metropolitan~~ 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 ~~8C~~ 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.

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

151. ~~**Urban Development Subject to Farmland Conservation Study Opportunity**~~

~~Land which had been designated Agriculture but which is redesignated for urban development by CDMP amendment action after October 19, 1995 is designated for Urban Development Subject to Farmland Conservation Study Opportunity. Accordingly, development orders enabling or associated with land uses not authorized~~

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~~in the Agriculture section of this text shall not be issued until opportunity for commencement and completion of, and County Commission action on, the farmland retention study conducted pursuant to Land Use Element Policy No. 7D; and shall be consistent with adopted recommendations of the study and shall provide for participation in the farmland conservation program by the developer of the urbanizing site in the manner recommended in the study, unless such study is not commenced, completed and adopted by the Board of County Commissioners by December 31, 1999 or the Commission decides, by CDMP amendment, not to commence such study or terminates such study~~.

152. **Urban Expansion Area**

The Land Use Plan map also contains a year ~~2015~~ 2025 Urban Expansion Area (UEA) Boundary. The UEA is comprised of that area located between the ~~2005~~ 2015 UDB and the ~~2015~~ 2025 UEA Boundary. The Urban Expansion Area is the area where current projections indicate that further urban development beyond the ~~2015~~ 2025 UDB is likely to be warranted some time between the year ~~2005~~ 2015 and ~~2015~~ 2025. Until these areas are brought within the year ~~2005~~ 2015 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.

153. Urban infrastructure and services should be planned for eventual extension into the UEA, sometime between the years ~~2005~~ 2015 and ~~2015~~ 2025. 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.

154. **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 such as packing houses, and farm residences. 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 ~~Education Element~~ Policy EDU-2.1.

155. 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

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use may be approved in the Agriculture area only if the immediate area surrounding the subject parcel on three or more contiguous sides is predominately 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, packing houses 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.

156. 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 ~~Land Use Element~~ Policy ~~No~~. 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 activities in the Agriculture area, and must not be incompatible with nearby agricultural activities.

157. 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 ~~Sections 33-196, 33-280 and 33-280.1 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 ~~Land Use~~ Policy ~~5D~~ 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.

158. **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 A and D; and on the west by Environmental Protection Subareas A ~~and B~~ (See Figure 3A). Notwithstanding any uses otherwise permitted in the Agriculture area, uses in Agricultural Subarea 1 are

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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 Dade County, Florida.

159. Retain FIGURE 3A- AGRICULTURE SUBAREA 1

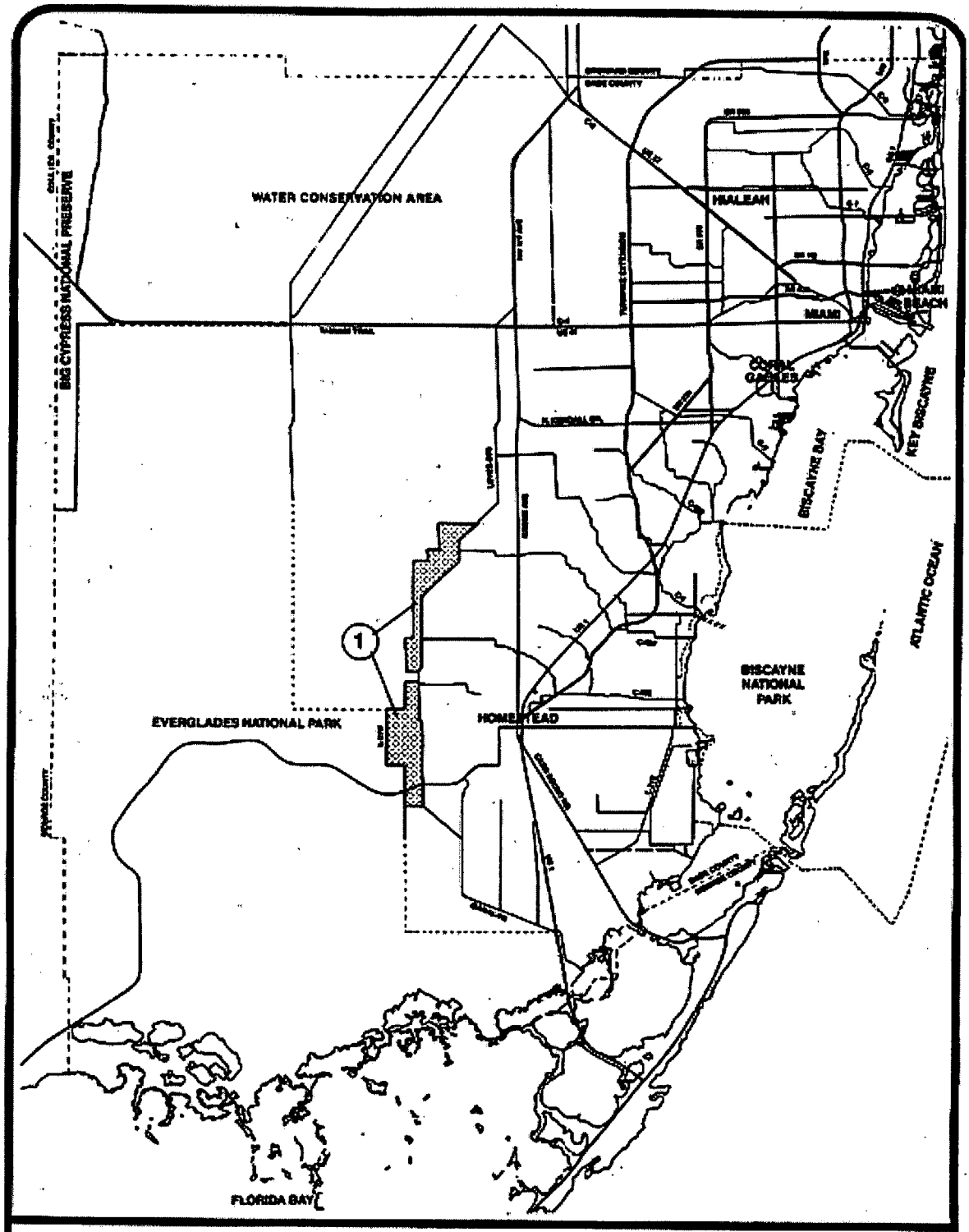

Figure 3 A
AGRICULTURAL SUBAREA 1
EAST EVERGLADES AGRICULTURAL AREA

N
DEPARTMENT OF PLANNING AND ZONING

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160. **Open Land**

The land designated as "Open Land" is not needed for urban uses between now and the year ~~2005~~ 2015 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; 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.

161. 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 ~~Sections 33-196, 33-280 and 33-280.1 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 ~~Land Use~~ Policy ~~5D~~ 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 six 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 4) and the following text indicate the boundaries between Open Land Subareas.

162. Retain FIGURE 4 OPEN LAND SUBEAREAS as originally displayed in the CDMP

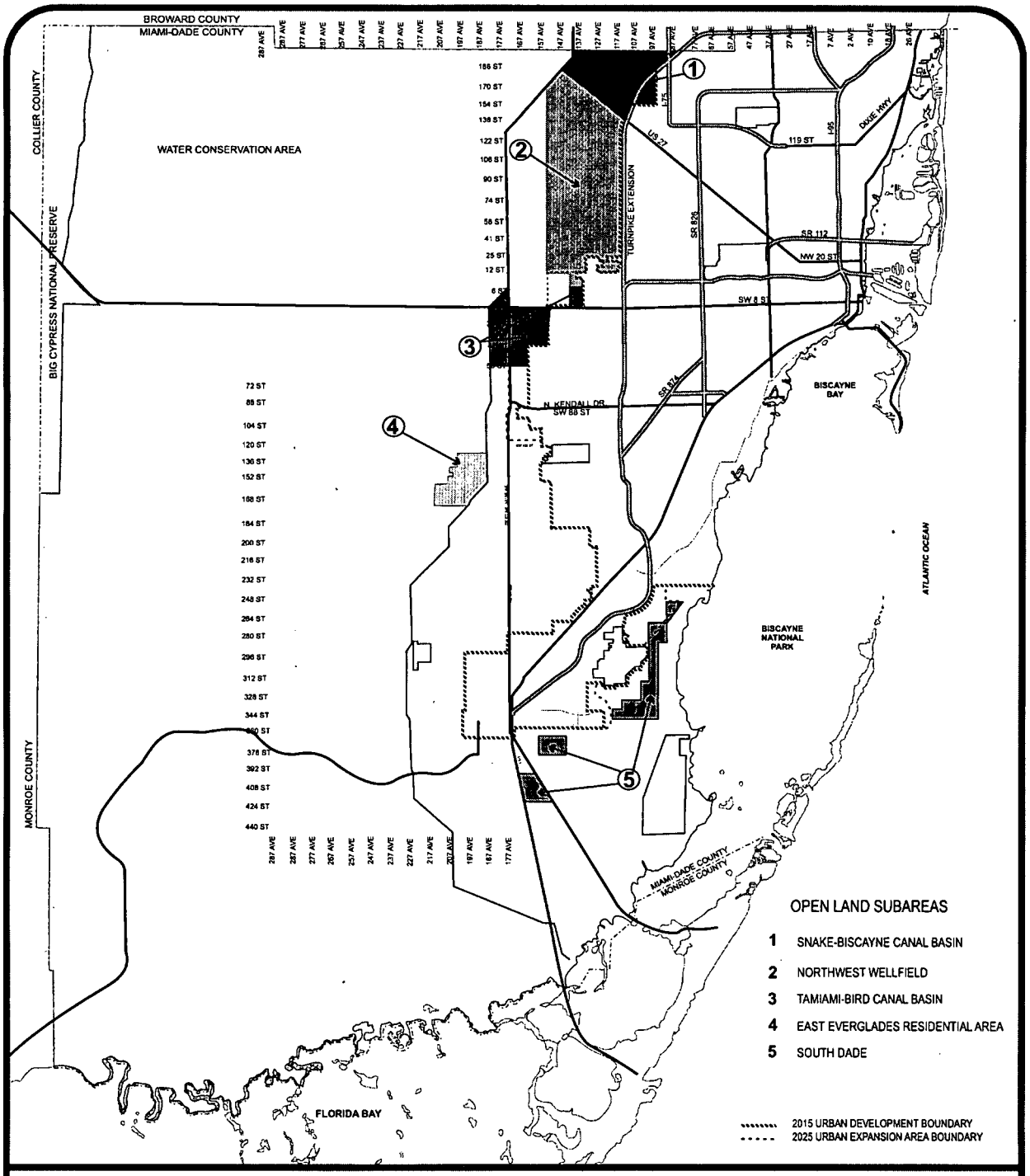

Figure 4

OPEN LAND SUBAREAS

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163. **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 and seasonal agriculture[1] may be considered for approval in this subarea. Uses that could compromise groundwater quality shall not occur west of the Turnpike Extension.

164. **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 agriculture 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.

165. **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 20~~05~~15 UDB, on the south by the year 20~~05~~15 UDB and hypothetical SW 56 Street, and on the west by ~~the Dade-Broward Levee~~ SW/NW 147 Avenue and Levee 31N. The subarea ~~contains two wetland basins~~: 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 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.

166. **Open Land Subarea 4 (East Everglades Residential Areas).** This subarea is bounded on the north, west and southwest by ~~Environmental Protection Subarea B~~ 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 seasonal agriculture and rural

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167. [1]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.

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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 Metro-Dade County) and compatible and necessary utility facilities. Uses that could compromise groundwater quality shall not occur in this area.

168. **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.

169. **Environmental Protection**

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) and Miami-Dade County Environmentally Endangered Lands (EEL) acquisition lists are also included. Most of the CARL 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, 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 ~~this~~ 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.

170. 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

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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 5) and the following text indicate the boundaries between subareas of the Environmental Protection Area.

171. FIGURE 5 ENVIRONMENTAL PROTECTION SUBAREAS (EXPANDED SUBAREA A)

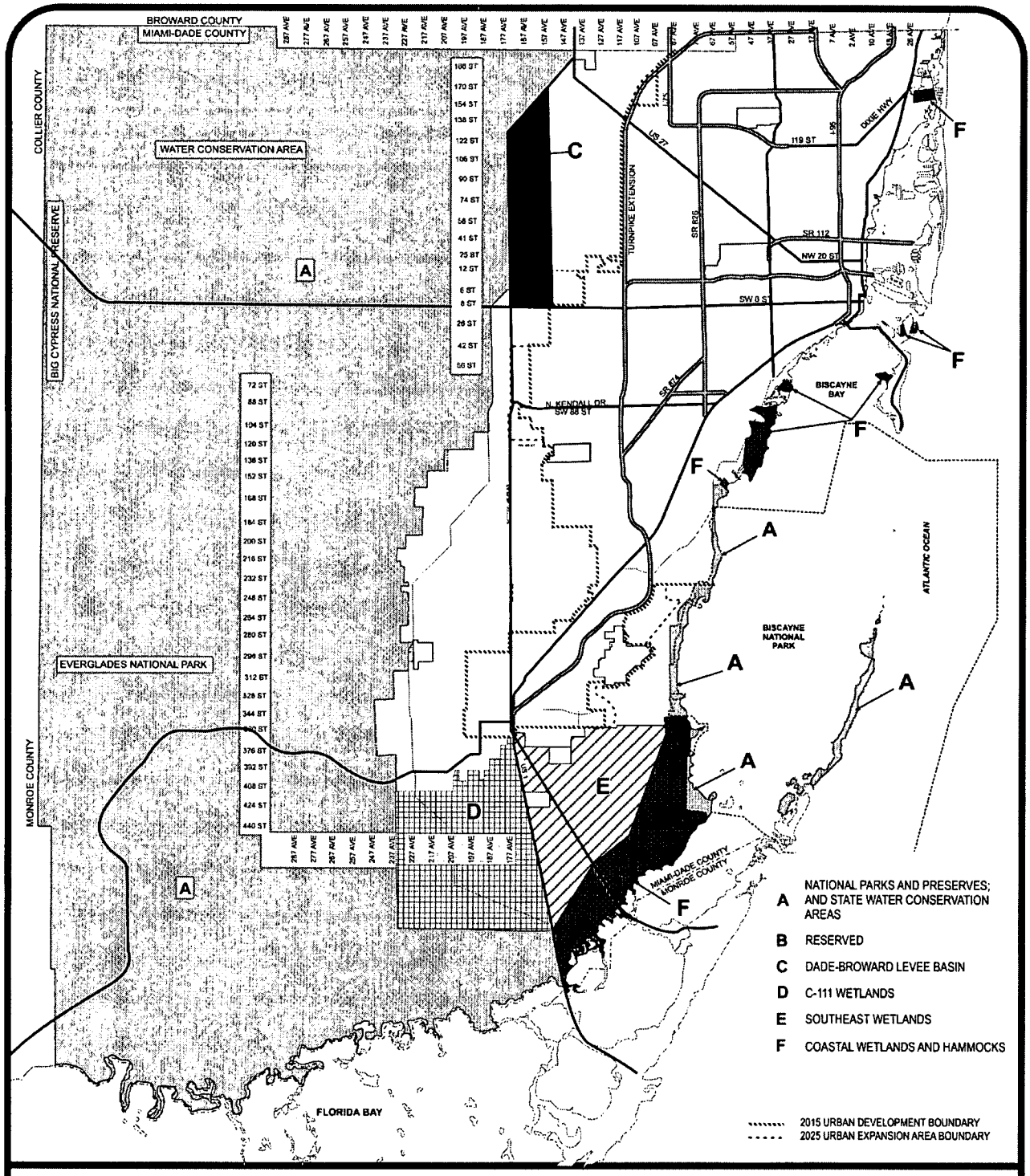

Figure 5

ENVIRONMENTAL PROTECTION SUBAREAS

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172. **Environmental Protection Subarea A (~~National Parks and Preserves, and~~ State Water Conservation Area).** This subarea contains the land and water areas within the authorized boundaries of ~~the Big Cypress National Preserve, Everglades National Park, Biscayne National Park and~~ Water Conservation Area No. 3 of the South Florida Water Management District (SFWMD). Most of the land in ~~these areas~~ this area is under ownership of the ~~National Park Service or the~~,SFWMD, and acquisition of the remainder is currently being pursued ~~by those agencies~~. ~~Metro~~ 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.

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

174. ~~Metro~~ 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 ~~Metro~~ Miami-Dade County will be limited to rural residential use at a maximum density of one dwelling unit per five acres and utility and communication facilities with limited ground coverage, provided that the site can be designed and accessed in a manner consistent with the goals, objectives and policies of this Plan, all prevailing environmental regulations and the referenced State Rules governing the Big Cypress Critical Area, whichever are most protective. In Water Conservation Area No. 3, Miami-Dade County will support the use polices established by the South Florida Water Management District and will consider approval of no use in excess of one dwelling unit per forty acres

175. ~~**Environmental Protection Subarea B (Everglades National Park Expansion Area).**~~

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~~This Environmental Protection subarea includes the area known as the Northeast Shark River Slough and the upper Taylor Slough Basin. The area comprises the majority of the area also known as the East Everglades, which is the subject of a detailed management plan adopted by the Board of County Commissioners in 1981 (Chapter 33-B, Code of Metropolitan Dade County). This subarea contains those portions of the referenced basins that have not been significantly altered by drainage or rockplowing; are the subject of planning by federal and State agencies to remedy degraded hydrologic and biotic conditions in the Everglades; and which have been authorized by Congress for acquisition.~~

176. ~~Because these areas are wetlands, all land use or site alteration proposals will be carefully evaluated on a case-by-case basis by federal, State, regional and County environmental agencies until federal acquisition has been completed, and the County-adopted East Everglades Resource Management program (Chapter 33-B, Code of Dade County) shall continue to govern land use and site alteration in this subarea until that occurs. Accordingly, new uses shall be limited to rural residences at maximum densities of one dwelling unit per 20-acre, or per 40-acre or other-sized parcel as specified in the referenced East Everglades Resource Management program. Existing, permitted, seasonal agricultural and commercial uses may be continued until the land on which they are occurring can be acquired. However, no off-site drainage shall be permitted to make parcels hydrologically capable of supporting farming or any structures~~.

178. **Environmental Protection Subarea C (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.

179. 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, ~~low coverage~~ 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.

180. **Environmental Protection Subarea D (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

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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 ~~federal study~~ 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 ~~Metropolitan~~ Miami-Dade County).

181. 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.

182. **Environmental Protection Subarea E (Southeast Wetlands).** This Environmental Protection subarea is bounded on the west by US Highway 1 on the north by Open Land Subarea ~~6~~ 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.

183. 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 ~~low coverage~~ rural residential use at a maximum density of one dwelling unit per five acres or ~~low coverage~~ 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

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prevailing environmental regulations.

Environmental Protection Subarea F (Coastal Wetlands and Hammocks). This subarea includes all coastal wetlands designated as Environmental Protection Area on the LUP map which are not with in 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.

186. 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 ~~low-coverage~~ 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 Elements 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, ~~and~~ conformity with all prevailing environmental regulations and compatibility with objectives of the Comprehensive Everglades Restoration Plan.

187. **Concepts and Limitations of the Land Use Plan Map**

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 ~~2005~~ 2015. It also indicates locations where urban expansion is projected to be warranted between the years ~~2005~~ 2015 and ~~2015~~ 2025.

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.

187. **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

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particularly sensitive and unique natural areas.

4. Maximize public ownership of beaches and shorelands 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.

189. **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 ~~2005~~ 2015 and ~~2015~~ 2025 (Figure 6) reflects the following factors:

- Existing conditions (land uses; densities; compatibilities and conflicts in land uses; distribution of vacant land suitable or desirable for residential, commercial, or industrial development; 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).

190. The subarea populations shown on the Population Estimates and Projections map are those for which ~~Metro~~ 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

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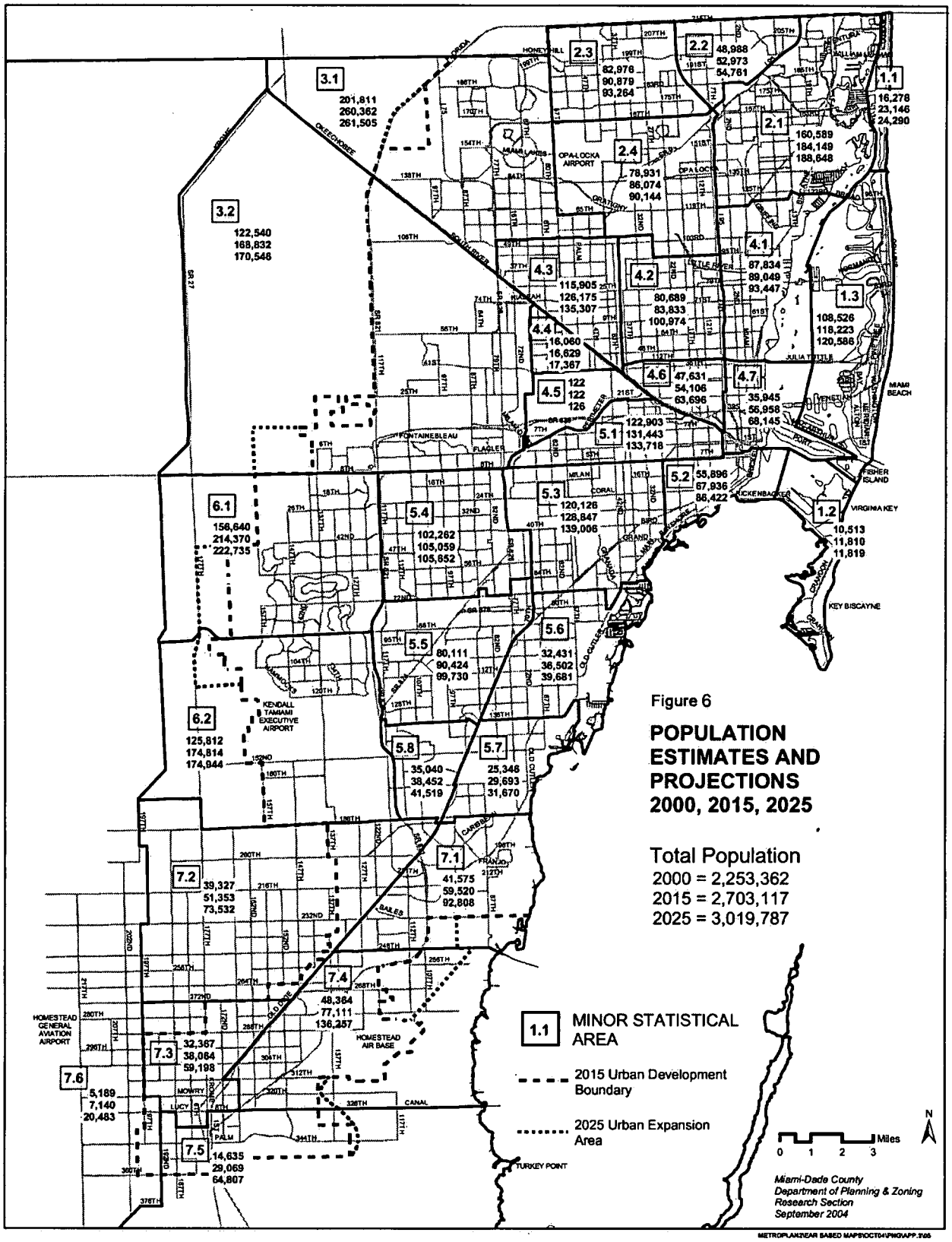
the maximum population projection.

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 improvement 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.

191. PLACE EXISTING FIGURE 6 WITH NEW FIGURE 6 POPULATION ESTIMATES AND PROJECTIONS 2000, 2015, 2025



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192. Critical in achieving the desired pattern of development is the adherence to the ~~2005~~ 2015 Urban Development Boundary (UDB) and ~~2015~~ 2025 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.

193. 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

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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.

194. 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. Miami-Dade County encompasses ~~over 1,413,629~~ more than 1,549,792 acres (~~2,208~~ 2,420 square miles) of land and water, ~~and in 1990 almost 316,000 acres (494 square miles) were~~ of which about 1.1 million acres (1,720 square miles) were developed for urban or agricultural uses in 2003. 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.

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.

195. **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

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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 ~~Land Use~~ 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 ~~Metropolitan~~ 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.

196. **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.

197. 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

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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.

198. 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 ~~8~~ 7 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.

199. **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.

200. **Ultimate Development Area.** The ~~2005 and 2015~~ 2015 and 2025 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 ~~financial~~ resources should be directed for the construction and maintenance ~~and construction~~ of urban infrastructure and provision of services. Growth of Miami-Dade County, however, is not projected to cease after the year ~~2015~~ 2025. 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.

201. 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

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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, 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 ~~2015~~ 2025, 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 ~~2015~~ 2025 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.

202. Development-inducing infrastructure shall not be built by the year ~~2005~~ 2015 in areas designated Agriculture or Open Land. The ~~2015~~ 2025 Urban Expansion Area is projected for development by the year ~~2015~~ 2025 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.

203. Reservation of corridors and right-of-way outside of the ~~2005~~ 2015 UDB and ~~2015~~ 2025 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.

204.

Future Historic and Natural Resources

In addition to the presentation of future land use expressed on the Land Use Plan (LUP) map for ~~2005~~ 2015 and ~~2015~~ 2025 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.

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205. **Future Historic Districts and Archaeological Zones**

Figure 7 shows the historic districts, ~~and~~ archaeological ~~zones~~ districts and historic cemeteries that are recognized by the ~~Metro~~ Miami-Dade Office of Historic Preservation ~~Division~~ as meriting local designation. Many of these districts and zones may also be candidates for submission to the National Register of Historic Places. National Register sites and municipal designations are not shown. Location 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.

206. ~~Figure 7 also indicates the general location of probable archaeological sites which should be investigated to determine whether they qualify for inclusion on the State Master File. Permanent records and additional background material on these districts, zones and sites are kept in Dade County's Historic Preservation Division~~.

207. REPLACE EXISTING FIGURE 7 WITH NEW FIGURE 7 MIAMI-DADE COUNTY HISTORIC RESOURCES, 2004

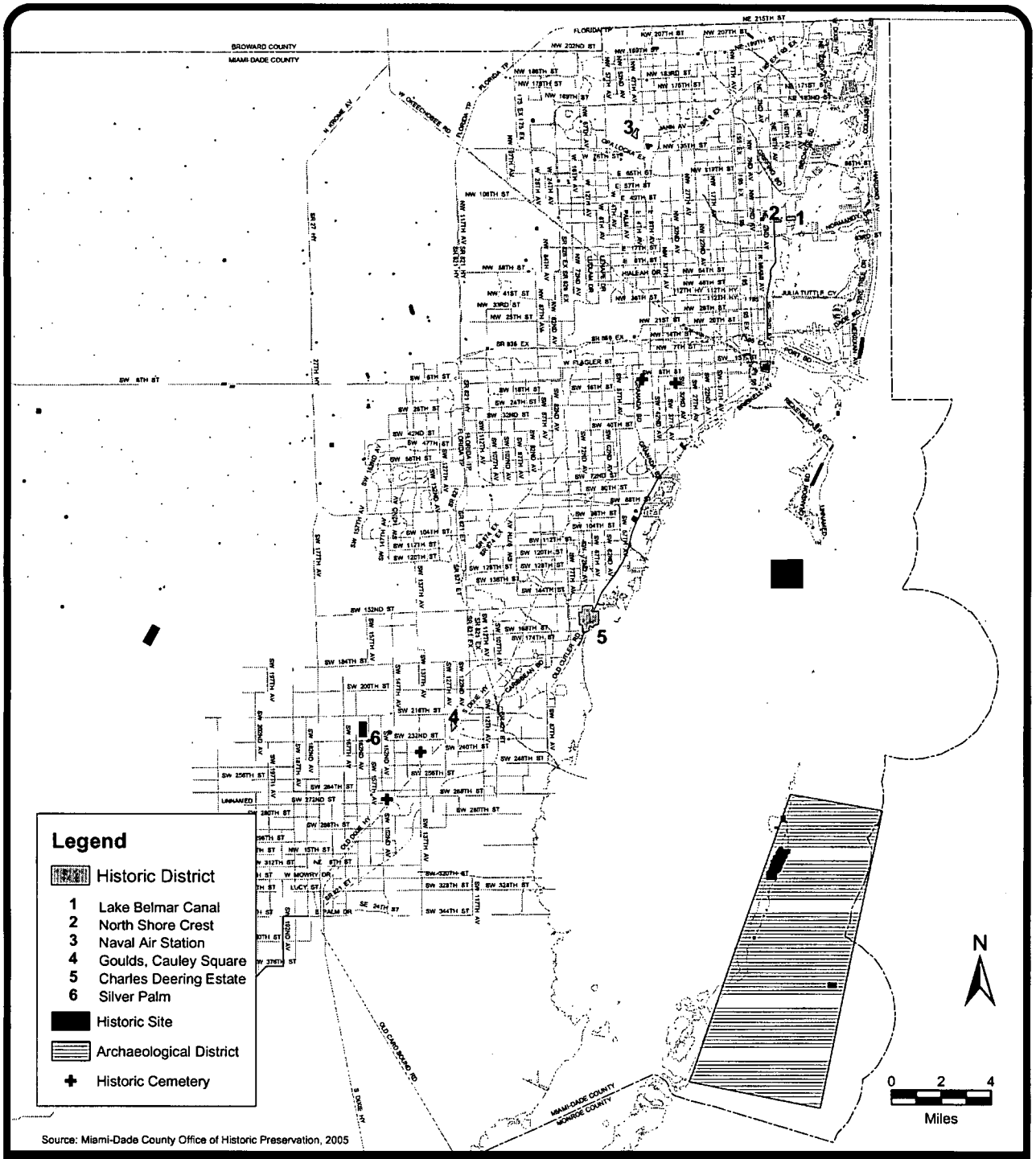

Figure 7

MIAMI-DADE COUNTY HISTORIC RESOURCES, 2004

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METROPLAN/ZEAR BASED MAPS\DC104\PNG\APP.3/05

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208. **Future Natural Resources**

Map series Figures 8 through 14 identify certain future natural resources in Miami-Dade County. Background information on topography, soils, mineral resources, freshwater wetlands, lakes, floodplains, flood prone areas, public wellfields and cones of influence is found in the Conservation, Aquifer Recharge and Drainage Element. Additional information on public wellfields and activities permitted within cones of influence is presented in the Water, Sewer and Solid Waste Element. Background information on bays, estuaries, rivers, harbors, beaches and shores, coastal wetlands, and areas subject to coastal flooding is contained in the Coastal Management Element.

The *Land Use Element Support Components* report and Evaluation and Appraisal Report address existing topography, soils, wetland conditions and functions, historic resources in undeveloped areas of the County, and development in floodplains. The information that is summarized below, together with the extensive information contained in the Conservation, Aquifer Recharge and Drainage, and Coastal Management Elements, are reflected in the delineation of Future Open Land and Environmental Protection Sub-areas as shown on Figures 4 and 5.

209. **Future Waterwells and Cones of Influence.** The public water supply wellfields in Miami-Dade County that are expected to be operational in the year ~~2005~~ 2015 and their respective protection area boundaries are shown on Figure 8. 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. ~~Metro~~ 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.

210. **Beaches, Shores, Estuaries, Rivers, Bays, Lakes and Harbors.** Figure 9 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.

211. **Floodplains.** As shown on Figure 10, a very large percentage of the land within Miami-

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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. ~~or area that can be expected to flood during a 1 in 100 year storm to a depth of one foot or more. Additional areas may flood to a depth of less than one foot~~. Within the urban area, all of the former sloughs and transverse glades and the barrier islands are floodplains or SFHA's under this definition. For purposes of clarification, an additional map is presented to show the areas that are subject to coastal flooding during hurricanes of varying intensity (Figure 11). 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 will be reflected in a flood insurance re-study and attendant revised Flood Insurance Rate Maps that are expected to be published in 2005. ~~Neither the floodplain nor the areas subject to coastal flooding are expected to change noticeably prior to the year 2005.~~ Another factor is that, ~~However,~~ by the year 2015 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 and its Evaluation and Appraisal Report.

212. **Wetlands.** Future ~~Freshwater and Coastal~~ Wetlands and CERP Water Management Areas are shown on Figure 12. 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, ~~and~~ Everglades National Park and Biscayne National Park; the speed with which biological or other controls for the spread of Melaleuca can be found, tested and implemented; and the commitment to wetland management and restoration efforts including the Comprehensive Everglades Restoration Plan. The future wetland areas designated as publicly owned and managed are areas that ~~were~~ are in public acquisition programs ~~in 1995~~. The areas designated as privately owned ~~were~~ are not in public acquisition programs ~~in 1995~~ but which possessed wetland qualities and functions and which could warrant public acquisition as part of ecosystem or water supply protection, restoration and management programs.

213. REPLACE EXISTING FIGURE 8 WITH NEW FIGURE 8 FUTURE WELLFIELDS

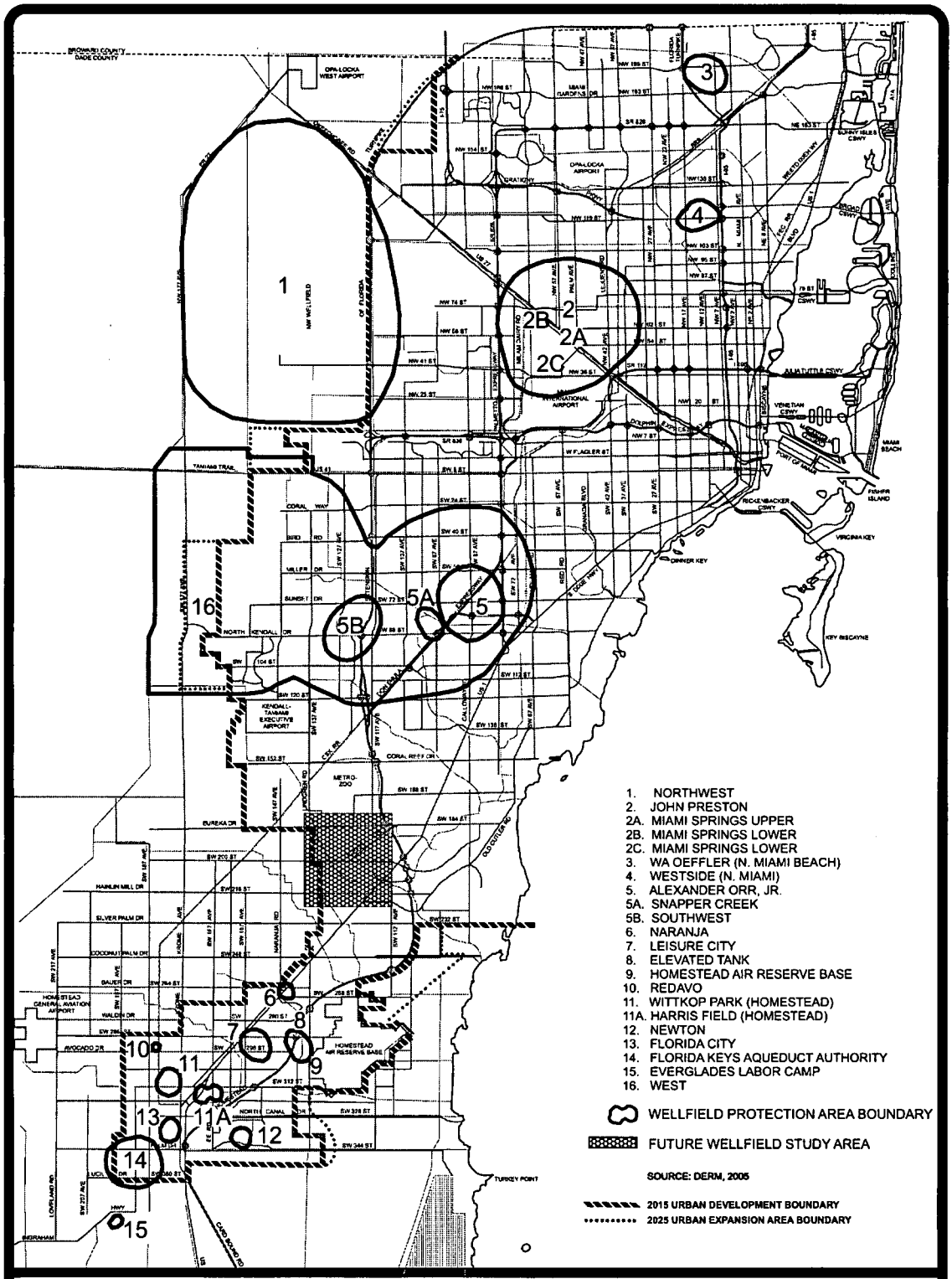


Figure 8

WELLFIELD PROTECTION AREAS

DEPARTMENT OF PLANNING AND ZONING

METROPLAN2\EAR BASED MAPS\OCT04\PNG\APP.2/05

214. REPLACE FIGURE 9 WITH NEW FIGURE 9 BAYS, RIVERS, LAKES HARBORS & BEACHES

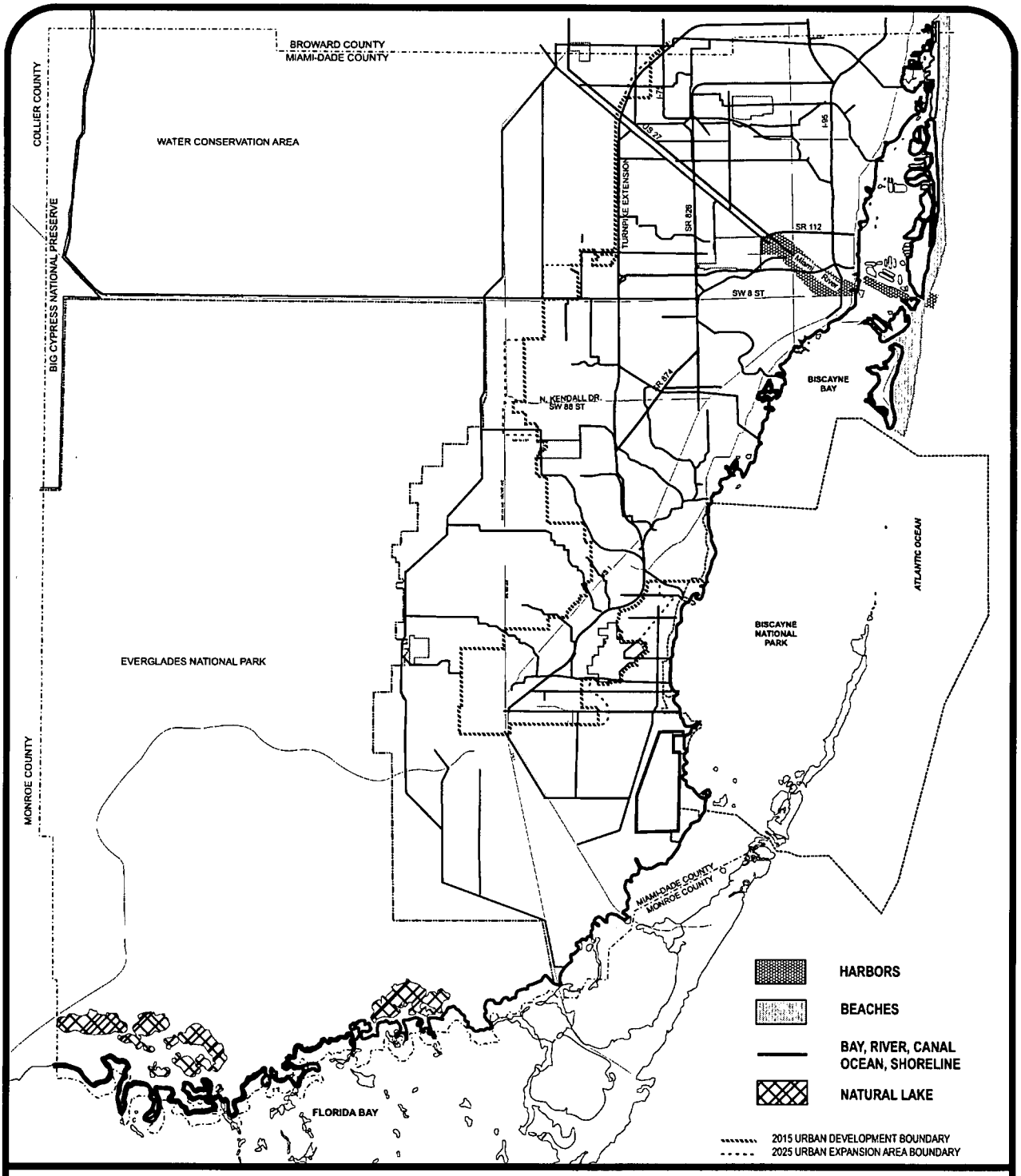


Figure 9

BAYS, RIVERS, LAKES HARBORS & BEACHES

DEPARTMENT OF PLANNING AND ZONING

METROPLAN2\EAR BASED MAPS\OCT04\PNG\APP. 2/05

215. REPLACE EXISTING FIGURE 10 WITH NEW FIGURE 10 FLOODPLAINS

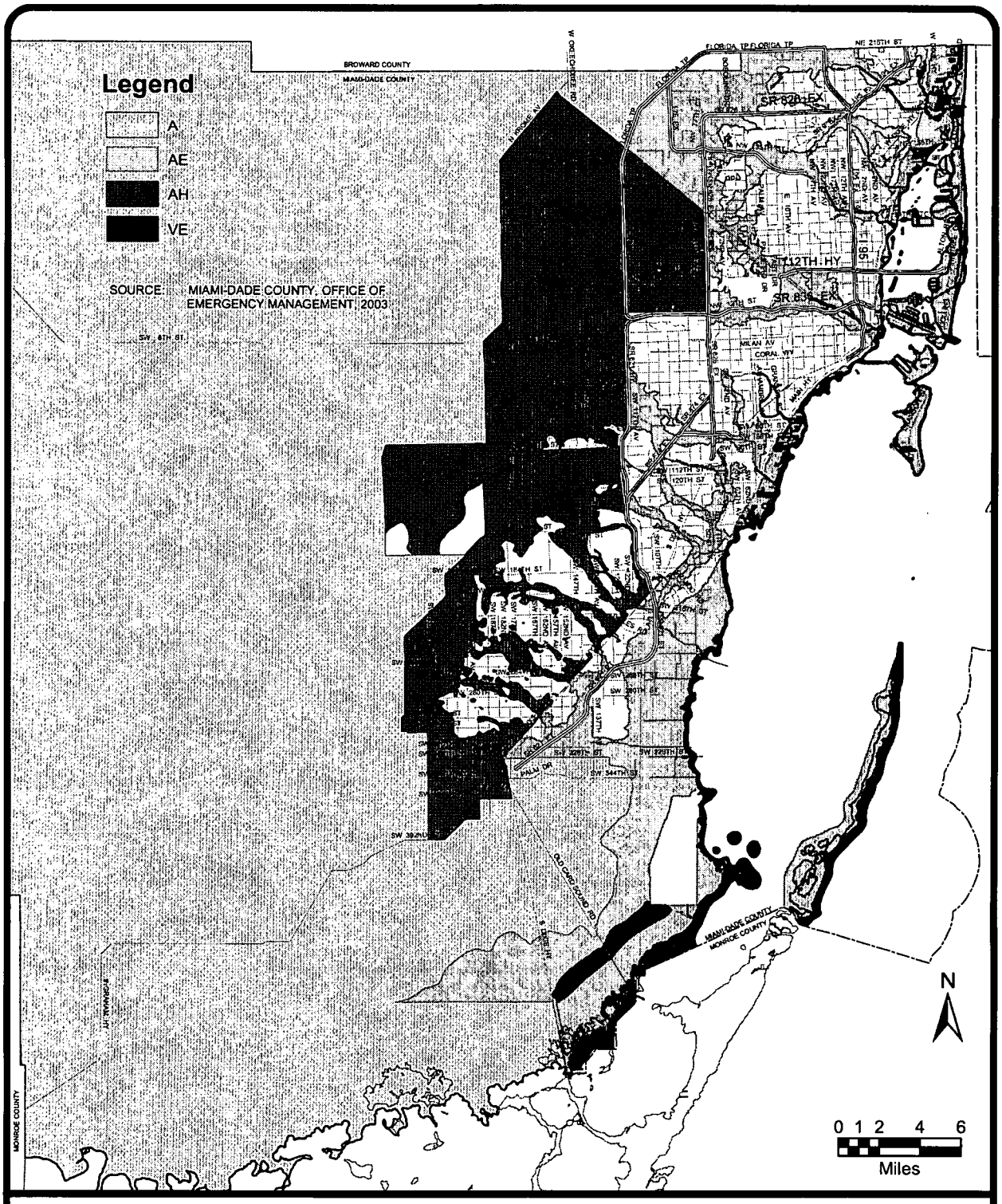


Figure 10

FLOODPLAINS

DEPARTMENT OF
PLANNING AND ZONING

216. REPLACE EXISTING FIGURE 11 WITH NEW FIGURE 11 AREAS SUBJECT TO COASTAL FLOODING

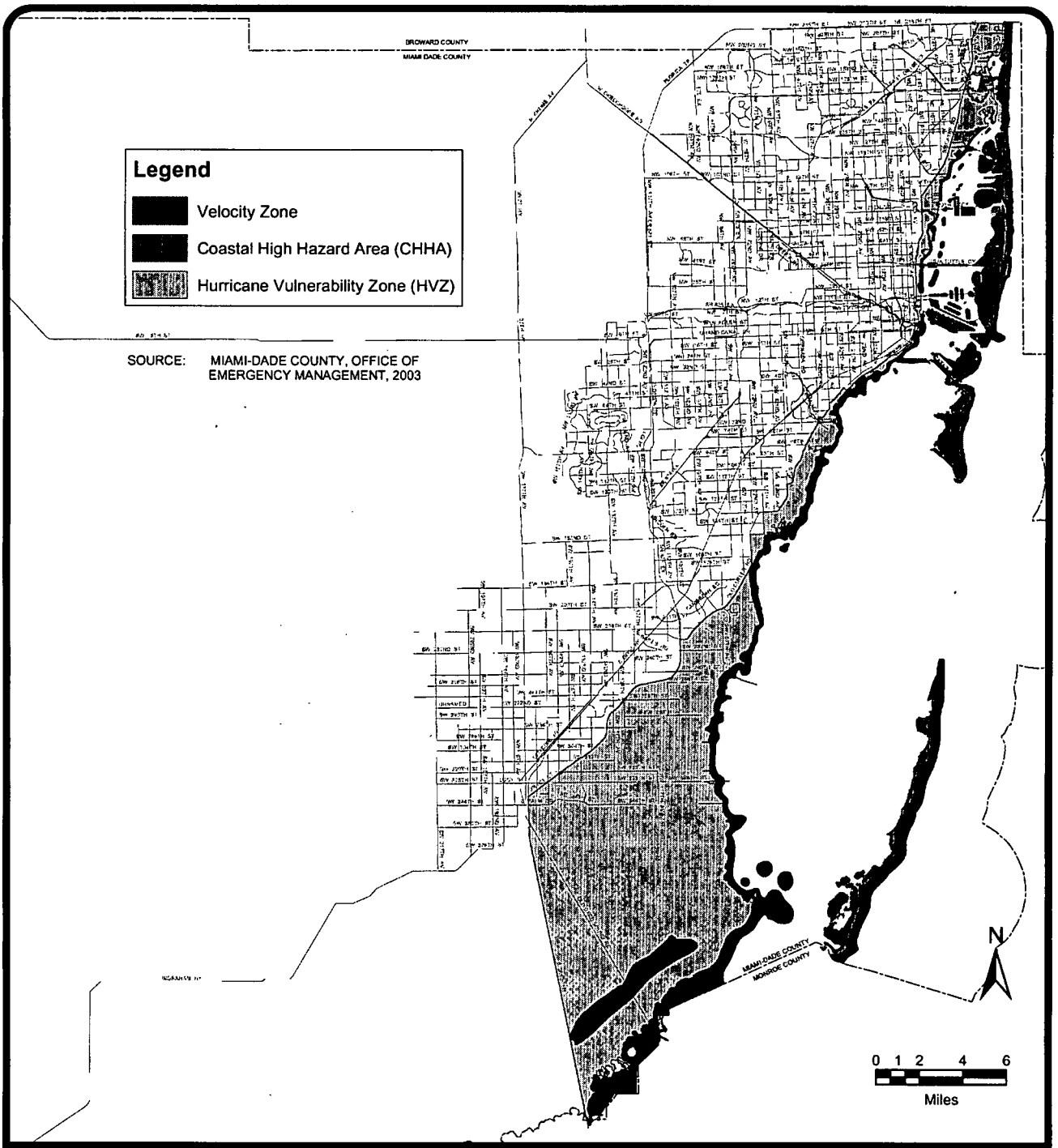


Figure 11

AREAS SUBJECT TO COASTAL FLOODING

DEPARTMENT OF PLANNING AND ZONING

217. REPLACE EXISTING FIGURE 12 WITH NEW FIGURE 12 FUTURE WETLANDS AND CERP WATER MANAGEMENT AREAS

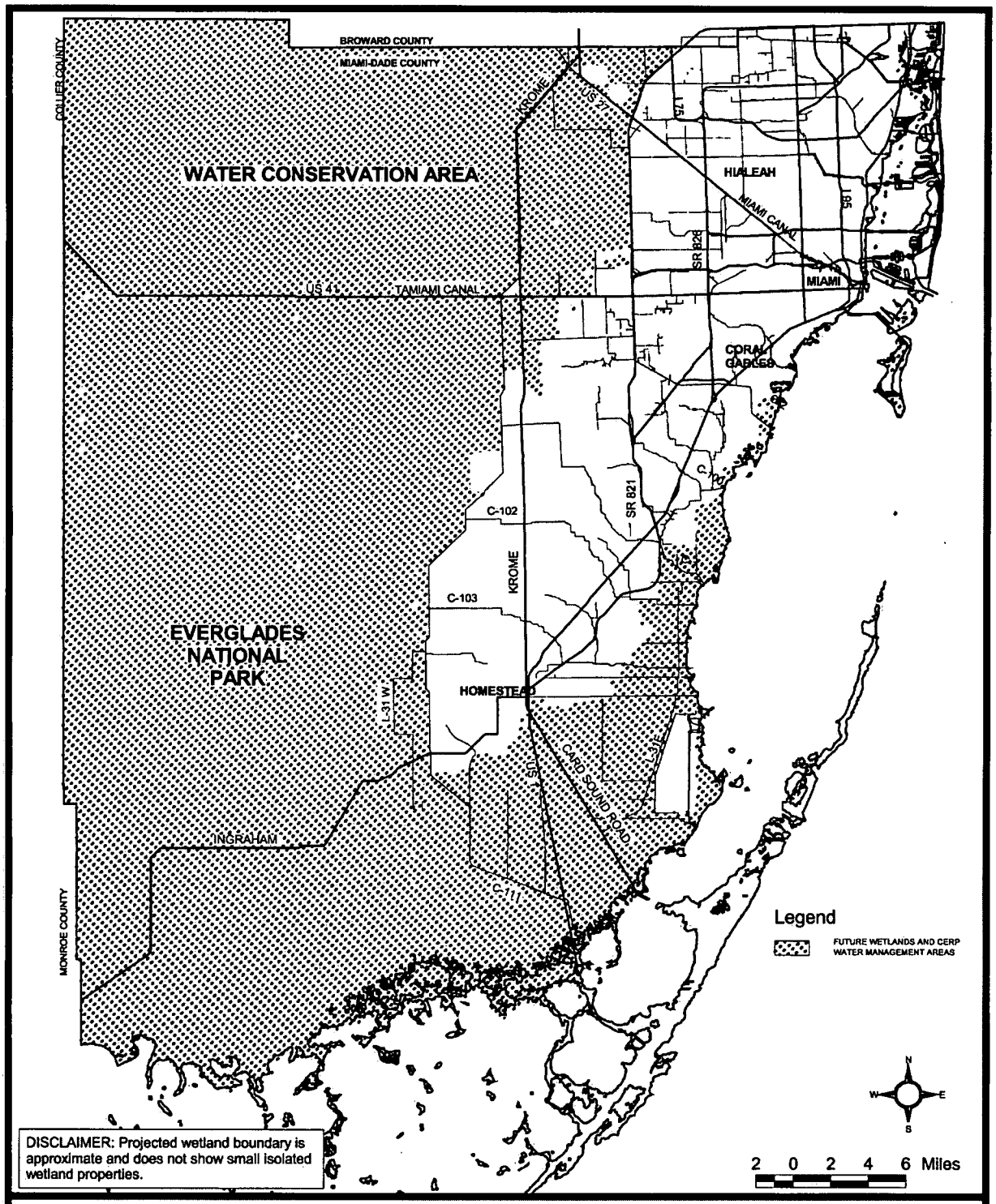


Figure 12

FUTURE WETLANDS AND CERP WATER MANAGEMENT AREAS

DEPARTMENT OF ENVIRONMENTAL RESOURCES MANAGEMENT

February 24, 2005

Paragraph Reference Number

218. **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 13. 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 2015.

219. **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 14. 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.

220. **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 15) 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 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.

221. PLACE EXISTING FIGURE 13 WITH NEW FIGURE 13 MINERAL RESOURCES

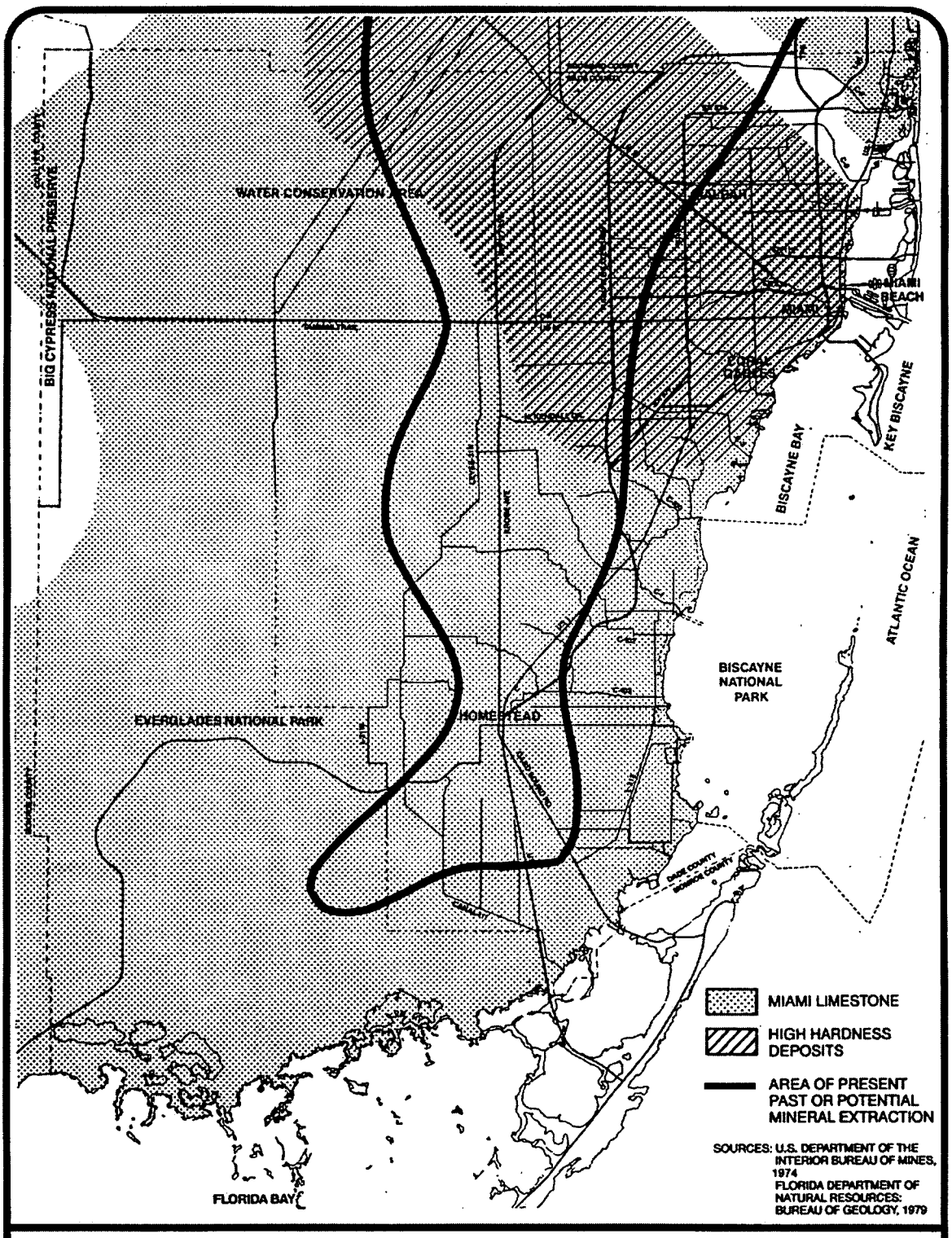


Figure 13
MINERAL RESOURCES

DEPARTMENT OF PLANNING AND ZONING

222. REPLACE EXISTING FIGURE 14 WITH NEW FIGURE 14 GENERALIZED SOIL TYPES

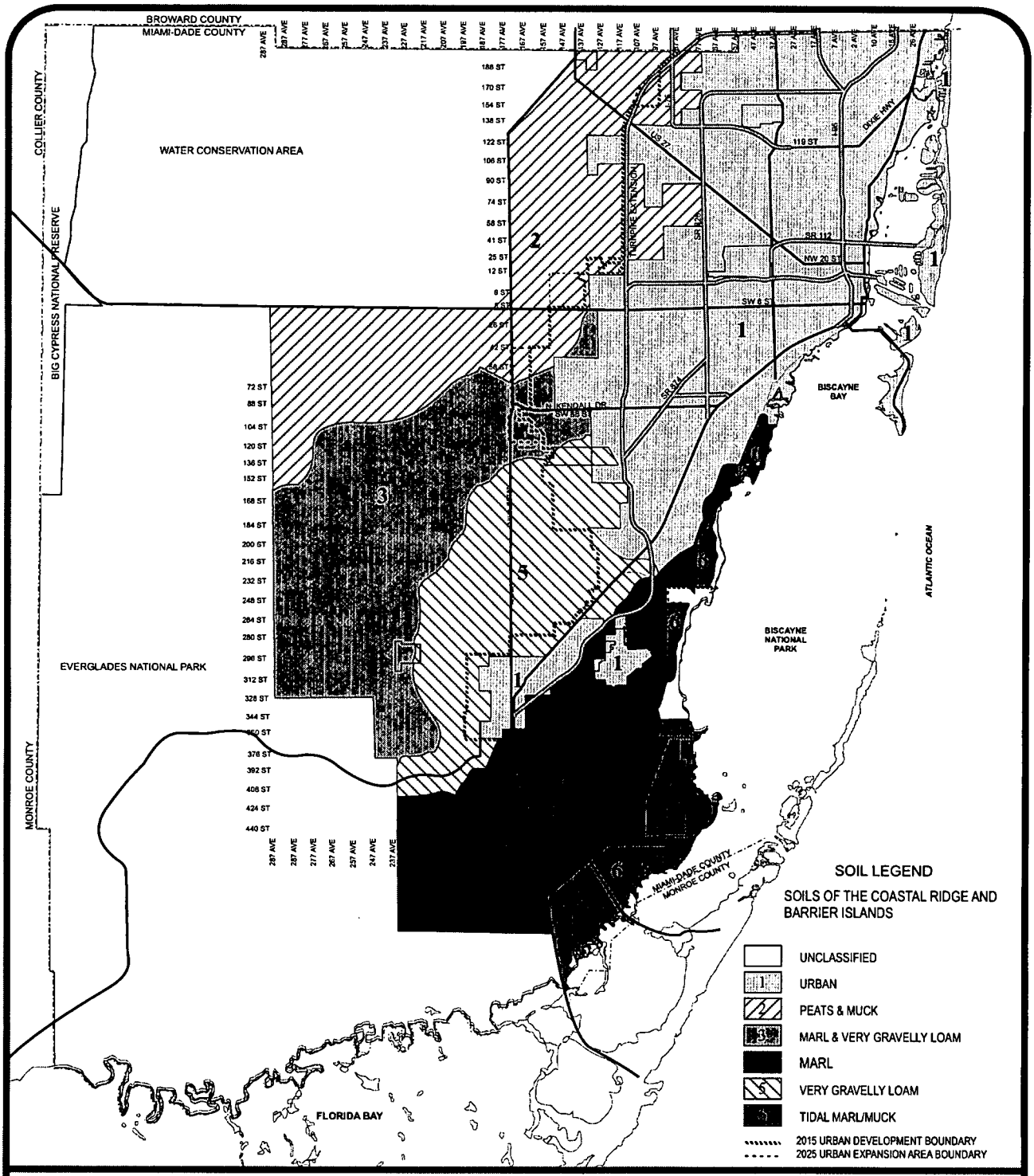
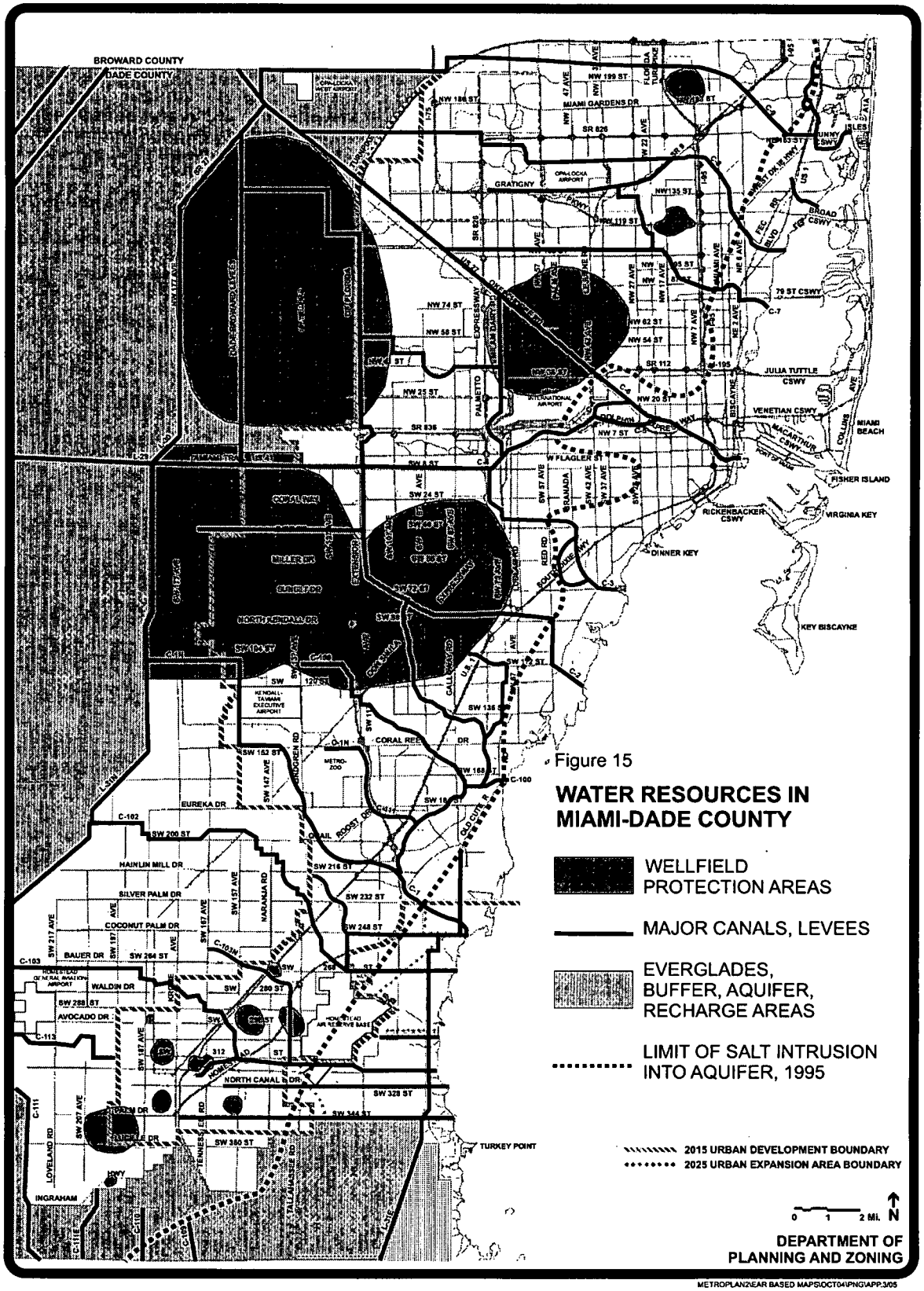


Figure 14
GENERAL SOIL MAP

Source: US Department of Agriculture, Natural Resources Conservation Service, 1996

METROPLAN2\EAR BASED MAPS\OCT04\PNGAPP, 3/05

223. PLACE EXISTING FIGURE 15 WITH NEW FIGURE 15 WATER RESOURCES IN MIAMI-DADE COUNTY



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Land Use Monitoring Program and Evaluation and Appraisal Reporting Procedures

In order to enable the preparation of periodic Evaluation and Appraisal Reports (EARs) 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 of monitoring and reporting programs.

224. This section outlines Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced in the Land Use Element. It should be understood that the County's programs will be refined over time as more experience is gained. The administrative requirements for monitoring and preparation of the EAR as outlined in Section 9J-5.005[7], F.A.C., are also included here. They are not repeated in the other Elements to avoid redundancy. However, the reader is referred to the other Plan Elements for a presentation of the substantive monitoring requirements of those Elements.

225. 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 ~~eight~~ twelve Objectives. These "measures" are variables which are referenced directly in a 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.

226. **Measures to be Monitored**

Objective LU-1.

A. Acreage of subdivisions not contiguous to other urban development; and population density within the UDB of the LUP map. These measurements shall be made by the Department of Planning~~, Development and Regulation~~ and Zoning immediately preceding preparation of the EAR.

227. B. Residential dwelling units and non-residential square footage permitted, or for which certificates of ~~use and~~ occupancy (COs) have been issued (for new uses and rehabilitation) in unincorporated ~~Community Development (CD) Areas~~

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Commission District (CD) Areas. This information will be compiled annually by the Department of Planning~~, Development and Regulation~~ and Zoning from the computerized permitting file. The cumulative totals will be reported in the subsequent EAR.

228. C. Numbers and dollar value of public facility improvements in the CD Areas. The Department of Planning~~, Development and Regulation~~ and Zoning will acquire this information annually from the Miami-Dade County Office of Community and Economic Development (OCED) and shall report cumulative totals in the EAR.

229. D. Number of new or revised ordinances and programs established to promote improved design of neighborhoods, developments and buildings in unincorporated Miami-Dade County.

230. **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 Planning~~, Development and Regulation~~ and Zoning and reported in the EAR for each service addressed in the CDMP.

231. **Objective LU-3**

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 ~~Metro~~ Miami-Dade County), and any CDMP amendments that would increase the allowable number of dwelling units or nonresidential floor area in the environmentally sensitive areas and the ~~on~~ coastal barrier islands. Any such approvals shall be logged by the Department of Planning~~, Development and Regulation~~ and Zoning and reported in the EAR.

232. **Objectives LU-4 and LU-5**

The number of rezoning applications filed by the Department of Planning~~, Development and Regulation~~ and Zoning 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~~, Development and Regulation~~ and Zoning and reported in the ~~each~~ EAR.

233. **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

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~~OCD~~ the Office of Historic Preservation and shall be reported by the Department of Planning~~, Development and Regulation~~ and Zoning in the EAR.

234. **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 shall conduct the analysis to the extent possible and report findings in the subsequent EAR.

235. **Objective LU-~~7~~8**

The supply and consumption rates of residential, commercial and industrial land shall be analyzed by the Department of Planning~~, Development and Regulation (now the Department of Planning and Zoning)~~ and Zoning for compliance with Objective LU-8 and findings will be reported in the subsequent ~~each~~ EAR.

236. **Objective LU-~~8~~9**

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

237. **LU-Objective LU-~~9~~10**

A. Revisions to the ~~South~~ Florida Building Code, ~~Metro~~ 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~~, Development and Regulation~~ and Zoning and reported in the subsequent ~~each~~ EAR.

238 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~~, Development and Regulation~~ and Zoning from data supplied by Florida Power and Light and reported in the subsequent ~~each~~ EAR.

239. C. Ridership rates per 1,000 ~~adult population~~ 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 ~~Metro~~ Miami-Dade Transit Agency. The most recent estimates of population prepared by the Department of Planning~~, Development and Regulation~~ and Zoning will be used to determine ridership rates, and will be reported in the subsequent ~~each~~ EAR.

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240. **Objective LU-11**

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

241. **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.

242 **EAR Contents and Formulation Procedure**

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.

243. 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

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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.

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

245. ~~Dade County EAR reports will contain an assessment and evaluation of successes and failures in accomplishing the stated Objectives of the CDMP as measured against the "measures" listed in the monitoring programs contained in each of the CDMP Elements. The EAR shall report findings specific to each Element based on the "measures" and will report on:~~

~~A. The major problems of development, physical deterioration, and the location of land uses and the social and economic effects of such uses in the area;~~

~~B. Major conditions relevant to each Element and changes over time;~~

~~C. The comprehensive plan objectives as compared with actual results at the date of report;~~

~~D. The extent to which unanticipated and unforeseen problems and opportunities occurred between date of Plan adoption and the date of report;~~

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~~E. Relevant changes to the State Comprehensive Plan and Strategic Regional Policy Plan, and to relevant State Statutes and rules which necessitate changes to the CDMP; and~~

~~F. Other requirements of Florida comprehensive planning law.~~

246. The EAR ~~will also suggest any changes needed to update the comprehensive plan or Elements including reformulated objectives, policies or standards, and will~~ contains a schedule for adoption of the proposed EAR-based amendments as one submittal within 18 months ~~one year~~ after the EAR is determined to be sufficient by DCA. ~~Itself is adopted~~ 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.

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

- Planning staff ~~will~~ compiled information "measured" and "monitored". Information ~~will be~~ was tabulated, analyzed and summarized. Findings ~~will be~~ were drafted, conclusions drawn, and proposals drafted for review by other County agencies.
- Draft report ~~will be~~ was circulated to affected County agencies and any independent service providers for comment and recommendation.
- Revised draft EAR ~~will be~~ was distributed to the public. Advertised public workshops ~~will be~~ 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 ~~will be~~ 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 ~~will take~~ 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.

248. In accordance with the schedule contained in the EAR for making any necessary amendments to the CDMP, Planning staff ~~will~~ initiated ~~the~~ applications to amend the CDMP during the CDMP amendment filing period which occurs concurrent with or

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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.

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PART C
STATEMENT OF LEGISLATIVE INTENT

A. This Statement expresses the legislative intent of the Board of County Commissioners with regard to the Comprehensive Development Master Plan (CDMP). The Statement is applicable to the CDMP in its entirety and is declared to be incorporated by reference into each element thereof.

249. 1. Nothing in the CDMP shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the Code of ~~Metropolitan~~ Miami-Dade County, Florida.

2. The CDMP shall not be construed to preempt considerations of fundamental fairness that may arise from a strict application of the Plan. Accordingly, the Plan shall not be deemed to require any particular action where the Plan is incomplete or internally inconsistent, or that would constitute a taking of private property without due process or fair compensation, or would deny equal protection of the laws.

3. The CDMP is intended to set general guidelines and principles concerning its purposes and contents. The CDMP is not a substitute for land development regulations.

250. 4. The CDMP contains long-range policies for Miami-Dade County. Numerous policies contained in the CDMP must be implemented through the County's land development regulations which shall be maintained by the County as required by Section 163.3202, FS. Numerous policies of the plan propose the establishment of new administrative programs, the modification of existing programs, or other administrative actions. It is the intent of Miami-Dade County that these actions and programs be initiated by the date that Miami-Dade County adopts its next Evaluation and Appraisal (EAR) report, unless another date is specifically established in the Plan.

5. The CDMP is not intended to preempt the processes whereby applications may be filed for relief from land development regulations. Rather, it is the intent of the Board of County Commissioners that such applications be filed, considered and finally determined, and that administrative remedies be exhausted, where a strict application of the CDMP would contravene the legislative intent as expressed herein.

6. The Board recognizes that a particular application may bring into conflict,

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and necessitate a choice between, different goals, priorities, objectives, and provisions of the CDMP. While it is the intent of the Board that the Land Use Element be afforded a high priority, other elements must be taken into consideration in light of the Board's responsibility to provide for the multitude of needs of a large heavily populated and diverse community. This is especially true with regard to the siting of public facilities.

Recognizing that County Boards and agencies will be required to balance competing policies and objectives of the CDMP, it is the intention of the County Commission that such boards and agencies consider the overall intention of the CDMP as well as portions particularly applicable to a matter under consideration in order to ensure that the CDMP, as applied, will protect the public health, safety and welfare.

7. The term "shall" as used in the CDMP shall be construed as mandatory, subject, however, to this Statement of Legislative Intent. The term "should" shall be construed as directory.

251. B. It is the further intent of the Board of County Commissioners that the right of all municipalities in Miami-Dade County to enact and administer comprehensive planning and land development regulation programs 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 Miami-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; and

4. Policies which provide that the County shall maintain and utilize its authority provided by the ~~Metro~~ Miami-Dade County Charter to maintain, site, construct and operate public facilities in incorporated and unincorporated areas of the County.

PART D

Paragraph Reference Number

PREFACE

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 that no development orders be issued when the adopted levels of service would not be met.

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.

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.

252.

Elements of the CDMP

The organization of the Comprehensive Development Master Plan (CDMP) closely follows Rule 9J-5. This plan is organized into eleven Plan Elements preceded by a Statement of Legislative Intent.

Statement of Legislative Intent
1. Land Use Element;
2. Transportation Element;
3. Housing Element;
4. Conservation, Aquifer Recharge and Drainage Element;
5. Water, Sewer and Solid Waste Element;
6. Recreation and Open Space Element;
7. Coastal Management Element;
8. Intergovernmental Coordination Element;
9. Capital Improvements Element; ~~and~~
10. Educational Element; <u>and</u>
11. Economic Element

Each Element contains components, which are adopted, plus support components which

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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.

253. The support components of the Plan Elements are contained in separate documents, particularly the 2003 ~~1995~~ 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.

Adoption of the CDMP

The CDMP is adopted by ordinance by the Board of County Commissioners. These ordinances are codified at Chapter 2-114, Code of Miami-Dade County, Florida, and are presented in the Appendix report.

254.

Municipal Plans

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-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 municipal comprehensive plans and the CDMP Statement of Legislative Intent.

REPLACE EXISTING FIGURE i WITH NEW FIGURE i – CURRENT MUNICIPALITIES

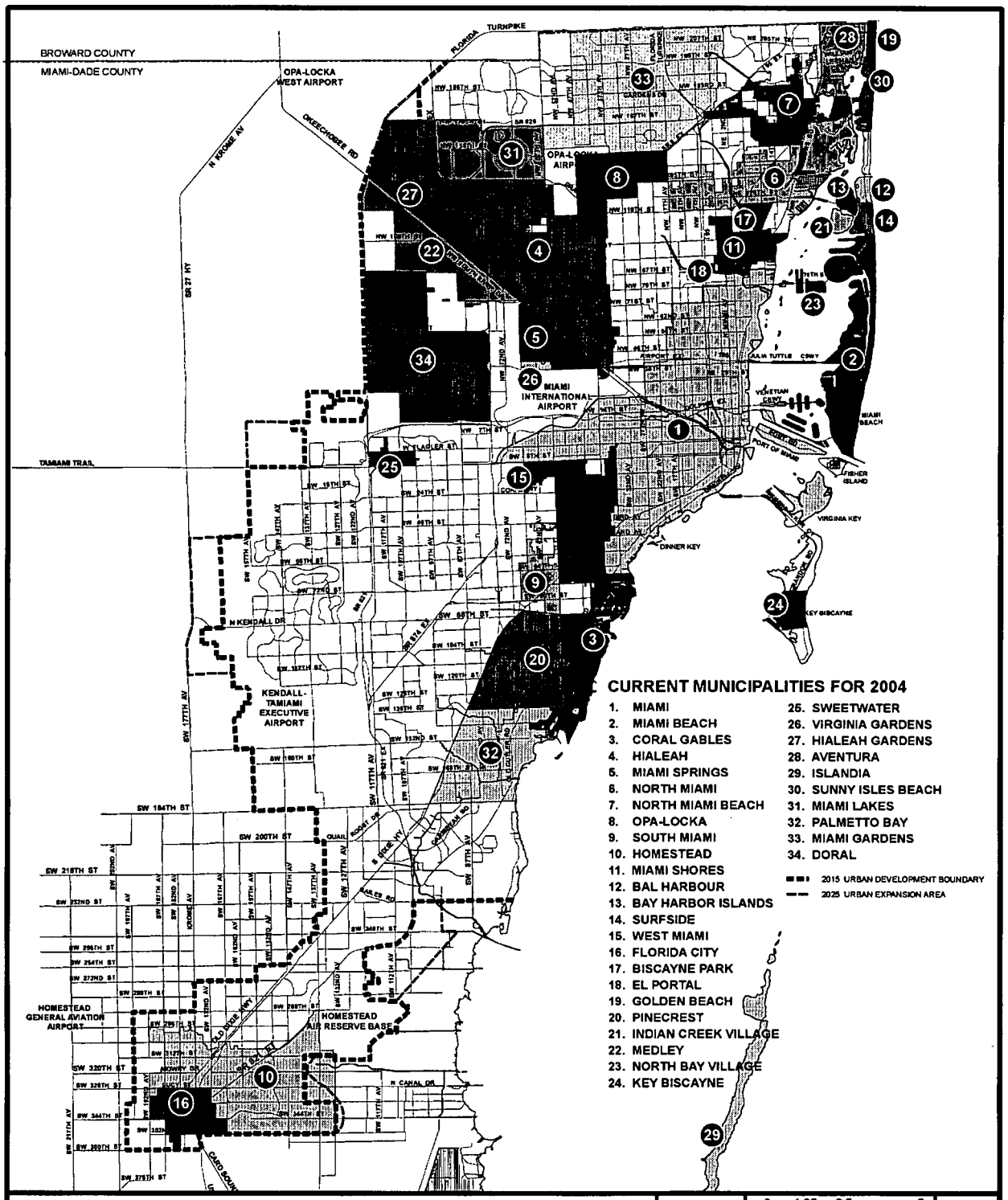

Figure i

CURRENT MUNICIPALITIES IN MIAMI-DADE COUNTY, OCTOBER 2004

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

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INTRODUCTION

256. This report contains all Adopted Components of the Comprehensive Development Master Plan (CDMP) for ~~Metropolitan~~ Miami-Dade County. The adopted plan is organized into ~~ten~~ eleven Plan Elements preceded by the plan's adopted Statement of Legislative Intent, which applies to all Elements.

Each adopted Element includes Goals, Objectives and Policies, plus a Monitoring Program to monitor progress toward Plan implementation. The adopted Land Use, Transportation, and Capital Improvements Elements also include maps or schedules of "future conditions" plus explanatory information. Most notable is the future Land Use Plan (LUP) map of the Land Use Element (which is an attachment to this report).

257. For organizational purposes, each of the ~~ten~~ eleven Elements is designated by a Roman numera~~l~~ beginning with I for the Land Use Element, and ~~concluding~~ ending with XI for the ~~Educational~~ Economic Element. The numbering of pages, figures and tables in each Element begins with the applicable Roman numeral. Within each Plan Element and Subelement, the contents which are adopted as County policy are preceded by an introduction to the Element or Subelement. The Element and Subelement introductions are not adopted as plan policy but are included to provide background and context. All material following the Element's introduction, from the Goals through the Monitoring Program, is adopted as policy.

APPLICATION NO. 2
TRANSPORTATION ELEMENT

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

Miami- Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972
(305) 375-2840

2. APPLICANT'S REPRESENTATIVE

Diane O'Quinn Williams, Director
Miami-Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972

3. DESCRIPTION OF REQUESTED CHANGES

This Application proposes amendment to the entire Transportation Element, which consists of an Introduction, a set of Transportation Goals, Objectives and Policies, and five sub-elements including Traffic Circulation, Mass Transit, Aviation, Pot of miami River, and Port of miami Master Plan, as located on pages II-1 through II-74 of the "Adopted Components" dated May 1997, as amended, as follows on the next page.[1] For reference purposes, the amendments to the Transportation Element have been divided into six parts and will be identified as follows:

[1] Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist in the Plan and will remain unchanged.

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PART A
TRANSPORTATION ELEMENT

Introduction

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 - traffic circulation, mass transit, aviation and ports.

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 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.

1. The Adopted Components for each of the five subelements separately contain: 1) goals, objectives and policies; 2) monitoring measures; and 3) maps of planned future facilities. The functional subelements are preceded by an overarching goal, objectives and policies that express the County's intent to encourage multi-modalism and consistency between its land use and transportation policies.

2. *The Miami-Dade 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* 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 and represent funds for improvements as programmed in the "Miami-Dade Transportation Improvement Program 2005-2009". Priority II projects are scheduled to be funded between 2010 and 2015, and Priority III projects are scheduled to be funded between 2016 and 2020. 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 the Comprehensive Development Master Plan (CDMP) has a horizon year of 2025, exact correspondence with 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

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continually adjust the funding availability for the Priority IV projects as the horizon year advances.

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.

3. **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 transportation facilities. These plans and programs shall seek to ensure that, among other objectives, between ~~1996~~ 2004 and ~~2002~~ 2010 Miami-Dade Transit ~~Agency~~ boardings will increase at a rate equal to or greater than the rate of resident population growth during this period.

Policies

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), fixed route bus and paratransit services.

TE-1B. Miami-Dade County shall continue to maintain programs for optimal development and expansion of the Port of Miami 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 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.

TE-1C. When other transportation facility providers' plans are updated, Miami-Dade County shall seek to ensure that those plans provide high quality intermodal connections at optimal transfer points. These should include, but should not

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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).

4. TE-1D. Within the time-frame of the CDMP, Miami-Dade County will actively pursue development of intermodal facilities where opportunities arise, including, but not limited to:

-Miami Intermodal Center (MIC);

~~-Golden Glades Interchange Multimodal Facility~~;

~~-Palmetto MetroRail Station;~~

~~-Mount Sinai Intermodal Transportation Center;~~

-Downtown Miami Transportation Center;

-Northeast Miami-Dade Terminal;

-Douglas Road Transit Center; 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).

TE-1E. As provided in the Aviation, Port of Miami River, and The Port of Miami Master Plan Subelements, the County shall promote improved intermodal linkages for the movement of passengers and freight, including the consideration of water 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.)

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 Element.

5. **Objective TE-2**

In furtherance of pedestrianism as a mode of transportation encouraged in the planned urban area, by ~~2002~~ 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

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6. 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 ~~*Metro*~~ *Miami-Dade Bicycle Facilities Plan.*

7. TE-2B. By ~~1999~~ 2008, the County shall 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.

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 planned Urban Center and transit station locations. 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.

8. TE-2D. Miami-Dade County's top priority for constructing new sidewalks after completion of the "Safe Routes to Schools" program shall be to provide continuous sidewalks along the following: a) ~~the frontages of all~~ 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. All new development and redevelopment in these areas shall be served by these sidewalks. 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 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.

TE-2E. The County shall require accommodation of bicycle travel and pedestrian

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needs in plans for future arterial and collector road construction, widening or reconstruction projects where designated by the Bicycle Facilities Plan, wherever feasible.

TE-2F. The County shall consider the use of utility easements and transit or railroad rights-of-way as locations for bicycle ways linking major urban activity centers.

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.

9. **Objective TE-3**

As provided in the policies hereinunder, ~~during 1998 through 2002,~~ 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

10. 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 ~~the next~~ major updates of the Long Range Transportation Plan (LRTP) by the Miami Area MPO, ~~currently scheduled to occur in 2000/2001,~~ 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.

11. TE-3B. ~~At the same time that the minor update of the LRTP is conducted by the Miami Ara MPO during 1998/99~~ 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 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

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corridor, the planned North corridor, and the South Miami-Dade Busway corridor and its planned extension. This analysis shall identify locations where planned transit facilities are not supported by the planned land use or development intensity[2] 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, ~~for its consideration during the 1998 minor update to the LRTP, and to,~~ the Board of County Commissioners and the directly affected municipalities having comprehensive planning and zoning jurisdiction in the immediate vicinity of these 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.

TE-3C. It is the policy of Miami-Dade County to develop all the transportation facilities identified in both the MPO's LRTP 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 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 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 LRTP, the presentations of future levels of service in the CDMP shall reflect only these facility improvements.

Transportation Monitoring Program

[2] 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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12. 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:

13. **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 and Metromover boardings and compare the boarding rates with the County's population growth rates for the same period.

14. **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.

15. **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.

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PART B
TRAFFIC CIRCULATION SUBELEMENT

Introduction

The purpose of the Traffic Circulation Subelement is to provide an overview of the current and future transportation needs of Miami-Dade County. 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 needs.

Miami-Dade County, since 1957, has been a home rule charter county. The Planning and Zoning Department therefore serves as a metropolitan agency, and traffic circulation needs and the goal in this Subelement are presented for the entire County, including the ~~30~~ 34 municipalities.

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 implementation.

1. The ~~*1988 Support Components* report and the 1995~~ 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 ~~*Metro*~~ *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.

   The Miami-Dade 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* 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 and represent funds for improvements as programmed in the "Miami-Dade Transportation Improvement Program 2005-2009". Priority II projects are scheduled to be funded between 2010 and 2015, and Priority III projects are scheduled to be funded between 2016 and 2020. 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 the Comprehensive Development Master Plan (CDMP) has a horizon year of 2025, exact correspondence with the Priority IV projects in the "Cost-

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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 funding availability for the Priority IV projects as the horizon year advances.

2. **GOAL**

DEVELOP, OPERATE AND MAINTAIN A SAFE, EFFICIENT AND ECONOMICAL TRAFFIC CIRCULATION SYSTEM IN ~~METROPOLITAN~~ 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.

3. **Objective TC-1**

It is desirable that all roadways in Miami-Dade County operate at level of service (LOS) C or better. By the year ~~2005~~ 2010 no roadways in Miami-Dade County should operate at a level of service lower than the base level of service standard contained herein.

Policies

4. 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.

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 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:

* 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.

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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 commuter rail or express bus service 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;

(c) Where extraordinary transit service such as commuter rail or express bus service exists parallel roadways within 1/2 mile shall operate at no greater than 120 percent of roadway capacity.

5. 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 System (FIHS) roadways in Miami-Dade County:

6. (a) Outside the UDB

1. Limited ~~and controlled~~ access State highways shall operate at LOS B or better; ~~and~~

7. 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

~~2.~~ 3. Constrained or backlogged limited and controlled access state highways operating below LOS B, must be managed to

[1]UIA is defined as that part of 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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not cause significant degradation.

(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 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.

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 Improvement 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.

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 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 100 highest hour.

8.

SUMMARY
~~METRO~~MIAMI-DADE COUNTY
TRAFFIC CIRCULATION LEVEL OF SERVICE STANDARD

Peak Period* LOS Standard
Non-FIHS Roadways

	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)	~~B~~ C	D ~~[E]~~	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 thru lanes exist.

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.

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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 car pooling;
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 lanes;
8) trip reduction ordinances;
9) transportation management associations (TMA's); and
10) subsidies for transit riders.

9. 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.

10. 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 System (FIHS) as defined in Section 338.001, F.S., and to proximate facilities and services that would serve to relieve congestion on FIHS 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 facilities.

11. TC-1I. By ~~1998~~ 2005, the County will investigate and develop for 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 contains complementary use mixes.

12 TC-1J. Upon completion of the Countywide Parking Policy Study 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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13 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

14. ~~1L.~~ ~~During the major update of the Long Range Transportation Plan (LRTP) scheduled to be concluded by the Miami Area Metropolitan Planning Organization (MPO) in December 2001, Miami-Dade County shall consider, in particular, among other transportation needs, the feasibility and compatibility of widening the following roadways:~~

- ~~Sunset Drive (SW 72 Street), between the Homestead Extension of the Florida Turnpike and SW 152 Avenue, from 4 to 6 lanes; and~~
- ~~SW 120 Street, between SW 137 and 147 Avenues, from 4 to 6 lanes.~~

Objective TC-2

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

Policies

15. 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 ~~Metropolitan~~ 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.

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-

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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.

Objective TC-3

The County's transportation system will emphasize safe and efficient management of traffic flow.

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:

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).

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.

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16. 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. Second 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 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.

17. 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.

Objective TC-5

The traffic circulation system will protect community and neighborhood integrity.

Policies

TC-5A. The County will conserve and protect 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.

Objective TC-6

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

Policies

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 Elements.

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.

TC-6D. New roadways shall be designed to: prevent and control soil erosion, minimize clearing, and grubbing operations, minimize storm runoff, and avoid unnecessary changes in drainage patterns.

TC-6E. The County shall pursue and support transportation programs (e.g., rapid transit, express buses, high occupancy vehicles [HOV], 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

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of Miami-Dade County's CDMP.

18. TC-7B. Miami-Dade County shall continue to coordinate local transportation planning of the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area, and specifically the MPO's development of the Long Range Transportation Plan Update, with the CDMP transportation planning process.

19. 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.

20. 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.

Future Traffic Circulation Map Series

Figures 1, 3, 4 and 5 in the future traffic circulation map series present the planned highway network as adopted in the MPO 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 20~~1~~25. Figure 1, Planned Year 20~~1~~25 Roadway Network, depicts the lane requirements for the Year 20~~1~~25. It is the purpose of the map to identify generally, where future throughways will be located to serve future travel demand.

21.

- ~~N.W. 158~~
- ~~Central Parkway (6 lanes) from Golden Glades interchange to SR 112;~~
- ~~LeJeune Road (SR 953) from SR 112 to N.W. 103 street - widen to 6 lanes;~~
- ~~N.W. 107 Avenue (SR 985) from S.W. 24 Street to S.W. 40 street - widen to 6 lanes;~~
- ~~N.W. 170 Street from N.W. 77 Avenue to N.W. 87 Avenue - widen to 4 lanes;~~
- ~~N.W. 74 Street from SR 826 to HEFT - new 6 lane road;~~
- ~~S.W. 77 Avenue from S.W. 104 Street to S.W. 152 Street - widen to 4 lanes;~~
- ~~S.W. 120 Street from S.W. 117 Avenue to S.W. 137 Avenue - widen to 6 lanes;~~
- ~~S.W. 152 Avenue from US 1 to S.W. 312 Street - widen to 4 lanes;~~
- ~~S.W. 157 Avenue from S.W. 88 Street to S.W. 104 street - widen to 4 lanes;~~

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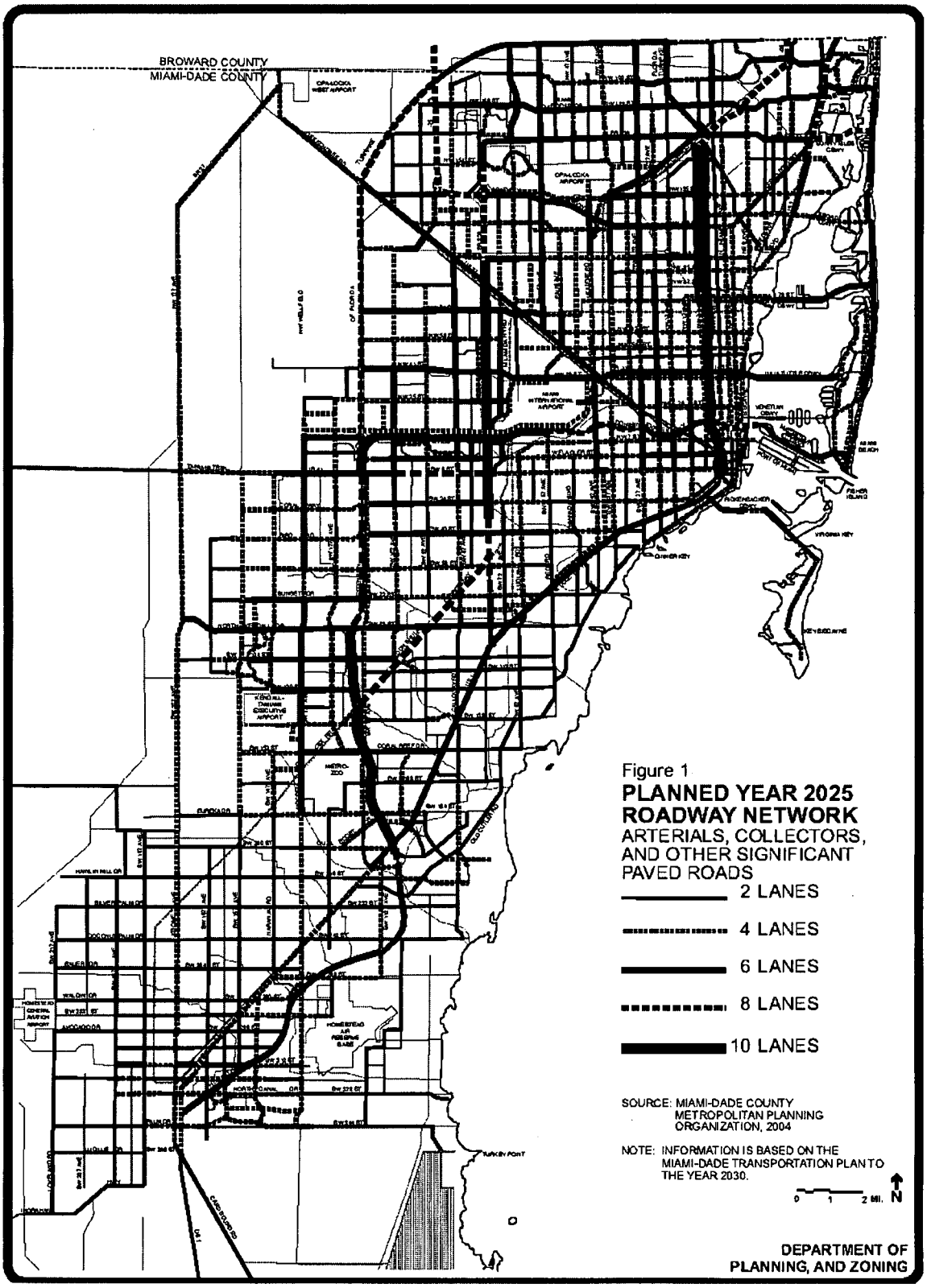
- ~~S.W. 87 Avenue from S.W. 168 Street to S.W. 216 Street - widen to 4 lanes; and~~
- ~~S.W. 200 Street from US 1 to Quail Roost Drive.~~

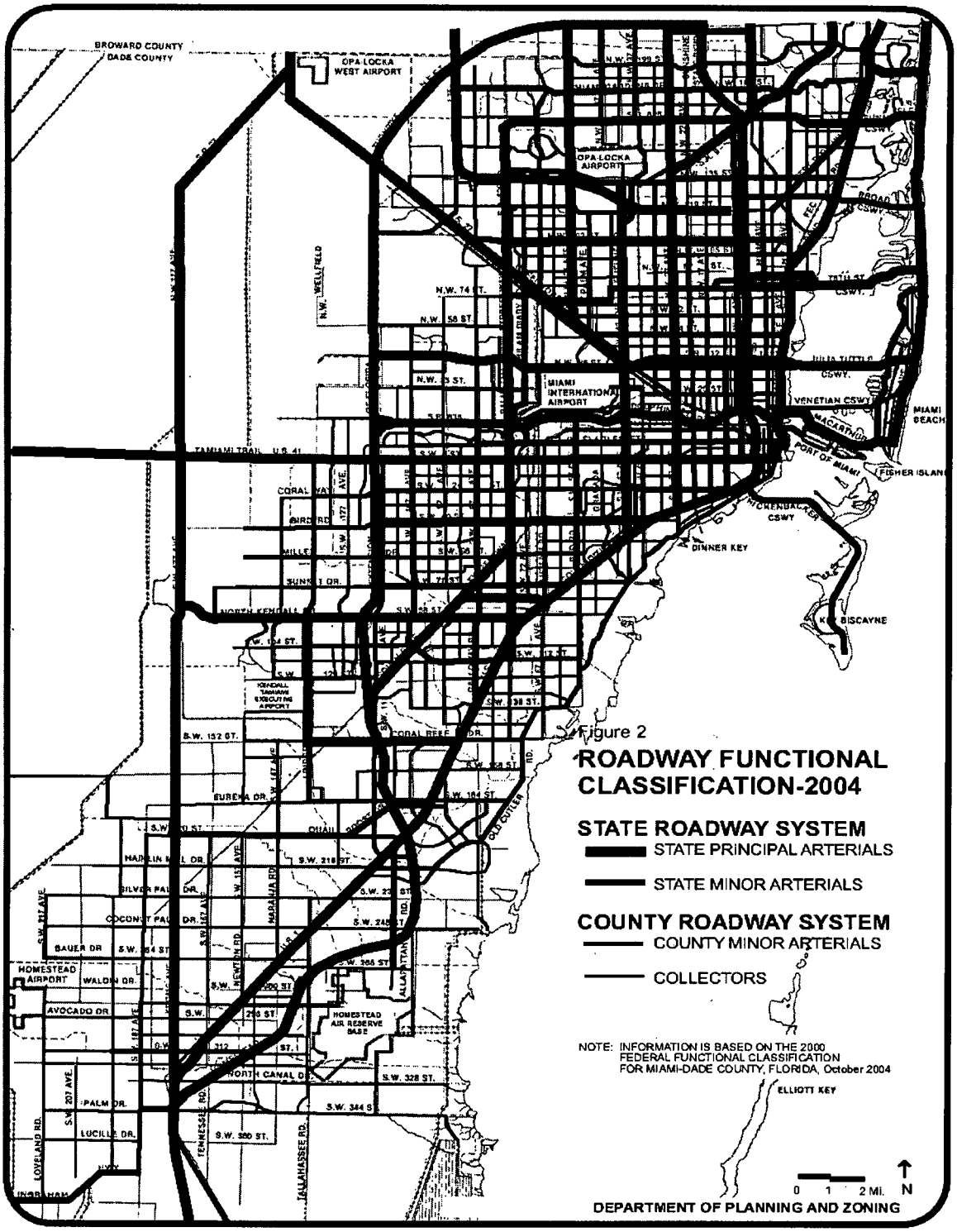
22. Figure 2, Roadway Functional Classification - ~~1995~~2004 indicates the existing role that various roadways serve. The classification is established by the Florida Department of Transportation in accordance with State criteria and formulae. The classification of all State and County roadways is 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.

23. Figure 3, Roadway Functional Classification - 20~~1~~25, indicates the roadway classification for State and County facilities on the 20~~1~~25 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

24. REPLACE EXISTING FIGURE 1 WITH NEW FIGURE 1 PLANNED YEAR 2025 ROADWAY NETWORK

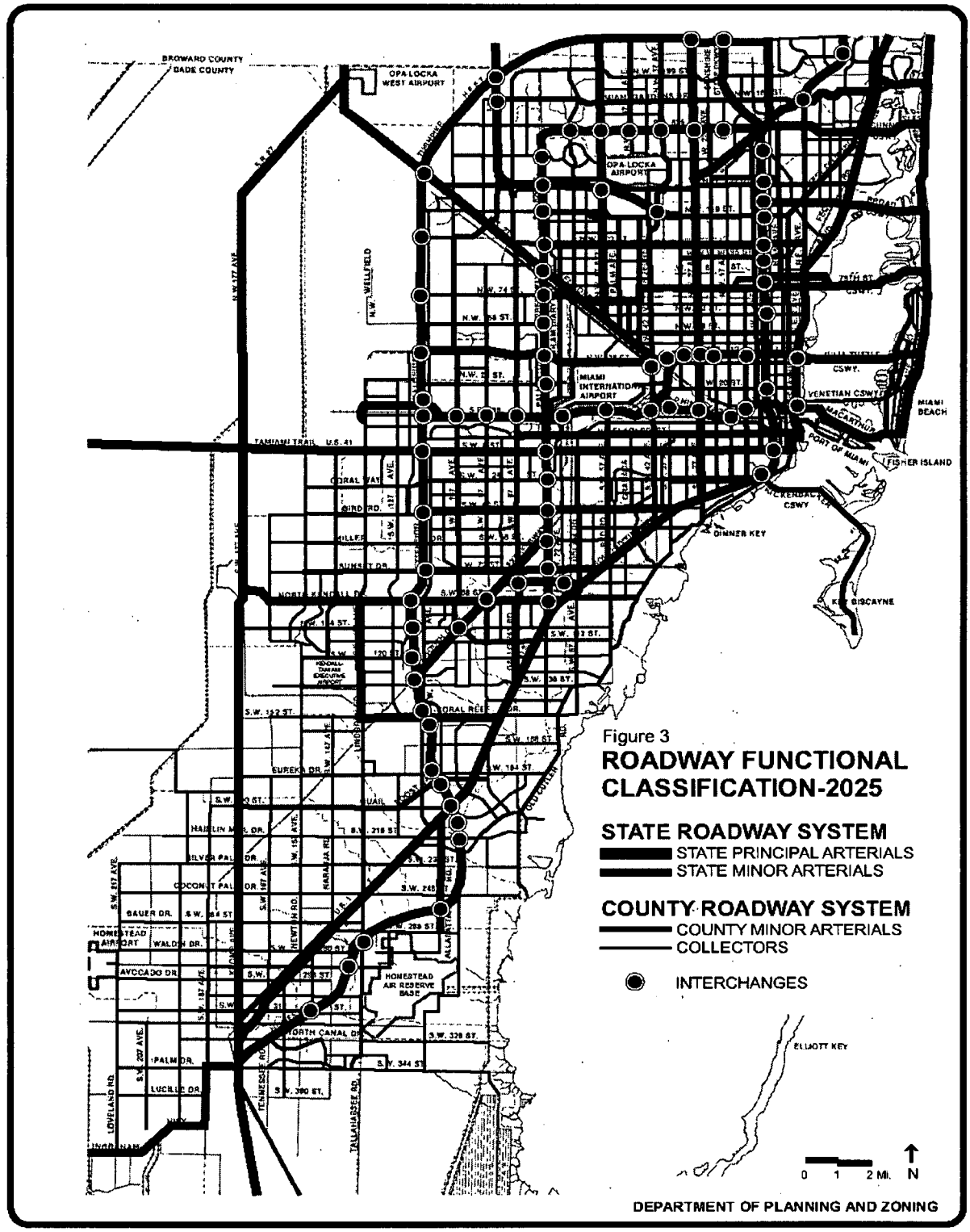


25. REPLACE EXISTING FIGURE 2 WITH NEW FIGURE 2 ROADWAY FUNCTIONAL CLASSIFICATION 2004

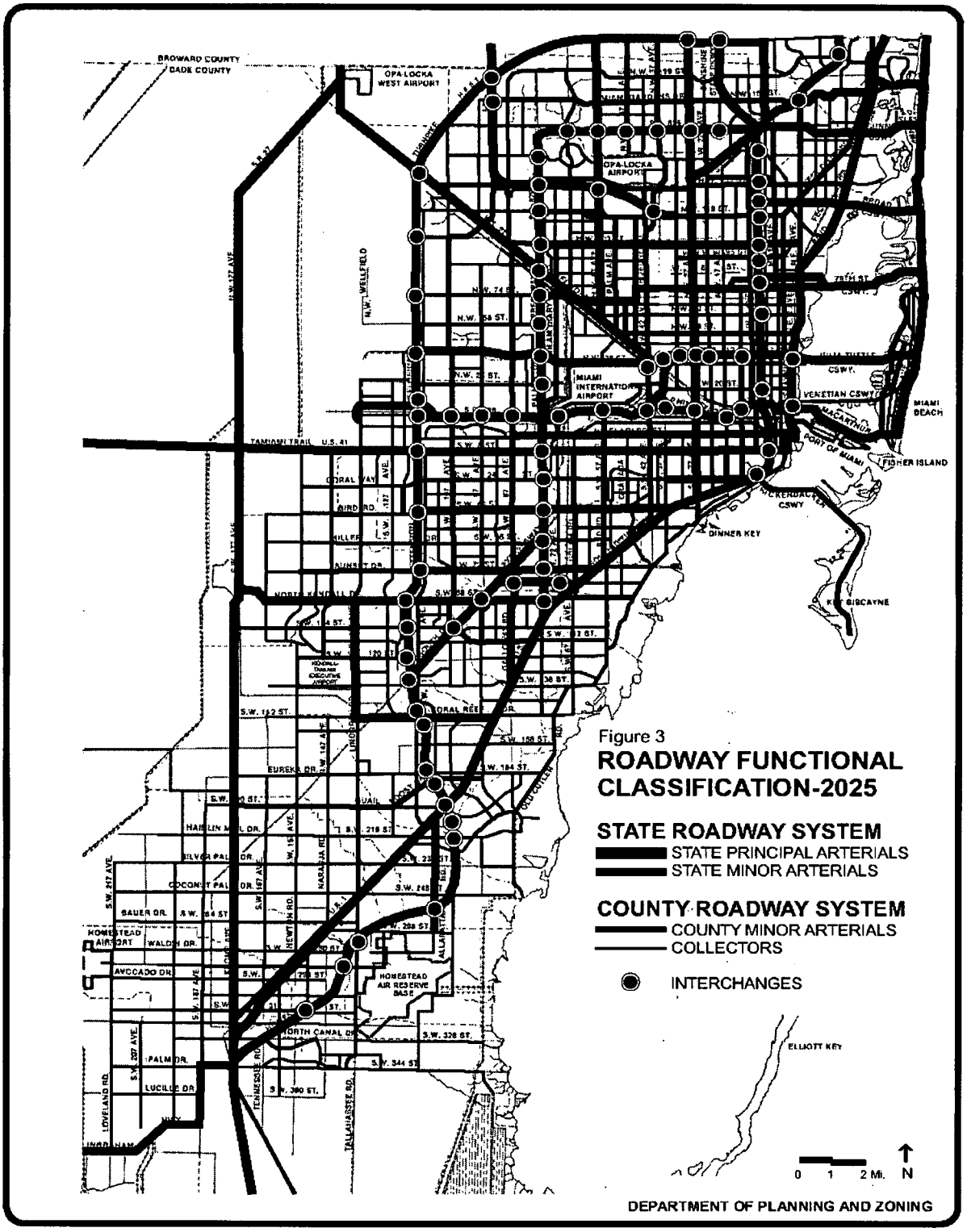


G:\Graphics\12th floor\Metropolitan\CDMP Admt\October Cycle 2004\Study Area\Roadway Functional Classification 2004.cdr

26. REPLACE EXISTING FIGURE 3 WITH NEW FIGURE 3 – ROADWAYFUNCTIONAL CLASSIFICATION 2025



26. REPLACE EXISTING FIGURE 3 WITH NEW FIGURE 3 – ROADWAYFUNCTIONAL CLASSIFICATION 2025



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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. All limited access facilities for the year 20~~1~~25 are shown in Figure 4. Limited access facilities include all freeways and expressways in Miami-Dade County.

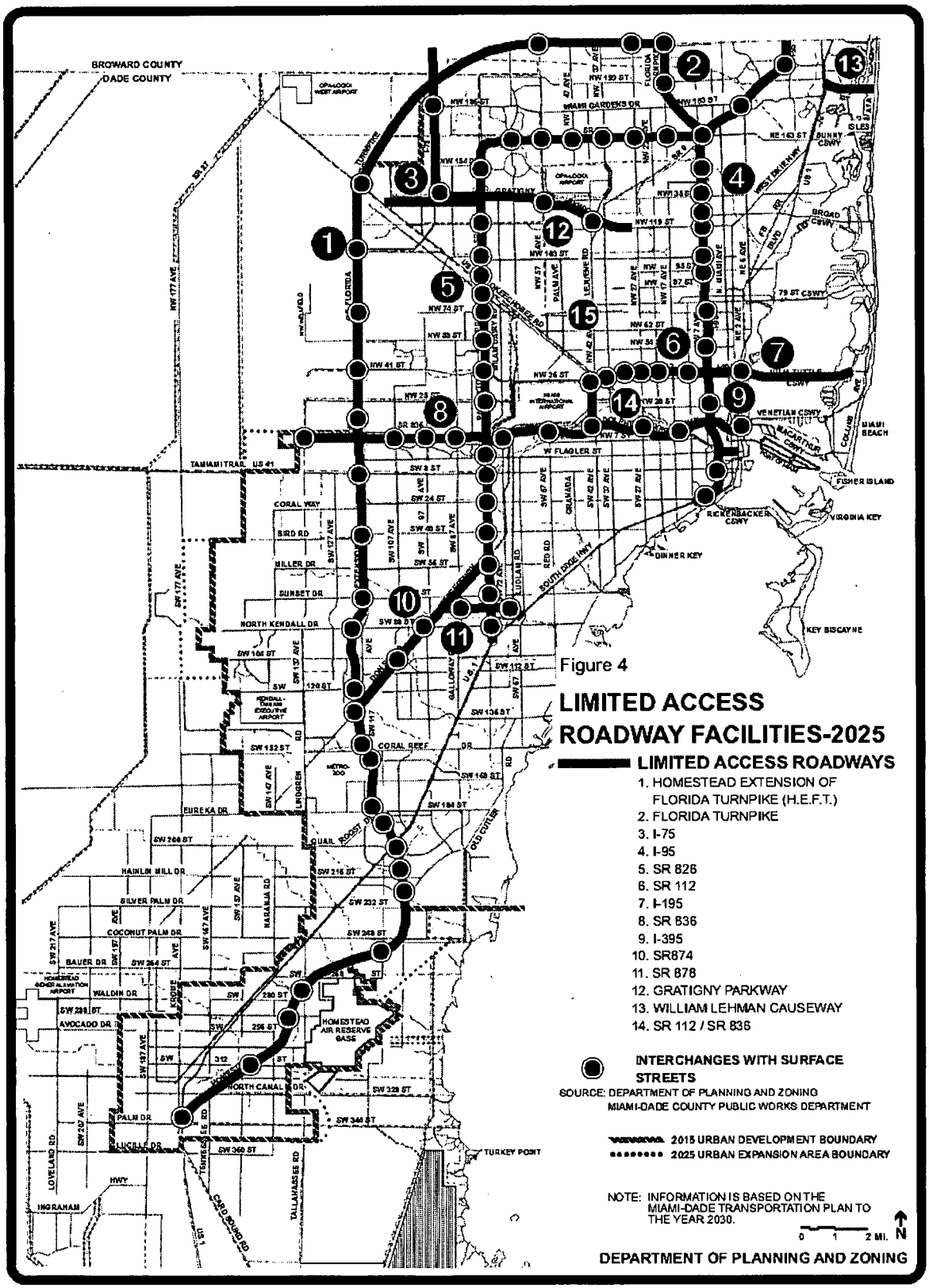
27. Figure 5, Planned Roadway Network Level of Service - 20~~1~~25, illustrates the projected levels of service for the Planned Year 20~~1~~25 roadway network. Figure 6, Planned Non-Motorized Transportation Network - 20~~1~~25, depicts the planned non-motorized network consisting of on- and off-road bicycle facilities and multi-use trails; Figure 6 reflects the recommended facilities and improvements of the adopted ~~Metro~~ Miami-Dade Bicycle Facilities Plan. Figure 7, Designated Evacuation Routes - 20~~1~~25, identifies the County's designated local and regional transportation facilities critical to the evacuation of the coastal population. Figure 8, Freight Lines - 20~~1~~25, depicts future freight lines throughout the County.

28. The Metropolitan Planning Organization (MPO), which coordinates all transportation planning for ~~Metro~~ 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.

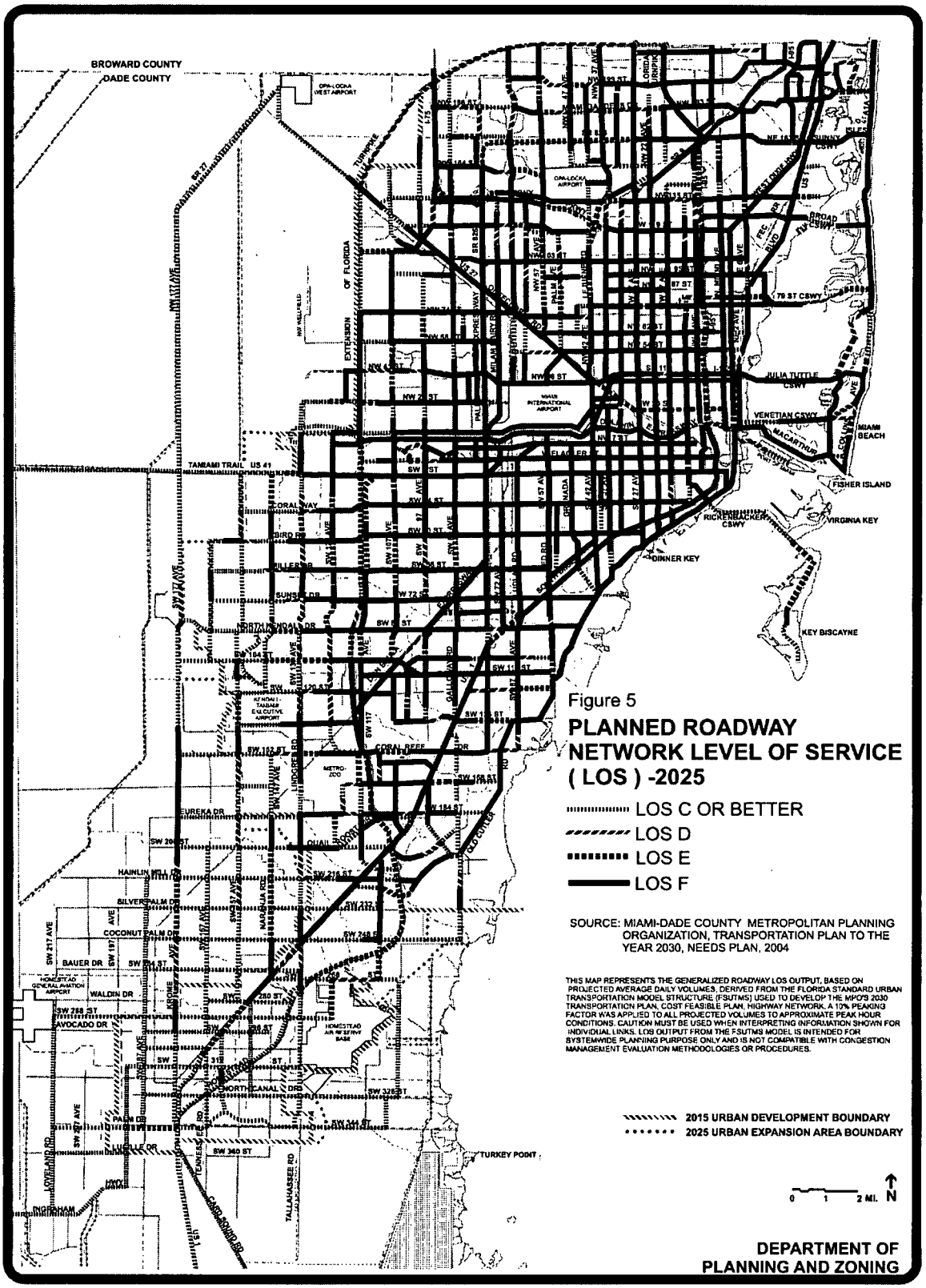
29. The proposed transportation network is expected to evolve incrementally over the next twenty years. The first five-year components ~~is~~ are based on the current adopted Transportation Improvement Program. Improvements that are the County's responsibility are listed in the Capital Improvements Element. The remainder of improvements are projected for construction between ~~2000~~ 2004 and 20~~1~~25, the phasing of all improvement projects are listed in the background material.

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.

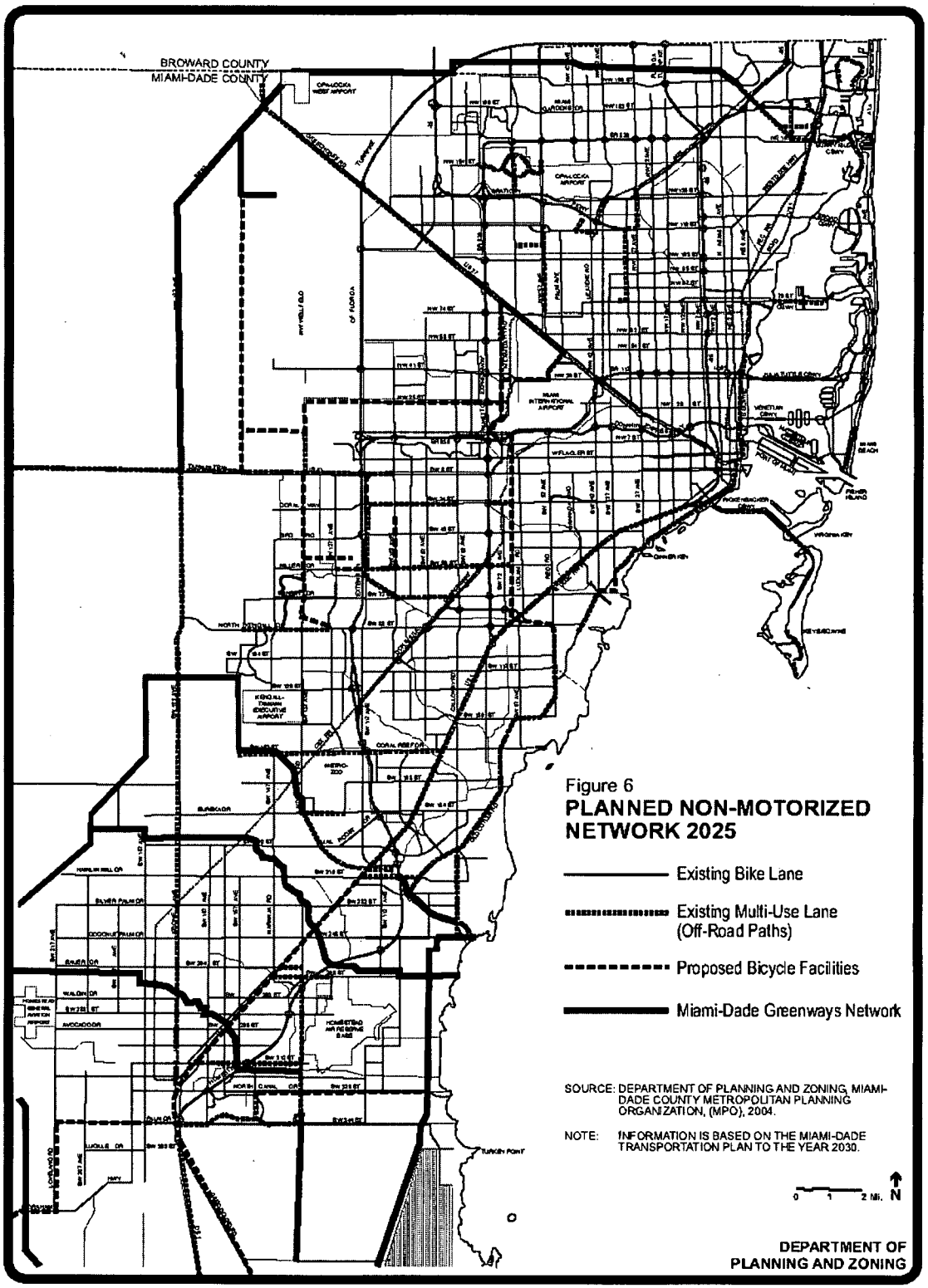
30. REPLACE EXISTING FIGURE 4 WITH NEW FIGURE 4 – LIMITED ACCESS ROADWAY FACILITIES – 2025



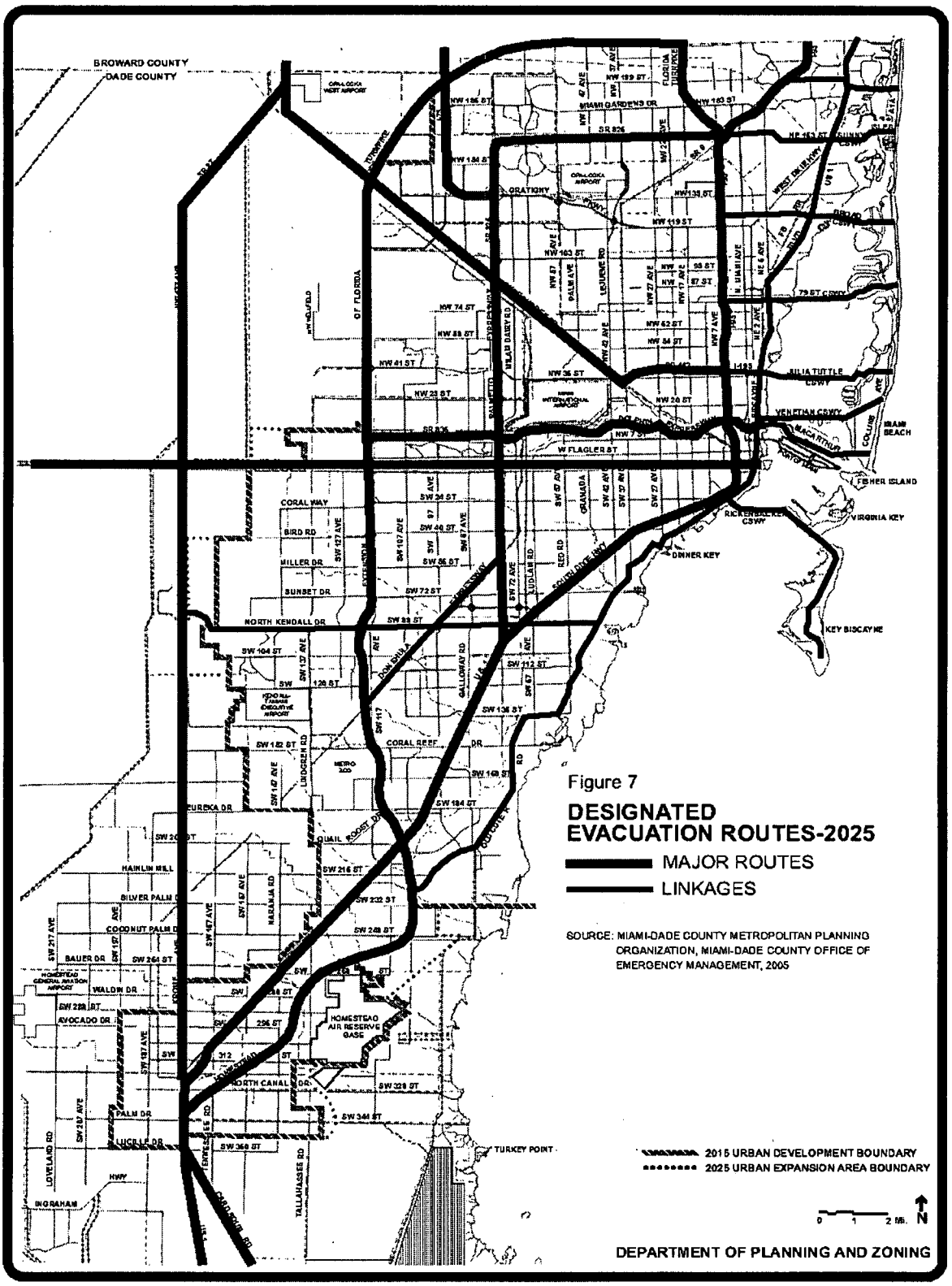
31. REPLACE EXISTING FIGURE 5 FOR NEW FIGURE 5 - PLANNED ROADWAY NETWORK LEVEL OF SERVICE (LOS) –2025



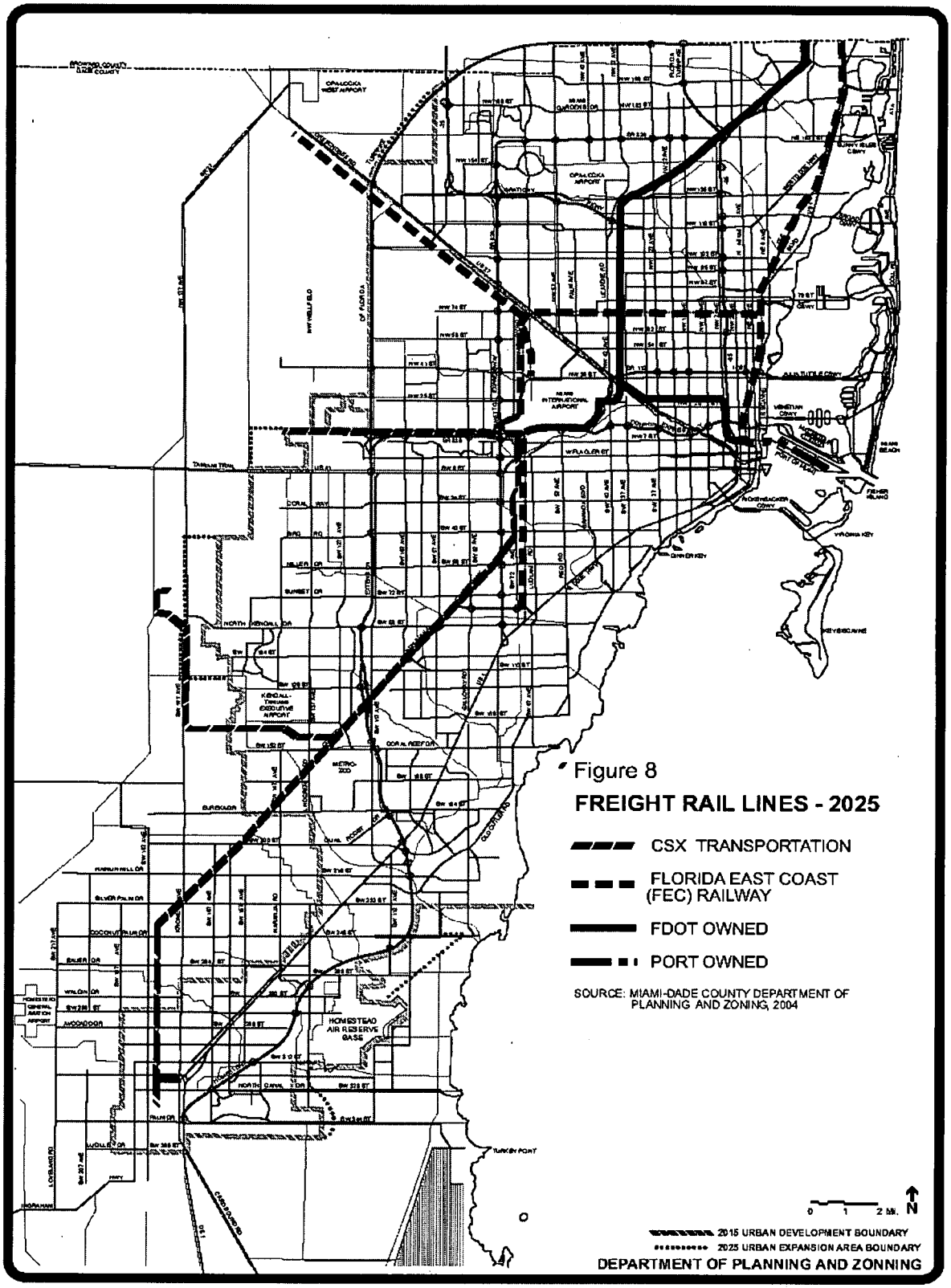
32. REPLACE EXISTING FIGURE 6 WITH NEW FIGURE 6 – PLANNED NON-MOTORIZED NETWORK 2025



33. REPLACE EXISTING FIGURE 7 WITH NEW FIGURE 7 – DESIGNATED EVACUATION ROUTES 2005



34. REPLACE EXISTING FIGURE 8 WITH NEW FIGURE 8 – FREIGHT RAIL LINES 2025



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Monitoring 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.), 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.

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.

Monitoring Achievement of Traffic Circulation Objectives

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.

36. **Objective TC-2.** Enforcement of minimum right-of-way requirements established in Chapter 33 of the *Code of ~~Metropolitan~~ 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.

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.

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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.

Objective TC-6. Number of transportation demand management (TDM) and transportation system management (TSM) programs implemented, number of environmental reviews conducted for roadway construction and reconstruction projects, and number of arterial landscaping improvements completed.

37. ~~**Objective 7.** Location of bicycle and pedestrian facilities through site planning, plat reviews, and review of other transportation improvement plans, and implementation status of the Metro-Dade Bicycle Facilities Plan.~~

38. **Objective 8TC-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.

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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 overall transportation system in Miami-Dade County to enhance mobility. It is recognized that the recommended highway improvements in the Traffic Circulation Subelement must be complemented with transit improvements in order to achieve a balanced transportation system through the year 20~~15~~25.

   The *Adopted Components* of this Subelement contain the Mass Transit Goal, Objectives and Policies, a series of mass transit maps showing planned future facilities and service areas, and procedures for monitoring and evaluating conditions. The various objectives and policies emphasize the maintenance and development of transit services to support the staging and phasing of designated future land use patterns consistent with the Land Use Element.

2. The ~~1988 *Support Components* report and the1995~~ Adopted 2003 Evaluation and Appraisal Report (EAR) contains ~~an inventory~~ 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. ~~Existing and projected population characteristics are described, as well as an analysis of other service characteristics including frequency, ridership, and major generators and attractors served. Finally, a description of the proposed future mass transit system needs and the improvements recommended by the year 2015 is presented.~~

GOAL

3. **MAINTAIN, OPERATE AND DEVELOP A MASS TRANSIT SYSTEM IN ~~METROPOLITAN~~ MIAMI-DADE COUNTY THAT PROVIDES EFFICIENT, CONVENIENT, ACCESSIBLE, AND AFFORDABLE SERVICE TO ALL RESIDENTS AND TOURISTS.**

Objective MT-1

4. **By the year 200~~5~~7, the mass transit system shall operate at a level of service no lower than the standard contained herein.**

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5. **Policies**

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 ~~60~~ 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.

6. 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 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-

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Dade County's transportation planning process.

MT-2B. The area surrounding future rapid transit stations not yet sited and 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 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.

Objective MT-3

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 improvement projects and services.

9. **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; ~~creation of a transit authority with power to levy a specific transit tax~~; levies on motor fuels, motor vehicles, and parking facilities through special benefit assessments; transit impact fees; joint development; and advertising and concessions proposals.

10. MT-3B. Any transit plans Miami-Dade County develops, now and in the future, shall be fiscally sound.

Objective MT-4

Provide convenient, accessible and affordable mass transit services and facilities.

Policies

11. 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.

12. MT-4B. Miami-Dade County, with appropriate private sector contributions shall provide a

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network of regular and/or special services to facilitate access to major centers of employment, commercial, medical, educational, governmental, and recreational activity.

13. MT-4C. Miami-Dade County, with assistance from Florida Department of Transportation (FDOT), shall provide service that is competitive with automobile travel in terms of reliability and overall travel time and cost.

Objective MT-5

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

Policies

14. MT-5A. At a minimum, Miami-Dade County shall provide equitable transportation services in accordance with Federal Transit Administration (FTA) Title VI Civil Rights requirements.

15. 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.

16. 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.

17. **Objective MT-6**

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

18. **Policies**

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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).

19. 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.

20. MT-6C. Miami-Dade County shall continue to coordinate mass transit planning with the plans and programs of the Metropolitan Planning Organization (MPO).

21. 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.

22. MT-6E. ~~Evaluate benefits and feasibility of a regional transit authority as recommended by the Governor's Commission for a Sustainable South Florida, and support creation of such an entity if found to benefit the residents of Dade County~~. Miami-Dade County shall support the efforts of the South Florida Regional Transportation Authority.

Objective MT-7

23. **Initiate, by ~~1998~~ 2007, protection strategies for Mass Transit rights-of-way and exclusive transit corridors.**

Policies

24. 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.

25. MT-7B. Miami-Dade County shall investigate and adopt strategies 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.

26. MT-7C. Miami-Dade County will include provision for high capacity transit modes in planned highway improvements in congested urban corridors.

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Objective MT-8

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

Policies

MT-8A. Mass transit facilities shall incorporate provisions to enhance ease of transfer with other modes (e.g., park-ride garages and lots, bicycle lockers and racks, pedestrian walkways, taxi and jitney stands).

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 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, news stands and sundries 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.

27. MT-8D. Miami-Dade County shall continue its efforts to provide parking facilities for express bus routes involving non-stop and limited stop services to major activity centers and the rapid transit system, and for local bus services.

MT-8E. Highway improvements shall be designed to include provisions for the location of bus turnout bays, bus shelters, HOV lanes, and other associated facilities to accommodate mass transit services.

Future Mass Transit Map Series

28. 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 20~~15~~25. 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 200~~5~~15-20~~15~~25 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

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Objective MT-8

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

Policies

MT-8A. Mass transit facilities shall incorporate provisions to enhance ease of transfer with other modes (e.g., park-ride garages and lots, bicycle lockers and racks, pedestrian walkways, taxi and jitney stands).

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 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, news stands and sundries 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.

27. MT-8D. Miami-Dade County shall continue its efforts to provide parking facilities for express bus routes involving non-stop and limited stop services to major activity centers and the rapid transit system, and for local bus services.

MT-8E. Highway improvements shall be designed to include provisions for the location of bus turnout bays, bus shelters, HOV lanes, and other associated facilities to accommodate mass transit services.

Future Mass Transit Map Series

28. 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 20~~15~~25. 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 200~~5~~15-20~~15~~25 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

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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.

29. 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 20~~05~~15 and 20~~15~~25 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.

30. Proposed rapid transit corridors are shown in Figure 2. These include:
    1. The east-west corridor from the Port of Miami, 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. The North line from ~~Northside~~ Dr. Martin Luther King, Jr. Metrorail Station to the Broward County line;
    4. The Northeast line from downtown Miami to Aventura;
    5. Baylink from downtown Miami to Miami Beach.
    6. Corridors connecting the Kendall area:
        (a) Northward to FIU
        (b) Southwest from Dadeland to Florida City;
        (c) West from Dadeland along Kendall Drive
        (d) Corridor South from the MIC to Douglas Station.

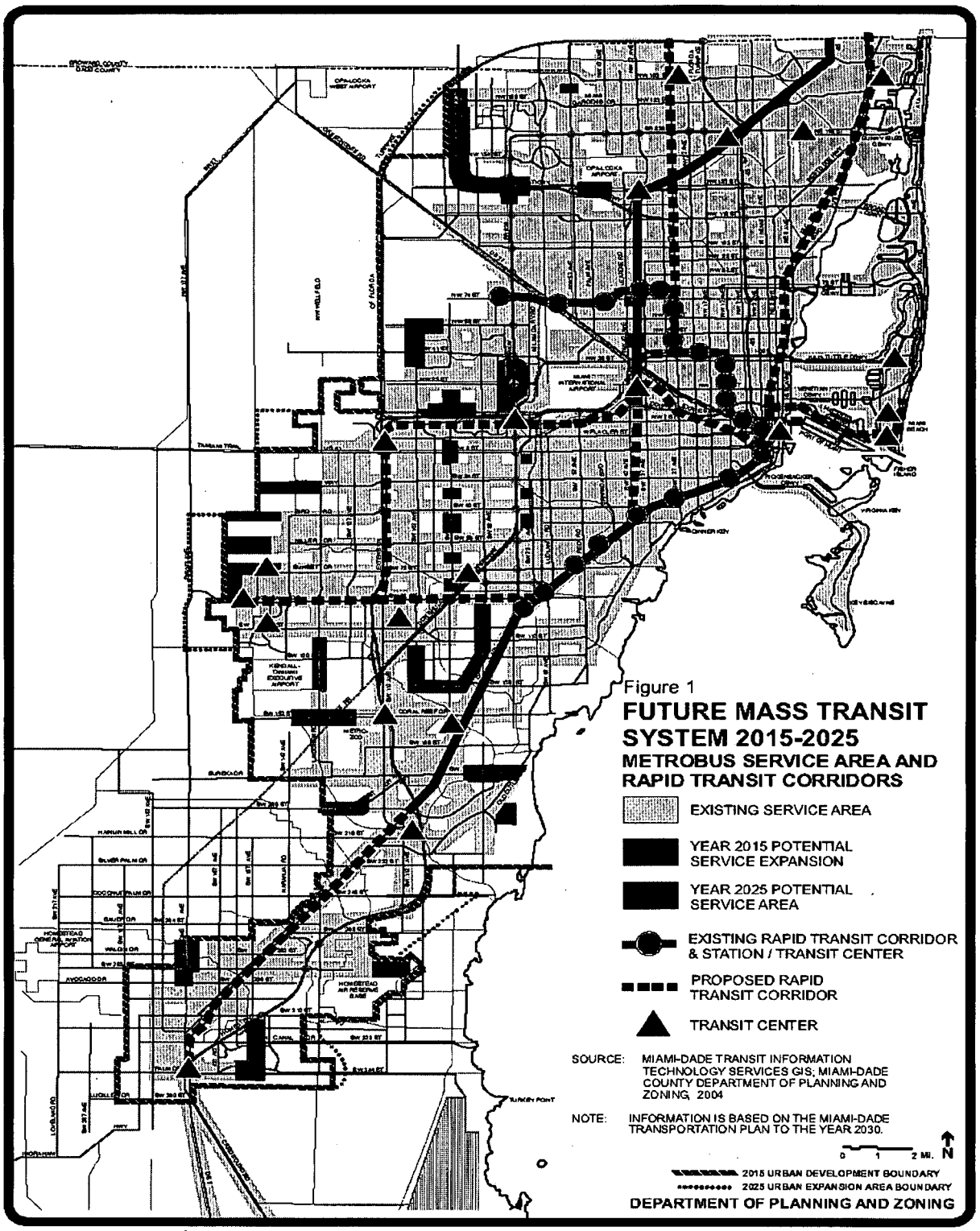
Also, the Tri-County commuter rail line, operated by the SFRTA, linking Miami-Dade, Broward and Palm Beach Counties is shown. The use of the term rapid transit is defined as any heavy rail, light rail, or express buses operating on exclusive rights-of-way.

Figure 3 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.

31. Figure 4 shows proposed major traffic generators and attractors consistent with development patterns shown on the 20~~0~~15 and 20~~1~~25 Land Use Plan Map.

32. 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.

33. REPLACE EXISTING FIGURE 1 WITH NEW FIGURE 1 – FUTURE MASS TRANSIT SYSTEM 2015-2025 RAPID TRANSIT CORRIDORS



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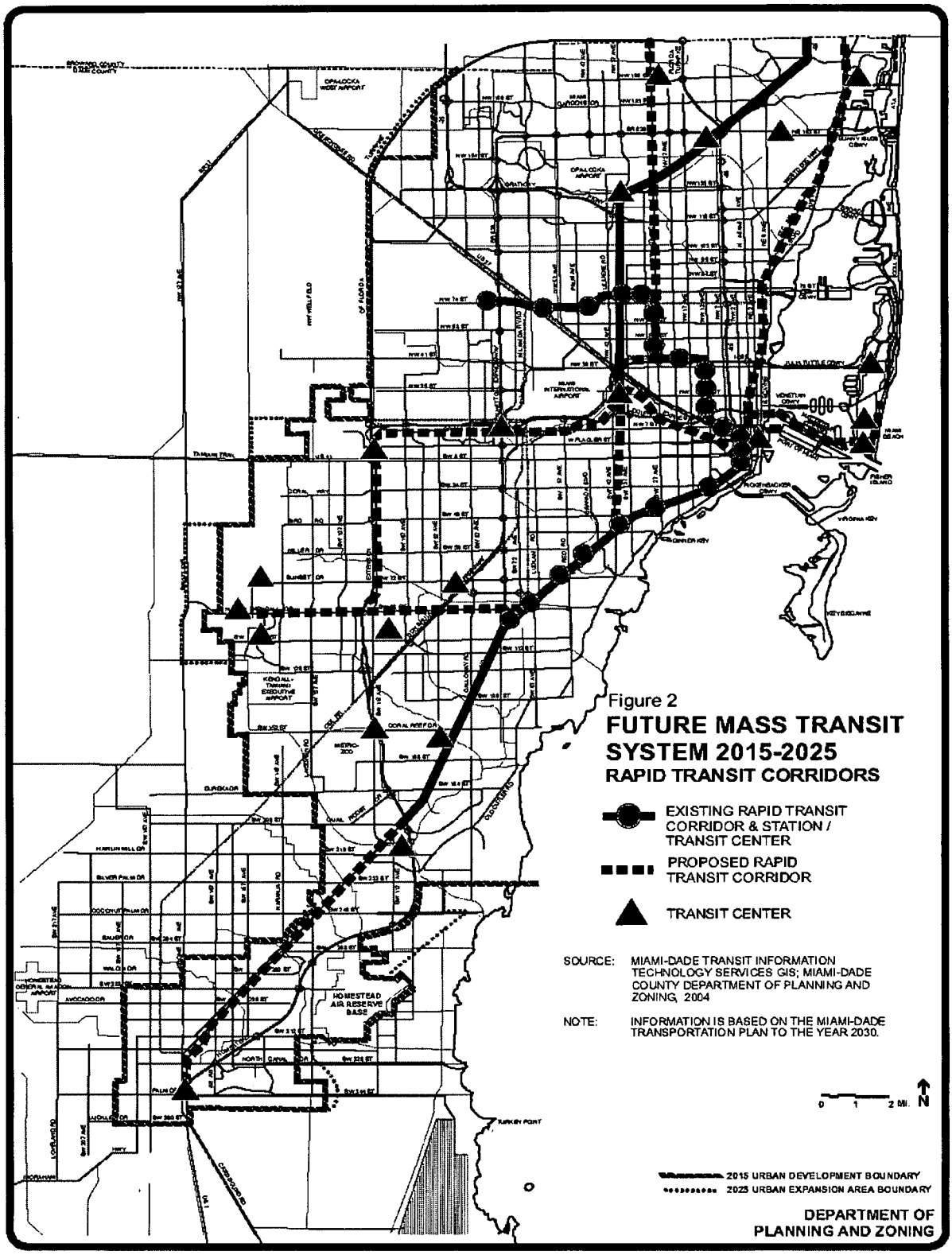
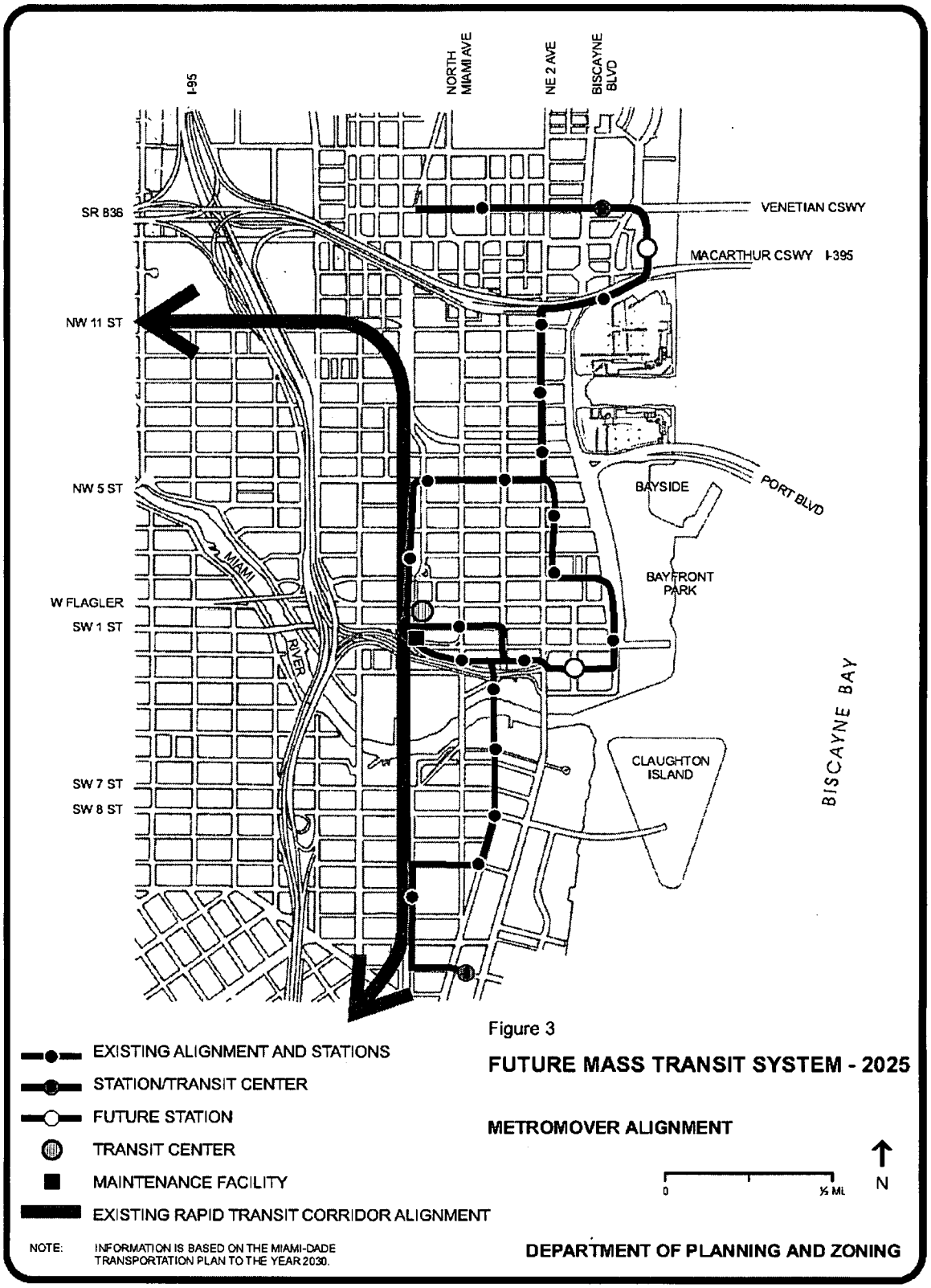
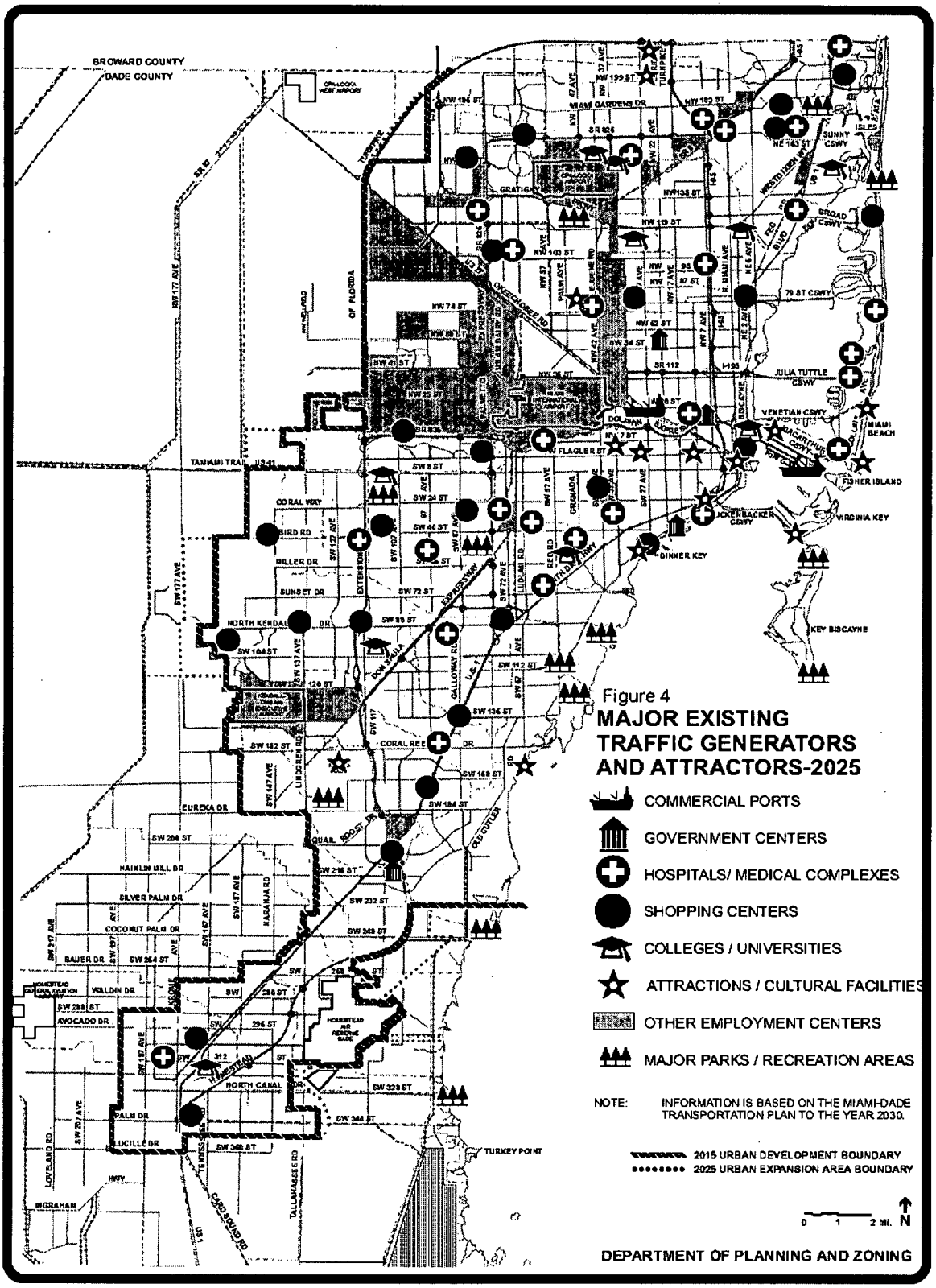
34. REPLACE EXISTING FIGURE 2 WITH NEW FIGURE 2 – FUTURE MASS TRANSIT SYSTEM 2015-2025 RAPID TRANSIT CORRIDORS



35. REPLACE EXISTING FIGURE 3 WITH NEW FIGURE 3 – FUTURE MASS TRANSIT SYSTEMS 2025 METROMOVER ALIGNMENT



36. REPLACE EXISTING FIGURE 4 WITH NEW FIGURE 4 - MAJOR EXISTING TRAFFIC GENERATORS AND ATTRACTORS – 2025



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Paragraph
Reference
Number

Monitoring Program

37. 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.

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.

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):

38. **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~~A~~. The most recent estimates of population and work force prepared by the ~~Planning, Development and Regulation~~ Department of Planning and Zoning will also be used.

39. **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.

40. **Objective MT-4.** MDT~~A~~ 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.

41. **Objective MT-5.** MDT~~A~~ 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

Paragraph Reference Number

(TIP) and Capital Improvements Element (CIE) and improvements identified in the Mass Transit Subelement.

42. **Objective MT-7.** MDTA will investigate and report on strategies for preserving planned mass transit rights-of-way and exclusive corridors by ~~1998~~2007.

43. **Objective MT-8.** MDTA 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.

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PART D

AVIATION SUBELEMENT

Introduction

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

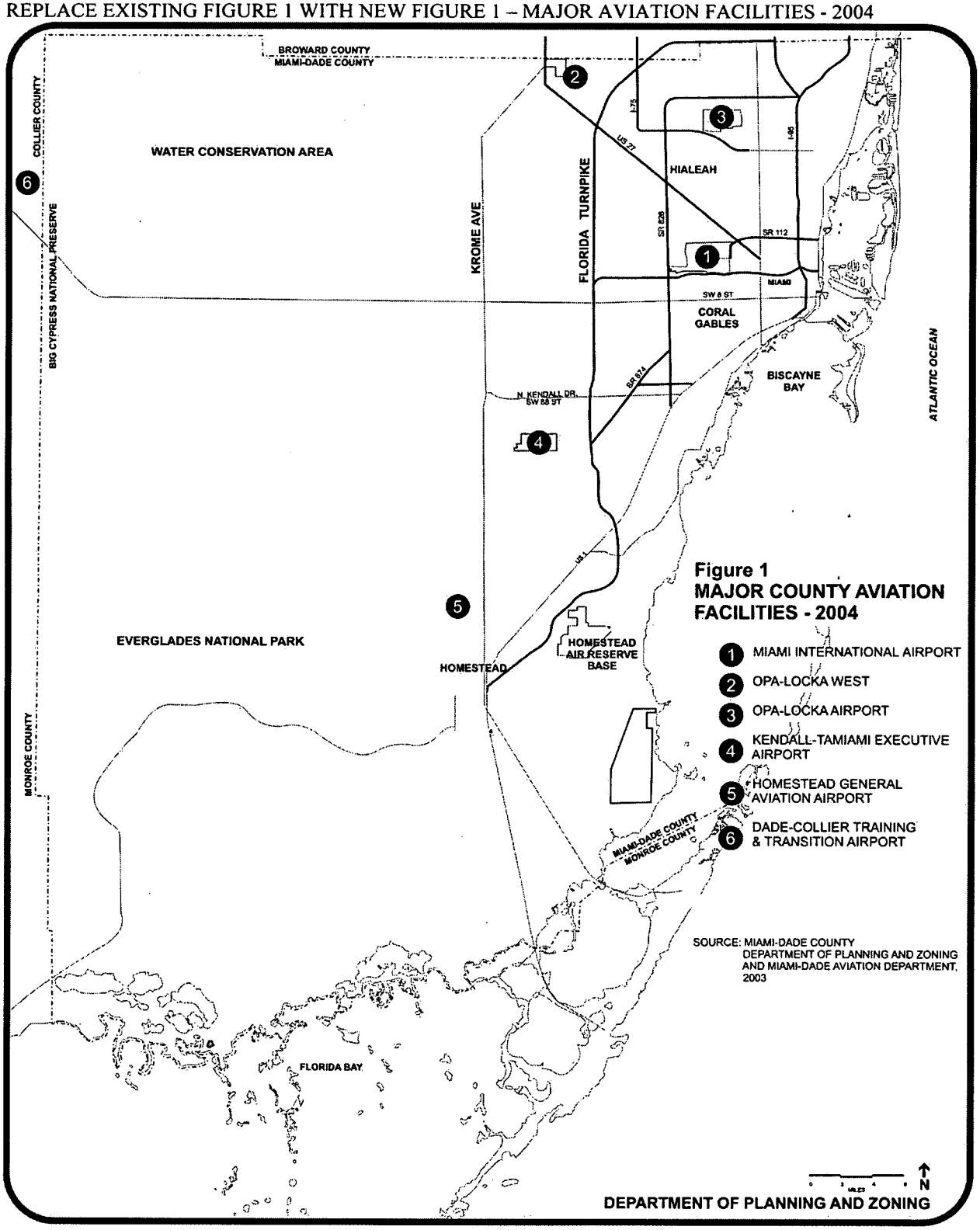
   Minor facilities, usually privately owned airstrips, gliderports, heliports, helistops, seaplane bases and STOL aircraft ports are shown on Figure 2. They generally do not have a significant role in the County aviation system and therefore are not given further consideration in this Subelement.

2. **The Plan**

   In general, the Aviation Plan calls for (a) the continued expansion of Miami International Airport (MIA) as the region's major air carrier facility; ~~(b) the redevelopment of the Homestead Regional Airport as a combined commercial and military facility;~~ and (~~c~~ b) the continued development of the remaining airports as general aviation, sport and recreation or training facilities in accordance with their designated role.

   The following aviation system goal, objectives and policies have been designed to promote the implementation of the Aviation Plan. These policies are followed by a program for monitoring and evaluating implementation of the Plan.

REPLACE EXISTING FIGURE 1 WITH NEW FIGURE 1 – MAJOR AVIATION FACILITIES - 2004



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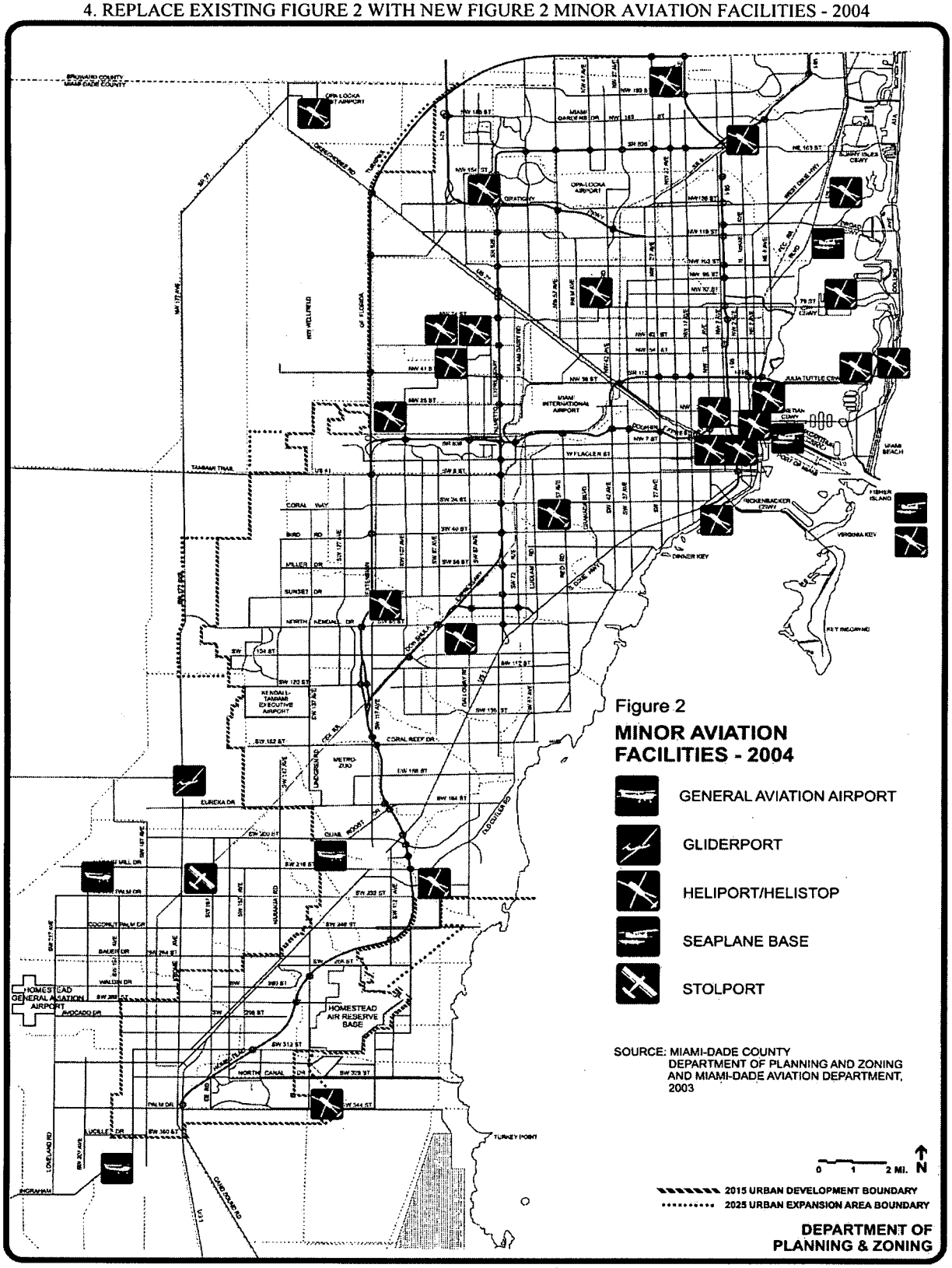
4. REPLACE EXISTING FIGURE 2 WITH NEW FIGURE 2 MINOR AVIATION FACILITIES - 2004



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GOAL

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 AVAITION ACTIVITY, INCLUDING BUSINESS, COMMERCIAL, INSTRUCTIONAL, AND PERSONAL ACTIVITY; AND ENHANCE THE ECONOMY AND QUALITY OF LIFE IN THE COUNTY AND REGION.

5. **Objective AV-1**

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

6. **Policies**

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 ~~air carrier~~ passenger activity and minimize delays.

Total Passenger Level	Forecast Attainment Dates High	Preferred	Low
33 million	~~1994~~2006	~~1995~~2008	~~1997~~2010
~~40~~ 36 million	~~1998~~2008	~~2000~~2010	~~2004~~2015
~~55~~ 39 million	~~2006~~ 2010	~~2010~~ 2015	~~2021~~ 2020
~~70~~ 50 million	~~2014~~ 2015	~~2020~~ 2020	~~2035~~ 2035

7. 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 and minimize delays.

Planned Activity Level Operations	Forecast Attainment Date Most Optimistic	Most Likely
750,000	~~1995~~2007	~~1997~~2010
875,000	2011	2028
1,000,000	2024	>2030

8. AV-1C. The Miami-Dade County Aviation Department will participate with the Florida Department of Transportation and the Federal Aviation

Paragraph Reference Number

Administration in the ~~preparation~~ implementation of ~~a~~ the heliports system plan in accordance with federal regulations.

AV-1D. The 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 Department of Transportation's Continuing Florida Aviation System Plan and 5-year Transportation Plan; Miami-Dade County Transportation improvement Program; and the Land Use, Conservation, Coastal Management and Capital Improvements Elements of the Miami-Dade County Comprehensive Development Master Plan.

9. **Objective AV-2**

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

Policies

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

Airport	Role
Miami International	International gateway hub (Commercial Air Service Airport)
~~Homestead Regional Airport~~	~~Commercial Service, General Aviation And Military~~

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

Airport	Role
Opa-Locka	MIA general aviation reliever and ~~business~~ corporate aviation jet center (Transport Airport)
Kendall-Tamiami Executive	MIA general aviation reliever and ~~business~~ corporate aviation jet center (Transport Airport)
Homestead General	General aviation, flight training, sport and recreation (Utility Airport)

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

Airport	Role

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Miami-Dade/Collier Transition	Flight Training (~~Transport Airport~~ Training and transport)
Opa-Locka West	Flight Training

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

12. ~~2E.~~ ~~Maintain Homestead Regional Airport for the U.S. Department of Defense and redevelop the facility in a manner consistent with the Record of Decision of the Secretary of the Air Force, to include civilian and military aviation uses and supporting business, office, industrial and educational uses. A specific plan for future facility development is included in this Subelement~~.

13. **Objective AV-3**

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

Policies

AV-3A. Construct, improve and operate aviation facilities so as to minimize aircraft interactions, delays or circuitous routings.

14. AV-3B. Provide air traffic control towers at general aviation airports when needed by aviation demand.

15. AV-3C. Maintain height zoning controls over structure height to protect existing and proposed aviation flight paths consistent with federal agency guidelines.

AV-3D. Seek federal agency cooperation in protecting future airspace from development obstructions.

16. **Objective AV-4**

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

Policies

AV-4A. Make aviation capacity improvements at existing airports so long as they are cost effective and consistent with other CDMP objectives and policies.

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AV-4B. Continue to use favorable cost-benefit considerations in airport improvements decisions.

Objective AV-5

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

Policies

AV-5A. Give priority consideration to on-site and off-site roadway capacity enhancements that provide, or will improve, airport access.

17. AV-5B. 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.

18. AV-5C. 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.

Objective AV-6

Maximize compatibility of aviation facilities and operations with the natural environment.

Policies

19. AV-6A. The Miami-Dade County Aviation Department shall expand existing, and locate and develop future, aviation facilities so as to produce no significant adverse impact on the South Florida Water Management District Conservation Areas, Everglades National Park, Biscayne National Park, other environmental protection areas and wildlife protection areas in accordance with 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.

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Objective AV-7

Maximize compatibility between airports and the surrounding communities.

Policies

20. AV-7A. 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 South Florida Building Code to provide for land use compatibility in the vicinity of the Homestead ~~Regional Airport~~ Air Reserve Base.

21. AV-7B. Miami-Dade County shall update its airport ~~compatibility~~ compatible zoning ordinances to promote ~~compatibility~~ compatible land use around Miami International, Homestead ~~Regional~~ Air Reserve Base, Opa-Locka, Kendall-Tamiami Executive, Opa-Locka West, and Homestead General Aviation Airports. These ordinances updates shall be based on the guidelines recommended in the following federal and State documents. Due to operational differences, all listed documents may not pertain to all airports.

(Federal) – Department of Transportation – Federal Aviation Regulation Part 150 Guidelines (Land Use Compatibility)

(Federal) – Department of Transportation – Federal Aviation Regulation Part 77 (Objects affecting Navigable Airspace)

(Federal) – Department of Defense Air Installation Compatible Use Zone Report (AICUZ) for HAFB (August 1988)

(State) – Chapter 333, Florida Statutes, (Airport Zoning)

(State) – Florida Department of Transportation – Airport Compatible Land Use Guidance Manual

22. AV-7C. ~~Metro~~ Miami-Dade County Shall proactively maintain a "good neighbor" program at its airports 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.

23. AV-7D. Landmark suitable revenue generating real estate and other parcels for the

Paragraph Reference Number

development of airport capacity and buffering as soon as feasible to ensure their availability when needed.

AV-7E. To the extent feasible, utilize the CDMP Land Use Element to maximize compatibility of land use around airports, reflecting recommendation in the federal and State guidance documents cited in Policy AV-7B.

Objective AV-8

Maximize support of local and regional economic growth.

Policies

24. AV-8A 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.

25. AV-8B. 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.

Objective AV-9

Maximize flexibility in the operation and expansion of the aviation system.

Policies

26. AV-9A. Select system capacity improvements that can also be expected to meet needs beyond the ~~2015~~ 2020 planning horizon.

27. AV-9B. Make system improvements that will accommodate emerging and future technology, such as the larger airplane wing spans of the Airbus 380 and other similar aircraft.

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AV-9C. Utilize advantageous financial phasing.

AV-9D. Provide system capacity enhancements that also provide air traffic control systems such as dual arrival and departure streams.

Future Aviation Facilities

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

- Miami International Airport
- ~~Homestead Regional Airport~~
- Opa-locka Airport
- Kendall-Tamiami Executive Airport
- Homestead General Airport
- Opa-locka West Airport
- Miami-Dade Collier Training and Transition Airport

The location and layout of these future facilities, including clear zones and points of ingress and egress, are indicated on the map series following this page. 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.

29.

Aviation Facility Improvements

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 (~~1996-2000~~2005-2009) and long term (~~2001-2015~~2010-2025). These improvements are listed by facility on the following table and many near-term improvements are described in more detail the Capital Improvements Element.

Lands owned by Miami-Dade County at the Opa-Locka 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

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applicable regulations of the Federal Aviation Administration and other applicable law.

The airside portion of the airport, which shall be deemed to consist of all portions of the airport where general public access is restricted (but not including terminal concourses), shall be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, clear zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, and fuel farms. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the airside portion, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The landside portion of the airport, which shall be deemed to consist of all portions of the airport where general public access is not restricted and also terminal concourses, may include both aviation uses and non-aviation uses that are compatible with airport operations and consistent with applicable law. At least 30% of the land area in the landside portion must be developed with aviation-related uses or uses that directly support airport operations.

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.

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Subject to the restrictions contained herein, the following privately owned non-aviation-related uses may be approved in the landside area of the Opa-Locka Airport accessible to the general public:

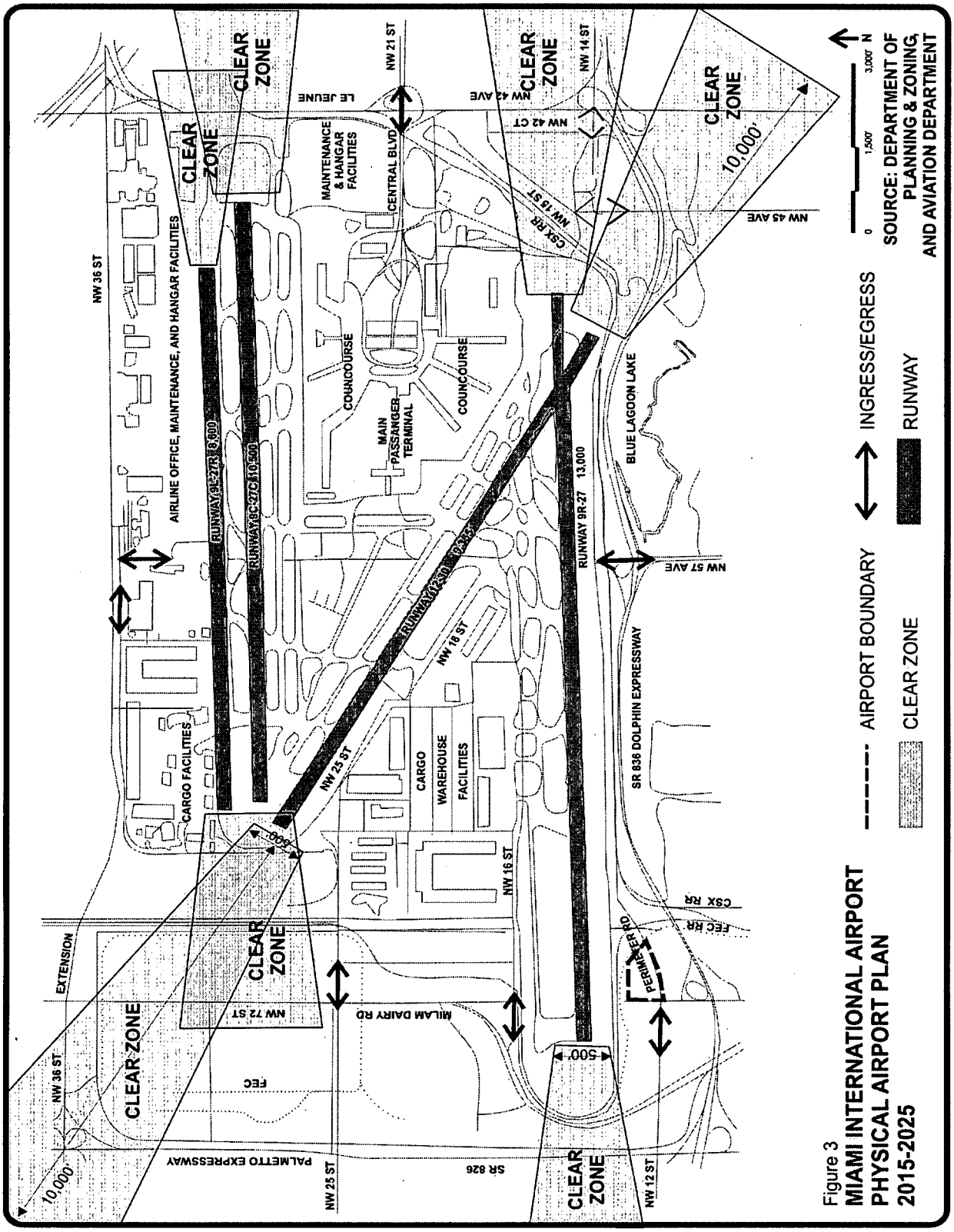
- lodgings such as hotels and motels (except in terminal concourses),
- office buildings (except in terminal concourses),
- industrial uses such as distribution, storage, manufacturing research and development and machine shops(except in terminal concourses),
- agricultural uses, and
- retail, restaurants, and personal service establishments.

Such privately owned non-aviation related uses at the Opa-Locka Airport shall be limited as follows:

(1) Those portions of the landside area that are not developed for uses that are aviation-related or directly supportive of airport operations shall range from 50 to 85 percent for industrial uses, 5 to 25 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. The distribution, range, intensity and types of such non-aviation related uses shall vary 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) or the Urbanizing Area (FAR of 1.5 not counting parking structures) involved, 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 practicable, and have limited access to major roadways.

(2) Each non-aviation related use shall comply with applicable law, including but not limited to FAA regulations and any airport layout plan governing permissible uses on the entire airport property.

30. REPLACE EXISTING FIGURE 3 WITH NEW FIGURE 3 – MIAMI INTERNATIONAL AIRPORT PHYSICAL AIRPORT PLAN 2015-2025



31. DELETE FIGURE 4 HOMESTEAD REGIONAL AIRPORT PHYSICAL AIRPORT PLAN 2015-2015

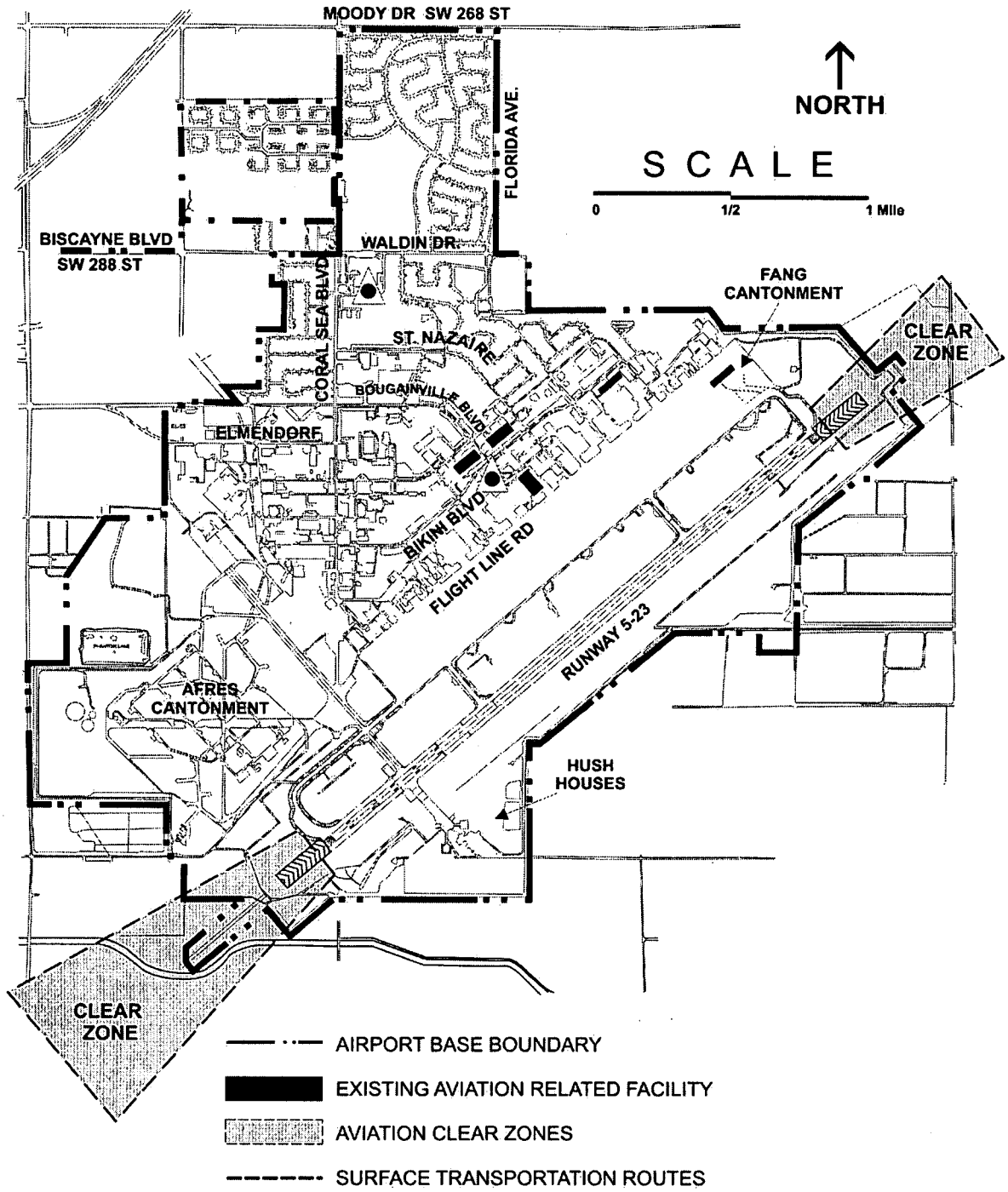
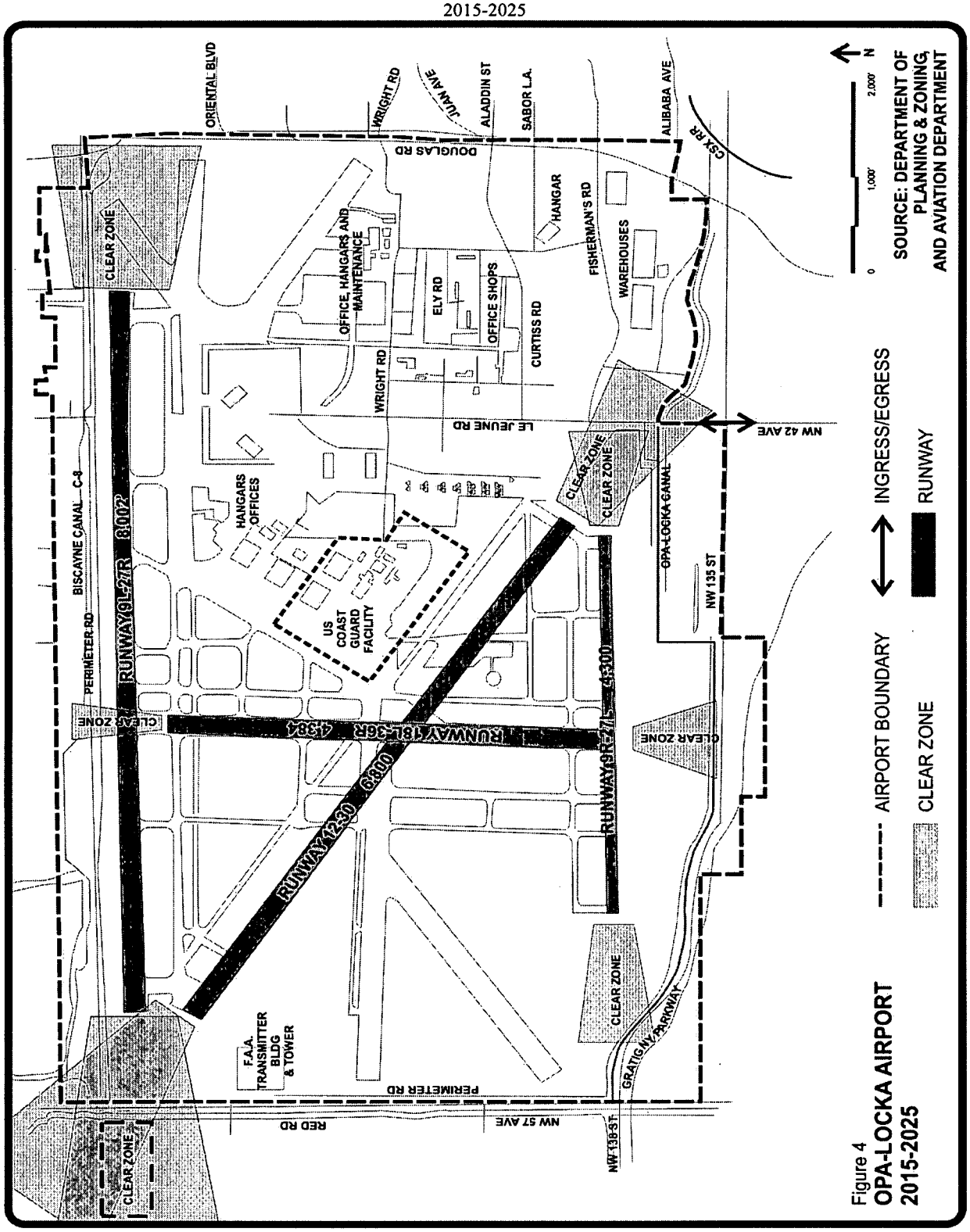


Figure 4
HOMESTEAD REGIONAL AIRPORT PHYSICAL AIRPORT PLAN 2005-2015

SOURCE: DEPARTMENT OF PLANNING & ZONING, AND AVIATION DEPARTMENT

MIAMI-DADE COUNTY

32. REPLACE EXISTING FIGURE 5 AND RENUMBER AS NEW FIGURE 4– OPA-LOCKA AIRPORT– 2015-2025



33. REPLACE EXISTING FIGURE 6 AND RENUMBER AS NEW FIGURE 5- KENDALL-TAMIAMI EXECUTIVE AIRPORT – 2015-2025

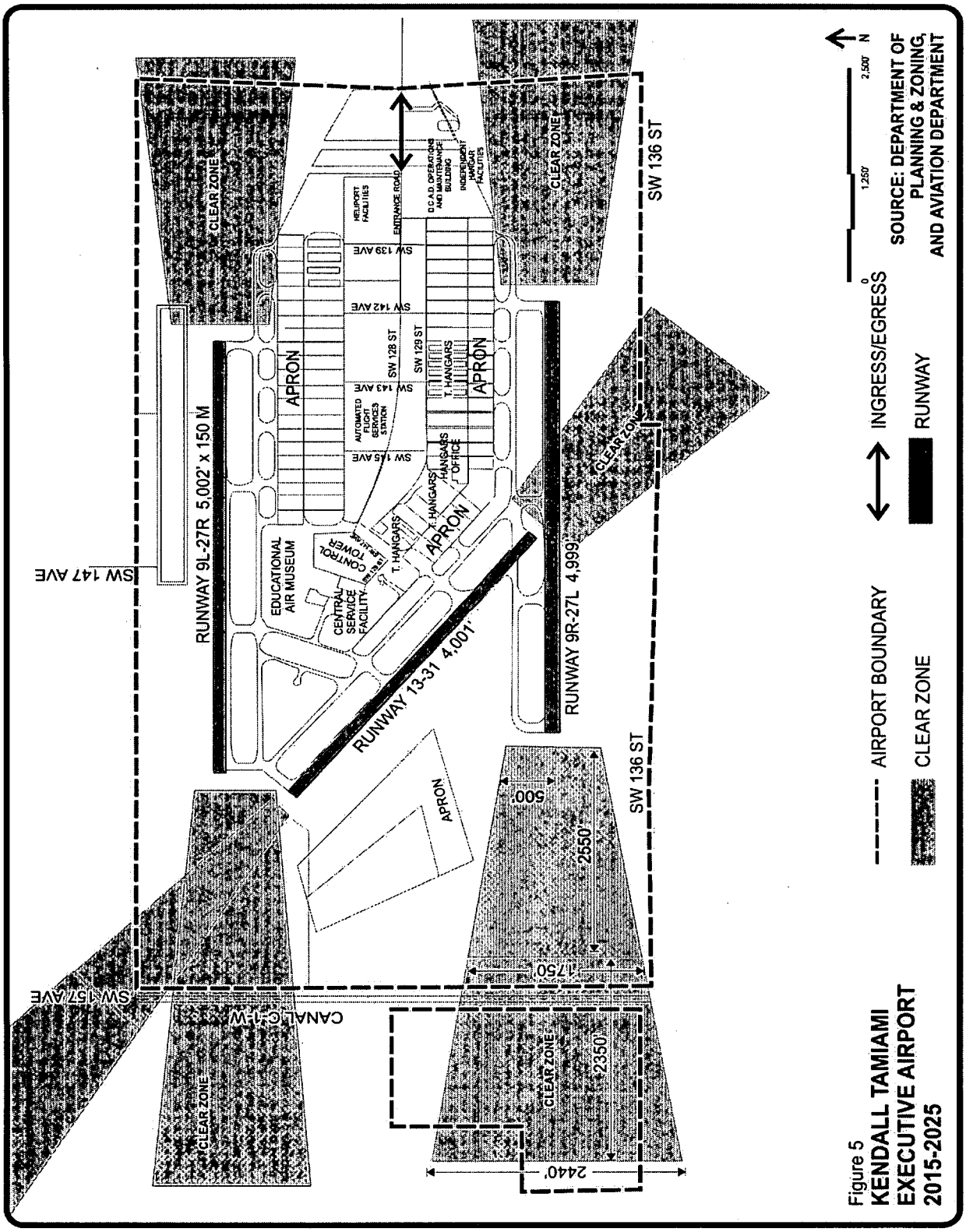


Figure 5
KENDALL TAMIAMI EXECUTIVE AIRPORT 2015-2025

34. REPLACE EXISTING FIGURE 7 AND RENUMBER AS FIGURE 6 – HOMESTEAD GENERAL AVIATION AIRPORT PHYSICAL LAYOUT PLAN 2015-2025

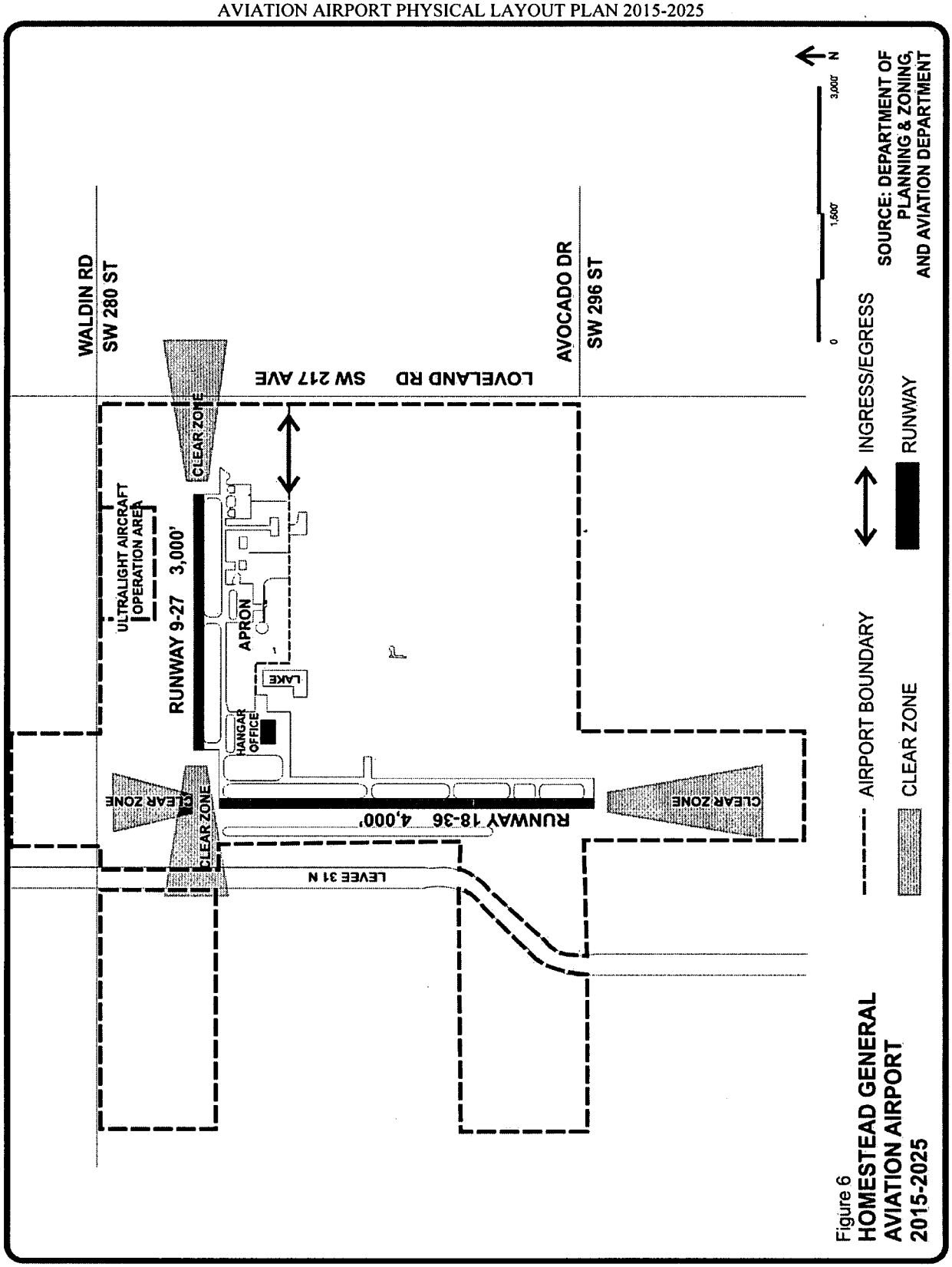
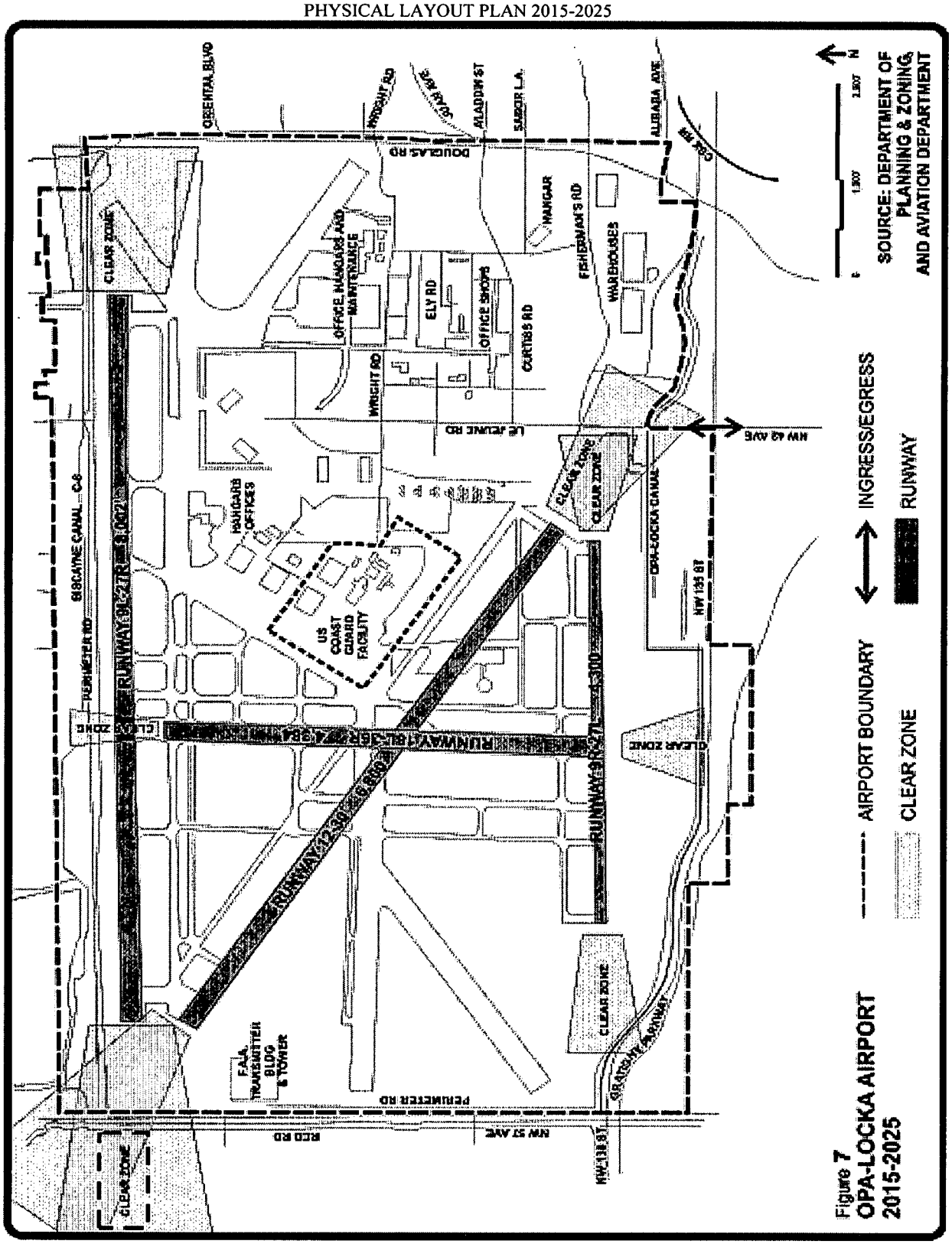
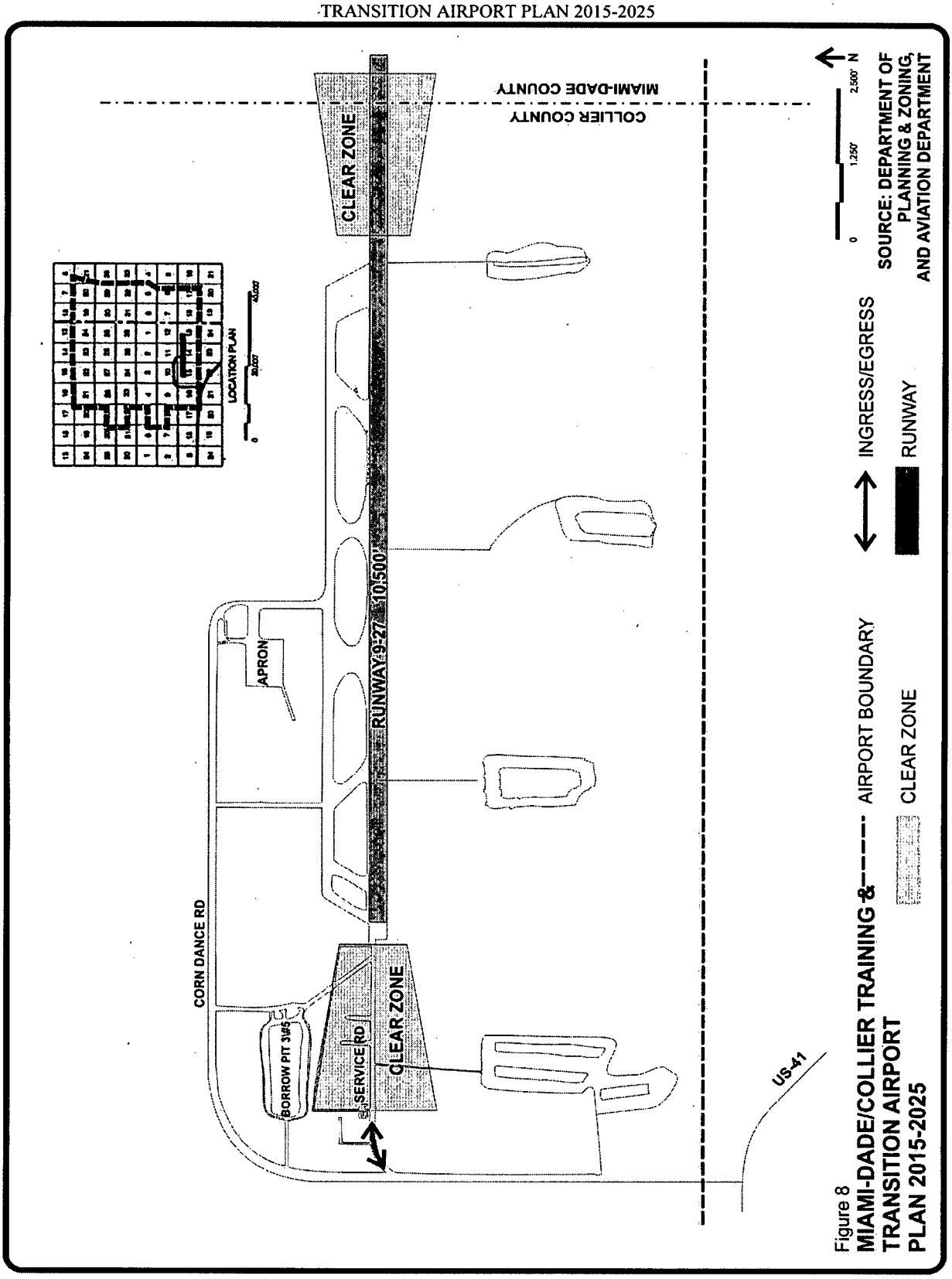


Figure 6
HOMESTEAD GENERAL AVIATION AIRPORT 2015-2025

35. REPLACE EXISTING FIGURE 8 AND RENUMBER AS FIGURE 7 OPA-LOCKA WEST AIRPORT PHYSICAL LAYOUT PLAN 2015-2025



36. REPLACE EXISTING FIGURE 9 AND RENUMBER AS FIGURE 8 – MIAMI-DADE –COLLIER TRAINING AND TRANSITION AIRPORT PLAN 2015-2025



Paragraph
Reference
Number

Miami International Airport

37.

Project	Need	Interval
Runway/Taxiway		
Midfield Area Development	Deficiency	Near Term
Runway Clear Zone Land Acquisition	Deficiency	Near Term
Miscellaneous Taxiway Improvements	Growth	Near Term
Taxiway "S" Extension		
~~Air Carrier Runway Addition~~	~~Deficiency~~	~~Near Term~~
Navigational Aids (NAVAIDS) Improvements	Deficiency	Near Term
Terminal/Apron		
NW 36th Street Apron Improvement	Deficiency	Near Term
Terminal Expansion – North		
Phase III	Deficiency	Near Term
Terminal Expansion – South		
Phase I	Growth	Near Term
Phase II	Growth	~~Long~~Near Term
~~Terminal Expansion – Concourse A -Phase II~~	~~Growth~~	~~Long Term~~
Terminal Expansion – Concourse F		
Concourse F Improvements – Phase III	Deficiency	Near Term
~~Concourse H~~		
~~Terminal Expansion~~	~~Growth~~	~~Near Term~~
~~Concourse H Improvements~~	~~Deficiency~~	~~Near Term~~
Miscellaneous Terminal Improvements		
Terminal D-E-F Wrap	Deficiency	Near Term
Commuter Terminal South	Deficiency	Near Term
Concourse A/D Expansion	Growth	Near Term
Concourse E Satellite Expansion	Growth	Near Term
~~Parking Garage 7~~	~~Deficiency~~	~~Near Term~~
Terminal Expansion – Concourse J	Growth	Near Term
~~Electrical~~Life Safety Improvements	Deficiency	Near Term
Other Improvements		
Cargo Facilities		
~~Cargo Building 2205~~	~~Growth~~	~~Near Term~~
~~Cargo Building 2207 and Apron~~	~~Growth~~	~~Near Term~~
~~Cargo Building N805 and Apron~~	~~Growth~~	~~Near Term~~
~~Cargo Building 2222, 2218, 2220 and Apron~~	~~Growth~~	~~Near Term~~
~~Cargo Building N829 and Apron~~	~~Growth~~	~~Near Term~~
Ground transportation Improvements	Deficiency	Near Term
Employee Parking Improvements		

~~Phase I~~	~~Deficiency~~	~~Near Term~~
Phase II	Deficiency	Near Term
Corrosion Control Facility	Growth	Long Term
~~Noise Barrier Wall~~	~~Deficiency~~	~~Near Term~~

38. Opa-locka Airport

Project	Need	Interval
Runway/Taxiway/Apron		
~~NAVAIDS Addition~~	~~Deficiency~~	~~Near Term~~
~~Airfield Electrical Improvements~~	~~Deficiency~~	~~Near Term~~
Rejuvenation of taxiway G north of runway 12-30	Deficiency	Near Term
Milling and resurfacing of runway 9R-27L	Deficiency	Near Term
Milling and resurfacing of taxiways P, R, and F	Deficiency	Near Term
Apron concrete slab replacement	Deficiency	Near Term
PDC rejuvenation for taxiways D, V, and Y	Deficiency	Near Term
Security enhancement project	Deficiency	Near Term
Other		
Airport Area Development	Growth	Long Term
Access and Patrol Roads Construction	Growth	Long Term
~~Executive Terminal and Apron Construction~~	~~Growth~~	~~Long Term~~
Replacement Buildings	Deficiency	Near Term

Kendall-Tamaimi Executive Airport

Project	Need	Interval
Runway/Taxiway/Apron		
~~Executive Terminal and Apron~~	~~Growth~~	~~Long Term~~
~~Taxiway Improvement~~	~~Deficiency~~	~~Near Term~~
~~Apron Improvement~~	~~Deficiency~~	~~Long Term~~
~~NAVAIDS Addition~~	~~Growth~~	~~Long Term~~
Repave ramp areas	Deficiency	Near Term
Repave all runways	Deficiency	Near Term
Study need for Runway Expansion	Deficiency	Near Term

39.

Project	Need	Interval
Other		
~~Fuel Farm Construction~~		
~~Access and Service Roads~~		Long Term
~~T-Hanger Construction~~	~~Growth~~	~~Long Term~~
~~Heliport Facility Construction~~		
~~Customs and Administration Buildings~~	~~Deficiency~~	~~Near Term~~
~~Construction of Replacement~~	~~Deficiency~~	~~Near Term~~
Security infrastructure facility	Deficiency	Near Term

Homestead General Airport

40.

Project	Need	Interval
Runway/Taxiway/Apron		
New Runway Land Acquisition and Development	~~*~~ Growth	~~*~~ Long Term
Control Tower	~~*~~ Growth	~~*~~ Long Term
Executive Terminal	~~*~~ Growth	~~*~~ Long Term
Other		
Storage Facility Construction	~~*~~ Growth	~~*~~ Long Term
NAVAIDS Addition	~~*~~ Growth	~~*~~ Long Term
Fuel Farm Construction	~~*~~ Growth	~~*~~ Long Term
~~Access Road Construction~~		
~~Construction of Replacement Facilities~~		

~~Deferred due to availability of Homestead Regional Airport~~

Other Facilities

41.

Project	Need	Interval
Heliport (Including Downtown) Construction	Growth	Long Term
Security gate/CCTV installation at (Miami-Dade-Collier Training and Transition Airport)	Deficiency	Near Term
Upgrade ALS for a MALSR at (Miami-Dade-Collier Training and Transition Airport)	Deficiency	Near Term

Aviation Monitoring Program

In order to enable the preparation of the periodic Evaluation and Appraisal Report (EAR) required by Section 163.3191, Florida Status (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, polices 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:

Objective AV-1

Annual enplanement, cargo tonnage and operational levels 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.

Objective AV-3

- Number of structures penetrating the County airports' navigable airspace permitted since the latest EAR.

Objective AV-4

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

42. **Objective AV-5**

- Constructed and programmed roadway improvements serving County's aviation facilities since latest EAR.
- Levels of service of airport access roads at date of EAR contrasted with those since ~~1994~~2003.

Objective AV-6

- 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.

43. **Objective AV-7**

- Establishment or update of airport zoning ordinances for all Miami-Dade County Aviation Departmental facilities by year 2006.
- 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.

44. **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 ~~1994~~2003 by TAZ.

Objective AV-9

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

Paragraph
Reference
Number

PART E

PORT OF MIAMI RIVER SUBELEMENT

Introduction

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

In general, the Port of Miami River Subelement 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

1. PMR-1A. Miami-Dade County shall establish a marine industrial/commercial district along the banks of the Miami River west of NW 27 Avenue.

2. PRM-1B. In making recommendations relating to requested zoning changes and permits for development and redevelopment along the Miami River, ~~Metro~~ 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.

Paragraph Reference Number

3. 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 River Corridor Multimodal Transportation Study with cooperation of all concerned agencies (i.e. County, City, MPO, FDOT, MDX, US Coast Guard, etc.)

4. PMR-2~~A~~B 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.

5. PMR-2~~B~~C 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

6. PMR-3A Miami-Dade County shall continue to place high priority on having the polluted sediments removed from the Miami River.

7. 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.

Paragraph Reference Number

8. 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.

9. 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.

10. 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 ~~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.

Paragraph Reference Number

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.

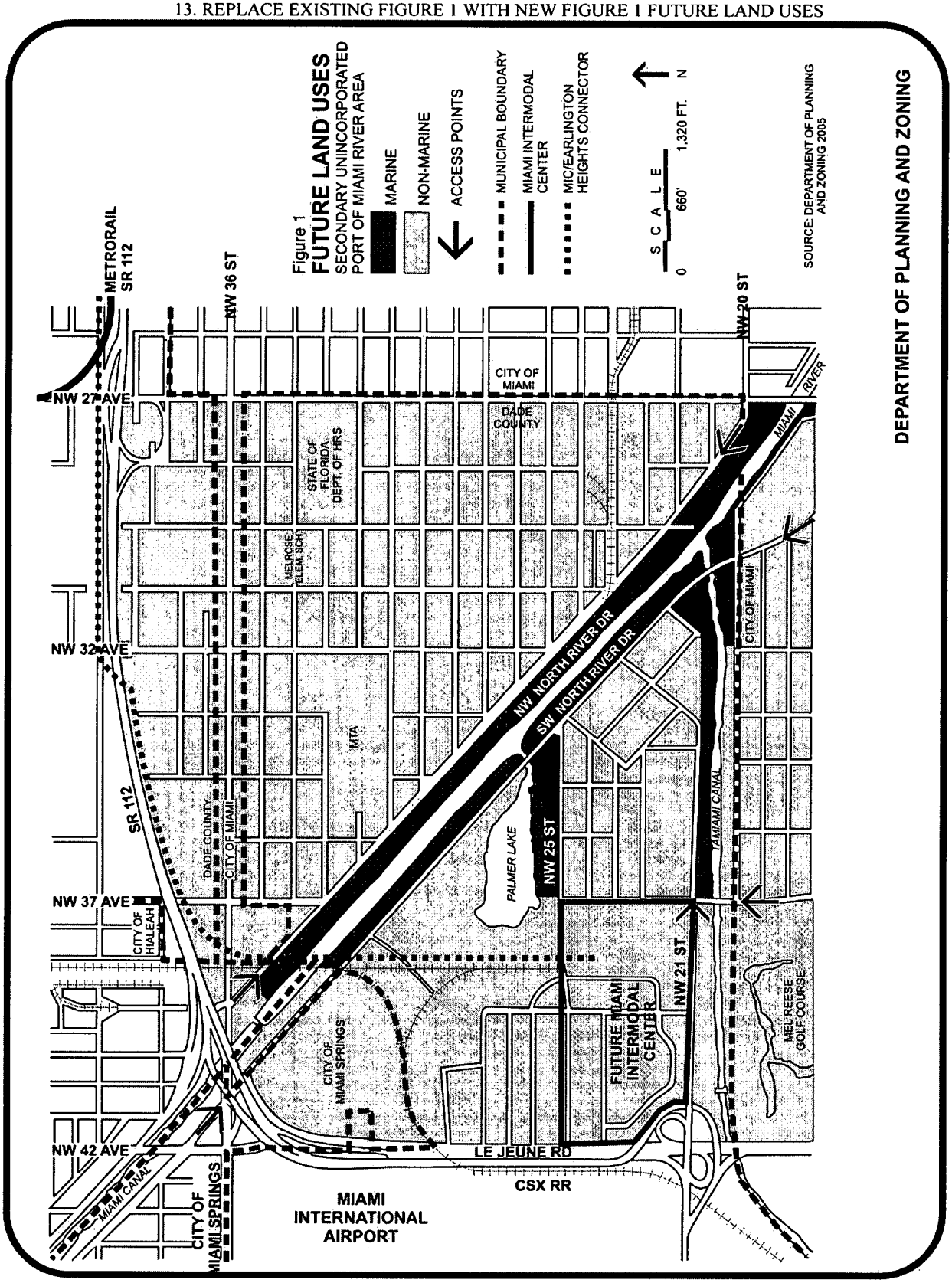
Future Port of Miami River

11. 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 ~~Metro~~ Miami-Dade County in maintaining maritime facilities in this port area is limited to that of facilitator, as ~~Metro~~ Miami-Dade operates its own seaport facilities on Dodge and Lummus Islands. ~~Metro~~ 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.

12. 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.

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



Paragraph
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Number

Port of Miami River Monitoring Program

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

14. **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 ~~1995~~2003.
- Records of zoning changes in the vicinity of the Miami River in unincorporated Miami-Dade County since ~~1995~~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~~se~~ 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 Coordinating Committee and the Miami River marine Group.

15. - The Department of Planning ~~Development~~ and ~~Regulation~~ Zoning in conjunction with the Florida Department of Transportation, the Metropolitan Planning Organization, The Miami River ~~Coordinating Committee~~ 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.

16. **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.
- 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 N.W. 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.

Paragraph
Reference
Number

PART F

THE PORT OF MIAMI MASTER PLAN SUBELEMENT

Introduction

The Dante B. Fascell Port of Miami-Dade 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. As the Port of Miami continues to grow, it will strengthen its mainland roots, seeking stronger intermodal connections with downtown, mixed use ties with adjacent communities, and lasting contributions to surrounding natural resources.

The Port of Miami (port) is owned by Miami-Dade County and operated by the Miami-Dade County Seaport Department. Port 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, Dodge and Lummus Islands which have been joined through phased implementation of previous masterplans are now considered as one island. In this plan "on-island" refers to facilities located on these two now joined islands, while "off-island" refers to locations or facilities elsewhere.

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.

1. The Plan

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. This growth will be necessary to accommodate projected passenger and cargo volumes shown below in Table 1.

Paragraph
Reference
Number

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

Year	Cruise Passengers (Millions)	Cargo ~~TEUs~~ Tons (Millions)
~~2005~~	~~Low: 3.689~~ ~~Medium: 4.507~~ ~~High: 5.168~~	~~Low: 1.110~~ ~~Medium: 1.327~~ ~~High: 1.647~~
~~2010~~	~~Low: 4.334~~ ~~Medium: 5.474~~ ~~High: 6.459~~	~~Low: 1.351~~ ~~Medium: 1.836~~ ~~High: 2.653~~
2015	Low: 4.978 Medium: 6.441 High: 7.748	Low: 13.974 ~~1.644~~ Medium: 21.887 ~~2.575~~ High: 36.320 ~~4.273~~

Source: Miami-Dade County Seaport Department, ~~1999~~ 2004.

The following goals, objectives and policies provide for the implementation of the Port of Miami Master Plan. These policies are followed by a program for monitoring and evaluating implementation of the plan.

3. **GOAL ~~A~~I.**

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.

4. **Objective PM-1**

The port shall maintain and renovate existing ~~cruise~~ passenger facilities and complete the construction of new ~~cruise~~ passenger facilities required by the year 20~~0~~15 to accommodate the projected numbers of cruise and ferry passengers and ships.
Policies

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.

PM-1B. The port shall construct the parking, roads and other ancillary improvements

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Reference
Number

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

5. **The port shall expand its cargo-handling and related intermodal facilities to the optimum extent possible by the year 20~~0~~15 to accommodate the projected cargo tonnages.**

Policies

6. PM-2A. The port shall construct new berths, aprons, operations areas, and ~~container~~ 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.

7. PM-2D. The port shall monitor cargo operations and will initiate an update of ~~the 1992 Cargo Master Plan~~ cargo master planning documents as needed. ~~which includes discussion of intermodal freight movement links and intermodal logistics transfer facilities.~~

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.

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Reference
Number

Policies

8. PM-3A. The port shall ~~develop~~ 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 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.

9. **GOAL ~~B~~ 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

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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.

10. PM-4C. By 200~~1~~6, 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.

11. PM-4D. By 200~~1~~6, 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

12. PM-5A. The port shall ~~enforce~~ 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.

Paragraph
Reference
Number

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.

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.

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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.

13. PM-9A. Miami-Dade County shall ~~immediately begin work, in proposed~~ 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 Transportation Plan and Transportation Improvement Program and similar plans and programs of other responsible entities to incorporate recommended provisions, as appropriate. ~~to formulate a comprehensive multi-modal surface transportation plan for the Downtown Miami area that will effectively address the access needs of the Port of Miami and other projected development in the area. This activity will study the transportation impacts and needs of potential development authorized by the City and County comprehensive plans and areawide Developments of Regional Impact (DRIs) including the approved and major planned public and private projects, as well as the Port of Miami. The County will cooperatively participate on a task force with the foregoing and other entities identified by the County to conduct the study and formulate a feasible plan for consideration for approval by the City, County, MPO and FDOT by December 31, 2001. The study shall identify infrastructure and operational needs and make recommendations for provision of same, along with associated agency responsibilities and schedules for implementation including funding, specific planning, design, engineering, construction, and operation. As required, the study team~~

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~~shall establish refined planning objectives; identify and provide needed information; analyze existing and projected traffic operations; and establish criteria for evaluating and prioritizing options and alternative recommendations. The County shall propose that the recommended plan, including responsibilities for implementation, be approved by the foregoing parties by interagency agreement; and that applications be initiated at the earliest opportunity following completion of the plan to amend the County CDMP, the City of Miami Comprehensive Neighborhood Plan, the MPO Long Range Transportation Plan and Transportation Improvement Program (TIP), the FDOT 5-year work program, and similar plans and programs of other responsible entities to incorporate recommended provisions, as appropriate.~~

14. PM-9B. In addition to the Miami Downtown ~~Miami area t~~Transportation Plan ~~planning~~ 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.

15. 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.

16. PM-9D. ~~In the conduct of the Downtown Miami area transportation planning to be conducted pursuant to policy 9A and thereafter, t~~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.

17. PM-9E. ~~The Florida Seaport Transportation and Economic Development (FSTED) program's Regional Freight Movement Committee was formed in October 1999 and consists of the Florida Department of Transportation, Florida Department of Community Affairs, Governor's Office of Tourism, Trade and Development, Port Everglades, Port of Miami and Port of Palm Beach. Through its membership on this committee, the Port of Miami shall participate in preparing a regional freight movement plan and accompanying capital plan by October 14, 2000.~~ 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

Paragraph Reference Number

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.

18. ~~9F.~~ ~~By year-end 2000, the port shall request the MPO to modify the Miami-Dade County Travel Model to include truck trip generation and trip assignment related to land uses, intermodal centers, truck routes, and freight modes, and shall support an origin/destination travel survey and industry/location survey for cruise and cargo trips.~~

19. PM-9~~G~~F. 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.

20. PM-9~~G~~H. 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.

21. PM-9~~H~~I. 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

22. PM-10A. The port shall ~~prepare and begin to implement a Stormwater Pollution Prevention Plan, pursuant to the Environmental Protection Agency's National Pollutant Discharge Elimination System regulations by year-end~~

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~~1999. The plan will stipulate~~ 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.

23. PM-10B. The port shall complete a Stormwater Management Master Plan by ~~year-end 2000~~ 2006 which shall: identify existing stormwater infrastructure conditions and any potential ~~the~~ 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 Improvement Element to implement improvements, either through planned development and redevelopment activities or through retrofitting of existing areas.

24. PM-10C. By 2006, ~~The~~ the port shall complete construction projects arising from the Consent Agreement with ~~and~~ Miami-Dade County Department of Environmental Resources Management ~~shall enter into a consent agreement to ensure that extension of~~ 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 ~~will occur within four years of the date of the agreement, but not later than year end 2005~~.

25. PM-10D. ~~By year-end 2000, the~~ The port shall continue to assess the ~~study the~~ capacity of water lines to determine if additional capacity or water pressure is needed to accommodate ~~existing and~~ future development. The Seaport Department shall schedule necessary improvements to the water system in the Capital Improvement Element.

Objective PM-11

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

Policies

27. 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.

28. 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

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schedule capital items relating to security in the Capital Improvement Element (CIE); however, due to the rapidly evolving nature of security issues and the long 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.

29. 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.

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

31. 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.

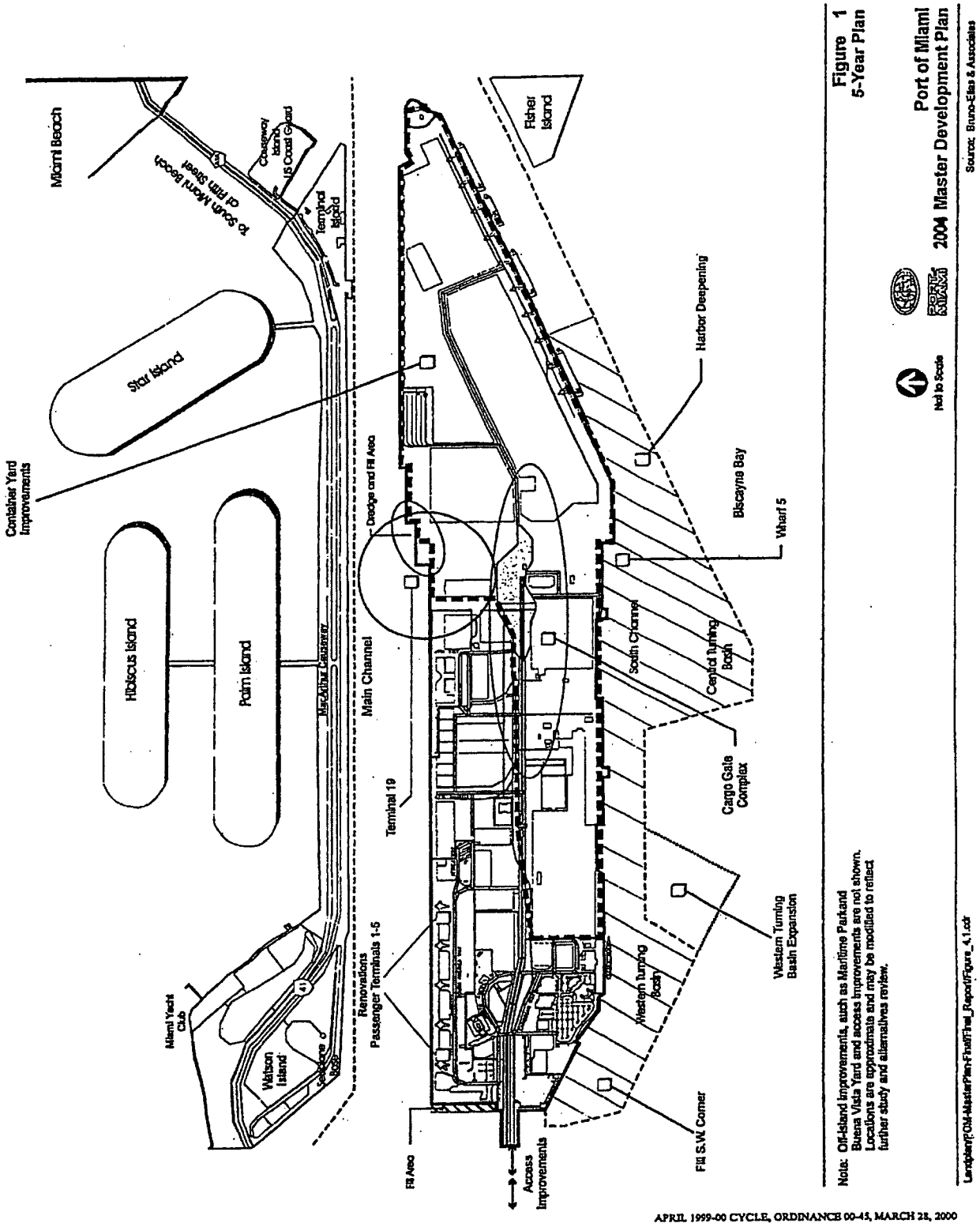
Future Port of Miami Facilities

32. The Port of Miami is positioning itself to maintain, and build on, its leadership position among U.S. ports. Figure 1 illustrates the general locations of major Port projects during the fifteen-year planning period. The following list of projects generally 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.

33.

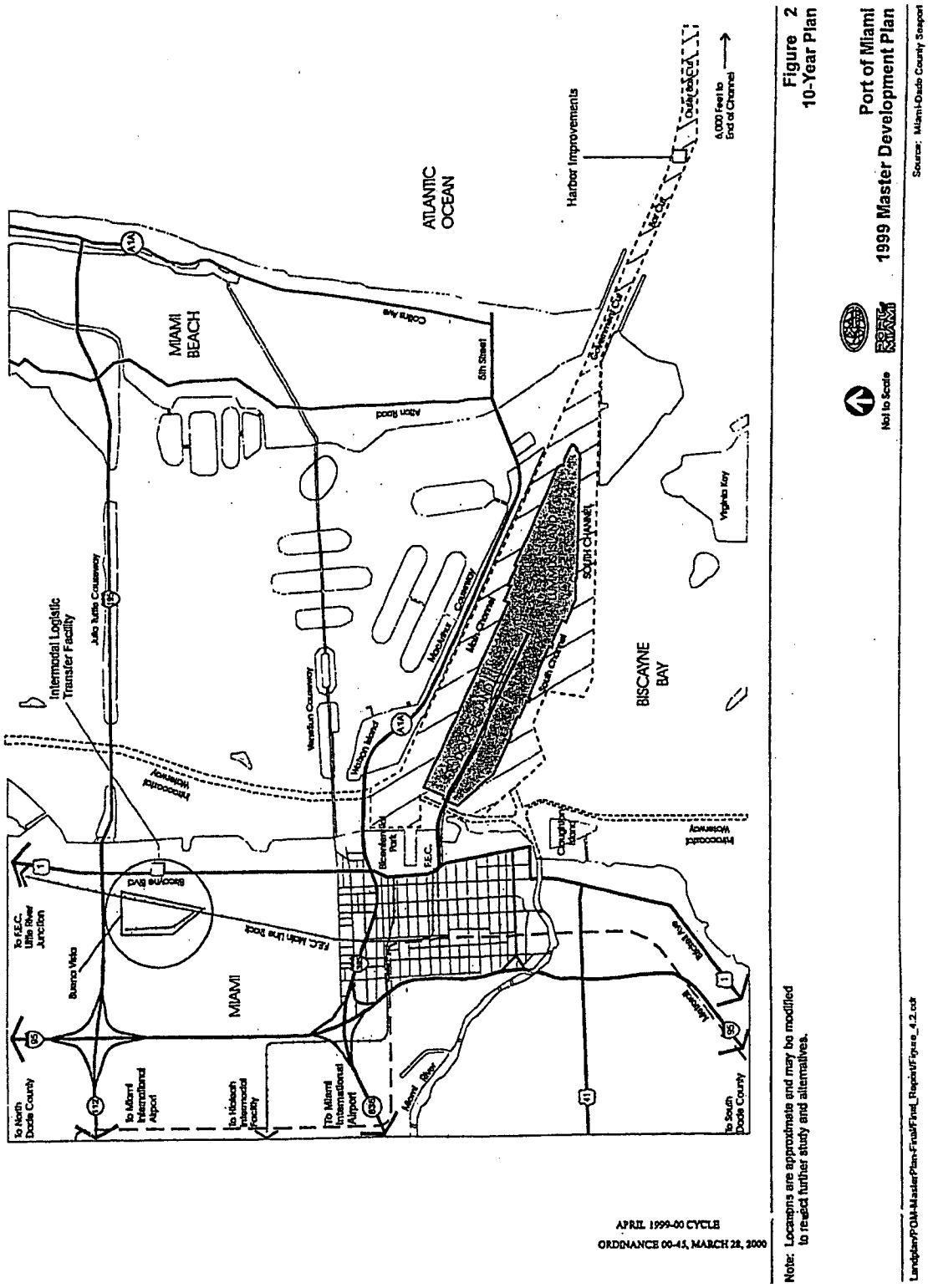
Project	Interval
Acquisition of ~~Buena Vista Yard~~ off-island Intermodal complex	Near Term
Access Improvements	Near Term/Long Term
Additional Gantry Cranes	Near Term/Long Term
Berthing Improvements	Near Term/Long Term
Increased Cargo Storage	Near Term/Long Term
Maximization of On-Island Cruise Facilities	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

34. REPLACE EXISTING FIGURE 1 WITH NEW FIGURE 1 PORT OF MIAMI 2004 MASTER DEVELOPMENT PLAN - FIVE YEAR PLAN



APRIL 1999-00 CYCLE, ORDINANCE 00-45, MARCH 28, 2000

35. DELETE FIGURE 2 PORT OF MIAMI 1999 MASTER DEVELOPMENT PLAN –10 YEAR PLAN



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Port of Miami Master Plan Monitoring Program

The following information will be compiled and used in the preparation of the Evaluation and Appraisal Report (EAR):

36. **Objective PM-1**
- Number of passengers on an annual basis
- Cruise related improvements made at the Port of Miami since ~~1998~~ 2003.
- Cruise related infrastructure improvements made since ~~1998~~ 2003.

37. **Objective PM-2**
- Cargo tonnage on an annual basis.
- Cargo related improvements made at the Port of Miami since ~~1998~~ 2003.
- Cargo related infrastructure improvements made since ~~1998~~ 2003.

38. **Objective PM-3**
- Number and type of facility maintenance and efficiency improvements made since ~~1998~~ 2003.

Objective PM-4
- Assessment of the Port of Miami's environmental accomplishments and practices during the EAR reporting period.

Objective PM-5
- Assessment of the Port of Miami's environmental accomplishments and practices during the EAR reporting period.

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.

39. **Objective PM-10**
- Infrastructure improvements made since ~~1998~~ 2003.

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40. **Objective PM-11**

Compliance with applicable security requirements and plans.

APPLICATION NO. 3
HOUSING ELEMENT

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

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2. APPLICANT'S REPRESENTATIVE

Diane O'Quinn Williams, Director
Miami-Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
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3. DESCRIPTION OF REQUESTED CHANGES

Revise the Housing Element on pages III-1 through III-9 in the "Adopted Components" dated May 1997, as amended, as follows on the next page.[1]

[1] Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist in the Plan and will remain unchanged.

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HOUSING ELEMENT

Introduction

1. The purpose of the Housing Element is to provide a framework for ~~the housing needs of the current and future population~~ 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 ~~meeting these needs~~ guiding both the public and private efforts to deliver housing. It provides for adequate sites for future housing, particularly housing for low and moderate-income families. 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.

2. 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 ~~Metro~~ Miami-Dade County which, since 1957, has been a home rule charter county. The Planning and Zoning Department therefore serves as a regional agency, and housing needs and goals in this Element are presented for the entire County, including the ~~30~~ 34 municipalities.

3. This Element addresses needs that must be met ~~primarily~~ 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.

4. The Adopted Components of this Element ~~contained herein~~ include the goals, objectives, and policies contained herein and the Housing Element monitoring program.

5. ~~The 1988 *Support Components* report, and the 1995 Evaluation and Appraisal Report include a discussion of residential growth trends; an overview of housing conditions with special attention to the needs of low- and moderate-income families and the need for group homes, mobile homes, and government-subsidized housing; and estimates of future housing needs based upon the most recent census data and current estimates and projections. A study of future housing supply and demand by subarea is presented to show the magnitude and the time frame of housing needs in different geographic areas of the County. Alternative approaches to providing the required housing are examined and various programs identified.~~

6. The 2003 Evaluation and Appraisal Report (EAR) shows that between the year 2000

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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.

7. An overall affordability analysis was done in the 2003 EAR Report, which matched income distribution to housing cost distribution. In 1990, just over 86 percent of renter-occupied units were affordable and, by 2000, this had dropped to 79.5 percent. The same pattern held for owner-occupied units; 37.3 percent affordable in 1990, 34.0 percent by 2000. Again, the EAR Report points out that these trends are likely to continue in Miami-Dade County. The projected demographic makeup, income distribution, wage rates, poverty levels and sources of economic and population growth, if they persist, virtually assure that insufficient affordable housing will remain a serious problem in Miami-Dade County well into the future.

8. **GOAL 1**

ENSURE THE PROVISION OF AFFORDABLE HOUSING ~~PRODUCTS~~ THAT WILL MEET THE SPATIAL AND ECONOMIC NECESSITIES OF ALL CURRENT AND FUTURE MIAMI-DADE COUNTY RESIDENTS, REGARDLESS OF HOUSEHOLD TYPE OR INCOME.

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

HO-1A. Continue to enforce existing housing laws that prohibit housing discrimination on the basis of race, ethnicity, age, sex, family composition, disability or sexual orientation.

9. HO-1B. ~~Continue to support equal opportunity fair housing activities by~~ Miami-Dade County housing assistance provider agencies should carry out equal opportunity fair housing activities where applicable and to the degree possible.

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10. HO-1C. ~~Continue to find innovative ways for distributing~~ 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.

11. **Objective HO-2**

Designate by the year ~~2015~~ 2025 sufficient land (+/-~~40,000~~ 25,000 acres) to accommodate sites at varying densities for ~~mobile and manufactured homes and other~~ a variety of housing types ~~that meet the housing needs of all current and future Dade County residents~~ including manufactured homes, with special attention directed to ~~those~~ units for very low, low, and moderate-income ~~housing units~~ households.

12. **Policies**

HO-2A. Develop by the end of ~~1997~~ 2006 a housing plan that would aim to fairly and equitably distribute very low, low- and moderate-income publicly assisted housing ~~in all geographic areas of~~ throughout the County, lessening ~~any~~ potential impacts of such housing in any one area while ~~giving very low, low and moderate income residents~~ providing a wider choice of very low, low, and moderate-income affordable housing options.

13. HO-2B. Allow manufactured ~~and mobile~~ homes within residential areas throughout the County, ~~providing~~ provided they meet design and building standards and ~~conform with the Land Use Plan Map~~ are generally compatible with the surrounding residential development.

14. HO-2C. Foster a diversity of affordable housing types ~~within areas~~ 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 ~~mobile or~~ manufactured homes.

15. HO-2D. Continue to promote zoning code changes that allow housing product opportunities such as accessory apartments, single room occupancy units (SRO's), ~~and~~ elderly residential hotels, and the mixing of unit types.

16. HO-2E. The Department of Planning and Zoning 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.

17. **Objective HO-3**

Assist the private sector in providing affordable housing products in sufficient

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numbers for existing and future residents throughout the County by the year ~~2015~~ 2025, (approximately ~~272,000~~ 294,000 units), ~~keeping in mind the housing needs of existing and future residents as well as making~~ with an appropriate percentage (about ~~49~~ 42 percent) of new ~~affordable~~ housing available to very low, low and moderate-income ~~residents~~ households.

Policies

HO-3A. Provide additional administrative incentives for new developments to ensure the inclusion of a wide spectrum of housing options, particularly for very low, low and moderate-income households.

HO-3B. Continue to investigate methods for providing low-cost residential dwelling units and to review, evaluate and streamline those aspects of planning, ~~taxing~~ zoning, permitting and building codes that may unduly restrict or increase the cost of housing.

HO-3C. Provide administrative and technical support to non-profit housing development corporations to construct new housing either for sale or rent to very low, low and moderate-income persons.

18. HO-3D. Continue to develop programs such as the Documentary Stamp Surtax Program, ~~and~~ the Housing Finance Authority Savings Bank, Location Efficient Mortgages and other innovative ways to ~~that~~ reduce financing costs.

19. HO-3E. Encourage interlocal agreements among adjacent jurisdictions, ~~to provide~~, for the provision of affordable housing opportunities within their region if not within their jurisdiction, especially for very low, low and moderate-income residents.

20. HO-3F By the end of 2006 an inclusionary zoning program which involves private sector developments in the provision of work force 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.

21. HO-3G The Department of Planning and Zoning 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.

22. **Objective HO-4**

Develop ways to broadly communicate accurate information about public and private affordable housing development, especially very low, low and moderate-

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income housing, throughout the County.

23. **Policies**

HO-4A. Prepare a visual file, including ~~plans and models~~ photos and site plans, of successful ~~and unsuccessful new, infill and mixed use affordable~~ work force housing projects ~~within the region to better educate local governments and the general public, especially NIMBY (Not In My BackYard) groups~~ blended with market rate housing in order to illustrate the feasibility of this concept.

24. HO-4B. Solicit participation from the community at large in developing design guidelines and site plans for affordable housing, perhaps through design charrettes with local architects and potentially affected neighbors and/or community associations.

25. **GOAL II**

THROUGHOUT MIAMI-DADE COUNTY IDENTIFY AND PROVIDE ~~MORE~~ AFFORDABLE HOUSING OPPORTUNITIES FROM WITHIN THE EXISTING HOUSING STOCK AND ENSURE ITS EFFICIENT USE THROUGH REHABILITATION ~~INFILL DEVELOPMENT~~ AND RENOVATION, AND FACILITATE ADAPTIVE CONVERSION OF NON-RESIDENTIAL STRUCTURES TO HOUSING USE ~~THROUGHOUT DADE COUNTY~~, INCLUDING FOR VERY LOW, LOW, AND MODERATE-INCOME HOUSEHOLDS.

26. **Objective HO-5**

Reduce ~~by 30 percent~~ the number of substandard housing units in the County by encouraging the ~~identification,~~ rehabilitation ~~and~~ or conservation of the existing housing stock, including historic structures, and provide that an increased number of very low, low and moderate-income units ~~(about 5 percent)~~ comes from housing rehabilitation and adaptive re-use of ~~existing~~ 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.

HO-5B. Continue Federally funded housing development assistance, maintenance and neighborhood improvement programs, especially in eligible low income areas.

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27. HO-5C. Continue to ~~U~~use existing housing assistance funding ~~to continue~~ for maintenance and rehabilitation programs for eligible publicly and privately owned single and multi-family units, including those for the elderly and disabled.

28. ~~5D. Develop and make available for public review a database listing of County and other publicly owned land which is appropriate for affordable housing development.~~

29. HO-5D~~E~~. 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.

30. 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.

31 **Objective HO-6**

Increase ~~by at least 5 percentage points,~~ affordable housing opportunities ~~from within the existing housing stock and improved sites, and~~ for very low, low, and moderate-income households within reasonable proximity to places of employment, mass transit and necessary public services ~~for very low, low, and moderate-income residents~~ in existing ~~improved~~ urbanized areas.

32 **Policies**

HO-6A. ~~Utilize existing planning and programming mechanisms to ensure that new residential development occurs only if it is coordinated with plans for the provision of an adequate level of services and facilities.~~ Through the application of CDMP planning provisions and cooperation with County agencies which provide lower income affordable housing, location of such housing near employment centers or premium transportation services should be promoted.

33. HO-6B. Continue to use incentives, ~~including~~ such as the Federal ~~Enterprise Community~~ Empowerment Zone and State ~~e~~Enterprise ~~z~~Zone designations~~,~~ Brownsfields, 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.

34. HO-6C. ~~Continue reviewing the processes for granting variances and guiding demolitions which may contribute to the loss of the County's existing~~

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~~housing stock in urbanized areas~~. Priority should be given to assisting affordable work force housing projects which are proximate to employment concentrations, mass transit, or with easy access to a range of public services.

GOAL III

ALL VARIATIONS OF AFFORDABLE HOUSING PRODUCTS IN MIAMI-DADE COUNTY SHOULD BE PROVIDED THROUGH THE MOST ECONOMICALLY FEASIBLE ALTERNATIVES.

35. **Objective HO-7**

~~Encourage more use of~~ 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.

36. **Policies**

HO-7A. 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.

37. HO-7~~A~~B. Continue supporting development of new and innovative economically feasible construction techniques, materials and manufacturing methods that maintain or improve housing structural quality.

38. ~~7B. Continue to utilize appropriate development review procedures to protect new residential developments in the County from potentially adverse environmental impact and provide and implement programs that reduce or eliminate adverse environmental impact on existing residential developments in the County.~~

39. HO-7C. Promote programs designed to enhance neighborhood safety in order to help prevent possible housing deterioration by crime.

40. HO-7D. 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.

41. HO-7E. 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

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alternative energy technologies into low income weatherization programs.

41A. HO-7F 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.

42. **Objective HO-8**

Maintain the stock of suitable rural housing available to farm workers, as well as special housing for migrant farm workers ~~as needed~~.

43. **Policy**

HO-8A. Work with County employers and appropriate agencies to identify and provide adequate assistance in meeting seasonal migrant and rural farm worker affordable housing needs.

44. ~~8B Continue to monitor the health and sanitary conditions in migrant housing locations within Dade County and maintain adequate health and sanitation standards through code enforcement.~~

Objective 9

Provide for the special housing needs of the County's elderly, disabled, homeless, orphaned children, families in need, persons with AIDS and others in need of specialized housing assistance.

45. **Policies**

~~9A. Support housing construction and rehabilitation in the County that provides for the needs of the elderly and disabled pursuant to the Fair Housing Requirements in Chapter 533 of the Florida Statutes.~~

46. ~~9B. Continue to provide for the accommodation of the physically disabled, and enforce County codes to ensure accessibility codes to ensure accessibility.~~

47. HO-9~~C~~A. Continue to provide, in accordance with Chap. 533 F.S. and applicable County codes, housing opportunities for the County's homeless, elderly, and disabled~~, as well as~~. Halfway houses and special needs congregate living facilities ~~including~~ for institutionalized groups such as persons with AIDS should be made available.

48. HO-9~~D~~B. Monitor the status and location of group homes, foster-care facilities, adult

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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.

49. HO-9~~E~~C. 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-10

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-10A. Provide safe, well built, and transit accessible affordable housing units prior to relocation to households displaced by public action.

HO-10B. Encourage the private sector to provide housing assistance to families and individuals displaced through private sector actions.

HO-10C. 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

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 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). 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.

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

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have been modified to reflect practical considerations.

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.

50. **Evaluation Assessment Review**

For the purpose of evaluating and assessing the implementation of the Housing Element in Year ~~2000~~ 2010, each objective will be reviewed as follows to monitor the degree to which it has been reached.

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.

51. **Goal I, Objective HO-2.**
~~To assess progress toward this objective changes in the number and location of mobile and manufactured homes since 1995 will be reported. For other housing 1990 and~~ The 2000 and 2010 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.

52. **Goal I, Objective HO-3.**
~~To measure progress for this objective 1990 and~~ The 2000 and 2010 census data will be utilized to calculate "cost burden" by area for the two years 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.

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.

53. **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 ~~five~~ years ~~prior to year 2000~~ 2003 to 2010. ~~Data on substandard units will be taken from the most relevant issues of the American Housing Survey~~

54. **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 census and matching land use data will be utilized.

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Goal III, Objective HO-7.
Efforts to promote better housing design, construction methods, materials, energy conservation improvements or related matters will be reported on.

55. **Goal III, Objective HO-8.**
The status of rural and farm worker housing will be compared to that five years before the EAR date, using the best available data.

Goal III, Objective HO-9.
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-10.
The records of the agencies which are responsible for relocation of displaced households will be the basis for assessing this objective achievement.

APPLICATION NO. 4
CONSERVATION, AQUIFER RECHARGE AND DRAINAGE

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

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2. APPLICANT'S REPRESENTATIVE

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3. DESCRIPTION OF REQUESTED CHANGES

Revise the Conservation, Aquifer Recharge and Drainage Element on pages IV-1 through IV-27 in the "Adopted Components" dated May 1997, as amended, as follows on the next pages.[1]

[1] Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist in the Plan and will remain unchanged.

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CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT

Introduction

1. It is the intent of this Element to identify, conserve, appropriately use, protect and restore the biological, geological and hydrological resources of Miami-Dade County. Since the adoption of the Comprehensive Development Master Plan (CDMP) in 1975, Miami-Dade County has been committed to protection of environmentally sensitive wetlands and aquifer recharge and water storage areas. Within the past decade, protecting and restoring environmentally sensitive uplands has been recognized as important to the County's present and future. Since 1975, Miami-Dade County has sought to channel growth toward those areas that are most intrinsically suited for development. This Element and the proposed natural resources objectives, policies and maps in the Land Use Element and Coastal Management Element continue that established trend.

2. The environmental sensitivity of Miami-Dade County is underscored by the fact that the urban portion lies between two national parks, Everglades and Biscayne National Parks, and the Florida Keys National Marine Sanctuary. The close proximity of an expanding urbanized area to national and State resource-based parks, and over 6,000 acres of natural areas within County parks, presents a unique challenge to Miami-Dade County to provide sound management. The County has addressed this challenge in several ways including working closely with other public and private sector agencies and groups to obtain a goal of sustainability. The close relationship of tourism to the preservation of Miami-Dade County's unique native plants and wildlife has been recognized as an economic as well as environmental issue. The Conservation Element builds upon past and present initiatives such as the East Everglades Resource Management Plan, and planning for the Bird Drive-Everglades, Arch Creek, and C-111 Basins, the Governor's Commission on a Sustainable South Florida, the South Florida Ecosystem Restoration Task Force, the Comprehensive Everglades Restoration Plan and over ~~two~~ three decades of local planning, monitoring, and evaluating proposed activities in wetlands and uplands.

3. Since the establishment of the Miami-Dade County Department of Environmental Resources Management (DERM) in 1974, Miami-Dade County has developed several comprehensive and innovative programs such as the Northwest Wellfield Protection Plan to protect the Biscayne Aquifer, the County's sole source of drinking water. Moreover, since the adoption of the CDMP in 1975, Miami-Dade County has been sensitive to the multiple challenges of water resource management. The present County programs also ~~reflect the need for~~ 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 Chapter 163.3177(6)(d), Florida Statutes mandates that this element contain one or more goal

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statements which address the conservation, use and protection of the following natural resources: air, water, recharge areas, wetlands, waterwells, soils, minerals, floodplains, forests, fisheries, wildlife, beaches, shores, estuarine marshes, rivers, lakes, bays, harbors, marine habitats, and other natural resources.

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.

4. ~~The *Adopted Components* of this Element contained herein include the Conservation Goal, Objectives and Policies, and Monitoring Program. A particular objective in formulating the goal, objectives and policies has been to maintain consistency with the policy framework provided by the *State Comprehensive Plan* (Chapter 187, Florida Statutes), and the *Strategic Regional Policy Plan for South Florida* prepared by the *South Florida Regional Planning Council.*~~

5. ~~The 1988 Support Components have been replaced in large measure by the 1995 Evaluation and Appraisal Report, which contains information on air and water quality, wellfield protection, flood protection, aquifer recharge and drainage, wetlands, upland forests and fish and wildlife. Two appendices that were included in the 1988 Support Components document have been updated herein to be consistent with current State and federal endangered, threatened and species of special concern listings.~~

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.

6. **GOAL**

PROVIDE FOR THE CONSERVATION, ENVIRONMENTALLY SOUND USE, AND PROTECTION OF ALL AQUATIC AND UPLAND ECOSYSTEMS AND NATURAL RESOURCES, AND PROTECT THE FUNCTIONS OF AQUIFER RECHARGE AREAS AND NATURAL DRAINAGE FEATURES IN MIAMI-DADE COUNTY.

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.

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7. **Policies**

CON-1A. ~~By 2000, emissions of fumes and vapors from all hazardous waste facilities shall be controlled, and these facilities shall comply with Lowest Achievable Emission Rates. Biohazardous waste incinerators shall achieve toxic emission standards as specified in the Florida Administrative Code; and vapor control systems shall be required to reduce hydrocarbon emissions from vehicles being filled at gas stations~~. Miami-Dade County shall maintain the objectives of the County's air permitting programs in an effort to prevent and control industry emissions of EPA-defined criteria and toxic air pollutants. The County shall also administer state and federal agreements and work plans, integrating any new rules and regulations into existing County programs.

8. 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 ~~by 2000~~.

9. 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.

10 CON-1D. Miami-Dade County 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. In an attempt to reduce pesticide use, Miami-Dade County shall encourage integrated pest management practices whenever practical.

11. ~~1E. Alternatives to the disposal of plastic mulch shall continue to be developed.~~

12. CON-1E~~F~~. 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, the Miami-Dade County Cooperative Extension Service should coordinate workshops for the manufacturers to present their training programs to ~~methyl bromide~~ users of volatile fumigants in Miami-Dade County.

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13. CON-1F~~G~~. ~~Buildings with unacceptable levels of friable asbestos will be treated pursuant to State and federal regulations to prevent further exposure and threat to human health~~. Renovation and demolition projects will be regulated pursuant to the National Emissions Standard for Asbestos to prevent exposure to asbestos, a known human carcinogen.

14. CON-1G~~H~~. ~~Additional air quality and hazardous waste standards shall be developed to minimize human exposure to carcinogens and radiation consistent with the result of pertinent research and the policies of State and federal agencies.~~ Continue cooperative federal and regional efforts to measure and analyze community impacts of toxic air pollutants in Miami-Dade County.

15. CON-1H~~I~~. 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.

16. CON-1I~~J~~. The use of ozone depleting compounds such as chlorofluorocarbons (CFCs) and hydrochlorofuorocarbons (HCFCs) as refrigerants shall be strictly regulated and controlled in Miami-Dade County. The sale and purchase of ozone depleting compounds ~~CFCs or HCFCs~~ shall be limited to permitted businesses and certified technicians only. All products that utilize or were manufactured using ~~CFCs or HCFCs~~ ozone depleting compounds as a propellant or blowing agent are prohibited for sale within Miami-Dade County.

17. CON-1J~~K~~. Miami-Dade County shall continue to implement its CO_2 Plan recommendations to reduce CO_2 levels ~~by the year 2005~~.

18. CON-1K~~L~~. Miami-Dade County shall maintain and expand its air monitoring network in order to better evaluate air quality throughout the County.

19. 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.

20. **Policies**

CON-2A. The basin stormwater master plans produced by Miami-Dade County pursuant to Objective CON-5 will establish priority listings of

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stormwater/drainage improvements to correct existing system deficiencies and problems and to provide for future development. At a minimum, these lists shall include:

- ~~interconnected sanitary/storm sewer systems;~~
- Drainage/stormwater sewer systems within wellfield protection areas;
- Drainage/stormwater sewer systems in industrial and heavy business areas and areas with large concentrations of small hazardous waste generators;
- Basins and sub-basins that fail to meet the target criteria for the twelve NPDES priority pollutants listed in Policy CON- 5A.

21. CON-2B. Miami-Dade County's Stormwater Utility Program shall fund the identification and retrofitting of deteriorated ~~sanitary~~ storm sewer systems and positive outfalls and the proper maintenance of stormwater systems.

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 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 which 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.

22. CON-2F. Miami-Dade County shall continue to utilize Best Management Practices ~~shall continue to be~~ established for potential sources of water pollution, ~~such as packing houses~~ that discharge wastewater to the ground, ~~and shall also be established for golf courses, pesticide mix loading facilities and handlers of hazardous materials,~~ 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

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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.

23. CON-2H. ~~The use of fertilizers in~~ Miami-Dade County shall ~~be investigated to verify that~~ evaluate the amount and methods of application for fertilizers and pesticides ~~are adequate for~~ as necessary to promote efficient plant growth and minimize leaching to the ground water.

CON-2I. 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.

24. CON-2J. Miami-Dade County shall implement a 500 foot protection zone for non-community, non-transient water supplies that serve uses such as public or private schools and trailer parks.

25. CON-2K. Miami-Dade County shall use the data generated in its ambient ground and surface water monitoring programs to determine normal background levels for the twelve National Pollution Discharge Elimination Systems (NPDES) priority pollutants and any other pollutants of interest.

Objective CON-3

26. **Regulations within wellfield protection areas 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.**

Policies

27. 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~~-12.1~~ 43 of the Code of Miami-Dade County, as may be amended from time to time) within wellfield protection areas shall be required to take substantial measures such as secondary containment and improved operating procedures to ensure environmentally safe operations.

CON-3B. The water management systems that recharge regional wellfields shall be

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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.

28. CON-3D. Miami-Dade County shall continue to utilize Best Management Practices established for agriculture ~~shall be established for use~~ within wellfield protection areas.

29. 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.

30. CON-3F. The ambient groundwater monitoring program, ~~shall be expanded to~~ 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.

21. 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.

32. 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.

33. **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

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CON-4A. The aquifer-recharge 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.

34. CON-4B. All future development and redevelopment shall use retention, infiltration and detention systems to retain to the maximum extent feasible, the full runoff from a one in five year storm and minimize the use of impermeable surfaces. In the event that an emergency overflow is provided, a minimum of the first inch of runoff shall be retained on-site. ~~Exceptions to the first inch criteria will be reviewed on a case by case basis.~~

35. 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 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.

36. CON-4D. Water conserving irrigation and other landscape practices such as Xeriscape shall be used wherever feasible. Through its site and landscape reviews, Miami-Dade County shall ensure that appropriate native and xeriscape 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.

37. CON-4E. Miami-Dade County shall continue to investigate the feasibility of large scale water reuse through ~~Within salt intruded coastal areas,~~ water reuse demonstration projects and other appropriate means. ~~shall be developed to determine the economic feasibility of large scale water reuse~~.

38. CON-4F. The Miami-Dade County Department 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.

39. **Objective CON-5**

Miami-Dade County shall continue to develop and implement the ~~s~~Stormwater ~~m~~Master ~~p~~Plans, comprised of basin plans for each of the twelve primary hydrologic basins being addressed by the County, and cut and fill criteria as

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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. ~~Plans for all basins in the County shall continue to be prepared sequentially with the last plans being completed by 2007, and sooner if additional funding is obtained~~ The Stormwater Master Plan is projected to be completed in 2005, and implementing actions recommended in each basin plan shall continue to commence immediately after the applicable plan is approved. Outside of the Urban Development Boundary the County shall not provide, or approve, additional drainage facilities that would impair flood protection to easterly developed areas of the County, exacerbate urban sprawl or reduce water storage.

40. **Policies**

CON-5A. The Stormwater Management (Drainage) Level of Service (LOS) Standards for Miami-Dade County contain both a Flood Protection (FP) and Water Quality (WQ) 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 ~~e~~Chapter 11-C of the Miami-Dade County Code, whichever is higher.

41. 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-~~58.3(F)~~ 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

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duration of one day from a ten-year storm;

c) ~~Exceptions may be granted on a case by case basis east of Levee 31 N where physical characteristics of sites do not allow the ten year one day floodwater to be retained on site; and~~

d) West of Levee-31 N, there shall be no off-site drainage, all septic tank drainfields shall be elevated above the hundred-year flood elevation, and the extent of land filling shall be minimized as provided in applicable provisions of the Miami-Dade County East Everglades Zoning Overlay Ordinance. The County shall review these criteria when the water management facilities programmed in the N.E. Shark River Slough General Design Memorandum and the C-111 General Reconnaissance Review are fully operational.

42. 2. The Water Quality Level of Service (WQLOS) component of the standard shall be met when the annual average 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:

Pollutant	Target Criterion
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 Ammonia-Nitrogen and Organic Nitrogen	1.5 mg/l
Total Nitrate (NO_{X-N})	0.68 mg/l
Total Phosphate (TPO4)	0.33 mg/l
Dissolved Phosphate (DPO4)	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

43. 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

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demonstrate that their on-site stormwater systems are inspected two times per year and maintained and cleaned as required.

44. 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.

45. CON-5C. Miami-Dade County shall work with the South Florida Water Management District to better identify the developed urban areas within the County that do not have protection from a one in ten year storm. The County shall develop stormwater management criteria and plans for all unincorporated areas identified. Where such areas fall within municipal boundaries, the County will coordinate the stormwater management planning with the appropriate municipality(ies).

46. 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 ~~2005 and~~ 2015 and 2025.

47. 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;

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- 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 or structures flooded by a 100 year storm.

48. 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.

49. CON-5G. Miami-Dade County shall actively encourage the creation of buffers between water impoundment areas and development in order to increase the level of flood protection that is provided to developed areas.

50. 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.

51. **Objective CON-6**

Soils and mineral resources in Miami-Dade County shall be conserved and appropriately utilized in keeping with their intrinsic values.

Policies

52. 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.

53. CON-6B. 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.

54. CON-6C. 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.

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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.

Objective CON-7

55. **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

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 destroyed.

CON-7B. Offroad 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.

56. 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.

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 of Environmental Resources Management (DERM) and the Historic Preservation Division shall assist the appropriate County agencies in the development of these plans, which shall

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be subject to public review and comment as they are prepared and implemented.

57. CON-7E. All wetlands on the State Save Our Rivers 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.

CON-7F. Wetland mitigation areas shall be preferentially located adjacent to canals or in biologically degraded wetlands that are adjacent to, or that could serve as corridors between, Resources of Regional Significance.

58. 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 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 and Miami-Dade County Environmentally Endangered Lands programs.

59. CON-7H. Miami-Dade County shall provide dedicated funding sources for the long-term management and maintenance of Environmentally Endangered Lands and publicly owned Natural Forest Communities by 2015.

60. 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.

61. CON-7J. In evaluating applications that will result in alterations 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 may be denied.

Objective CON-8

Upland forests included on Miami-Dade County's Natural Forest Inventory shall be maintained and protected.

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Policies

63. 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.

64. CON-8B. The environmentally sensitive hardwood hammocks and the pinelands on the State Conservation and Recreation Lands (CARL) and Miami-Dade County Environmentally Endangered Lands Acquisition lists shall be given very high priority for public acquisition as are lands within the Environmental Protection category on the Land Use Plan (LUP) map.

CON-8C. Development in the forested portions of publicly owned Natural Forest Communities designated by the Board of County Commissioners pursuant to Resolution No. R-1764-84, as may be amended from time to time, shall be permitted only if it is clearly in the public interest, there is no feasible alternative, and such development does not adversely impact other remaining natural forest resources on-site.

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 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.

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.

65. CON-8F. Miami-Dade County shall continue to seek natural areas land management

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funds to: conduct ~~pineland controlled~~ 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.

66. 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.

67. CON-8H. Miami-Dade County's tree preservation and landscape requirements shall be coordinated. Tree preservation programs should focus primarily on Natural Forest Communities and specimen tree protection, maintenance, and restoration. The County shall adopt and enforce a comprehensive landscape code and promote xeriscape principles and the planting and protection of trees with an emphasis upon the provision and preservation of canopy for aesthetics, physical comfort, energy savings, economic benefits, and wildlife habitat.

68. CON-8I. The following exotic pest plants shall not be sold, propagated, or planted within Miami-Dade County. If existing on a development site, they shall be removed prior to development.

Acacia auriculiformis	~~Earleaf Acacia~~
~~Adenanthera pavonina~~	~~(red sandlewood)~~
~~Albizia lebbeck~~	~~Woman's Tongue~~
~~Ardisia elliptica~~	~~(+A. humilis) (shoebutton ardisia)~~
~~Bischofia javanica~~	~~Bishop Wood~~
~~Casuarina equisetifolia~~	~~Australian Pine~~
~~Cestrum diurnum~~	~~Day-Blooming Jasmine~~
~~Colubrina asiatica~~	~~Colubrina~~
~~Cupaniopsis anacardioides~~	~~(carrotwood)~~
~~Dalbergia sisoo~~	~~(Indian dalbergia, sissoo)~~
~~Dioscorea bulbifera~~	~~Air Potato~~
~~Ficus altissima~~	~~(banyan tree)~~
~~Ficus bengalensis~~	
~~Ficus benjamina*~~	~~(weeping fig)~~
~~Ficus elastica~~	~~(India rubber tree)~~
~~Ficus microcarpa *~~	~~(=R. nitida; =F. retusa varnitida) (laurel fig)~~
~~Flacourtia indica~~	~~(governor's plum)~~
~~Hibiscus tiliaceus~~	~~(mahoe)~~
~~Jasminum dichotomum~~	~~(Gold Coast jasmine)~~

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~~Jasminum dichotomum~~	~~(Gold Coast jasmine)~~
~~Jasminum fluminense~~	~~(jasmine)~~
~~Leucaena leucocephala~~	~~Lead Tree~~
~~Melaleuca quinquenervia~~	~~Melaleuca~~
~~Mimosa pigra~~	~~(catclaw mimosa)~~
~~Merremia tuberosa~~	~~(wood rose)~~
~~Neyraudia reynaudiana~~	~~(Burma reed; cane grass)~~
~~Ricinus communis~~	~~Castor Bean~~
~~Schefflera actinophylla~~	~~(=Brassaia actinophylla) (schefflera)~~
~~Schinus terebinthifolius~~	~~Brazilian Pepper~~
~~Solanum viarum~~	~~(tropical soda apple)~~
~~Thespesia populnea~~	~~(seaside mahoe)~~
~~Tribulus cistoides~~	~~(puncture vine)~~

Species – Latin Name	**Species Common Name**
Ficus benghalensis	Banyan Fig
Bishofia javanica	Bishopwood
Jasminium fluminense	Brazilian Jasmine
Schinus terebinitholius	Brazilian Pepper
Neyaudia reynaudiana	Burma Reed (Cane Grass)
Cupaniopsis anacardioides	Carrotwood
Ricinus communis	Castor Bean
Mimosa pigra	Catclaw Mimosa
Lygodium japonicum,	Climbing Fern
Lygodium microphyllum	
Cestrum diurnium	Day Blooming Jasmine
Acacia auriculiformis	Earleaf Acacia
Jasminium dichotomum	Gold Coast Jasmine
Flacourtia indica	Governor's Plum
Dalbergia sissoo	Indian Rosewood
Columbrina asiatica	Lather Leaf
Leucaena leucocephala,	Lead Tree
Leucaena glauca	
Ficus altissima	Lofty Fig (Banyan Tree)
Hibiscus tiliaceus	Mahoe
Meleleuca quinquenervia,	Meleleuca (Punk Tree)
Meleleuca leucadendron	
Pennisetum purpureum	Napier Grass
Tribulus cistoides	Puncture Vine
Schefflera actinophylla,	Queensland Umbrella Tree
Brassaia actinophylla	
Adenanthera pavonina	Red Sandalwood
Thespesia populnea	Seaside Mahoe
Ardisia elliptica,	Shoebutton Ardisia
Ardisia humilus	
Solanum viarum	Tropical Soda Apple
Albizia lebbeck	Woman's Tongue
Merremia tuberosa	Woodrose

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69. The following exotic plant species may not be planted within 500 feet of native plant communities ~~that they are known to invade~~. These plant species have been documented by the Florida Exotic Pest Plant Council, the Miami-Dade County Park and Recreation Department's Natural Area's Management Program, and the Miami-Dade County Department of Environmental Resources Management to be invasive pests in natural areas of Miami-Dade County.

70.

~~Exotic~~ Species (Latin ~~and Common~~ Name)	Species Common Name ~~Native Ecosystem Invaded~~
Bauhinia variegata ~~(orchid tree)~~	~~Hammocks~~ orchid tree
Bauhinia purperata ~~(orchid tree)~~	~~Hammocks~~ orchid tree
Calophyllum calaba ~~(=C. inophyllum)~~	~~Hammocks~~ Mastwood
Catharanthus roseus ~~(Madagascar periwinkle)~~	~~Beaches, sandy pinelands and hammocks~~ Madagascar periwinkle
~~Derris indica (pongam)~~	~~Pinelands~~ pongam
Eugenia uniflora ~~(Surinam cherry)~~	~~Hammocks~~ Surinam cherry
Epipremnum pinnatum cv. Aureum ~~(pothos)~~	~~Hammocks~~ pothos
Kalanchoe pinnata ~~(life plant)~~	~~Hammocks~~ life plant
Lantana camera	Lantana
Murraya paniculata (orange jessamine)	~~Hammocks~~ orange jessamine
Pittosporum ~~pentandrum~~ tobira(pittosporum)	~~Pinelands~~ Japanese pittosporum
Pouteria campechiana ~~(canistel)~~	~~Hammocks~~ canistel
Psidium guyava	Guava
Psidium littorale	Cattley guava
Rhoeo spathacea ~~(oyster plant)~~	~~Pinelands, hammocks,~~ oyster plant
~~S. Metallica~~ Sansevieria hyacinthoides (= S. trifasciata) ~~(bowstring hemp)~~	~~Pinelands, hammocks,~~ bowstring hemp
Scaevola taccada var. sericea (=S. frutescens; =S. sericea) ~~(scaevola; half-flower)~~	~~Beaches, coastal uplands~~ scaevola; half-flower
Syngonium podophyllum ~~(nephthytis)~~	~~Hammocks~~ arrowhead
Syzygium cumini ~~(jambolan; Java plum)~~	~~Hammocks~~ jambolan; Java plum
Syzyguim jambos ~~(raso apple)~~	~~Hammocks~~ rose apple
Terminalia catappa ~~(tropical almond)~~	~~Coastal wetlands, beaches~~ tropical almond
Tribulus cistoides	Puncture vine
Washingtonia spp. ~~Robusta (Washington Palm)~~	~~All Communities~~ Washington Palm
Wedelia trilobata ~~(wedelia)~~	~~All Communities~~ wedelia
Zebrina pendula ~~(wandering zebrina)~~	~~All Communities~~ wandering zebrine

71. CON-8J. Efforts should be made to propagate and reestablish where practical, endangered, threatened, and potentially endangered native plants in Miami-Dade County. (See Appendix A). The current list of federally listed plants in Miami-Dade County should be reevaluated and additional species should be proposed for listing, if appropriate. Through its land acquisition and regulatory processes, Miami-Dade County shall continue to protect federally and State-listed plant species to the maximum extent possible.

72. CON-8K. All new plantings on lands owned and managed by Miami-Dade County

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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.

73. 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% through the implementation and/or enforcement of: Adopt-A-Tree and other programs; landscape and tree protection ordinances, and; other mechanisms as feasible and appropriate.

74. CON-8N. Miami-Dade County shall evaluate the feasibility of creating and implementing programs to provide technical assistance to private Environmentally Endangered Lands and Natural Forest Communities covenant holders.

Objective CON-9

Freshwater fishes and wildlife shall be conserved and used in an environmentally sound manner and the net amount of 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)

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, where necessary.

CON-9C. Rookeries and nesting sites used by federal or State designated endangered or threatened species shall not be moved or destroyed.

75. CON-9D. The County should work with the US Fish and Wildlife Service, the Florida ~~Game and Freshwater~~ Fish and Wildlife Conservation Commission and other appropriate entities to describe and map wildlife populations, and by 2005, to determine the wildlife habitat values for all remaining freshwater wetlands and environmentally sensitive natural forest communities.

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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

76. **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.

77. **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 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.

78. **Objective CON-4. Aquifer Recharge and Water Storage**

~~This objective will be measured by the acreage of wetlands that are retained, or created, to enhance aquifer recharge / water storage capacity in Dade County.~~ 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.

Objective CON-5. Basin Management

This objective will be measured by the number of stormwater master plans that have

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been completed and implemented, and the number of stormwater system improvements that have been made.

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.

79. **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, 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.

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.

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Appendix A

Federal and State Designated Endangered, Threatened and Potentially Endangered Flora in Miami-Dade County

Scientific Name	Common Name	Designated State	Status Federal
~~*Acrostichum aureum*~~	~~Golden leather fern~~	~~E~~	~~NL~~
~~*Adiantum melanoleucum*~~	~~Fragrant maidenhair fern~~	~~E~~	~~NL~~
~~*Adiantum tenerum*~~	~~Maidenhair fern (unnamed)~~	~~T~~	~~NL~~
~~*Adiantum tetraphyllum*~~	~~NL~~	~~T~~	~~NL~~
Amorpha crenulata	Crenulate (=Miami) lead plant	E	E
~~*Amyris balsamifera*~~	~~NL~~	~~R~~	~~NL~~
Anemia wrightii	~~NL~~ Parsley Fern	~~R~~ E	NL
~~*Argythamnia blodgetti*~~	~~Blodgett's wild-mercury~~	~~E~~	~~C2~~
~~*Asplenium auritum*~~	~~Auricled spleenwort~~	~~E~~	~~NL~~
~~*Asplenium dentatum*~~	~~Slender spleenwort~~	~~T~~	~~NL~~
~~*Asplenium serratum*~~	~~Bird's nest spleenwort; wild birdnest fern~~	~~E~~	~~NL~~
Asimina tetramera	Four-pedal paw paw	E	NL
Bourreria cassinifolia	Little strongback	~~T~~ E	NL
Brassia caudata	Long-tailed spider orchid	T	NL
Brickellia eupatorioides var. floridana (=B mosieri)	Florida brickell-brush; Florida boneset	E	C2
~~*Byrsonima lucida DC.*~~	~~NL~~	~~E~~	~~NL~~
Calyptranthes zuzygium	~~NL~~ Myrtle-of-the-river	E	NL
Campanula robinsiae	Brooksville bellflower	E	NL
Campyloneurum angustifolium	Marrow strap fern	E	NL
Canella winterana	~~NL~~ Wild cinnamon bark	E	NL
Cassia keysensis (=Chaemecrista)	Big Pine partridge pea;	T	NL
Catopsis berteroniana	Powdery catopsis	E	NL
Centrogenium setaceum	Spurred neottia	E	NL
Cereus eriophorus var. fragrans	Fragrant prickly apple	E	NL
~~*Cereus gracilis var. aboriginum*~~	~~Aboriginal prickly apple~~	~~E~~	~~C2~~
~~*Cereus gracilis var. simpsonii*~~	~~Simpson's prickly apple~~	~~E~~	~~C2~~
~~*Cereus pentagonus*~~	~~Dildoe Cactus~~	~~T~~	~~NL~~
Cereus robinii	Key tree cactus	E	NL
Chamaesyce deltoidea deltoidea	~~Wedge (=deltoid) spurge~~ Deltoid Spurge	E	E
Chamaesyce~~deltoidea~~ garberi	Garber's spurge	E	T
~~*Chamaesyce porteriana var. porteriana*~~	~~Porter's hairy-podded spurge~~	~~E~~	~~C2~~
~~*Chamaesyce porteriana var. scoparia*~~	~~Porter's broom spurge~~	~~E~~	~~C2~~
~~*Cheilanthes microphylla*~~	~~Southern lip fern~~	~~E~~	~~NL~~
Chionanthus pygmaeus	Pygmy fringe-tree	E	NL
Chrysopsis floridana	Florida golden aster	E	NL
Cladonia perforata	Florida perforate cladonia	E	NL
Clitoria fragrans	Pigeon wings	T	NL
~~*Chrysophyllum oliviforme*~~	~~Satinleaf~~	~~E~~	~~NL~~
~~*Coccothrinax argentata*~~	~~Silver palm~~	~~CE~~	~~NL~~
~~*Colubrina cubensis*~~	~~NL~~	~~E~~	~~NL~~
Conradina ~~grandiflora~~ brevifolia	~~Large flowered rosemary~~ short-leaved rosemary	E	C2
Conradina etonia	Etonia rosemary	E	NL

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	Conradina glabra	Apalachicola rosemary	E	NL
	Crotalaria avonensis	Avon park harebells	E	NL
	~~*Cordia sebestena*~~	~~Geiger tree~~	~~E~~	~~NL~~
	~~*Crossopetalum ilicifolium*~~	~~Quailberry~~	~~E~~	~~NL~~
	~~*Crossopetalum rhacoma*~~	~~Rhacoma~~	~~E~~	~~NL~~
	Cucurbita okeechobeensis	Okeechobee gourd; ~~Indian Pumpkin~~	E	E
	~~*Cyrtopodium punctatum*~~	~~Cowhorn (=cigar) orchid~~	~~E~~	~~NL~~
	~~*Dichromena floridensis*~~	~~NL~~	~~R~~	~~NL~~
	Deeringothamnus pulchellus	Beautiful paw paw	E	NL
	Deeringothamnus rugelii	Rugel's paw paw	E	NL
	Dicerandra christmanii	Garett's mint	E	NL
	Dicerandra cornutissima	Longspurred mint	E	NL
	Dicerandra frutescens	Scrub mint	E	NL
	Dicerandra immaculata	Lakela's Mint	E	NL
	~~*Digitaria pauciflora*~~	~~Two-spike finger~~	~~NL~~	~~C2~~
	~~*Eleocharis rostellata*~~	~~NL~~	~~R~~	~~NL~~
	~~*Elytraria carolinensis var. angustifolia0*~~	~~Narrow-leaved Carolina scalystem~~	~~NL~~	~~C2~~
	~~*Encyclia boothiana var. erythronioides*~~	~~Dollar (=dogtooth) orchid~~	~~E~~	~~NL~~
	~~*Eriochloa michauxii var. simpsonii*~~	~~Longleaf (=Simpson's) cup grass~~	~~T~~	~~C2~~
	~~*Ernodia littoralis*~~	~~Beach creeper~~	~~T~~	~~NL~~
	~~Eugenia confusa~~	~~Redberry stopper~~	~~T~~	~~NL~~
	~~*Eugenia rhombea*~~	~~Red stopper~~	~~E~~	~~NL~~
	Erigonum longifolium gnaphalifolium	Scrub buckwheat	T	NL
	Eryngium cuneifolium	Snakeroot	E	NL
	Euphorbia telephioides	Telephus spurge	T	NL
	~~*Forestiera segregata var. pinetorum*~~	~~Pinewood (=narrow-leaf Florida) privet~~	~~NL~~	~~C2~~
	~~*Galactia pinetorum*~~	~~Narrow-leaf milkpea~~	~~NL~~	~~C2~~
	Galactia smallii	Small's milkpea	E	E
	~~*Gossypium hirsutum*~~	~~Wild cotton~~	~~E~~	~~NL~~
	~~*Guaiacum sanctum*~~	~~Lignum-vitae~~	~~E~~	~~NL~~
	~~*Guzmania monostachia*~~	~~Fuch's bromeliad~~	~~E~~	~~NL~~
	Halophila johnsonii	Johnson's seagrass	~~PT~~ T	NL
	Harperocallis flava	Harper's beauty	E	NL
	~~*Helianthus debilis ssp. vestitus*~~	~~Hairy cucumber-leaf sunflower; hairy beach sunflower~~	~~NL~~	~~C2~~
	~~*Hippomane mancinella*~~	~~Manchineel~~	~~T~~	~~NL~~
	~~*Hypelate trifoliata*~~	~~White Ironwood~~	~~T~~	~~NL~~
	Hypericum cumulicola	Highlands scrub hypericum	E	NL
	~~*Ilex krugiana*~~	~~Krug's holly~~	~~E~~	~~NL~~
	~~*Ionopsis utricularioides*~~	~~Delicate ionopsis; violet orchid~~	~~E~~	~~NL~~
	~~*Ipomoea microdactyla*~~	~~Wild potato morning glory; Man-in-the-Ground~~	~~E~~	~~NL~~
	~~*Ipomoea tenuissima*~~	~~Rocklands morning glory~~	~~E~~	~~NL~~
	~~*Jacquemontia curtissi*~~	~~Pineland (=Curtiss') clustervine~~	~~E~~	~~PE~~
	Jacquemontia reclinata	Beach Jacquemontia ~~Beach (reclined) clustervine~~	E	E
	Justicia cooleyi	Cooley's water-willow	E	NL
	Lindera melissifolia	Pondberry	E	NL
	Lupinus aridorum	Scrub lupine	E	NL
	Macbridea alba	White birds-in-a-nest	T	NL
	Nolina brittoniana	Britton's Beargrass	E	NL

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Paronychia chartacea	Papery whitlow-wort	T	NL
Pilosocereus robinii	Key Tree Cactus	E	NL
Pinguicula ionantha	Godfrey's butterwort	T	NL
Polygala lewtonii	Lewton's polygala	E	NL
Polygonella basiramia	Wireweed	E	NL
Polygonella myriophylla	Sandlace	E	NL
~~*Jacquinia keyensis*~~	~~Joewood~~	~~T~~	~~NL~~
~~*Lantana depressa*~~	~~Pineland Lantana~~	~~NL~~	~~C2~~
~~*Lechea divaricata*~~	~~Pine pinweed~~	~~E~~	~~C2~~
~~*Licaria triandra*~~	~~Licaria~~	~~E~~	~~NL~~
~~*Linum arenicola*~~	~~Sand flax~~	~~E~~	~~C2~~
~~*Linum carteri var. carteri*~~	~~Miami (Carter's small-flowered) flax~~	~~E~~	~~C2~~
~~*Linum carteri var. smallii*~~	~~South Florida (Carter's large-flowered) flax~~	~~E~~	~~C2~~
~~*Lomariopsis kunzeanna*~~	~~Holly fern~~	~~T~~	~~NL~~
~~*Lythrum flagellare*~~	~~Lowland (=creeping) loosestrife)~~	~~NL~~	~~C2~~
~~*Mallotonia gnaphalodes*~~	~~Sea lavender~~	~~E~~	~~NL~~
~~*Melanthera parvifolia*~~	~~Small-leaved (South Florida) cat tongue~~	~~NL~~	~~C2~~
~~*Microgramma heterophylla*~~	~~Polypody fern (unnamed)~~	~~T~~	~~NL~~
~~*Myrcianthes fragrans var. simpsonii*~~	~~Simpson's stopper; twinberry~~	~~NL~~	~~C2~~
~~*Neyrodium lanceolatum*~~	~~NL~~	~~R~~	~~NL~~
~~*Odontosoria clavata*~~	~~NL~~	~~R~~	~~NL~~
~~*Okenia hypogaea*~~	~~Burrowing four o'clock~~	~~E~~	~~NL~~
~~*Ophioglossum palmatum*~~	~~Hand adder's tongue fern~~	~~T~~	~~NL~~
~~*Peperomia amplexicaulis*~~	~~NL~~	~~E~~	~~NL~~
~~*Peperomia humilis*~~	~~Peperomia (unnamed)~~	~~E~~	~~NL~~
~~*Peperomia magnoliifolia*~~	~~Magnolia-leaved peperomia~~	~~E~~	~~NL~~
~~*Peperomia obtusifolia*~~	~~Florida peperomia~~	~~E~~	~~NL~~
~~*Phoradendron rubrum*~~	~~Mahogany mistletoe~~	~~E~~	~~NL~~
~~*Phyllanthus pentaphyllus floridanus*~~	~~Florida five-petaled leaf flower~~	~~NL~~	~~C2~~
~~*Poinsettia pinetorum*~~	~~Everglades poinsettia~~	~~E~~	~~NL~~
~~*Polygala boykinii var. sparsifolia*~~	~~Boykin's few-leaved milkwort~~	~~E~~	~~E~~
Polygala smallii	~~Tiny (Smalls) milkwort~~ Tiny Polygala	E	E
~~*Polyrrhiza lindenii*~~	~~Ghost orchid; palm polly~~	~~E~~	~~NL~~
Prunus geniculata	Scrub plant	E	NL
Rhododendron chapmanii	Chapman rhododendron	E	NL
Ribes echinellum	Miccosukee Gooseberry	T	NL
Schwalbea Americana	American chaffseed	E	NL
Scutellaria floridana	Florida Skullcap	T	NL
Silene polypetala	Fringed campion	E	NL
Spigelia gentianoides	Pinkroot gentian	E	NL
Thalictrum cooleyi	Cooley's meadowrue	E	NL
Torreya taxifolia	Florida Torreya	E	NL
~~*Pseudophoenix sargentii*~~	~~Buccaneer (=Sargent's Cherry) palm~~	~~E~~	~~NL~~
~~*Pteris longifolia*~~	~~Ladder Brake fern~~	~~T~~	~~NL~~
~~*Pteroglossaspis ecristata*~~	~~Wild coco~~	~~T~~	~~C2~~
~~*Remirea maritima*~~	~~Beach star~~	~~E~~	~~NL~~
~~*Rhipsalis baccifera*~~	~~Mistletoe cactus~~	~~E~~	~~NL~~
~~*Rhynochosia cinerea*~~	~~NL~~	~~E~~	~~NL~~
~~*Roystonea elata*~~	~~Florida royal palm~~	~~E~~	~~NL~~

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~~*Sabal miamiensis*~~	~~NL~~	~~E~~	~~NL~~
~~*Sachsia bahamensis*~~	~~Bahama sachsia~~	~~E~~	~~NL~~
~~*Salvia blodgettii*~~	~~NL~~	~~R~~	~~NL~~
~~*Schizaea germanii*~~	~~Ray (=tropical curly grass) fern~~	~~E~~	~~NL~~
~~*Schizaea pennula*~~	~~NL~~	~~R~~	~~NL~~
~~*Selaginella eatonii*~~	~~NL~~	~~R~~	~~NL~~
~~*Spiranthes polyantha*~~	~~Green ladies' tresses~~	~~E~~	~~C2~~
~~*Stillingia sylvatica ssp. tenuis*~~	~~Slender queen's delight~~	~~NL~~	~~C2~~
~~*Suriana maritima*~~	~~Bay cedar~~	~~E~~	~~NL~~
~~*Swietenia mahogani*~~	~~West Indian mahogany~~	~~T~~	~~NL~~
~~*Tectaria coriandrifolia*~~	~~Hairy (=Hattie Bauer) halberd fern~~	~~NL~~	~~C2~~
~~*Tectaria xamesiana*~~	~~NL~~	~~T~~	~~NL~~
~~*Tephrosia angustissima*~~	~~Narrow-leaved (=coastal)~~	~~E~~	~~C2~~
~~*Tetrazygia bicolor*~~	~~Tetrazygia~~	~~T~~	~~NL~~
~~*Thrinax floridana*~~	~~Florida thatch palm~~	~~CE~~	~~NL~~
~~*Thrinax microcarpa*~~	~~Brittle thatch palm~~	~~CE~~	~~NL~~
~~*Tillandsia flexuosa*~~	~~Twisted air plant~~	~~T~~	~~NL~~
~~*Tragia saxicola*~~	~~Florida keys noseburn~~	~~E~~	~~C2~~
~~*Trichomanes krausii*~~	~~Filmy fern (unnamed)~~	~~T~~	~~NL~~
~~*Trichomanes puctatum*~~	~~Filmy fern (unnamed)~~	~~T~~	~~NL~~
~~*Tripsacum floridanum*~~	~~Gama grass~~	~~NL~~	~~C2~~
~~*Tropidia polystachya*~~	~~Young palm orchid~~	~~E~~	~~NL~~
~~*Vanilla barbellata*~~	~~Worm vine orchid; link vine~~	~~E~~	~~NL~~
~~*Vanilla mexicana*~~	~~Vanilla (unnamed)~~	~~E~~	~~NL~~
~~*Verbena (=Glandularia) maritima*~~	~~Coastal vervain~~	~~E~~	~~C2~~
~~*Verbena tampensis*~~	~~Tampa vervain~~	~~E~~	~~C2~~
Warea wide-leaf	Warea amplexifolia	E	NL
Warea carteri	Carter's mustard	E	E
~~*Zamia floridana*~~	~~Florida coontie~~	~~CE~~	~~NL~~
~~*Zamia umbrosa*~~	~~East coast coontie~~	~~CE~~	~~NL~~
~~*Zanthoxylum coriaceus*~~	~~Wild Prickly Ash~~	~~E~~	~~NL~~
Ziziphus celata	Florida ziziphus	E	NL

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 which 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

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available to support proposed rules at this time.

PE = Proposed Endangered
PT = Proposed Threatened

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.

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Appendix B

List of Federal and State Designated Endangered, Threatened and Potentially Endangered Fauna in Miami-Dade County

Scientific Name	Common Name	Designated State	Status Federal
FISH			
~~*Amoerypta asprella*~~	~~Crystal darter~~	~~T~~	~~C2~~
Acipenser oxyrinchus	Atlantic Sturgeon	SSC	T
Acipenser brevirostrum	Shortnose Sturgeon	E	E
~~*Centropomus undecimalis*~~	~~Common snook~~	~~SSC~~	~~NL~~
Cyprinodon variegatus hubbsi	Lake Eustis pupfish	SSC	NL
Etheostoma histrio	Harlequin darter	SSC	NL
Etheostoma olmstedi maculaticeps	Southern tessellated darter	SSC	NL
Fundulus jenkinsi	Saltmarsh topminnow	SSC	NL
Menidia conchorum	Key silverside	T	NL
~~*Micropterus coosae*~~	~~Shoal bass~~	~~SSC~~	~~NL~~
Micropterus notius	Suwannee bass	SSC	NL
Notropis melanostomus	Blackmouth shiner	E	NL
Pteronotropis welaka	Bluenose shiner	SSC	NL
Rivulus marmoratus	Mangrove rivulus	SSC	NL
Starksia starcki	Key blenny	SSC	NL
AMPHIBIANS AND REPTILES			
Ambystoma cingulatum	Flatwoods salamander	SSC	T
Alligator mississippiensis	American alligator	SSC	T
~~*Caretta caretta caretta*~~	~~Atlantic loggerhead turtle~~	~~T~~	~~T~~
~~*Chelonia mydas mydas*~~	~~Atlantic green turtle~~	~~E~~	~~E~~
Crocodylus acutus	American crocodile	E	E
~~*Dermochelys coriacea*~~	~~Leatherback turtle~~	~~E~~	~~E~~
Drymarchon corais couperi	Eastern indigo snake	T	T
Elaphe guttata ~~*gutatta*~~	Red rat snake	T	T
~~*Eretmochelys imbricata imbricata*~~	~~Atlantic hawksbill turtle~~	~~E~~	~~E~~
Eumeces egregius lividus	Bluetail mole skink	T	T
Eumeces eregius egregious s	Florida key mole sink	SSC	NL
Gopherus polyphemus	Gopher Tortoise	SSC	C2
Graptemys barbouri	Barbour's map turtle	SSC	NL
Haideotriton wallacei	Georgia blind salamander	SSC	NL
Hyla andersonii	Pine barrens treefrog	SSC	NL
Rana okaloosae	Florida bogfrog	SSC	NL
Rana capito	Gopher frog	SSC	NL
Kinosternon bauri	Striped mud turtle	E	NL
Lepidochelys Kempii	Atlantic ridley turtle	E	E
Macroclemys temminckii	Alligator snapping turtle	SSC	NL
Nerodia clarkii taeniata	Atlantic salt marsh water snake	T	T
Neoseps reynoldsi	Sand skink	T	T
~~*Ophisaurus compressus*~~	~~Island glass lizard~~	~~NL~~	~~C2~~
Pituophis melanoleucus mugitus	Florida pine snake	SSC	C2
Pseudobranchus striatus lustricolus	Gulf hammock dwarf siren	NL	C2
Pseudemys concinnna suwanniensis	Suwannee cooter	SSC	NL
~~*Rana areolata aesopus*~~	~~Florida crewfish frog~~	~~SSC~~	~~C2~~
~~*Seeloporus woodi*~~	~~Florida scrub lizard~~	~~NL~~	~~C2~~
Sitlosoma extenuatum	Short-tailed snake	T	NL

Storeria dekayi victa	Florida brown snake	T	NL
Tantilla oolitica	~~Miami black-headed snake~~ Rim Rock Crowned Snake	T	C2
Thamnophis sauritus sackeni	Florida Ribbon Snake	T	NL

BIRDS

~~*Ajaia ajaja*~~	~~Roseate spoonbill~~	~~SSC~~	~~NL~~
Ammodramus maritimus mirabilis	Cape sable seaside sparrow	E	E
Ammodramus savannarum floridanus	Florida grasshopper sparrow	E	E
Ammodramus maritimes pennisulae	Scott's seaside sparrow	SSC	NL
Ammodramus maritimus juncicolus	Wakulla seaside sparrow	SSC	NL
Aphelocoma coerulescens coerulescens	Florida scrub jay	T	T
Aramus guarauna	Limpkin	SSC	NL
Athene cunicularia	Florida burrowing owl	SSC	NL
Campephilus principalis ~~*principalis*~~	Ivory-billed woodpecker	E	E
Caracara cheriway	Crested caracara	T	T
Charadrius melodus	Piping plover	T	T
Charadrius alexandrinus	Cuban snowy plover	T	NL
~~*Circus cyaneus*~~	~~Marsh hawk~~	~~NL~~	~~NL~~
Cistothorus palustris marianae	Marian's marsh wren	SSC	NL
Cistothorus palustris griseus	Worthington's marsh wren	SSC	NL
~~*Columba leucocephala*~~	~~White-crowned pigeon~~	~~T~~	~~C2~~
Dendroica Kirtlandii	Kirtland's warbler	E	NL
Egretta caerulea	Little blue heron	SSC	NL
Egretta rufescens	Reddish egret	SSC	C2
Egretta thula	Snowy egret	SSC	NL
Egretta tricolor	Tricolored heron	SSC	NL
Eudocimus albus	White ibis	SSC	NL
~~*Falco columbarius*~~	~~Merlin~~	~~NL~~	~~NL~~
Falco peregrinus	Peregrine falcon	E	NL
Falco sparverius paulus	Southeastern American kestrel	T	C2
Grus Canadensis pratensis	Florida sandhill crane	T	NL
Grus Americana	Whooping crane	SSC	XN
Haliaeetus leucocephalus	Bald eagle	T	E
~~*Lanius ludovicianus*~~	~~Loggerhead shrike~~	~~NL~~	~~C2~~
Mycteria amaericana	Wood stork	E	E
Pandion haliaetus	Osprey	SSC	NL
~~*Pelecanus occidentalis*~~	~~Brown pelican~~	~~SSC~~	~~NL~~
Platalea ajaja	Roseate spoonbill	SSC	NL
Picoides borealis	Red-cockaded woodpecker	SSC	E
~~*Rallus longirostris insularum*~~	~~Mangrove clapper rail~~	~~NL~~	~~C2~~
Rostrhamus sociabilis	Snail kite	E	E
Rynchops niger	Black skimmer	SSC	NL
~~*Speotyto cunicularia*~~	~~Burrowing owl~~	~~SSC~~	~~NL~~
Sterna antillarum	Least tern	T	NL
Sterna dougalli	Roseate tern	T	T
Vermivora bachmanii	Bachman's warbler	E	E

MAMMALS

~~*Balaena glacialis*~~	~~Right whale~~	~~E~~	~~E~~
Balaenoptera borealis	Sei whale	E	NL
Balaenoptera physalus	Finback whale	E	E
Blarina carolinensis shermani	Sherman's short-tailed shrew	SSC	C2
Eumops glaucinus floridanus	Florida mastiff bat	E	C1
Eubalaena glacialis	North atlantic right whale	E	NL
~~*Felis concolor coryi*~~	~~Florida panther~~	~~E~~	~~E~~

Megaptera novaeangliae	Humpback whale	E	E
Monachus tropicalis	Caribbean monk seal	NL	NL
~~*Mustela vison evergladensis*~~	~~Everglades mink~~	~~T~~	~~NL~~
~~*Neofiber alleni*~~	~~Round-tailed muskrat~~	~~NL~~	~~C2~~
Neotoma floridana smalli	Key largo woodrat	E	E
Odocoileus virginianus clavium	Key deer	E	E
Peromyscus polionotus niveiventris	Southeastern beach mouse	T	T
Peromyscus gossypinus allapaticola	Key Largo Cotton Mouse	E	E
Peromyscus polionotus allophrys	Choctawhatchee beach mouse	E	E
Peromyscus polionotus trissyllepsis	Perdido Key mouse	E	E
Peromyscus polionotus phasma	Anastasia Island Beach mouse	E	E
Physeter catodon	Sperm whale	E	E
Physter macrocephalus	Sperm whale	E	NL
~~*Plecotus rafinesquii*~~	~~Southeastern big-eared bat~~	~~NL~~	~~C2~~
Podomys floridanus	Florida mouse	SSC	C2
Sciurus niger avicennia	Big Cypress fox squirrel	SSC	C2
Sciurus niger shermani	Sherman's fox squirrel	SSC	C2
Trichechus manatus latirostris	Florida manatee	E	E
~~*Ursus americanus floridanus*~~	~~Florida black bear~~	~~T~~	~~C2~~

INVERTEBRATES

CRUSTACEANS

~~*Crangonyx gradimanus*~~	~~Florida cave amphipod~~	~~NL~~	~~C2~~
~~*Crangonyx hobbsi*~~	~~Hobb's cave amphipod~~	~~NL~~	~~C2~~
Palaemonetes cummingi	Squirrel chimney cave shrimp	NL	T
Procambarus econfinae	Panama city crayfish	SSC	NL
Procambarus erythrops	Sims sink crayfish	SSC	NL
Procambarus Pictus	Black creek crayfish	SSC	NL

INSECTS

Cyclargus thomasi bethunebakeri	Miami blue butterfly	E	NL
Heraclides aristodemus ponceanus	Schaus swallowtail butterfly	E	E
~~*Anaea troglodyta floridalis*~~	~~Florida leafwing butterfly~~	~~NL~~	~~C2~~
~~*Aphodius troglodytes*~~	~~Aphodius tortoise commensal scarab beetle~~	~~NL~~	~~C2~~
~~*Atrytone arogos arogos*~~	~~Eastern beard-grass skipper~~	~~NL~~	~~C2~~
~~*Ceraclea floridana*~~	~~Florida ceraclean longorn caddisfly~~	~~NL~~	~~C2~~
~~*Cyclocephala miamiensis*~~	~~Miami roundhead scarab beetle~~	~~NL~~	~~C2~~
~~*Eumaeus atala florida*~~	~~Florida atala butterfly~~	~~NL~~	~~C2~~
~~*Micronaspis floridana*~~	~~Florida intertidal firefly~~	~~NL~~	~~C2~~
~~*Mixogaster delongi*~~	~~Delong's mixogaster flower fly~~	~~NL~~	~~C2~~
~~*Mycotrupes pedester*~~	~~Scurb Island burrowing scarab beetle~~	~~NL~~	~~C2~~
~~*Onthopheagus polyphemi*~~	~~Tortoise commensal scarab beetle~~	~~NL~~	~~C2~~
~~*Oxyethira florida*~~	~~Florida oxyethiran micro--caddisfly~~	~~NL~~	~~C2~~
~~*Photuris brunnipennis floridana*~~	~~Everglades brownwing firefly~~	~~NL~~	~~C2~~
~~*Strymon acis bartrami*~~	~~Bartram's hairstreak butterfly~~	~~NL~~	~~C2~~

MOLLUSCS

Amblema neislerii	Fat three-ridge	NL	T
~~*Liguus Fasciatus*~~	~~Florida tree snail~~	~~SSC~~	~~NL~~
Elliptio chipolaensis	Chipola slabshell	NL	T
Elliptoideus sloarianus	Purple bankclimber	NL	T
Lampsilis subangulata	Shinyrayed Pocketbook	NL	T

Medionidus penicillatus	Gulf moccasinshell	NL	E
Medionidus simpsonianus	Ochlockonee moccasinshell	NL	E
Pleurobema pyriforme	Oval pigtoe	NL	E

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 which 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.

2) State Listings:

E = Listed as Endangered Species by the Florida Game and Freshwater Fish Commission (FGFWFC). Defined as a species, subspecies, or isolated population which is so rare or depleted in number or so restricted in range of habitat due to any man-made or natural factors that it is in immediate danger of extinction or extirpation from the State, or which may attain such a status within the immediate future.

T = Listed as Threatened Species by the FGFWFC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is declining in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.

SSC = Listed as Species of Special Concern by the FGFWFC. Defined as a species, subspecies, or isolated population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species.

APPLICATION NO. 5
WATER. SEWER AND SOLID WASTE ELEMENT

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

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2. APPLICANT'S REPRESENTATIVE

Diane O'Quinn Williams, Director
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3. DESCRIPTION OF REQUESTED CHANGES

This Application proposes amendments to the entire Water, Sewer and Solid Waste Element, which consists of an Introduction and two sub-elements (Water and Sewer Sub-element and Solid Waste Sub-Element) as located on pages V-1 through V-204 of the "Adopted Components" dated May 1997 as amended, as follows on the next pages.[1]

[1] Underlined words are proposed additions. ~~Strikethrough words~~ are proposed deletions. All other words exist in the Plan and remain unchanged.

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PART A

1. # WATER, SEWER, & SOLID WASTE ELEMENT

Introduction

~~This 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). The primary purpose of this Element is to provide for the service needs of the current and future population of the Dade County for three essential public services: potable water supply, sanitary sewers and solid waste disposal. The goals, objectives, and policies, have been developed to meet these needs.~~

~~The Adopted Components are the goals, objectives, and policies and the monitoring and evaluation programs designed to measure the achievement of the stated objectives and policies. In addition to addressing a variety of issues that are crucial to the adequate provision of public services, the goals, objectives, and policies establish minimum levels of service standards for potable water, sanitary sewers, and solid waste disposal and criteria for future facility improvements.~~

2. 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.*

3. ~~Both~~ These documents include background material and analyses which provide the bases for the goals, objectives, and policies. Together, they present an overview of ~~Metro~~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 ~~Metro~~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.

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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,

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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.

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

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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.

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:

4. (a) The regional treatment system shall operate with a rated maximum daily capacity ~~which is~~ no less than 2 percent above the maximum daily flow for the preceding year, and an average daily capacity 2 percent above the average daily ~~per capita~~ system demand for the preceding 5 years.

(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 Department, minimum fire flows based on the land use served shall be maintained as follows:

Land Use	Min. Fire Flow (gpm)
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.

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(b) Effluent discharged from wastewater treatment plants shall meet all federal, State, and County standards.

5. (c) The system shall maintain the capacity to collect and dispose of 102 percent of average daily ~~per capita~~ sewage demand for the preceding 5 years.

6. 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 ~~these~~ the federal, State, or County standards referenced in Policy WS-2A are revised, a reasonable time for compliance with the new standards shall be allowed.

7. WS-2C. Miami-Dade County shall maintain procedures and programs to monitor levels of service of each facility for use by agencies which issue development orders or permits.

WS-2D. All wastewater treatment operations will comply with federal and State regulations for overflows.

8. 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.

9. 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 20~~15~~25. 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

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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:

10. 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.

11. 2) Improvements ~~which are~~ necessary to meet any ~~existing~~ 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.

12. 3) Improvements ~~which~~ extending service to previously unserved developed areas within the Urban Development Boundary.

13. 4) Improvements ~~which have been~~ identified in adopted functional plans and addressing system details ~~which~~ 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

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system pressures.

(c) Connection of all County-owned facilities and expansion of capacity at regional facilities to accommodate these connections.

14. (d) ~~Providing water supply capacity to new development~~. Provision of water supply capacity to existing development and redevelopment.

15. (e) ~~Providing water supply capacity to existing development and redevelopment~~. 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.

16. (e) Location within a~~A~~reas of ~~with~~ low land elevation in conjunction with high water table.

17. (f) Locations with poor ~~S~~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.

18. 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.

19. WS-3E. Fully implement wastewater system improvements pledged in agreements made between ~~Metro-Dade~~ Miami-Dade County, the Florida Department of Environmental Protection and the United States Environmental Protection Agency, ~~and~~ maintain a regular~~,~~ and ongoing~~,~~ program for inspection and repair ~~program for~~ of existing sewers, and maintain a schedule for the

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rehabilitation or replacement of ~~schedule~~ substandard collector systems. ~~for rehabilitation or replacement.~~

20. WS-3F. The Miami-Dade County Wastewater Facilities Plan, the primary vehicle for planning for sewer facilities, shall continue to be updated on a regular basis.

Objective WS-4

21. 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 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.

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 of Environmental Resources Management shall use its administrative, enforcement, and permitting authority to implement these regulations.

22. 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

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Development Boundary and where connection to a pubic sewer is not feasible.

23. 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.

24. 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.

25. 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.

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 15 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.

26. 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

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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.

WS-5E. Enforce requirements, and establish new requirements and procedures as needed, to assure that low water usage plumbing fixtures are used in all new buildings or in conjunction with permitted renovations 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.

27. WS-5F. Miami-Dade County shall take all necessary steps to ensure 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

28. Miami-Dade County shall undertake timely efforts to expand traditional sources of raw water and develop new raw water sources to meet the County's level of service standards for water supply.

Policies

29. WS-6A. Miami-Dade County shall continue to utilize, expand and pursue the development of new potable water wellfields to meet the County's existing and future water supply needs.

30. 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.

31. WS-6C. Miami-Dade County shall ~~investigate and~~ 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.

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32. 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, 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.

33. WS-6E. Miami-Dade County shall implement ~~investigate the feasibility of~~ reclaimed water use when feasible and where appropriate. The Miami-Dade Water and Sewer Department shall be responsible for implementing any reuse that is deemed by the County to be economically feasible. Miami-Dade County may also 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.

Monitoring Program

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.

34. 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.

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 are 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

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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.

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 are 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 odes 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.

Objective WS-4. Reduction in the use of septic tanks and other private wastewater treatment facilities.

35. Recommended measurements include: proportion of septic tank permits issued that are

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for new septic tanks as opposed to septic tank abandonments ~~number of residential septic tanks in use~~; 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.

Objective WS-5. Initiation and maintenance of water conservation programs.

36. 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.

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. No alternative measurements are recommended.

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PART B

SOLID WASTE SUBELEMENT

GOAL

PROVIDE AN INTEGRATED, SOLID WASTE MANAGEMENT SYSTEM IN CONFORMITY WITH FEDERAL, STATE AND COUNTY LAW WHICH PROMOTES THE PUBLIC HEALTH, SANITATION, ENVIRONMENTAL PROTECTION, OPERATIONAL EFFICIENCY, BENEFICIAL LAND USE AND GROWTH PATTERNS AND IS FUNDED THROUGH FAIR AND EQUITABLE MEANS.

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 element in conformance with the future land use element of the comprehensive plan.

Policies

1. 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 county 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 ~~and services to land uses~~ 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.

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2. 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.

Objective SW-2

3. **The County will implement procedures to ensure that any existing solid waste facility deficiencies that may exist are corrected and that adequate solid waste facility capacity 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 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 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 2A are revised, a reasonable time for compliance with the new standards shall be allowed.

4. SW-2C. Miami ~~Metro~~-Dade County shall maintain procedures and programs to monitor levels of service of each facility for use by agencies which issue development orders or permits.

Objective SW-3

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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 standards for the facilities.

Policies

SW-3A. Solid Waste improvements will be evaluated for funding in accordance with the following general criteria:

1) Improvements which are necessary to protect the health, safety and environmental integrity of the community, consistent with the policies of this Plan and applicable federal, State and County regulatory requirements.

2) Improvements which are necessary to meet existing deficiencies in capacity or in performance. These include the retrofit of deteriorating facilities which fail or threaten to fail to meet health, safety or environmental standards.

5. 3) Improvements which promote the recycling or reuse of materials prior to disposal ~~or which enable or encourage use by the County of products made from recycled materials~~.

4) Improvements which extend service to previously unserved developed areas within the Urban Development Boundary.

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.

SW-3B. All capital improvements to the County's solid waste management system will be undertaken in conformity with the schedule included in the Capital Improvements Element.

SW-3C. All capital improvements to the County's solid waste management

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system will be undertaken in accordance with applicable State, federal, and County environmental regulations.

7. **Objective SW-4**

Miami~~Metro~~-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.

Policies

8. 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;
   4) Minimize environmental and economic risk.

9. SW-4B. Unless economically prohibitive, Miami-Dade County shall reduce the amount of waste requiring disposal through ~~an increased~~ reliance on recycling programs or other alternative solid waste management strategies. ~~to the extent that the~~ The County Waste Management 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.

10. SW-4C. ~~The~~ 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.

11. SW-4D. Miami-Dade County shall provide for the reduction of per capita production of solid waste by encouraging the use of waste reduction technologies and recyclable packaging materials, to the extent possible.

12. SW-4E. Miami-Dade County shall minimize the amount of yard trash disposed of in landfills through the development of alternative means that

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include encouraging, among other innovative programs, diversion or composting of biodegradable materials other than yard waste. ~~trash-to-fuel technologies, yard trash mulching and the encouragement of yard waste reuse at the household level.~~

13. 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 ~~areas~~ users but may be located in any Land Use Plan map category, ~~convenient to residential users~~, 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.

14. **Objective SW-5**

Miami~~Metro~~-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.

15. **Policies**

SW-5A. Miami-Dade County shall seek to achieve a balanced program of solid waste disposal which will include recycling, resources recovery, and landfilling.

16. SW-5B. Miami-~~Metro~~-Dade County shall provide for ~~all~~ solid waste disposal facilities within the County through the continued development and management of a single consolidated system and shall ~~prohibit~~ discourage the establishment of disposal facilities not integrated into this system.

17. 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 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

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Miami-Dade County.

18. 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.

Objective SW-6

Substantially reduce or minimize the amount of household hazardous wastes and used motor oil that are disposed of in an unsafe or improper manner.

Policies

SW-6A. Develop and implement a household hazardous waste management program to achieve compliance with the provisions of Section 403.7265, F.S.

19. 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.

20. SW-6C. Miami~~Metro~~-Dade County shall seek funding and cooperation from the Florida Department of Environmental Protection to conduct semi-annual amnesty days to provide a means for disposal of small quantities of household hazardous wastes.

21. SW-6D. Miami~~Metro~~-Dade County shall seek to develop funding to establish a comprehensive public education program to highlight the problems of household hazardous waste and improper solid waste disposal.

22. SW-6E. Miami-Dade County shall encourage public and private organizations which currently collect and recycle used motor oil to accept moderate quantities of used motor oil from households for recycling.

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Monitoring Program

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.

23. 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.

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 are 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.

In practice, the use of quantitative measures of objective implementation are preferred to 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

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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 SW-1. Planning and provision of solid waste services in concert and conformity with the County's Land Use Element of the CDMP.

24. Recommended measurements include: ~~number of accounts outside of the Urban Development Boundary (UDB) served by Metro-Dade solid waste collection services each year; amount of waste disposed of by residential and commercial accounts outside of the UDB processed by the Dade County solid waste disposal system.~~ identification of solid waste disposal sites or fixed capital assets such as Landfills or Trash & Recycling Centers located outside the Urban Development Boundary (UDB); number and/or percentage of special collection events such as Household Hazardous Waste collections conducted outside of the UDB.

25. Alternative measure for solid waste: area outside of the UDB served by Miami-Dade County collection services. Source of alternative measure: Miami-~~Metro~~ Department of Solid Waste Management, atlas of solid waste collection routes.

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.

26. The achievement of the LOS standards are 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; 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.

Objective SW-3. Provision of capital improvements to the solid waste management system in conformity with applicable plans and the Capital

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Improvements Element (CIE) of the CDMP.

27. 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. ~~the ratio of value of projects scheduled in the CIE to the value of capital projects included in the Dade County Capital Budget; and the ratios of the value of capital projects included in the CIE and listed as serving new growth and value of capital projects included in the CIE and listed as serving existing needs to the total value of projects listed in the CIE. Because both sources are published annually, no alternative measurement is recommended.~~

Objective SW-4. Use of the solid waste management system to promote environmental quality and community quality of life.

28. 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; CO_2 -reduction as measured by the Department of Environmental Resources Management; ~~quantity of packaging material saved in the County through the use of reduced or alternative packaging technologies;~~ energy created through the incineration of ~~waste~~ refuse derived fuel.

Alternative measurements include: quantity or proportion of the County waste stream diverted from landfilling through recycling, composting, resources recovery, and alternative packaging.

Objective SW-5. Initiation and maintenance of an integrated solid waste system.

29. 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); 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

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measurements are proposed.

Objective SW-6. Promote safe disposal of household hazardous wastes.

30. 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 ~~should be added to the Solid Waste Monitoring Program~~.

As a surrogate measure, the quantity of used motor oil recycled in the county can be used as a proxy for all hazardous waste disposed in a proper manner.

Evaluation. Available data regarding volumes processed 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 problems will be considered. Any deviation from the stated objectives will be addressed.

APPLICATION NO. 6
RECREATION AND OPEN SPACE ELEMENT

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

Miami- Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972
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2. APPLICANT'S REPRESENTATIVE

Diane O'Quinn Williams, Director
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3. DESCRIPTION OF REQUESTED CHANGES

Revise the Recreation and Open Space Element on pages VI-1 through VI-16 in the "Adopted Components" dated May 1997, as amended, as follows on the next pages.[1]

[1] Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist in the Plan and will remain unchanged.

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RECREATION & OPEN SPACE ELEMENT

Introduction

~~1.~~ ~~This Comprehensive Plan has ten separate Elements which, by their very nature, frequently involve closely related and overlapping subject matter. Consequently, it is sometimes difficult to make clear distinctions between Elements and define each of them in regard to areas of mutual concern, as many issues can be addressed from several perspectives.~~

2. 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.

3. All recreation open spaces addressed by this Element are categorized as either ~~area~~countywide or local. ~~Area~~Countywide recreation open spaces meet the diverse recreational needs of Miami-Dade County residents and tourists on a ~~C~~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-, neighborhood, single-purpose, or community~~, and district~~ 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 ~~area~~countywide recreation open space ~~Countywide~~throughout the County, and of local recreation open space to unincorporated areas.

4. Service areas for local recreation open spaces and park classifications are the primary criteria uses to determine future park locations and conduct capacity evaluations. The ~~Metro-~~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 summarizes ~~Metro-~~Miami-Dade County's park classification criteria and service areas:

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5.

Table 1
Park Classification Criteria and Service Areas

Classification	Primary Use	Staffing	Programming	Acreage	Service Area
~~Area~~Countywide					
Metropolitan	Resource	Yes	Yes	200+	Countywide
Natural Area	Resource	No	No	2+	
Preserve					Countywide
Special Activity	Resource	Yes	Yes	n/a	
Area					Countywide
District	User	Yes	Yes	100-200	5 miles
Greenways	User	No	No	n/a	Countywide
Local					
~~District~~	~~User~~	~~Yes~~	~~Yes~~	~~200+~~	~~5 miles~~
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: ~~Metro-~~Miami-Dade County Park and Recreation 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.

6. 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, ~~and~~ the 1995 *Evaluation and Appraisal Report (EAR)*, and the 2003 *Evaluation and Appraisal Report* contain inventory data and analysis of existing and future needs and the policy framework within which this Element was formulated.

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.

NO CHANGES MADE TO THE EXISTING PARKS BENEFITS DISTRICTS FIGURE 1.

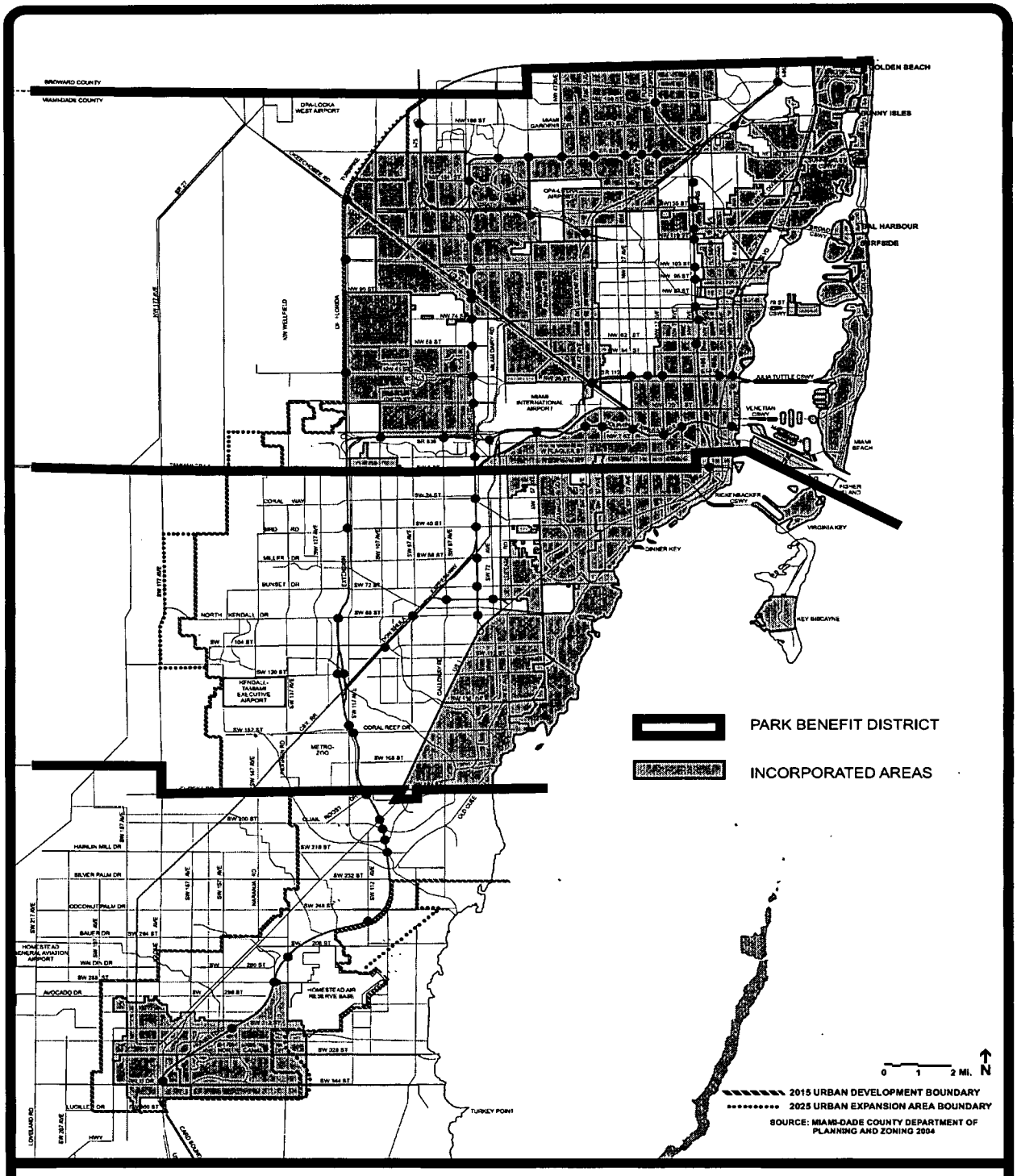

Figure 1

PARK BENEFIT DISTRICTS 2004

DEPARTMENT OF PLANNING AND ZONING

METROPLAN2\EAR BASED MAPS\OCT04\PNG\APP. 3/05

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Objective ROS-1

7.

Provide a coordinated system of ~~areawide~~countywide parks and recreational open spaces serving the entire County, and local recreation open spaces adequately meeting the needs of ~~Dade~~ Miami-Dade County's unincorporated population, through ~~the year 2005~~2010.

Policies

8. ROS-1A. ~~Areawide~~Countywide park and recreation open spaces shall be provided to meet the diverse needs of all ~~Dade~~ Miami-Dade residents and tourists. They shall continue to be established on the presence or development of regionally significant natural, historic, cultural, or tourism resources. ~~Areawide~~Countywide park and recreation open spaces include Metropolitan Parks, Natural Area Preserves, Special Activity Areas, District Parks, and Greenways. Countywide 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 ~~areawide~~countywide park and recreation open spaces to all ~~Dade~~ Miami-Dade County residents and tourists.

9. ROS-1B. Local recreation open spaces 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 ~~portions of district and areawide~~ countywide parks used as local recreation open space and similarly designated in the facility inventory maintained by the ~~Metro-Dade~~ Miami-Dade Park and Recreation Department[1]; 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 ~~Dade~~ Miami-Dade County School Board or ~~State Board of Regents~~ public college or university boards of trustees, and; 3) fifty percent of the private recreation open space and facilities[2] located inside the Urban Development Boundary (UDB).

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10. [1] Those portions of regional and ~~areawide~~ countywide 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 groups of neighborhoods.

11. [2] 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 ~~Dade~~ 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 or private recreation open spaces serving 10 or fewer dwelling units.

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12. ROS-1C. ~~Metro-Dade~~ Miami-Dade County shall be responsible for providing local recreation open space only to the unincorporated areas. However, the County may provide local recreation open space for a municipality through interlocal governmental operating agreements or other means.

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;

13. ii.) The County shall not allow proposed municipal boundaries to create multiple jurisdictions within any one ~~areawide~~ countywide 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;

14. 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);

15. v.) At its discretion, the County may transfer the operation and maintenance of one or 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 ~~Dade~~ Miami-Dade County Park and Recreation 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

16. vi.) At its discretion, the County can divest itself of mini-parks, neighborhood parks, single-purpose parks and community parks by transferring title to ~~the~~ a municipality, subject to the applicable provisions of Article 6 of the Home Rule Charter and the conditions listed in Paragraph v., above.

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17. **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 ~~the year 2005~~2010.

18. **Policies**

ROS-2A. ~~Metro-Dade~~ Miami-Dade County's minimum Level of Service (LOS) standard for the provision of recreation open space shall be the following:

19. i.) 2.75 acres of local recreation open space per 1,000 permanent residents in unincorporated areas;

20. ii.) A County-provided, or an annexed or incorporated, local recreation open space of 5 acres or larger must exist within a 3~~-½~~-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, the minimum LOS standard shall not apply to rural and agricultural residences outside the Urban Development Boundary (UDB); and

v.) 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.

21. ROS-2B. Local r~~R~~ecreation 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. ~~In order to supply local parks to meet public demands, the County will strive to increase its proportionate share of the total local recreation open space required within unincorporated areas pursuant to Policy 2A.i. to 80 percent of the LOS standard by 2005.~~

22. ROS-2C. In order to supply local parks to meet public demands, the County will maintain at 70% its 2003 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.

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23. 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 ~~Dade~~ Miami-Dade County. LOS standard updates shall reflect the expressed recreational demand of ~~unincorporated~~ residents, and the facilities necessary to serve the demand, measured by the minimum amount of land required to support these facilities.

24. ~~2D~~ROS-2E. The County shall maintain an updated inventory of County and municipal recreation open spaces serving public recreational demand. The Park and Recreation 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.

25. **Objective ROS-3**

Access to parks and recreational facilities will be improved in ~~Dade~~ Miami-Dade County by ~~2000~~2010.

Policies

26. ROS-3A. The County shall continue to improve ~~physical~~ motorized access to parks and recreation open spaces on roads and mass transit routes for autos, bicycles, ~~pedestrians,~~ and public transport through the joint efforts of the Park and Recreation Department, the Public Works Department, and the Transit Agency, as well as other concerned County agencies where deemed necessary by the Park and Recreation Department.

27. ROS-3B. The County shall improve and promote non-motorized access to existing park and recreation open spaces by implementing the North and South Miami-Dade Greenway and Blueway Network, as well as improved sidewalks and trails, to improve connectivity between parks and residences, schools, activity centers, and transportation nodes.

28. ~~3B~~ROS-3C. The ~~Metro-Dade~~ Miami-Dade Park and Recreation 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).

29. ~~3C.~~ROS-3D. Through its park and recreation programs and all other available means, ~~Dade~~ Miami-Dade County shall preserve and protect beaches and shores and maximize public ownership of these coastal resources. The County shall improve the maintenance of existing public park and recreation

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entrances and shall, where feasible, provide additional access points at waterfront and coastal locations.

30. ~~3D~~ROS-3E. The Park and Recreation 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.

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.

Policies

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 Park and Recreation 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.

31. i.) The County will retain and ~~biennially~~ 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 Park and Recreation Department Director shall retain authority to accept or reject land or improvements or fees-in-lieu on case-by-case basis.

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32. ROS-4B. The Park and Recreation 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) ~~developing~~ improving co-located sites and shared-use facilities on both park and school sites for the benefit of the community.

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.

33. i.) The Park and Recreation 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 Park and Recreation 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 Park and Recreation 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.

34. ROS-4D. The County shall ~~examine the development~~ 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.

35. ROS-4E. The County shall continue implementation of capital projects funded by 1996 Safe Neighborhood Park, 2004 Building Better Communities General Obligation Bond and 2000-2004 Quality Neighborhood Improvement Bond proceeds available ~~seek passage of a general obligation bond issue to ensure that needed capital funding is available~~ for the acquisition, renovation, restoration, and development of recreation open spaces and

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facilities, and that these activities can be accomplished in a timely fashion. The Park and Recreation Department will seek additional funds in any future bond issue that the County may propose.

36. ROS-4F. The Park and Recreation 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:

37. 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 Department or the Department of Environmental Resources Management;

38. iii.) Designation of park sites as off-site mitigation areas ~~banks~~ 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, ~~and;~~

39. viii.) Expansion of the use of youth and conservation service corps to assist with the repair and maintenance of parks and;

40. 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.

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41. ROS-4G. The Park and Recreation Department shall update the 1969 Recreation Open Space Master Plan by ~~the year 2000~~ 2010 to guide the restoration and development of the park and recreation open space system through ~~the year 2015~~ a 20-year planning horizon. The Plan shall include information and recommendations addressing such matters as the following: 1) current and projected park users; 2) the park and recreation system's natural, scenic, historical, and cultural values; 3) the current and projected supply and demand for recreation opportunity; 4) significant regional resources; 5) linkages among existing resources; 6) current and projected park and recreation system deficiencies and needs;~~,~~ and,~~;~~ 7) action steps necessary to achieve goals and objectives through a diverse combination of financing methods, partnerships, and interagency coordination.

42. **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, ~~and~~ the development of new park and recreation open space and facilities, and the linking of parks and other public spaces.

Policies

43.

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 ~~areawide~~ 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.

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:

44.

i.) In selecting recreation and open space sites for public acquisition, the Park and Recreation Department shall consider demands for local recreation open space that are not met by ~~donations~~ dedications from the private sector and supported by ~~The County shall use~~ statistical areas analyses of LOS distribution and park classifications to prioritize the acquisition of parkland.

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45. ii.) 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.

46. 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.

iv.) In areas outside the Urban Development Boundary (UDB) but inside the Urban Expansion Area (UEA) or continuous 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 abut the site.

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.

47. vi.) The Park and Recreation Department shall expand the use of conservation partnerships with land acquisition organizations who specialize in the purchase of urban open space for both ~~areawide~~countywide and local recreation open spaces.

48. viii.) The Park and Recreation Department shall continue to acquire ~~areawide~~countywide park and recreation open space having high

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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.

49. ROS-5C. The Park and Recreation Department shall, as funds are available, renovate, restore, and upgrade County facilities to 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 Park and Recreation 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 Park and Recreation 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 Park and Recreation 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.

50. iv.) The ~~Metro-Dade~~ Park and Recreation Department shall continue to provide improved access for persons with disabilities by removing architectural, communication and program barriers to participation in compliance with ADA.

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51. v.) The Park and Recreation Department will 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.

52. 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;~~,~~ and,~~;~~ 3) complete facility construction according to an approved or adopted Park ~~Master~~ General Plan.

53. ROS-5E. To ensure that parkland contributing to the LOS standard is effectively meeting recreational demands, the Park and Recreation Department shall develop and implement strategies to reduce the number of undeveloped and underdeveloped park sites by the ~~year 2005~~next Evaluation and Appraisal Report, with the exception of natural area preserves and other resource areas.

54. ROS-5F. Continue to implement and consider expansion of segments of the County Greenway and Blueway Network that provide recreation and environmental benefits while improving connectivity to parks, natural areas, and other recreational facilities.

55. **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.

Policies

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.

56. ROS-6B. Those portions of park properties containing important natural, historic, or

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archaeological resources will be developed 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 pubic. 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.

57. **Objective ROS-7**

Maintain and improve communications between Park providers and visitors to ensure that the population's expressed needs and desires ~~provide direction~~ are considered in the further development and operation of the park system.

Policies

58. ROS-7A. The Park and Recreation Department shall continue to survey County residents and tourists to assess participation patterns and identify priorities for the delivery of services. By ~~2000~~ the next Evaluation and Appraisal Report an updated leisure interest survey should be completed to reevaluate changes in recreation demand and participation patterns.

ROS-7B. Public participation in all aspects of site planning, facility construction, and park operations shall continue thorough the use of public workshops and presentations, focus group interviews, citizen advisory boards, and pubic hearings.

ROS-7C. The County will increase public awareness of available recreational opportunities through increasingly sophisticated public information techniques.

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59.

Monitoring Program

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, successful 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.

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):

60. **Objective ROS-1.**

- A comparison of the Countywide ~~areawide~~ park acreage in ~~1995~~2003, at the date of EAR report, and projected for the year ~~2005~~2010.

61. - A comparison of the local recreation open space LOS ~~in 1995,~~ at the date of EAR report, and projected for the year ~~2005~~2010.

Objective ROS-2.

- Achievement of the LOS standard.

62. - 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 ~~date~~ time of preparation of next ~~report.~~Evaluation and Appraisal Report. [2010]

63. **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 ~~1995 and 2000~~2003 and 2010.

64. - 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 ~~1995 and 2000~~2003 and 2010.

65. - The number of projects and amount of funds expended for the acquisition

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and protection of Miami-Dade County's beaches for preservation and increased public access.

Objective ROS-4.

66. • The on-going implementation and status of ~~biennial~~ 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.

67. • The ~~status of efforts to pass a general obligation bond issue for the~~ implementation status of priority recreation open space capital improvement projects funded through bond issues.

68. • The number of interagency partnerships entered into between the Park and Recreation Department and other County agencies since ~~1995~~2003 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 Department and the Department of Environmental ~~Regulation~~ Resources Management; 2) designate park sites as mitigation ~~banks~~ 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.

69. • Completion of the Recreation Open Space Master Plan update by the ~~2000~~ 2010 target date.

70. **Objective ROS-5.**

• A comparison of capital expenditures since ~~1995~~2003 with the capital expenditures priorities set in Policy ROS-5A.

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71. • The number of recreation open space acres acquired by the County since ~~1995~~2003 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.
- The number of park sites less than five acres in size and greater than 30 acres in size acquired by the County since the date of 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 or adoption.

72. • 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.

73. • 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.

74. • The number of projects and amount of funds expended for the following capital improvements since ~~1995~~2003: 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.

75. • The implementation status of strategies to reduce the number of undeveloped and underdeveloped park sites ~~by the year 2005~~.

Objective ROS-6.

76. • The percentage of natural resource areas located in Miami-Dade County parks for which comprehensive resource management plans have been developed.

77. • The number of comprehensive resource management programs that have been developed for designated natural resource areas in Miami-Dade County parks since ~~1995~~2003.

78. **Objective ROS-7.**
- The completion of an updated leisure interest survey ~~by the 2000 target date~~ by 2010.
- 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.

APPLICATION NO. 7
COASTAL MANAGEMENT ELEMENT

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

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3. DESCRIPTION OF REQUESTED CHANGES

Revise the Coastal Management Element on pages VII-1 through VII-22 in the "Adopted Components" dated May 1997, as amended, as follows on the next page.[1]

[1] Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist in the Plan and will remain unchanged.

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1. # 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.

2. The goals, objectives and policies that are contained in this Element build upon approximately ~~two~~ 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.

3. 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 ~~approximately~~ over 2.3 million residents and 9 million annual tourists that heavily use the urban park system, especially coastal parks and waterways. 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.

4. 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.

5. In 2001, the Miami-Dade County Office of Emergency Management reevaluated the County's emergency evacuation plans and evacuation zones. A major conclusion of this study was that the effects of hurricanes are not necessarily consistent based on the category of a storm. Criteria such as ground speed, direction of travel, tide conditions and other storm dynamics are integral to the severity of a storm's impacts.

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6. 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. Orders for evacuations are based on the storm's potential impacts and consultation with knowledgeable agencies. The~~se~~ three evacuation zones ~~areas~~ - Zone A (the CHHA), Zone B (the HVZ), and Zone C (related to the most severe storms) ~~Category 4 and 5 evacuation areas~~ - as delineated by the Miami-Dade County Office of Emergency Management (OEM) are presented for information purposes on Figure VII-1. Storm risk data and these evacuation boundaries are continually reevaluated by OEM and may be changed by OEM whenever deemed appropriate for emergency management purposes.

7. ~~In 1988, Dade County was very progressive in establishing natural disaster-related objectives and policies. For the most part, these existing objectives and policies were retained and reorganized for the purpose of clarification and to provide a stronger distinction between pre-storm planning and activities and post-storm implementation of plans and activities~~.

8. 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.

9. The *1988 Support Components* report, has been replaced in large measure by ~~a~~ State mandated Evaluation and Appraisal Reports (EAR) prepared in 1995 and 2003. ~~Both~~ The *1988 Support Components* and the updated materials contained in the 1995 and 2003 Coastal Management Element EAR address natural coastal systems, ~~and~~ the built environment, and natural disaster planning. ~~And the Port of Miami Master Plan~~. ~~However~~ Information pertaining to the Port of Miami subelement ~~is~~ has been relocated to the Transportation Element.

10. **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.

REPLACE EXISTING 1995 HURRICANE EVACUATION AREAS WITH NEW FIGURE 1

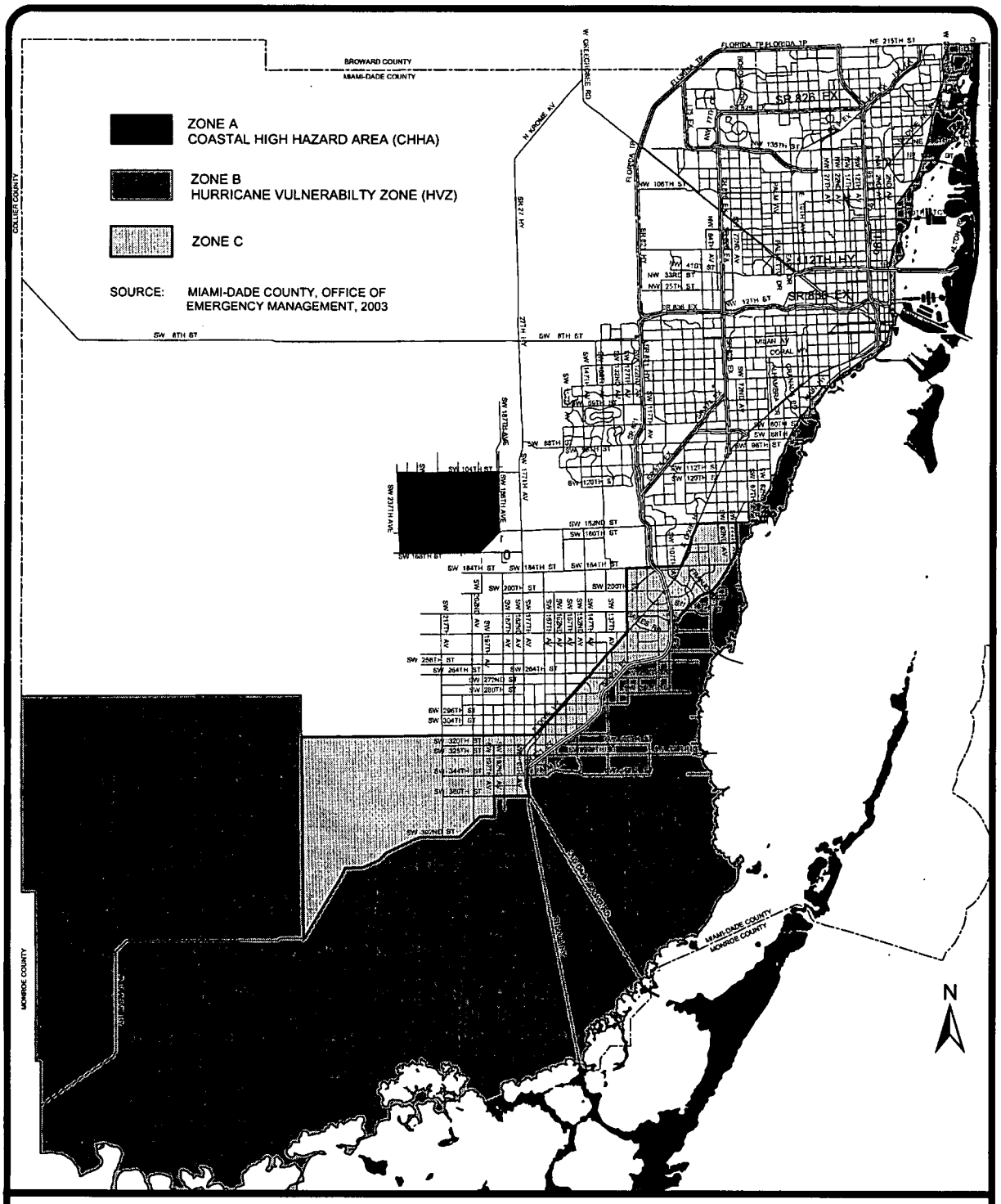

Figure 1

2003 HURRICANE EVACUATION ZONES

DEPARTMENT OF PLANNING AND ZONING

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11. **Objective CM-1**

Protect, conserve and enhance coastal wetlands and living marine resources in Miami-Dade County.

Policies

12.

CM-1A. Tidally connected mangroves 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":

- 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
- Paradise Point south shoreline (privately owned)
- Coastal mangrove and scrub forests within and adjacent to Biscayne National Park and Everglades National Park
- Coastal Mangrove and scrub forest within and adjacent to Card Sound and Barnes Sound

13. 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)~~(3)~~ 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.

CM-1B. Natural surface water flow regimes into and through coastal wetland systems will be restored and maintained to the maximum extent possible.

14. CM-1C. Where shoreline access is to be provided through ~~M~~mangroves ~~Protection Areas~~ or ~~tidally connected~~ coastal marshes, elevated boardwalks, designed to minimize the impact to wetland vegetation, shall be utilized.

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15. 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. ~~, if monitored and done under expert supervision and mitigation is performed if required by Dade County DERM.~~

16. 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 ~~for three years or until such time as a viable self-perpetuating wetland habitat is established~~ 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.

17. 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 ~~or~~ of their natural tributaries, except as provided for in Chapter 24 ~~.58~~ 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.

18. CM-1I. Culverts and other large steel or concrete materials ~~rubble~~ shall be used to create permitted artificial reefs in deep dredged holes and troughs in Dumfoundling Bay~~, Maule Lake, Little Maule Lake~~ and Biscayne Bay north of Biscayne National Park that meet the following criteria:

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i) they are too deep or turbid to support viable benthic communities;
ii) 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) they are areas that are prone to accumulate fine bottom sediment that is re-suspended by tidal flow, minor wind stress or boat agitation;
iv) they are preferentially accessible to shoreline fishermen.

19. 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.

CM-2C. Areas that encompass offshore reefs or grass flats shall not be used as borrow areas for beach restoration or renourishment projects.

20. CM-2D. Artificial reef sites located in the offshore waters of Miami-Dade County shall continue to be utilized for the placement of appropriate artificial reef materials including ships, barges, steel structures, limestone boulders, large concrete structures and prefabricated calcium carbonate modules.

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21. CM-2E. Miami-Dade County shall continue to monitor and protect the offshore reef tract in northern Miami-Dade County. If needed to protect the reef resources. Miami-Dade County shall seek designation of anchoring areas.

22. 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 Department and 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.

23. 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.

24. CM-2H. Miami-Dade County shall take an active role in fishery management issues addressed by the Florida Marine Fisheries Commission related to artificial reefs and gear types which can adversely impact artificial reefs.

25. **Objective CM-3**

~~By 2005, By 2005, Dade County shall reduce the number of exceedances of water quality standards for coastal and estuarine waters by 25 percent.~~ Miami-Dade County shall continue activities to maintain or improve water quality in coastal and estuarine water bodies.

26. **Policies**

CM-3A. The County shall ~~seek funds to~~ continue to evaluate the impacts of marina~~e~~ siting, design, operation and maintenance on water and sediment quality and marine habitats in order to refine marina permitting processes.

CM-3B. The County shall seek funds to provide 24 hour enforcement of pollution control laws on the Miami River and Little River Areas.

27. CM-3C. B~~y 2000,~~ Miami-Dade County shall continue to identify ~~the most~~ environmentally damaging stormwater outfalls in unincorporated Miami-Dade County or on county roads.~~, and implement improvements to priority outfalls in the Snake Creek, Biscayne and Little River canals, and the Miami River.~~ Improvements to priority outfalls in the ~~remaining~~ major canal basins throughout ~~in central and southern~~ Miami-Dade County shall continue to be implemented ~~by the year 2005~~.

CM-3D. The County shall work with the Florida Department of Environmental Protection and the South Florida Water Management District in consultation

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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.

28. CM-3E. Pursuant to the findings of the ~~U.S. Army Corps of Engineers~~ 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.

CM-3F. Any new cuts, or submerged or emergent spoil areas that are permitted, shall be located and designed 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.

29. CM-3H. The County shall continue to identify and monitor all businesses in the coastal area that generate ~~more than~~ 5~~0~~5 gallons or more of hazardous or industrial wastes per year to ensure compliance with Chapter 24 of the County Code.

30. 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. ~~By 2000, a groundwater monitoring plan shall be developed for each commercial facility to sample and analyze groundwater from designated well(s) at the facility~~

31. CM-3J. Miami-Dade County shall continue to require ~~regularly inspect existing and new marina facilities with more than 50 wet slips to ensure~~ the proper maintenance and functioning of dockside pumpout facilities through the Marine Facilities Operating permit process. ~~By 2000, the County shall evaluate the feasibility of implementing pumpout facility requirements through the Best Management Practices conditions contained in Marine Operating Permits~~.

32. CM-3K. Miami-Dade County shall monitor the implementation of the Coast Guard's Memorandum Of Understanding on pollution response policies and protocols. Only if necessary will the County seek delegation of authority to regulate discharge of waste water and bilge water to estuarine and coastal waters.

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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.

CM-3N. Trash and litter pickup on the islands and along the shoreline of Biscayne Bay shall be done 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.

33. CM-3P. ~~By the year 2000,~~ Miami-Dade County shall 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.

34. **Objective CM- 4**

Miami-Dade County shall increase the acreage of benthic, coastal wetland and coastal hammock habitat that is publicly owned by 100 acres by the year ~~2000~~ 2010. Endangered and threatened animal species 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.

35. CM-4B. Miami-Dade County shall seek to establish, or reestablish, wildlife corridors in appropriate coastal locations such as the Oleta River.

CM-4C. Travel corridors used by endangered or threatened species shall be protected to the extent possible from alteration and human activities that would further imperil those species.

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36. CM-4D. Miami-Dade County shall seek funding and assist federal, state ~~to conduct a study by the year 2000 with the National Park Service, the Florida Department of Environmental Protection, the South Florida Water Management District~~, and other appropriate ~~public and~~ private sector agencies and organizations to ~~determine the potential impact of~~ remove invasive plant and animal species along the coast of Miami-Dade County in connection with regional South Florida ecosystem restoration programs. ~~on native coastal wildlife and document this impact, if any.~~

37. CM-4E. To reduce conflict between boaters and the endangered West Indian Manatee, Miami-Dade County shall continue to implement recommendations contained in its Manatee Protection Plan pursuant to State laws.

CM-4F. Planning and permitting of new or expanded marine facilities shall minimize overlap of Manatee- boat travel patterns.

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 the County's Manatee Protection Plan prepared pursuant to State law, and not exceed the number of approved residential units.

CM-4H. Manatee protection measures shall be established for high speed boating activities.

38. CM-4I. Miami-Dade County Parks 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.

39. **Objective CM- 5**

Miami-Dade County shall increase the amount of shoreline devoted to water-dependent, water-related, and publicly accessible uses ~~in Dade County by 2000~~.

40. **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.

41. 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

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activities. Priority will be given in land planning by Miami-Dade County for water-dependent land uses along the shoreline.

42. CM-5C. Miami-Dade County shall continue to place a high priority on the acquisition of coastal lands for use as parks and preserves.

43. 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 ~~Metropolitan~~ Miami-Dade County, as may be amended from time to time. By 2010, the County will evaluate the effectiveness of the Shoreline Development Review process and develop compliance strategies, if necessary.

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 water-related activities.

CM-5F. The siting of water dependent facilities shall be based on upland, shoreline and in-water characteristics, as well as submerged land ownership. At a minimum, the following general criteria shall be used to determine the appropriateness of sites within the Coastal Area for marina/water-dependent projects:

i) Construction or subsequent operation of any proposed marina/ water-dependent project shall not destroy or degrade:
   (a) Hammocks, pinelands, or salt marshes, or
   (b) Mangrove Protection Areas, or
   (c) Seagrass or hard bottom communities, or
   (d) Habitats used by endangered or threatened species.

ii) Where applicable, the proposed marina/water-dependent project site shall have:
   (a) A minimum depth of 4 feet at mean low tide in the proposed marina basin and access channel, and direct access to the Intracoastal Waterway or to another dredged channel or area with a minimum of 6 feet at mean low tide, and
   (b) Good landside accessibility.

iii) The proposed marina/water-dependent facility shall be:
   (a) Compatible with existing, surrounding land uses, and
   (b) Of sufficient size to accommodate project and the required parking, and
   (c) Consistent with the requirements of Miami-Dade County's Shoreline Development Review process, as specified in Chapter 33D of the Code of Miami-Dade County, as may be amended from time to time.

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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 a hurricane contingency plan.

45. **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.

Policies

46. CM-6A. By ~~2000~~ 2010, 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.

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CM-6G. All applicable County development review processes 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.

47. **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.

48. CM-7B. Miami-Dade County Park and Recreation 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.

49. 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.

50. 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.

51. 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.

52. 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.

53. 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

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have a study conducted to quantify the economic, health, and recreational benefits the community derives from protecting coastal resources and their water-dependent and water-related uses.

Objective CM-8

54. **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 ~~by 2000~~. Shelter capacity within Miami-Dade County shall be increased ~~by 25 percent by 2000~~ as necessary to provide a safe haven for storm evacuees.**

Policies

55. CM-8A. Miami-Dade County shall annually review and update, if necessary, the hurricane evacuation procedure section of its ~~Emergency Operations Plan (E.O.P.)~~ 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 ~~E.O.P.~~ CEMP.

56. 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.

57. 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.

58. 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.

59. CM-8E. Miami-Dade County shall establish and maintain mutual aid agreements and

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contracts that would facilitate and expedite post-disaster emergency response and recovery.

CM-8F. If any update of the hurricane evacuation study shows an increase or projected expansion in the time required to safely clear the roadways in and from areas subject to coastal flooding, measures shall be undertaken to maintain the existing evacuation period. These measures may include programming transportation improvements to increase the capacity of evacuation routes, eliminate congestion at critical links and intersections, adjust traffic signalization or use directional signage, public information programs, or amendments to the Comprehensive Development Master Plan to reduce permitted densities in the areas subject to coastal flooding.

60. 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.

61. 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.

62. 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. Special shelters within south, central, and north Miami-Dade County should be medically staffed and equipped for those persons in need.

63. CM-8K. Miami-Dade County shall ~~coordinate~~ annually evaluate the need for expansion of its shelter capacity and provide for the projected number ~~to accommodate the 2000 projection~~ 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.

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64. 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.

65. CM-8M. Miami-Dade County shall examine the feasibility of requiring, or adding as an option for new residential construction, a structurally reinforced "safe room" for use as a private storm shelter. For existing residences, Miami-Dade County shall encourage retrofitting a safe room on a voluntary basis. Miami-Dade County shall also explore incentives and other measures to encourage the wind and/or flood hardening of structures.

66. 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 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

67. **~~By 2000~~, 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.**

Policies

68. CM-9A. Development and redevelopment activities in the Coastal High Hazard Area (CHHA) and Hurricane Vulnerability Zone (HVZ) 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 ~~Hazard Mitigation and Post-Disaster Redevelopment Plan~~ Comprehensive Emergency Management Plan required by Policy CM-

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10A, when approved, and the following guidelines:

i) Discourage development on barrier islands and shoreline areas susceptible to destructive storm surge;

ii) Direct new development and redevelopment to high ground along the Atlantic Coastal Ridge and inland environmentally suitable lands; and

iii) Maintain, or reduce where possible, densities and intensities of new urban development and redevelopment within the CHHA to that of surrounding existing development and zoning. All new residential units in the CHHA, 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 the CHHA;

v) Prohibit Land Use Plan map amendments or rezoning actions that would increase allowable residential density in the FEMA "V" Zone or on land seaward of the Coastal Construction Control Line (CCCL) established pursuant to Chapter 161, F.S.

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.

69. 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.

70. 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

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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.

71. 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.

CM-9H. Rise in sea level projected by the federal government shall be taken into consideration in all future decisions regarding the design, location, and development of infrastructure and public facilities in the County.

72. **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

73. CM-10A. ~~By 2000, Dade County shall complete a Post-Disaster Redevelopment Plan for incorporation into the existing Dade County Hazard Mitigation Plan to provide comprehensive pre-disaster planning for pre- and post-disaster activities, development, and redevelopment.~~ 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.

74. 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.

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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 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.

75. 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.

76. 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 and HVZ shall also be delineated on Geographic Information Systems (GIS) and other forms of mapping 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 appropriate departments.

77. CM-10G. In advance of major storms, Miami-Dade County shall identify and map areas 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, 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.

78. CM-10H. Miami-Dade County shall request the South Florida Water Manage-ment 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.

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79. 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.

80. **Objective CM-11**

During post-disaster recovery and redevelopment, Miami-Dade County shall implement its ~~Hazard Mitigation and Post-Disaster Redevelopment Plan~~ Comprehensive Emergency Management Plan (CEMP) and applicable CDMP policies and assist hurricane damaged areas with recovery and hazard mitigation measures that reduce the potential for future loss of life and property.

81. **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 ~~Hazard Mitigation and Post-Disaster Redevelopment Plan prepared~~ Comprehensive Emergency Management Plan as updated pursuant to Policy CM-10A.

82. CM-11B. During post-disaster recovery periods, the Miami-Dade County Public Works Department, the Office of Emergency Management, the Department of Planning and Zoning and other appropriate agencies shall identify damaged areas requiring rehabilitation or redevelopment; implement the redevelopment plan to reduce or eliminate future exposure of life and property to hurricanes; 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.

83. 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 South Florida Building Code and the requirements of Chapter 11-C of the Miami-Dade County Code for structures

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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.

84. 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.

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.

Objective CM12

85. **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 ~~by 2000~~.**

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.

Coastal Management Monitoring Program

86. 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

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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.

87. **Objective CM-1. Coastal Wetlands and Living Marine Resources Monitoring**
The monitoring ~~program~~ measure for this Objective will be to report the net change in coastal wetland area within Miami-Dade County.

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.

88. **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 develop water quality antidegradation targets by ~~2000~~ 2010. A second measure will be the number of pollution exceedances of water quality standards.

89. **Objective CM-4. Wildlife and Wildlife Habitat Protection and Restoration**
The monitoring measure for this ~~new~~ 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.

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.

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.

90. **Objective CM-8. Storm Evacuation and Sheltering**

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The monitoring measure for this Objective will be to report estimated change in ~~aggregate~~ evacuation time based upon model simulations and public shelter capacity within Miami-Dade County.

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.

91. **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 pre-disaster studies and other forms of pre-storm preparation~~ of the action reports for emergency response, recovery, and redevelopment. Changes in policies resulting from each after action report shall be evaluated.

92. **Objective CM-11. Post-Disaster Recovery and Redevelopment**

The monitoring measure for this Objective will be to report on ~~policy implementation and, in the event of another storm,~~ the successful implementation of ~~recommendations~~ projects developed and funded through Miami-Dade County's local mitigation strategy ~~developed prior to the disaster~~.

93. **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.

APPLICATION NO. 8
INTERGOVERNMENTAL COORDINATION ELEMENT

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

Miami- Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972
(305) 375-2840

2. APPLICANT'S REPRESENTATIVE

Diane O'Quinn Williams, Director
Miami-Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
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3. DESCRIPTION OF REQUESTED CHANGES

Revise the Intergovernmental Coordination Element on pages VIII-1 through VIII-14 in the "Adopted Components" dated May 1997, as amended, as follows on the next pages.[1]

[1] Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist in the Plan and will remain unchanged.

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1. # INTERGOVERNMENTAL COORDINATION ELEMENT

Introduction

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 the thirty-four municipalities within Miami-Dade (See Figure 1), the three adjacent counties and the adjacent municipalities within these counties 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, ~~three~~ eight additional areas have been incorporated. 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 Environmental Resources Management and the Miami-Dade County ~~Department of~~ Housing Agency ~~and Urban Development~~, to facilitate coordination with their regional, State and federal counterparts.

3. (Note: Introduction was last updated in ~~1999~~ 2004. Currently several areas are seeking to incorporate.)

REPLACE EXISTING MUNICIPALITIES MAP WITH NEW FIGURE 1.

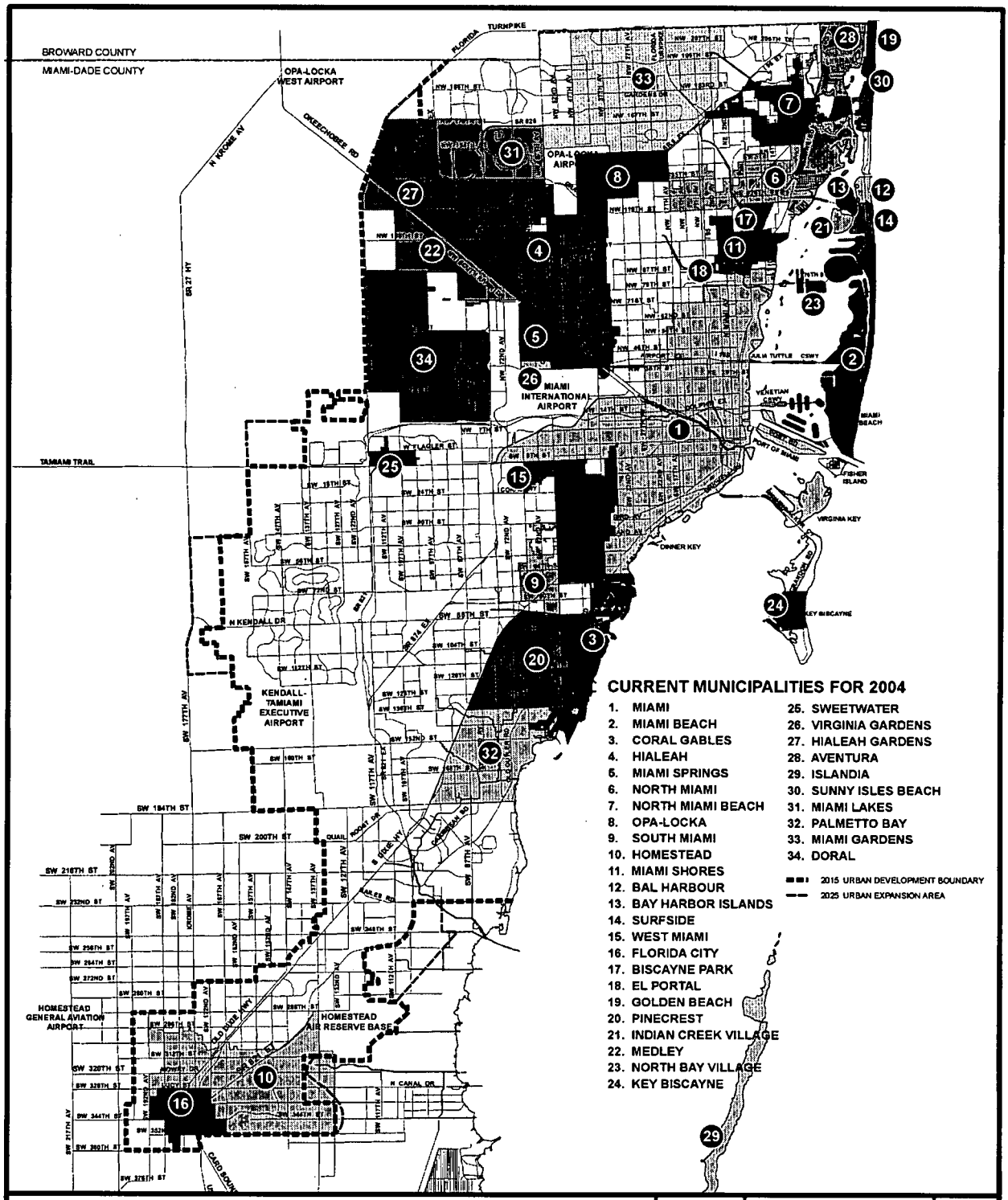

Figure 1

CURRENT MUNICIPALITIES IN MIAMI-DADE COUNTY, OCTOBER 2004

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

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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 Charter and a Department of Planning is one of the four departments required by it. 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.

5. In summary, Miami-Dade has a thirty-~~four~~ nine 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.

Table 1
Local Governments Within Miami-Dade County Area of Concern
Miami-Dade County Municipalities and Public Schools

6.

Aventura
Bal Harbour Village
Bay Harbour Islands
Biscayne Park
Coral Gables
Doral
El Portal
Florida City
Golden Beach
Hialeah
Hialeah Gardens
Homestead
Indian Creek Village
Islandia
Key Biscayne
Medley
Miami
Miami Beach
Miami Lakes
Miami Gardens
Miami Shores
Miami Springs
North Bay Village
North Miami
North Miami Beach
Opa-locka
Palmetto Bay
Pinecrest
South Miami
Sunny Isles
Surfside
Sweetwater
Virginia Gardens
West Miami
Miami-Dade County Public Schools

Adjacent-Counties
Broward
Collier
Monroe

Adjacent County
Adjacent Municipalities
Hallandale Beach
Pembroke Park
Miramar

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Table 2
Regional, State and Federal Intergovernmental Coordination Participants

7.

ACHP	Advisory Council on Historic Preservation
FAA	Federal Aviation Administration
FB~~T~~	Florida Board of Trustees
FCC	Federal Communications Commission
FDCA	Florida Department of Community Affairs
FDEP	Florida Department of Environmental Protection*
FDOS	Florida Department of State
FDOT	Florida Department of Transportation
~~FGFFC~~	~~Florida Game and Freshwater Fish Commission~~
FFWC	Florida Fish and Wildlife Conservation Commission
FGO	Florida Governor's Office
FHWA	Federal Highway Administration
FIND	Florida Inland Navigation District
FMP	Florida Marine Patrol
FPL	Florida Power and Light Company
FI~~I~~T~~I~~F	Florida (The) Internal Improvement Trust Fund
MDC~~C~~	Miami-Dade ~~Community~~ College
MPO	Metropolitan (Transportation) Planning Organization
SFRPC	South Florida Regional Planning Council
SFRTA	South Florida Regional Transportation Authority
SFWMD	South Florida Water Management District
~~TCRA~~	~~Tri-County Commuter Rail Authority~~
UMTA	Urban Mass 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

*Formerly were Florida Departments of Environmental Regulation and Natural Resources

GOAL

USE INTERGOVERNMENTAL COORDINATION AS A MAJOR MEANS OF ENSURING CONSISTENCY AMONG LOCAL, COUNTY AND REGIONAL GOVERNMENT PLANS AND POLICIES AND OF IMPLEMENTING MIAMI-DADE COUNTY'S COMPREHENSIVE DEVELOPMENT MASTER PLAN.

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Objective ICE-1

Maintain and improve coordination of planning, development and impact assessment among governmental entities with applicable responsibilities within Miami-Dade County's area of concern [1]

8. **Policies**

ICE-1A. Make full use of the coordination mechanisms built into the intergovernmental review and comment provisions of the Local Government Comprehensive 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.

9 ICE-1C. ~~Organize a comprehensive~~ Continue to participate on the Miami-Dade County ~~p~~Planning~~ers~~' ~~t~~Technical ~~c~~Committee ~~of the Miami-Dade League of Municipalities~~ 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.

ICE-1D. In subsequent comprehensive plans, amendments and/or updates, seek to reconfigure local comprehensive plans as necessary to better reflect County/city division of local and areawide comprehensive planning, development regulation and services provision 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.

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.

[1] See Table 1 for listing of entities.

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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.

10. ICE-1H. Continue coordination with the Miami-Dade County Public Schools ~~Board~~ (M-DCPS~~B~~) through the implementation of the Education Element of the Comprehensive Development Master Plan, the Joint M-DCPS~~B~~/BCC School Overcrowding Working Group, the Public Schools Impact Fee, school site acquisition reviews and other appropriate means.

ICE-1I. Miami-Dade County may 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 163.3171(4), 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.

ICE-1K. The Miami-Dade County Department of 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.

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.

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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.

11. ICE-1R. Miami-Dade County and the Florida Board of ~~Regents~~ 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 240.155(11)-(15), F.S., regarding campus master plans. The Campus Development Agreement may be amended from time to time pursuant to Sections 240.155(19), F.S.

12. ICE-1S. ~~By November 2000, shall enter into an interlocal agreement with the Miami-Dade County Public School System as required by Section 163.3177(6)(h)2, F.S. to ratify future enrollment projection guidelines established in Educational Element Policy 1.7~~ Miami-Dade County and the Miami-Dade County Public Schools shall follow the procedures established by the "Interlocal Agreement for Public School Facilities Planning in Miami-Dade County" adopted on February 27, 2003 for coordination of land uses and public school facilities planning.

13. ICE-1T. During pre-development program planning and site selection activities, Miami-Dade County General Services 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 County-wide and for local services within the unincorporated area.

ICE-2B. Impacts on facilities of State, regional and local governments shall be included

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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.

ICE-2C. Miami-Dade County shall 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

ICE-2D. Utilize informal approaches and formal coordination mechanisms afforded by the inter-government review and comment provisions of the Local Government Comprehensive 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 coordination of land use

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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.

14. ICE-3G. ~~Continue to~~ Maintain and utilize the authority provided in the Miami-Dade 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 for the residents, the County should 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 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.

Table 3
Facilities of Countywide Significance

Department/Facility	Address	Municipality If Applicable
Water and Sewer Department (WASD)		
Hialeah/Preston WTP	1100 West 2 Ave	Hialeah
Alexander Orr WTP	6800 SW 87 Ave	
North District WWTP	2575 NE 151 St	North Miami
Central District WWTP	3989 Rickenbacker Cswy	Miami
South District WWTP	8950 SW 232 St	
South Miami Heights WTP	11800 SW 208 Street (Proposed)	
Existing and Proposed wellfields and elevated tanks under the authority of WASD		
Regional Pump Stations as may be identified by WASD		
Park and Recreation Department (PARD)		
Metropolitan Parks – As located by PARD		Various
Natural Area Preserves – As located by PARD		Various
Greenways – As located by PARD		Various
Special Activity Areas – As located by PARD		Various
District Parks – As located by PARD		Various
Corrections		
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	
Training and Treatment Center	6950 NW 41 St	
Metro West Detention Center	13850 NW 41 St	
Public Health Trust		
Jackson Memorial Hospital	1611 NW 12 Ave	Miami
Jackson South Community Hospital	9333 SW 152 St	
Ports		
Seaport	1015 North America Way	
Miami International Airport	4200 NW 21 Street	
Opa Locka Airport	4051 NW 145 Street	
Opa Locka West Airport	Sections 2 and 3, Township 52, Range 39	
Kendall-Tamiami Executive Airport	12800 SW 145 Avenue	
Homestead General Aviation Airport	28700 SW 217 Avenue	
Homestead Air Reserve Base	29050 Coral Sea Blvd	
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 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	
Turkey Point Plant Nuclear	9760 SW 344 Street	
Department of Solid Waste Management		
Resources Recovery	6990 NW 97 Avenue	Doral
North Dade Landfill	21300 NW 47 Avenue	
South Dade Landfill	24000 SW 97 Avenue	
Old South Dade Landfill (Closed)	24800 SW 97 Avenue	
58 Street Landfill / Household Hazardous Waste Facility	8831 NW 58 Street	
Northeast Transfer Station	18701 NE 6 Avenue	
West Transfer Station Areas	2900 SW 72 Avenue	
Central Transfer Station Areas	1150 NW 20 St	Miami
Trash and Recycling Stations as may be identified by the Solid Waste Department		
Miami-Dade Transit		
Miami Intermodal Center		
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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16. 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.

17. **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.

ICE-4C. The Miami-Dade County Department of 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.

18. ICE-4D. Miami-Dade County through its planning, zoning, permitting and capital improvements processes shall continue to cooperate with the Florida Department of 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 ~~East~~ Everglades.

ICE-4E. Miami-Dade County shall promote better coordination of land use, natural resource and water supply planning, with special attention to approaches involving the management of the ecosystem.

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19. ICE-4F. It is the policy of Miami-Dade County that the South Florida Water Management District (SFWMD) shall recognize 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, Conservation and Coastal Management Elements. It is further County policy to accommodate future population and economic growth by utilizing the range of water supply technologies outlined under CDMP Water and Sewer Sub-element Objective WS-6, including traditional sources from expanded and/or new Biscayne Aquifer wellfields, Floridian Aquifer storage and recover (ASR) techniques, and other alternatives including advanced technologies.

20. **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.

21. 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.

22. 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 ~~the Governor's Commission for the Everglades~~; water management and supply plans prepared by the South Florida Water Management District; and the Comprehensive Everglades Restoration Plan ~~Central and Southern Florida Flood Control Project Comprehensive Review Study conducted by the U.S. Army Corps of Engineer, and periodic updates and refinements~~; and the

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County will cooperate with adjacent counties and municipalities in similar activities that they may initiate.

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 counties and municipalities in adjacent counties where such arrangements are operationally, financially or environmentally beneficial.

Objective ICE-6

Ensure coordination in the designation of new disposal sites for dredged spoil located in the coastal area for local governments with spoil disposal responsibilities.

Policies

ICE-6A. ~~Involve the navigation district~~ 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 spoil in the coastal area for local governments with spoil disposal responsibilities.

ICE-6B. The dispute resolution process of the Coastal Resources Interagency Management Committee will be utilized, if necessary, to resolve any conflict arising between a coastal local government and a public agency seeking a disposal site for dredged spoil.

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.

23. **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.

24. ICE-7B. Encourage the development of a South Florida Regional International Affairs

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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 State-wide 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.

ICE-8C. The Miami-Dade County Department of Planning and Zoning and the Office of Emergency Management shall facilitate the coordination of emergency planning issues by increasing interaction.

ICE-8D. Encourage local, regional, State and federal agencies and organizations to work together in evaluating the existing criteria for designating places for shelter and reaching consensus. Such criteria should include but not be limited to: locations of shelter; structural integrity of shelter; space provided per person; and availability of essential provisions.

ICE-8E. Promote the coordination by federal, State and regional agencies of a public information and awareness program concerning various types of hazards and appropriate response.

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Number

Monitoring Program

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 (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.

The administrative requirements for monitoring and preparation of the EAR that are 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. 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:

25. **Objective ICE-1**

- Number and significance of comments made to and responses received from Miami-Dade municipalities, adjacent counties and adjacent-county adjacent municipalities in conjunction with review of amendments to the Miami-Dade County Comprehensive Development Master Plan and the comprehensive plans of the other entities. ~~(Objective 1)~~
- Use of non-binding dispute resolution process when necessary to resolve disputes. ~~(Objective 1)~~
- Increased frequency of planning workshops and level of attendance as indication of usefulness. ~~(Objective 1)~~
- Increased frequency of joint meetings of technical committees of the Metropolitan Planning Organizations of Miami-Dade, Broward, and Palm

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Beach counties to deal with regional transportation issues. ~~(Objective 1)~~

- Usage of Development of County Impact procedures to coordinate development with inter-jurisdictional impact. ~~(Objective 1)~~

26. **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. ~~(Objective 2)~~

27. **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. ~~(Objective 3)~~

28. **Objective ICE-4**

- Continued participation by County agencies in the ~~East Everglades~~ Comprehensive Everglades Restoration Plan (CERP) planning and management studies and coordinating committees.
- Continued participation by County agencies in development of water supply plans as periodically developed by the South Florida Water Management District.

29. **Objective ICE-5**

- ~~Extensive utilization of Biscayne Bay Management and Aquatic Preserve background data, analysis and recommended actions in the development of Surface Water Improvement Management Plans by South Florida Water Management District. (Objective 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.

30. **Objective ICE-6**

- Increased participation by County agencies in the planning for new disposal sites for dredged spoil and in the processes for dispute resolution. ~~(Objective 6)~~

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31. **Objective ICE-7**

- Continued partaking by County agencies in the economic development planning efforts of State and regional agencies. ~~(Objective 7)~~

32. **Objective ICE-8**

- Continued participation by County agencies in regional planning meetings that address emergency management issues. ~~(Objective 8)~~

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.

33. **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 ~~five~~ seven-year Evaluation and Appraisal Report.

APPLICATION NO. 9
CAPITAL IMPROVEMENTS ELEMENT

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

Miami- Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972
(305) 375-2840

2. APPLICANT'S REPRESENTATIVE

Diane O'Quinn Williams, Director
Miami-Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Capital Improvements Element on pages IX-1 through IX-62 in the "Adopted Components" dated May 1997, as amended, as follows on the next pages.[1]

[1] Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist in the Plan and will remain unchanged.

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CAPITAL IMPROVEMENTS ELEMENT

Introduction

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 make such plans "fiscally feasible". That is, 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.

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" principal. 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.

- Transportation facilities
- Sewerage
- Water
- Drainage/aquifer recharge
- Solid waste disposal
- Recreation/open space
- Coastal management
- Conservation

Notable for their absence are police, fire, educational, health and criminal justice facilities, although infrastructure needs of schools and 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.

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1. ~~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.~~

2. ~~The *1988 Support Components* report and the *1995 Evaluation and Appraisal* Report include background and inventory material which covers current capital improvement practices in Dade County plus an overview and summary of the Element.~~ 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.

3. 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

4. **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

5. **~~Upon adoption of this Plan t~~ 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

6. CIE-1A. Only c~~C~~apital expenditures, which address capacity or quality of life needs identified in ~~Elements of~~ the Comprehensive Development Master Plan (CDMP) and in excess of $50,000, ~~will be~~ are included in the Six-Year Schedule of Improvements of this Element.

7. 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.

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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.

8. 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.

9. CIE-1E. In planning for and implementing its infrastructure ~~needs~~ investments, ~~Metro~~ Miami-Dade County will give explicit recognition to the requirements of new or expanded public educational and health facilities.

10. CIE-1F. ~~The County Commission shall convene a panel to examine revenue enhancement alternatives for future infrastructure construction. The panel should use as a basis for its study the Transportation Infrastructure and Concurrency task force report prepared in 1991 with staff support provided by the Budget and Finance Departments. The panel will report back to the Board of County Commissioners with recommendations within one year from the formation of the group. An extension of time may be granted to the panel by the Board, if necessary, so that they can complete their work.~~ 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.

Objective CIE-2

Development in high hazard coastal areas will be retained at permitted levels, as of 1 July, 1989.

Policies

CIE-2A. Public funds will not be used to subsidize increased overall density or intensity of urban development in high hazard coastal areas. However, public beach, shoreline access, resource restoration, port facilities or similar projects may be constructed.

CIE-2B. Replacement of infrastructure in 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.

11. CIE-2C. The definition of the coastal high hazard area is as follows: The Coastal

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High Hazard Area (CHHA) is that area designated as the Hurricane Evacuation Category 1 boundary. Miami-Dade County defines Hurricane Evacuation Category 1 as the Barrier Islands.

Objective CIE-3

12. **~~Upon adoption of this Plan~~ CDMP land use decisions will be made in the context of available fiscal resources such that scheduling and providing capital facilities for new development will not degrade adopted service levels.**

Policies

CIE-3A. The capital facilities and infrastructure implications of land use and development plans and implementation will be analyzed and set forth with attention to the following:

~~a)~~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,

~~b)~~3. Elimination of below-standard conditions and capacity deficits,

~~c)~~4. Demonstrated linkage between projected growth and facility service area,

~~d)~~ ~~The trade-off between supporting new growth or redevelopment,~~

~~e)~~5. Financial feasibility, including operating costs,

~~f)~~6. Coordination with the capital programming of other public agencies,

~~g)~~7. Contractual and/or mandated obligations.

13. 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 ~~the~~ levels ~~of service~~ 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:

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Potable Water Supply

14. ~~a)~~1. The regional treatment system shall operate with a rated maximum daily capacity ~~which is~~ 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.

15. ~~b)~~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 ~~Metro~~ Miami-Dade Fire Department, minimum fire flow, based on the land use served, shall be maintained as follows:

Land Use	Minimum Fire Flow Gallons per Minute
Single Family Residential Estate Density	500
Single Family and Duplex Residential on Minimum lots of 7,500 sq. ft.	750
Multi-family Residential, Semiprofessional Offices	1,500
Hospitals, Schools	2,000
Business and Industry	3,000

~~c)~~3. Water quality shall meet all federal, State, and County primary standards for potable water.

~~d)~~4. Countywide storage capacity for finished water shall equal no less than 15 percent of the Countywide average daily demand.

Sanitary Sewer

~~a)~~1. Regional wastewater treatment plants shall operate with physical capacity no less than the annual average daily sewage flow.

~~b)~~2. Effluent discharged from wastewater treatment plants shall meet all federal, State, and County standards.

16. ~~c)~~3. The system shall collectively maintain the capacity to collect and dispose of 102 percent of the average daily ~~per capita~~ sewage system

Paragraph
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Number

demand for the preceding five years.

17. **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.

18. **Traffic Circulation**

The minimum acceptable peak period[1] operating level of service (LOS)[2] for all State and County roads in ~~Metro~~Miami-Dade County outside of the Urban Development Boundary (UDB) identified in the Land Use Element shall be LOS D 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) 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 commuter rail or express bus service 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

[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.

[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.

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at or above LOS E;

(c) Where extraordinary transit service such as commuter rail or express bus service exists parallel roadways within 1/2 mile shall operate at no greater than 120 percent of roadway capacity.

19. 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 in Miami-Dade County:

20. a) Outside the UDB

1. Limited access State Highways shall operate at LOS B or better;

21. 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

22. 3. Constrained[4] or backlogged[5] limited and controlled access State highways operating below LOS B, must be managed to not cause significant degradation.[6]

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

[4] 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.

[5] Backlogged FIHS 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.

[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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State Highways operating below the foregoing referenced minimum LOS standards must be managed to not cause significant deterioration.

23. **Mass Transit**

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 ~~60~~ 30-minute headways and an average route spacing of one mile provided that:

1) The average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 per square mile. The corridor is 0.5 miles on either side of any necessary new routes or route extensions to the area of expansion;

2) It is estimated that there is sufficient demand to warrant service;

3) The service is economically feasible; and

4) The expansion of transit service into new areas is not provided at a detriment to existing or planned services in higher density areas with greater need.

24. **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 1000 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~~-1/2~~ 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.

25. **Drainage**

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The Stormwater Management (Drainage) Level of Service (LOS) Standards for Miami-Dade County contains both a Flood Protection (FP) and Water Quality (WQ) 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.

26. 1. Basin-specific FPLOS standards shall be established through the adoption of a Stormwater Master Plan to be approved by the ~~Dade County~~ 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:

27. a) Wherever Miami-Dade County has adopted cut and fill criteria pursuant to Chapter 24-58.3(F) of the County Code (December 4, 1995) 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

28. d) West of Levee-31 N, there shall be no off-site drainage, all septic tank drainfields shall be elevated above the hundred-year flood elevation, and the extent of land filling shall be minimized as provided in applicable provisions of the Miami-Dade County East Everglades Zoning Overlay Ordinance. The County shall review these criteria when the water management facilities programmed in the N.E. Shark River Slough General Design Memorandum and the C-111 General Reconnaissance Review

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are fully operational.

29. 2. The Water Quality Level of Service (WQLOS) component of the standard shall be met when the annual average 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:

~~Pollutant~~	Target Criterion
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 Ammonia-Nitrogen and Organic ~~Ammonia~~ nitrogen	1.5 mg/l
Total Nitrate (NOX-N)	0.68 mg/l
Total Phosphate (TPO4)	0.33 mg/l
Dissolved Phosphate (DPO4)	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

30. 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.

Objective CIE-4

31. **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 ~~assuring that~~ vigorously pursuing adequate fiscal resources.**
Policies

32. CIE-4A. Appropriate funding mechanisms will be adopted and applied by Miami-

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Dade County in order to assure the fiscal resources to maintain acceptable levels of service. Such funding mechanisms may include special tax districts, municipal taxing service units, local option taxes, user fees, local gas tax, general obligation bonds, impact fees, ~~and~~ special purpose authorities, ~~or~~ and others as appropriate and feasible.

33. 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.

34. CIE-4C. ~~In h~~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 System (FIHS) facilities as defined in Section 338.001, 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."

35. **Objective CIE-5**

~~Upon the adoption of this plan,~~ ~~d~~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

36. CIE-5A. ~~As a priority~~ It is intended that previously approved development ~~will~~ 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.

37. CIE-5B. Provision of infrastructure subject to LOS standards will be done through a process ~~of "fiscal planning"~~ which integrates the CDMP, departmental functional ~~and comprehensive~~ plans, capital improvements programming,

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budgeting and financial planning. ~~Such a process is outlined in the Programs to Implement section of this Element.~~

Programs to Implement

Existing Programs

38. ~~Metropolitan~~ Miami-Dade County has a number of programs and mechanisms in place which are ~~partially~~ 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.

39. **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:

40. ~~a) The development, as proposed, will have a favorable or unfavorable impact on the economy of Metropolitan Dade County, Florida.~~

41. 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.

42. 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

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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.

43. ~~**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.~~

44. **Capital Improvements Program.** ~~A description of the Dade County Six-Year Capital Improvements Program (CIP) is provided in the supporting material of this Element.~~ Since FY 1989/90, Miami-Dade County has produced an 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.

45. 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.

46. 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 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.

47. 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.

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48. 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.

49. 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.

50. **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 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.

51. **~~Fiscal Planning~~ Area Plan Report**

During the last few years, 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.

52. 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 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

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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.

53. The central requirement for adequate implementation is close coordination among several agencies and departments in the County government. ~~At a minimum, t~~The following ~~must be~~ are involved: the Office of Strategic Business Management, Department of Planning and Zoning, Finance Department, and operating departments. It is likely that the recently established Office of Capital Improvements 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.

- ~~Office of Management and Budget (County Manager's Office)~~
- ~~Planning, Development and Regulation Department~~
- ~~Finance Department~~
- ~~Operating Departments (required elements)~~

54. The purpose is to achieve the following:

1. The overall financial management of Miami-Dade County and comprehensive planning should be closely coordinated.

55. 2. Both capital and operating costs and existing and potential revenue sources need to be ~~projected~~ 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 measured.

56. ~~In order to bring this about a system of "fiscal planning" is under development. There exists today more than ever the capability and need for sound fiscal planning in Dade County. Building blocks are available from which to create short, intermediate, and long range plans fully integrating Dade County's financial and administrative roles in physical, social and economic development. Sound budgetary procedures exist for short-range governmental operations and intermediate-term capital investment. Guidelines for longer term development have been adopted as a Comprehensive Development Master Plan (CDMP). Partially integrated linkages exist between short and intermediate-range County government funding and longer range physical, social and economic planning. These linkages currently occur through the annual process to amend the CIE Schedules of Improvements in coordination with the annual update of the County's capital budget and through the Development Impact Committee review function.~~ To a large extent, the existing process and procedures achieve these ends. However, D~~d~~emonstrated need exists

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for even more complete interconnection between the CDMP and the operating and capital budgets of the key County departments. ~~Likewise, coupling of the interdependent implications of the capital and operating budget would be improved. Long-range operating and capital budget projections should be related to the milestone projection years of the CDMP. When coordinated with the Comprehensive Development Master Plan, and used as a tool to implement it, several general benefits will be derived from the fiscal planning process:~~

57. ~~1. Reduction of overall capital and operating expenditures by the development of multi-use facilities; more efficient land use patterns and phasing;~~
~~2. Reducing overlapping, duplicating services and administrative procedures;~~
~~3. Implementation of adopted physical, social and economic goals and policies in a least cost manner;~~
~~4. Better coordination of public capital investment with private capital expenditures.~~

58. ~~Dade County's fiscal planning program should become a major tool for implementing the proposals of the Comprehensive Development Master Plan. Such a program should reflect the unified proposals of all County agencies.~~

59. ~~The interrelationship of the various fiscal planning elements might best be followed by referring to the schematic drawing of the proposed process which appears in Appendix C of the CIE *Support Components.*~~

60. ~~There are a number of crucial questions and issues to be considered and resolved in bringing this fiscal planning process to full fruition. Some of these are discussed in the Appendix of the Support Components of this Element.~~

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. Many different types of such development orders are typically issued by Miami-Dade County agencies and boards. 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

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planning and approval process, concurrency determinations can be made with greater certainty.

In order to effectuate the service concurrency requirements contemplated by Chapter 163, F.S, Miami-Dade County shall enact, 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.

In its concurrency management program, Miami-Dade County shall make 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. 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 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. 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

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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.

A. Except as provided in paragraphs C, D, and E 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):

1) Necessary water, sewer, solid waste and drainage facilities must be in place and available at the time of issuance of a CO;

2) Necessary parkland must be acquired <u>or dedicated, or funds in the developer's fair share must be committed prior to the</u> ~~no later than 12 months after~~ issuance of a CO if the development is located within the Urban Development Boundary (UDB)[7]; and

3) 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.

B. Assurance that the facilities[8] will be constructed or acquired and available within the timeframes established in foregoing paragraph A <u>2) and 3)</u> shall be provided by the following means:

1) The necessary facilities are under construction at the time the building permit is issued;

2) 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;

3) 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

[7] The Urban Development Boundary is presented on the Land Use Plan Map.

[8] 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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unless the dependent building permit expires or is rescinded prior to the issuance of a certificate of use and occupancy; the County 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;

4) The necessary facilities are programmed, in the five-year capital facility plan or work program of the State agency having operational responsibility for affected facilities, for construction or acquisition;

5) 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 Section 163.3220, Florida Statutes or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; or

6) Timely provision of the necessary facilities will be guaranteed by some other means or instrument providing substantially equivalent assurances.

7) 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 A-2. Where solid waste disposal facilities to be available for years 3 through 5 pursuant to the adopted LOS standard are not in place and available prior to the issuance of a CO, a commitment for that capacity to be in place and available to accommodate projected demand in those future years shall be made through the means provided in paragraphs B1 through B6, 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 A and B.

C. 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:

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1) The proposed development located within the Urban Infill Area[9]; or

2) The proposed development is located in an existing urban service area[10] 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

3) The proposed development is one which poses only special part-time demands on the transportation system as defined in Section 163.3180(5)(c), Florida Statutes, and is located in an existing urban service area inside the UDB; or

4) The proposed development is located inside the UDB, and directly and significantly promotes public transportation by incorporating within the development a Metrorail, Metromover or TriRail Station, or a Metrobus terminal[11] for multiple Metrobus routes, or is an office, hotel or residential development located within one-quarter mile of a Metrorail, Metromover or TriRail station, or a Metrobus terminal for multiple Metrobus routes[12]; and

5) If the project would result in an increase in peak period traffic volume on an FIHS roadway that is operating below the CDMP-adopted LOS standard or would operate below the LOS standard as a result of the project, and which increase would exceed 2 percent of the capacity of the roadway at the CDMP-adopted LOS standard, the County shall require the developer and successors to implement and maintain trip reduction measures to reduce travel by single-occupant vehicles so that the 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 C (1) through C (5),

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* [9] Urban Infill area (UIA) is defined in Traffic Circulation Subelement Policy 1B and is depicted in CIE Figure 1.

* [10] Existing urban service area means an area inside the UDB which is already built up and where public facilities and services such as sewage treatment systems, roads, schools, and recreation areas are already in place.

* [11] Metrobus terminals for multiple routes are those non-rail transit centers as mapped in the CDMP Mass Transit Subelement, which contain dedicated parking facilities or significant transit patron structures and amenities.

* [12] 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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consistent with requirements of Chapter 163, Part 2, Florida Statutes.

D. 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.

E. A proposed development that is located within the UDB may receive an extension of the 36 month limitation established in foregoing paragraph A3, and receive transportation concurrency approval on this basis, when all the following factors are shown to exist:

1) The CDMP is in compliance with State law;

2) 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;

3) The CIE provides for transportation facilities adequate to serve the proposed development, and the County has not implemented that project;

4) The landowner shall be assessed a fair share of the cost of providing the transportation facilities necessary to serve the proposed development; and

5) 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.

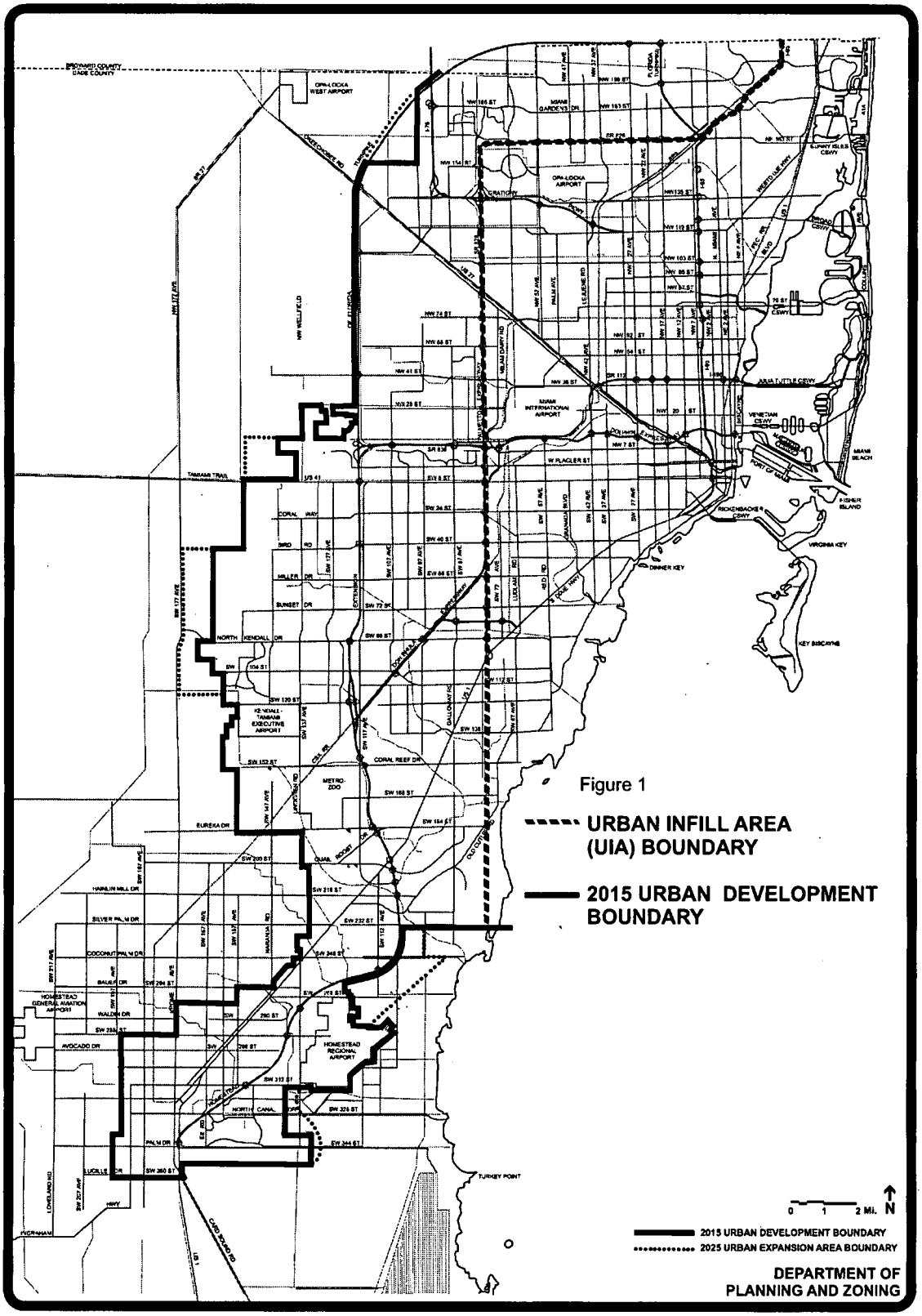
Figure 1
URBAN INFILL AREA (UIA) BOUNDARY
2015 URBAN DEVELOPMENT BOUNDARY
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2015 URBAN DEVELOPMENT BOUNDARY
2025 URBAN EXPANSION AREA BOUNDARY
DEPARTMENT OF PLANNING AND ZONING

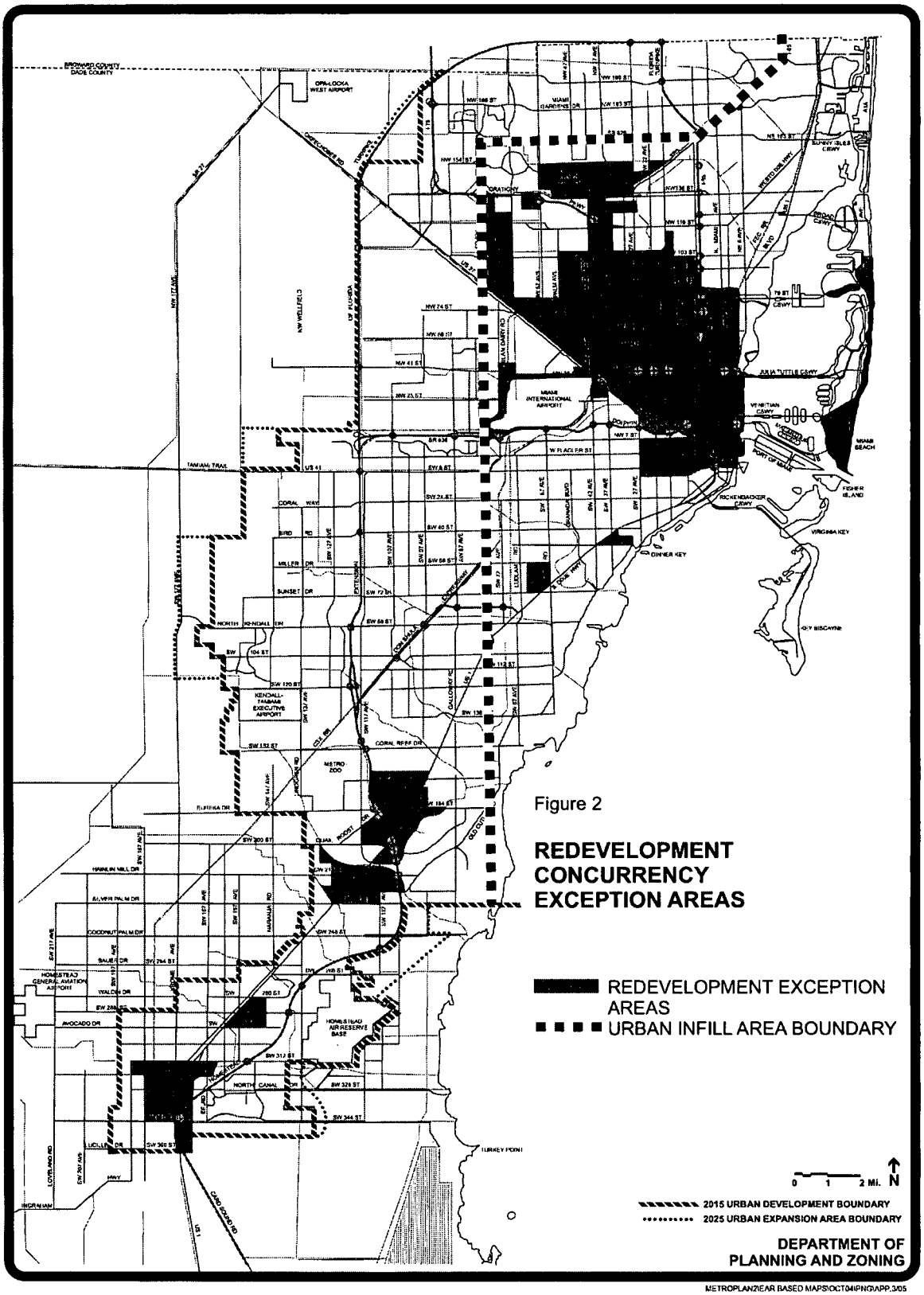
Figure 2
REDEVELOPMENT CONCURRENCY EXCEPTION AREAS
REDEVELOPMENT EXCEPTION AREAS
URBAN INFILL AREA BOUNDARY
0 1 2 Mi.
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2015 URBAN DEVELOPMENT BOUNDARY
2025 URBAN EXPANSION AREA BOUNDARY
DEPARTMENT OF PLANNING AND ZONING
METROPLAN2\EAR BASED MAPS\OCT04\PNG\APP.3/05

Implementation Schedules of Improvements

The following pages deal with the implementation of the CIE. The capital projects forthcoming from each functional element are listed for the period 2004/2005-2009/2010 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 2004-2005 amendment cycle.

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. Often, a project is a combination of deficiency correction and future capacity addition. Another class of projects have 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

The aggregate values and phasing and categories of expenditures for all functional areas are shown in Table 1, reflecting adoption of the Schedules of Improvements in April 2005. Overall, the eleven functional areas include 312 projects with a total cost of $15 billion. Most of this, $7.7 billion, is expended during the six-year programming period 2004/2005-2009/2010.

Aviation

The Miami-Dade Aviation Department has the responsibility for the development, maintenance and operation of the civil aviation facilities of the County. These facilities are Miami International; Opa-locka West, Opa-locka, Kendall-Tamiami Executive, Homestead General, and Dade Collier Training and Transition Airports.

The Aviation Department generates resources for the development, operation, and maintenance from aviation fees, property rentals, concessions, leases, 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.

Airport capital improvements are usually funded from contributions of local, State and federal sources. The primary local funding sources are revenue bonds to which the above referenced sources of funds are pledged. State funds come from Florida Department of Transportation grants. The Federal Aviation Administration of the U.S. Department of Transportation provides matching funds for certain types of facilities.

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.

The Aviation 2004/2005-2009/2010 Schedule of Improvements contains 17 projects with planned expenditures at $2.1 billion (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 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.

Future capital expenditures will be directed primarily towards maintaining restored beaches and to projects enhancing their durability. All of these projects are developed and carried out based on the best scientific and technical information available to the agencies involved.

For the 2004–2009 period, the two proposed projects will cost $90.7 million (See Table 3), with $85.3 million being extended during the six-year period.

Conservation

The Conservation Element contains 31 projects. Fourteen projects involve drainage improvements, within the Stormwater Utility District Master Plan. One project includes the acclaimed endangered lands acquisition project designed to preserve the last remnants of the ecologically significant land resources of the County, a pilot project in South Miami-Dade County to treat stormwater runoff through the use of natural wetland areas, and the dredging of the Miami River and secondary canals.

Biscayne Bay is a local resource of prime significance. Probably the major source of pollution at present is stormwater runoff, which originates from outfalls discharging directly into the bay, the Miami River or other water bodies connected to the bay. A program of retrofitting these outfalls on a "worst first" basis would intercept the initial surge of runoff and prevent it entering the bay.

The 31 Projects will require $401.3 million in expenditures over the 2004–2009 period, and sufficient funding is available (See Table 4). Total capital costs currently stand at $940.8 million. Operating cost impacts are not significant at present, but land management costs could be substantial in the future.

Drainage

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-up areas, which have obsolete or sometimes nonexistent drainage systems. However, there are sound engineering solutions for drainage problems and continued implementation of the mitigation programs are gradually reducing the deficiencies.

The Department of Environmental Resources Management is responsible for regulating and approving drainage programs, but the Public Works Department carries out local drainage projects. A Stormwater Master Plan is used to guide project implementation. Drainage control efforts also proceed by responding to citizen complaints which initiate a site inspection and prioritization. County arterial roads rank above residential collectors with the depth of water and duration of flooding also being considered. Water remaining over 48 hours is a "flag" used in ranking projects.

The drainage programs are funded primarily by the Stormwater Utility. Current expenditures to correct local drainage problems are $35.8 million over the 2004–2009 period. Mitigation of drainage problems is an ongoing effort in Miami-Dade County, and this is reflected in the Schedule of Improvements as no completion dates are shown (See Table 5). Operating cost effects are nil or could even be positive.

Park and Recreation

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 population.

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.

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 Park and Recreation Department also places special emphasis on the acquisition of environmentally and historically significant properties.

The following policy as adopted in the Comprehensive Development Master Plan will guide the prioritization of park investments: 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.

It has long been the policy of the Park and Recreation 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.

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 Park and Recreation Department generally seeks to complement State facilities in terms of location and activities available at the site.

In the Schedule of Improvements, there are 44 projects, which total $150 million to be expended during the 2004–2009 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. Operating cost effects of Parks are often considerable and are frequently more of an impediment than construction funding.

Seaport

The Port of Miami is the leading cruise passenger port in the world and the principal container port in the Southeast. Development at the Port necessary to ensure successful functioning in its dual role has been guided by a series of master plans. The most recent is a 1999 version.

The 1999 Master Development Plan for the Port is the forth in a series of planning documents prepared over the last three decades to ensure that Port expansion keeps pace with the demands of the cruise and shipping industries and maintains its beneficial impact on the South Florida economy. This Plan essentially brings up to date the major expansion plan developed for the Port in 1988 and 1979, which in turn were updates of the original 1969 master plan. In each case, these plans were designed to be flexible enough to respond to changing conditions and to correlate with the actual pace of operational growth at the Port.

In conducting its operations and providing for its capital facilities needs the Port pursues four broad goal statements:

The Port of Miami shall retain its position as the busiest cruise port of the world, and expand its share of the cruise market.

The Port of Miami shall expand its role as one of the leading container ports in the Southeast. In carrying out its day-to-day operations and its long-term expansion program, the Port of Miami shall continue its efforts to minimize any detrimental effects on the environment.

The Port of Miami shall continue to coordinate its operational and expansion activities with all appropriate federal, State, regional, and local agencies.

The specific objectives and policies identified to implement these goals are contained in the 1999 Master Plan for the Port. Essentially, the Port is dedicated to accommodating the requirements of the cruise lines and cargo carriers so that they can operate profitably thus benefiting the entire Miami area.

Revised projections for the Port note that cruise passenger volumes will more than double by the year 2015 (from 3 million in 1994 to 6.4 million), while general cargo tonnage will grow more than three and one half times in the same period (from 5.6 million in 1994 to 21.8 million). This projected growth will be accommodated by the Port's current expansion plans, including the development of an off-island expansion site.

An assessment of future Port requirements confirmed the need for major transportation improvements such as a direct mass transit line between the Port and the airport, the new high-level bridge, the proposed tunnel, and direct access between the Port and the interstate system. It is obvious that the very life of the Port depends on the free flow of traffic. Therefore, operating conditions on the surrounding roadway network must be improved, or else a designated bypass route must be developed.

In light of the above considerations the Seaport Department is carrying out 28 projects for the 2004–2009 period totaling $181.8 million in expenditures over that time span. About half of the dollars are going to meet existing deficiencies the other half 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 $374.4 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 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.

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 wellfields.
2. Elimination of fire flow deficiencies, and otherwise improving system pressures.
3. Connection of Rex system to the countywide system; including expansion of capacity at the Alexander Orr Water Treatment Plant.
4. Providing service to new development.
5. Providing service to existing development and redevelopment.
6. 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 waste 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 annual updates of WASD's Water Facilities Master Plan. Specific plans for sewer facility improvements are contained in the Miami-Dade County Wastewater Facilities Plan Update (1994).

These facilities are programmed in accord with sound financial practices. WASD relies on the following bond and grant programs: federal; matching grants under the Water Pollution Control Act, PL 92-500; 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.

All improvements which are required to meet the demands of new growth are paid for by the developer and customer through connection charges. 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.

In the Schedule of Improvements for Sewer Facilities, the 26 Projects total $1.1 billion to be expended during the 2004 – 2009 period (See Table 8).

The Schedule of Improvements for Water Facilities lists 30 projects for 2004–2009 totaling $497.8 million 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

Solid waste disposal is the responsibility of Miami-Dade County. Capital investment decisions are guided by sound financial management principles and oriented towards the ultimate goal of the Solid Waste Program; to assure continued safe, adequate disposal capacity to meet the needs of the County. The program is guided by the Solid Waste Management Master Plan adopted in 1996. Initial funding for early components of the disposal system was from Decade of Progress Bonds and State Pollution Control Bonds, while more recent elements have been financed by revenue bonds.

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 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 solid waste management 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.

At the existing projected rate of demand for disposal services, the current program is aimed at providing adequate capacity for at least a five-year period. To carry out this program the decisions regarding placement and operation of transfer stations, processing facilities and disposal sites must consider, among other things, the land use implications. The principal concerns are environmental impacts and land use compatibility. 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.

In the Schedule of Improvements for Solid Waste Management, for the 27 Projects expenditures total $34.5 million during the 2004–2009 period (See Table 9). 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 1998 revenue bond, program bond application notes, 2001 revenue 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 by the State legislature in 1998 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. Regarding traffic circulation, the County has the responsibility to maintain, development and improve those minor arterials and collectors on the County highway 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.

The "Miami-Dade Transportation Plan to the Year 2030" (MPO Transportation Plan), as adopted and amended by the MPO fulfills the "3-C" requirements. This Plan recommends a number of highway and transit capacity improvements considered necessary to effectively meet the transportation needs of the area. A listing of projects contained in this document explicitly indicates the relative priority of various highway and transit improvements. As indicated in the Traffic Circulation and Mass Transit Subelements of the Transportation Element, MPO Plans are used as the foundation for the future transportation network in the 2015 and 2025 CDMP. Priorities for highway and transit improvements were established in the MPO Long Range Transportation Plan according to four categories with the first and highest priority responding to projects needed by the Year 2010 to remedy existing traffic capacity deficiencies; second in priority were those projects needed between 2010 and 2015; third in priority were those projects needed between 2015 and 2020; and finally projects responding to projected needs to Year 2030.

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 5-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.

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 as is the statement of transit minimum LOS.

The ability to maintain these 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.

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 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 rider ship generators within the Urban Development Boundary with specific projects prioritized in the recently adopted Peoples Transportation Plan. This is an outgrowth of the passing, in November 2002, of a referendum authorizing a one half-cent sales tax for transportation.

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.

In the Schedule of Improvements for Traffic Circulation, the 88 Projects total $599.9 million which will be expended during the 2004–2009 period (See Table 10). Three fourths of this is for meeting existing deficiencies combined with future growth. The Mass Transit Schedule of

Improvements contains 28 projects. Planned expenditures are $2.6 billion with the total cost of the program at $4.5 billion (See Table 11). Operating costs for Traffic are not significant, but will total several million dollars annually for Transit.

Schedules 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, and 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 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, "Available Funding" 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. During the April 1998-99 cycle update of the Capital Improvements Element and during every subsequent update, an additional information item will be included in all adopted capital improvements schedules in response to a new requirement of the Florida Department of Community Affairs (DCA). In each schedule, the revenue available for each of the six years reported in the schedule will be listed along with the annual expenditures. This information will be derived from the County's annual capital budget preparation activities and documents, as is the other information heretofore presented in the CDMP project schedules.

TABLE 1
CDMP CAPITAL IMPROVEMENTS SCHEDULE

ELEMENT	Prior Years	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Number of Projects
				Expenditures / Revenues (In Millions of Dollars)							
AVIATION											
Existing Deficiency	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Future Growth	2743.10	743.31	606.08	470.69	214.16	17.50	10.31	2062.05	185.25	4989.62	
	2743.10	743.31	606.08	470.69	214.16	17.50	10.31	2062.05	185.25	4989.62	
Combined	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTALS	2,743.10	743.31	606.08	470.69	214.16	17.50	10.31	2,062.05	185.25	4,989.62	17
	2,743.10	743.31	606.08	470.69	214.16	17.50	10.31	2,062.05	185.25	4,989.62	
COASTAL MANAGEMENT											
Existing Deficiency	0.02	0.27	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.29	
	0.02	0.27	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.29	
Future Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Combined	5.41	35.00	0.00	0.00	20.00	0.00	30.00	85.00	0.00	90.41	
	20.41	20.00	0.00	0.00	20.00	0.00	30.00	70.00	0.00	90.41	
TOTALS	5.43	35.27	0.00	0.00	20.00	0.00	30.00	85.27	0.00	90.70	2
	20.43	20.27	0.00	0.00	20.00	0.00	30.00	70.27	0.00	90.70	
CONSERVATION											
Existing Deficiency	176.17	107.49	27.87	21.62	1.19	1.00	1.35	160.52	0.00	336.69	
	200.01	89.32	23.53	20.49	0.99	1.00	1.35	136.68	0.00	336.69	
Future Growth	286.22	190.92	14.92	6.89	9.12	8.07	8.08	238.00	32.21	556.43	
	350.69	182.00	1.24	1.34	1.38	1.44	1.44	188.84	16.90	556.43	
Combined	44.89	2.81	0.00	0.00	0.00	0.00	0.00	2.81	0.00	47.70	
	44.89	2.81	0.00	0.00	0.00	0.00	0.00	2.81	0.00	47.70	
TOTALS	507.28	301.22	42.79	28.51	10.31	9.07	9.43	401.33	32.21	940.82	31
	595.59	274.13	24.77	21.83	2.37	2.44	2.79	328.33	16.90	940.82	

1=Existing Deficiency; 2=Future Growth; 3=Combined

TABLE 1 -- (continued)

ELEMENT	Prior Years	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Number of Projects
				Expenditures Revenues (In Millions of Dollars)							
DRAINAGE											
Existing Deficiency	22.01	5.90	25.91	1.00	1.00	1.00	1.00	35.81	1.00	58.82	
	43.70	9.12	1.00	1.00	1.00	1.00	1.00	14.12	1.00	58.82	
Future Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Combined	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70	
TOTALS	22.01	5.90	25.91	1.00	1.00	1.00	1.00	35.81	1.00	58.82	1
	43.70	9.12	1.00	1.00	1.00	1.00	1.00	14.12	1.00	58.82	
PARK and RECREATION											
Existing Deficiency	0.08	0.74	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.82	
	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.82	
Future Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Combined	129.58	56.97	40.96	32.25	12.83	3.55	2.70	149.26	0.00	278.84	
	199.60	66.28	6.97	3.23	1.22	0.88	0.66	79.24	0.00	278.84	
TOTALS	129.66	57.71	40.96	32.25	12.83	3.55	2.70	150.00	0.00	279.66	44
	200.42	66.28	6.97	3.23	1.22	0.88	0.66	79.24	0.00	279.66	
SEAPORT											
Existing Deficiency	121.59	102.40	0.05	0.00	0.00	0.00	0.00	102.45	0.00	224.06	
	121.59	102.40	0.05	0.00	0.00	0.00	0.00	102.45	0.00	224.06	
Future Growth	52.02	29.56	24.77	0.00	0.00	0.00	0.00	54.33	0.00	106.35	
	52.02	29.56	24.77	0.00	0.00	0.00	0.00	54.33	0.00	106.35	
Combined	18.92	7.04	10.00	2.00	2.00	2.00	2.00	25.04	0.00	43.96	
	18.92	7.04	10.00	2.00	2.00	2.00	2.00	25.04	0.00	43.96	

TABLE 1 -- (continued)

ELEMENT	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Number of Projects
				(In Millions of Dollars)							
TOTALS	192.53	139.00	34.82	2.00	2.00	2.00	2.00	181.82	0.00	374.37	28
	192.53	139.00	34.82	2.00	2.00	2.00	2.00	181.82	0.00	374.37	
SEWER FACILITIES											
Existing Deficiency	79.55	47.37	62.97	48.35	63.21	101.17	128.94	452.01	154.22	685.78	
	203.27	10.68	17.42	105.22	8.40	164.19	23.40	329.31	153.20	685.78	
Future Growth	1.92	10.45	43.77	75.02	52.13	20.42	39.73	241.52	107.56	351.00	
	112.41	8.81	4.78	60.00	0.00	80.00	0.00	153.59	85.00	351.00	
Combined	205.03	78.84	64.54	82.34	84.89	75.68	59.71	446.00	117.30	768.33	
	337.88	33.91	37.61	130.67	62.39	89.71	38.46	382.75	47.70	768.33	
TOTALS	286.50	136.66	171.28	205.71	200.23	197.27	228.38	1139.53	379.08	1,805.11	26
	653.56	53.40	59.81	295.89	70.79	333.90	61.86	865.65	285.90	1,805.11	
SOLID WASTE MANAGEMENT											
Existing Deficiency	0.10	1.65	0.25	0.00	0.00	0.00	0.00	1.90	0.00	2.00	
	1.10	0.65	0.25	0.00	0.00	0.00	0.00	0.90	0.00	2.00	
Future Growth	3.30	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.00	3.50	
	3.30	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.00	3.50	
Combined	28.58	12.93	16.19	2.83	0.24	0.08	0.08	32.35	1.09	62.02	
	31.22	10.79	15.69	2.83	0.24	0.08	0.08	29.71	1.09	62.02	
TOTALS	31.98	14.78	16.44	2.83	0.24	0.08	0.08	34.45	1.09	67.52	27
	35.62	11.64	15.94	2.83	0.24	0.08	0.08	30.81	1.09	67.52	
TRAFFIC CIRCULATION											
Existing Deficiency	52.33	91.33	76.55	77.56	76.62	75.87	66.68	464.61	231.51	748.45	
	94.92	81.93	72.43	71.01	66.60	69.61	67.51	429.09	224.44	748.45	
Future Growth	11.30	18.11	12.51	0.00	0.00	0.05	0.00	30.67	2.00	43.97	
	23.31	14.91	3.70	0.00	0.00	0.05	0.00	18.66	2.00	43.97	
Combined	51.56	32.65	39.11	11.32	10.05	7.26	4.19	104.58	7.70	163.84	

TABLE 1 -- (continued)

ELEMENT	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Number of Projects
				(In Millions of Dollars)							
	103.76	17.82	8.20	11.74	6.24	4.19	4.19	52.38	7.70	163.84	
TOTALS	115.19	142.09	128.17	88.88	86.67	83.18	70.87	599.86	241.21	956.26	88
	221.99	114.66	84.33	82.75	72.84	73.85	71.70	500.13	234.14	956.26	
MASS TRANSIT											
Existing Deficiency	25.93	1.34	44.03	47.23	49.17	74.04	47.35	263.16	10.00	299.09	
	25.93	1.34	43.03	47.23	49.22	75.40	46.94	263.16	10.00	299.09	
Future Growth	188.37	122.63	236.95	325.85	292.42	353.06	421.06	1751.97	1326.72	3267.06	
	228.36	160.68	246.20	337.33	391.33	467.69	488.96	2092.19	946.51	3267.06	
Combined	111.37	93.68	61.70	78.28	124.24	104.04	75.34	537.28	314.47	963.12	
	146.79	77.33	57.29	78.28	108.48	104.04	75.34	500.76	315.57	963.12	
TOTALS	325.67	217.65	342.68	451.36	465.83	531.14	543.75	2552.41	1651.19	4529.27	28
	401.08	239.35	346.52	462.84	549.03	647.13	611.24	2856.11	1272.08	4529.27	
WATER FACILITIES											
Existing Deficiency	6.06	4.11	1.51	1.51	0.86	0.86	0.86	9.71	15.08	30.85	
	15.42	2.09	2.13	2.17	2.20	2.24	2.28	13.11	2.32	30.85	
Future Growth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Combined	170.44	68.63	116.42	92.68	61.35	74.57	74.43	488.08	169.93	828.45	
	366.44	27.42	31.14	100.76	31.38	151.31	39.64	381.65	80.36	828.45	
TOTALS	176.50	72.74	117.93	94.19	62.21	75.43	75.29	497.79	185.01	859.30	20
	381.86	29.51	33.27	102.93	33.58	153.55	41.92	394.76	82.68	859.30	
ALL ELEMENTS											
Existing Deficiency	483.84	362.60	239.14	197.27	192.05	253.94	246.18	1,491.18	411.81	2,386.85	
	706.78	297.80	159.84	247.12	128.41	313.44	142.48	1,289.09	390.96	2,386.85	
Future Growth	3,286.23	1,115.18	939.00	878.45	567.83	399.10	479.18	4,378.74	1,653.74	9,317.93	

TABLE 1 -- (continued)

ELEMENT	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Number of Projects
				(In Millions of Dollars)							
	3,513.19	1,139.47	886.77	869.36	606.87	566.68	500.71	4,569.86	1,235.66	9,317.93	
Combined	765.78	388.55	348.92	301.70	315.60	267.18	248.45	1,870.40	610.49	3,247.37	
	1,269.91	263.40	166.90	329.51	231.95	352.21	190.37	1,524.34	452.42	3,247.37	
GRAND TOTALS	4,535.85	1,866.32	1,527.06	1,377.42	1,075.48	920.22	973.81	7,740.31	2,676.04	14,951.45	312
	5,489.88	1,700.66	1,213.51	1,445.99	967.23	1,232.33	833.56	7,383.28	2,079.04	14,951.44	

Source: Tables 2 - 12

TABLE 2
AVIATION

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
1)	Concourse E Improvements	2/2008	13.0	0.39	0.79	3.34	2.20	0.00	0.00	6.72	0.00	19.72	920,921
	Miami International Airport		13.0	0.39	0.79	3.34	2.20	0.00	0.00	6.72	0.00	19.72	
2)	Concourse F Improvements	2/2011	13.99	2.25	6.70	2.15	0.00	0.00	0.00	11.10	0.86	25.17	406,821,
	Miami International Airport		13.99	2.25	6.70	2.15	0.00	0.00	0.00	11.10	0.86	25.17	920,921
3)	North Terminal Development Program	2/2007	823.33	352.22	274.52	205.31	34.11	0.00	0.00	866.16	0.00	1689.49	124,821,
	Miami International Airport		823.33	352.22	274.52	205.31	34.11	0.00	0.00	866.16	0.00	1689.49	917,920,921
4)	Northside Redevelopment	2/0011	51.33	2.22	6.67	10.14	1.91	0.00	0.00	20.94	0.86	73.13	124,821
	Miami International Airport		51.33	2.22	6.67	10.14	1.91	0.00	0.00	20.94	0.86	73.13	920,921
5)	Concourse A Improvements	2/2005	216.36	1.57	0.00	0.00	0.00	0.00	0.00	1.57	9.75	227.68	124,406,821,
	Miami International Airport		216.36	1.57	0.00	0.00	0.00	0.00	0.00	1.57	9.75	227.68	920,921
6)	Other Support Facility Improvements	2/2015	156.46	9.56	4.21	2.94	0.55	0.42	0.32	18.00	83.69	258.15	406,920,
	Miami International Airport		156.46	9.56	4.21	2.94	0.55	0.42	0.32	18.00	83.69	258.15	921
7)	Landside Improvement Projects	2/2011	134.96	5.22	14.90	4.51	0.00	0.00	0.00	24.63	7.85	167.44	406,821,
	Miami International Airport		134.96	5.22	14.90	4.51	0.00	0.00	0.00	24.63	7.85	167.44	920,921
8)	MIA - Airside Improvement Projects	2/2011	283.58	14.92	18.20	2.51	0.00	0.00	0.00	35.63	20.77	339.98	124,406,821,
	Miami International Airport		283.58	14.92	18.20	2.51	0.00	0.00	0.00	35.63	20.77	339.98	920,921,1132
9)	Security Improvements	2/2011	38.89	14.98	23.94	11.47	1.12	0.00	0.00	51.51	8.08	98.48	124,821,
	Miami International Airport		38.89	14.98	23.94	11.47	1.12	0.00	0.00	51.51	8.08	98.48	920
10)	Central Terminal Improvements	2/2011	17.60	2.38	11.17	23.19	7.59	0.00	0.00	44.33	0.42	62.35	920,921
	Miami International Airport		17.60	2.38	11.17	23.19	7.59	0.00	0.00	44.33	0.42	62.35	
11)	Business Systems Improvements	2/2011	33.67	35.59	37.52	13.38	4.86	1.93	0.80	94.08	3.00	130.75	920,921
	Miami International Airport		33.67	35.59	37.52	13.38	4.86	1.93	0.80	94.08	3.00	130.75	

TABLE 2 -- AVIATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
12)	General Aviation Airports	2/2015	49.19	1.04	4.56	0.05	0.05	0.05	0.05	5.80	0.15	55.14	124,821,
			49.19	1.04	4.56	0.05	0.05	0.05	0.05	5.80	0.15	55.14	920,921
13)	Environmental Engineering	2/2015	227.74	9.54	5.01	5.63	7.11	8.30	9.14	44.73	43.37	315.84	124,821,
	Miami International Airport		227.74	9.54	5.01	5.63	7.11	8.30	9.14	44.73	43.37	315.84	920,921
14)	MIA - Mover	2/2009	9.96	1.97	72.33	120.73	100.47	3.49	0.00	298.99	0.00	308.95	821,920,
	Miami International Airport		9.96	1.97	72.33	120.73	100.47	3.49	0.00	298.99	0.00	308.95	921
15)	Other Terminal Projects	2/2011	149.24	7.81	14.95	8.37	2.80	0.32	0.00	34.25	1.98	185.47	821,920,
	Miami International Airport		149.24	7.81	14.95	8.37	2.80	0.32	0.00	34.25	1.98	185.47	921
16)	Westside Cargo Development	2/2011	107.42	15.00	15.00	15.00	15.00	0.00	0.00	60.00	0.23	167.65	124,659,
	Miami International Airport		107.42	15.00	15.00	15.00	15.00	0.00	0.00	60.00	0.23	167.65	821,921
17)	South Terminal Expansion	2/2011	416.38	266.65	95.61	41.97	36.39	2.99	0.00	443.61	4.24	864.23	124,406,821,
	Miami International Airport		416.38	266.65	95.61	41.97	36.39	2.99	0.00	443.61	4.24	864.23	920,921
	TOTALS		2743.10	743.31	606.08	470.69	214.16	17.50	10.31	2062.05	185.25	4989.62	
			2743.10	743.31	606.08	470.69	214.16	17.50	10.31	2062.05	185.25	4989.62	

Source: Miami-Dade County Aviation Department and Department of Planning and Zoning. Data provided by the Office of Management and Budget.

TABLE 3
COASTAL MANAGEMENT

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
1)	Miami-Dade County Beach Erosion &	3/2005	5.41	35.00	0.00	0.00	20.00	0.00	30.00	85.00	0.00	90.41	142,650,834,
	Renourishment - Various Locations		20.41	20.00	0.00	0.00	20.00	0.00	30.00	70.00	0.00	90.41	1043,1096,1101
2)	Biscayne Bay Restoration & Shoreline Stab.	1/2005	0.02	0.27	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.29	470,885
	Biscayne Bay and Tributaries		0.02	0.27	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.29	
	TOTALS		5.43	35.27	0.00	0.00	20.00	0.00	30.00	85.27	0.00	90.70	
			20.43	20.27	0.00	0.00	20.00	0.00	30.00	70.27	0.00	90.70	

Source: Miami-Dade County Department of Environmental Resources Management and Department of Planning and Zoning. Data provided by the Office of Management and Budget.

TABLE 4
CONSERVATION

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						Expenditures Revenues (In Millions of Dollars)							
1)	Environmentally Endangered Lands	2/2009	0.00	9.90	14.92	6.89	9.12	8.07	8.08	56.98	32.21	89.19	640, 660
	Program: Various Locations		64.47	0.98	1.24	1.34	1.38	1.44	1.44	7.82	16.90	89.19	
2)	Reserve for High Priority Drainage Projects	1/2010	0.85	0.35	0.35	0.35	0.35	0.35	0.35	2.10	0.00	2.95	630
	Various Locations		0.85	0.35	0.35	0.35	0.35	0.35	0.35	2.10	0.00	2.95	
3)	Arch Creek Estates Drainage Improv'nts	1/2005	4.48	1.76	0.00	0.00	0.00	0.00	0.00	1.76	0.00	6.24	630, 632,
	NE 143 -148 St. from NE 18 - 12 Ave.		5.68	0.56	0.00	0.00	0.00	0.00	0.00	0.56	0.00	6.24	982
4)	S.M-D. Stormwater Trtmt. & Distr. Area Demo. Pr.	1/2005	0.78	1.28	0.20	0.00	0.00	0.00	0.00	1.48	0.00	2.26	630, 843
	SW 107 - 97 Ave. from Mil. Can. to 312 St.		0.78	1.28	0.20	0.00	0.00	0.00	0.00	1.48	0.00	2.26	
5)	Local Drainage Improvements (CRS)	1/Cont.	3.66	1.17	1.15	0.79	0.64	0.65	1.00	5.40	0.00	9.06	630, 632,
	Program: Various Locations		4.41	1.07	0.64	0.65	0.64	0.65	1.00	4.65	0.00	9.06	982
6)	Miami River Outfall Retrofit, Basin 21	1/2005	0.46	1.28	0.44	0.00	0.00	0.00	0.00	1.72	0.00	2.18	630, 632
	NW 22 Ave. from Flagler St. to Miami River		1.94	0.24	0.00	0.00	0.00	0.00	0.00	0.24	0.00	2.18	
7)	Starlight Dev. Drainage Improv. - Phase II	1/2004	0.03	0.71	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.74	630, 632
	NW 207 Dr. & NW 47 Ave.		0.55	0.19	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.74	
8)	Local Drainage Improvements	1/2005	3.86	1.77	0.00	0.00	0.00	0.00	0.00	1.77	0.00	5.63	630, 632,
	Various Locations		5.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.63	979
9)	Palm Springs North Drain.Impr. -	1/2005	1.38	0.23	0.00	0.00	0.00	0.00	0.00	0.23	0.00	1.61	630, 632
	Phase II to IV NW 185 St. to 170 St. from NW 87 Ave.to 77 Ave.		1.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.61	
10)	Red Road Canal Culvert Replacement	1/2007	0.01	1.50	2.00	0.50	0.00	0.00	0.00	4.00	0.00	4.01	630,982
	Red Road from W 49 St. to W 29 St.		2.01	2.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	4.01	

TABLE 4 -- CONSERVATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
11)	Miami River Dredging - Federal Channel	1/2009	9.17	22.71	14.32	13.40	0.20	0.00	0.00	50.63	0.00	59.80	142,370,650,
	Miami River		22.89	8.99	14.32	13.60	0.00	0.00	0.00	36.91	0.00	59.80	885,1043,1082
12)	FEMA - Dredging of Secondary Canals	2/2008	286.22	181.02	0.00	0.00	0.00	0.00	0.00	181.02	0.00	467.24	198,630,
	Countywide		286.22	181.02	0.00	0.00	0.00	0.00	0.00	181.02	0.00	467.24	1083
13)	Drainage Improvements	1/2005	0.40	1.16	0.00	0.00	0.00	0.00	0.00	1.16	0.00	1.56	630, 982
	SW 24 St.-SW 40 St. from SW 67 Ave. - SW 72 Ave.		0.40	1.16	0.00	0.00	0.00	0.00	0.00	1.16	0.00	1.56	
14)	Drainage Improvements	1/2005	0.52	0.85	0.30	0.00	0.00	0.00	0.00	1.15	0.00	1.67	630, 632
	NW 54 - 46 St. from NW 38 - 32 Ave.		1.63	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.00	1.67	
15)	FEMA - Country Walk Drainage	1/2004	5.90	2.10	0.00	0.00	0.00	0.00	0.00	2.10	0.00	8.00	198,630,
	Improvements: SW 147 Ave. - 137 Ave. from SW 152 St. - 136 St.		5.90	2.10	0.00	0.00	0.00	0.00	0.00	2.10	0.00	8.00	1083
16)	FEMA - Drainage Replacement	1/2005	84.94	46.75	0.00	0.00	0.00	0.00	0.00	46.75	0.00	131.69	198,630,
	Various Locations		84.94	46.75	0.00	0.00	0.00	0.00	0.00	46.75	0.00	131.69	1083
17)	FEMA - Belen Drainage Improvements	1/2005	5.65	9.42	0.00	0.00	0.00	0.00	0.00	9.42	0.00	15.07	198,630,
	SW 7 St.-NW 6 St.from SW/NW 132 Ave.- SW/NW 118 Ave.		5.65	9.42	0.00	0.00	0.00	0.00	0.00	9.42	0.00	15.07	1083
18)	Federal East Coast Borrow Ditch Canal	1/2005	0.53	0.76	0.00	0.00	0.00	0.00	0.00	0.76	0.00	1.29	630
	Enh. N. Royal Poinciana Blvd. & Crane Ave		0.94	0.35	0.00	0.00	0.00	0.00	0.00	0.35	0.00	1.29	
19)	FEMA - Drainage Mitigation	1/2005	32.53	2.80	0.00	0.00	0.00	0.00	0.00	2.80	0.00	35.33	198,630,
	Various Locations		32.53	2.80	0.00	0.00	0.00	0.00	0.00	2.80	0.00	35.33	1083
20)	FEMA - Roadway Reconstruction	3/2005	27.91	2.22	0.00	0.00	0.00	0.00	0.00	2.22	0.00	30.13	198,670,
	Various Locations		27.91	2.22	0.00	0.00	0.00	0.00	0.00	2.22	0.00	30.13	1083

TABLE 4 -- CONSERVATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
21)	Drainage Improvements	1/2007	0.26	0.23	1.68	0.69	0.00	0.00	0.00	2.60	0.00	2.86	630
	SW 139 Ave from Tamiami Trail to Bird Rd.		0.26	1.00	1.60	0.00	0.00	0.00	0.00	2.60	0.00	2.86	
22)	FEMA - Roadway Resurfacing	1/2005	18.26	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	19.26	198,670,
	Countywide		18.26	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	19.26	1083
23)	Leisure City Drainage Improvements	1/2004	0.35	1.10	0.60	0.00	0.00	0.00	0.00	1.70	0.00	2.05	630, 982
	SW 188 to 296 St from SW 152 to 157 Ave		0.35	1.70	0.00	0.00	0.00	0.00	0.00	1.70	0.00	2.05	
24)	Miami River Dredging - Bank to Bank	1/2004	0.00	4.75	3.63	3.62	0.00	0.00	0.00	12.00	0.00	12.00	370, 650,
	Miami River		0.00	4.75	3.63	3.62	0.00	0.00	0.00	12.00	0.00	12.00	885,1043,1082
25)	Meadow Wood/Cedar Creek Areas 1 and 2	1/2007	0.54	1.25	0.93	2.27	0.00	0.00	0.00	4.45	0.00	4.99	630 ,980
	SW 253 to SW 268 St. from SW US1 to SW 135 Ave.		0.54	1.25	0.93	2.27	0.00	0.00	0.00	4.45	0.00	4.99	
26)	Meadow Wood/Cedar Creek Area 4	1/2004	0.34	0.99	0.41	0.00	0.00	0.00	0.00	1.40	0.00	1.74	630, 980
	SW 261 to 268 St from SW 122 to 130 Ave.		0.54	1.20	0.00	0.00	0.00	0.00	0.00	1.20	0.00	1.74	
27)	Allapattah Drainage Improv., Phases 1 & 2	1/2006	0.30	0.45	0.95	0.00	0.00	0.00	0.00	1.40	0.00	1.70	630, 632
	NW 41 to 54 St. from NW 17 to 24 Ave.		0.75	0.00	0.95	0.00	0.00	0.00	0.00	0.95	0.00	1.70	
28)	PTF Site Wetlands Restoration, Btwn	3/2005	0.75	0.55	0.00	0.00	0.00	0.00	0.00	0.55	0.00	1.30	621,912
	SW 408 & 416 St & SW 212 & 217 Ave		0.75	0.55	0.00	0.00	0.00	0.00	0.00	0.55	0.00	1.30	
29)	Shannon Park Drainage Improvements	1/2006	0.40	0.65	0.50	0.00	0.00	0.00	0.00	1.15	0.00	1.55	630
	NW 87 to 95 St from NW 22 to 25 Ave.		0.40	0.65	0.50	0.00	0.00	0.00	0.00	1.15	0.00	1.55	
30)	Stephens Manor Drainage Improvements	1/2006	0.57	0.47	0.41	0.00	0.00	0.00	0.00	0.88	0.00	1.45	630,1087
	NW 73 to 79 St from NW 7 to 12 Ave.		0.57	0.47	0.41	0.00	0.00	0.00	0.00	0.88	0.00	1.45	
31)	FEMA - Storm Drain Cleanout	3/2005	16.23	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.00	16.27	198, 630,
	Various Locations		16.23	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.00	16.27	1083
	TOTALS		507.28	301.22	42.79	28.51	10.31	9.07	9.43	401.33	32.21	940.82	
			595.59	274.13	24.77	21.83	2.37	2.44	2.79	328.33	16.90	940.82	

Source: Miami-Dade County Department of Environmental Resources Management and Department of Planning and Zoning. Data provided by Office of Management and Budget.

TABLE 5
DRAINAGE

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
1)	Roadway Drainage Improvements	1/Cont.	22.01	5.90	25.91	1.00	1.00	1.00	1.00	35.81	1.00	58.82	630,982,1087,
	Uninc. Area -- Various Locations		43.70	9.12	1.00	1.00	1.00	1.00	1.00	14.12	1.00	58.82	1131,1133
	TOTALS		22.01	5.90	25.91	1.00	1.00	1.00	1.00	35.81	1.00	58.82	
			43.70	9.12	1.00	1.00	1.00	1.00	1.00	14.12	1.00	58.82	

Source: Miami- Dade County Public Works Department and Department of Planning and Zoning. Data provided by the Office of Management and Budget.

TABLE 6
PARK and RECREATION

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						Expenditures Revenues (In Millions of Dollars)							
1)	Crandon Park Improvements	3/2007	3.58	1.30	1.57	0.00	0.00	0.00	0.00	2.87	0.00	6.45	650,927
	4000 Crandon Blvd.		3.67	2.78	0.00	0.00	0.00	0.00	0.00	2.78	0.00	6.45	
2)	Local Park Developments												
	Park Benefit District # 1	3/2009	8.80	2.50	2.00	2.00	1.50	1.00	0.82	9.82	0.00	18.62	501
			14.73	1.05	0.84	0.68	0.54	0.43	0.35	3.89	0.00	18.62	
	Park Benefit District # 2	3/2009	10.67	4.60	4.60	2.93	3.00	2.00	1.45	18.58	0.00	29.25	501
			24.96	1.80	1.08	0.65	0.39	0.23	0.14	4.29	0.00	29.25	
	Park Benefit District # 3	3/2009	0.93	1.20	1.19	1.00	1.00	0.50	0.38	5.27	0.00	6.20	501
			4.12	0.7	0.5	0.35	0.24	0.17	0.12	2.08	0.00	6.20	
3)	Areawide Park Renovations	3/2005	2.80	0.90	0.00	0.00	0.00	0.00	0.00	0.90	0.00	3.70	650
	Various Sites		3.11	0.59	0.00	0.00	0.00	0.00	0.00	0.59	0.00	3.70	
4)	Local Park Renovations	3/2006	4.90	1.71	0.00	0.00	0.00	0.00	0.00	1.71	0.00	6.61	650
	Various Locations		5.23	1.38	0.00	0.00	0.00	0.00	0.00	1.38	0.00	6.61	
5)	Southridge Park Stadium	3/2007	1.35	0.15	0.22	0.28	0.00	0.00	0.00	0.65	0.00	2.00	927
	19355 SW 114 Ave.		1.35	0.65	0.00	0.00	0.00	0.00	0.00	0.65	0.00	2.00	
6)	SNP Bond - Local Park Development	3/2008	15.10	2.50	2.50	3.00	1.78	0.00	0.00	9.78	0.00	24.88	927
	Various Locations		17.27	7.61	0.00	0.00	0.00	0.00	0.00	7.61	0.00	24.88	
7)	SNP Bond - Local Park Improvements	3/2008	3.78	0.75	1.60	1.92	1.30	0.00	0.00	5.57	0.00	9.35	927
	Various Locations		4.79	4.56	0.00	0.00	0.00	0.00	0.00	4.56	0.00	9.35	
8)	SNP Bond - Pool Improv. & Development	3/2008	0.48	0.52	1.50	2.00	0.50	0.00	0.00	4.52	0.00	5.00	927
	Various Locations		0.80	4.20	0.00	0.00	0.00	0.00	0.00	4.20	0.00	5.00	
9)	SNP Bond - Local Parks Per Capita Allocation	3/2007	6.61	1.50	1.25	0.39	0.00	0.00	0.00	3.14	0.00	9.75	927
	Various Locations		8.36	1.39	0.00	0.00	0.00	0.00	0.00	1.39	0.00	9.75	

TABLE 6 – PARK and RECREATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
10)	SNP Bond - New Metro - Park Development	3/2008	4.35	2.50	2.00	2.00	0.65	0.00	0.00	7.15	0.00	11.50	927
	Various Locations		5.10	6.40	0.00	0.00	0.00	0.00	0.00	6.40	0.00	11.50	
11)	SNP Bond - Metropolitan Park Improvements	3/2007	8.00	2.00	2.00	1.80	0.00	0.00	0.00	5.80	0.00	13.80	927
	Various Locations		10.42	3.38	0.00	0.00	0.00	0.00	0.00	3.38	0.00	13.80	
12)	SNP Bond - Bay Side Park Improvements	3/2008	1.86	2.00	1.60	0.80	0.64	0.00	0.00	5.04	0.00	6.90	927
	Various Locations		5.39	1.51	0.00	0.00	0.00	0.00	0.00	1.51	0.00	6.90	
13)	SNP Bond - ADA Compliance	3/2006	0.47	0.40	0.30	0.33	0.00	0.00	0.00	1.03	0.00	1.50	927
	Various Locations		0.78	0.72	0.00	0.00	0.00	0.00	0.00	0.72	0.00	1.50	
14)	SNP Bond - Miami Metrozoo Improvements	3/2008	1.11	1.58	3.00	4.50	1.81	0.00	0.00	10.89	0.00	12.00	927,1004
	12400 SW 152 St.		1.22	9.28	1.50	0.00	0.00	0.00	0.00	10.78	0.00	12.00	
15)	Environmental/Safety Improvements	3/2006	0.27	0.31	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.58	650
	Various Locations		0.33	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.58	
16)	Boating Related Improvements	3/2009	0.80	1.72	0.05	0.05	0.05	0.05	0.05	1.97	0.00	2.77	840
	Various Locations		2.03	0.49	0.05	0.05	0.05	0.05	0.05	0.74	0.00	2.77	
17)	Crandon Park Tennis Center Improvements	3/2006	0.40	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.60	650
	4000 Crandon Blvd.		0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	
18)	QNIP Bond - Local Park Improvements	3/2006	16.55	2.70	1.90	1.24	0.00	0.00	0.00	5.84	0.00	22.39	982
	Various Locations			22.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.39

TABLE 6 – PARK and RECREATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
19)	Park Facilities Sewer Connections	3/2007	12.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	0.00	13.50	650
	Various Locations		12.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	0.00	13.50	
20)	Carol City Community Center	3/2006	1.17	5.67	2.80	2.36	0.00	0.00	0.00	10.83	0.00	12.00	650,927
	NW 199 St. and 27 Ave.		1.56	5.94	3.00	1.50	0.00	0.00	0.00	10.44	0.00	12.00	
21)	Community Based Org. Grands for LP Ren.	3/2007	1.50	0.45	0.44	0.40	0.00	0.00	0.00	1.29	0.00	2.79	650
	Various Locations		2.29	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	2.79	
22)	Brothers to the Rescue Mem.Park	1/2005	0.08	0.14	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.22	650
	Parking Lot 7360 SW 24 St.		0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	
23)	North Shore Beach Maintenance Facility	1/2005	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.60	650
	Area of 74 St. and Collins Ave.		0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	
24)	Haulover Park Improvements	3/2008	2.60	2.84	1.50	1.40	0.60	0.00	0.00	6.34	0.00	8.94	650,840,
	10801 Collins Ave.		6.46	2.48	0.00	0.00	0.00	0.00	0.00	2.48	0.00	8.94	885,927
25)	Tropical Park Improvements	3/2006	5.46	0.59	0.00	0.00	0.00	0.00	0.00	0.59	0.00	6.05	650,927,
	7900 SW 40 St.		6.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.05	982,1087
26)	African Heritage Cultural Arts Center	3/2006	2.14	0.33	0.00	0.00	0.00	0.00	0.00	0.33	0.00	2.47	650,892,
	2166 NW 62 St.		2.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.47	927,985,1001
27)	Country Village Park Improvements	3/2005	0.15	0.70	0.00	0.00	0.00	0.00	0.00	0.70	0.00	0.85	979,1087
	6550 NW 188 Terr		0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	
28)	Martin Luther King Jr. Memorial Park	3/2006	0.39	0.45	0.51	0.00	0.00	0.00	0.00	0.96	0.00	1.35	160,927,
	6160 NW 32 Ct		0.85	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	1.35	982
29)	QNIP Bond Phase II - Local Park Improv .	3/2007	7.64	4.50	4.24	1.50	0.00	0.00	0.00	10.24	0.00	17.88	982
	Various Locations		17.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.88	
30)	Emergency Call Boxes	3/2005	0.07	0.28	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.35	650
	Various Locations		0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	

TABLE 6 – PARK and RECREATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
31)	Charles Deering South Addition	3/2004	0.06	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.10	650
	Improvements: 16701 SW 72 Ave.		0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	
32)	Information Technology Improvements	3/2006	0.18	0.45	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.63	650
	Various Sites		0.18	0.45	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.63	
33)	QNIP Bond Phase III - Local Park Improv.	3/2006	0.20	0.74	0.47	0.00	0.00	0.00	0.00	1.21	0.00	1.41	1133
	Various Locations		1.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.41	
34)	A.D. Barnes Park Improvements	3/2006	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.30	650
	3401 SW 72 Ave.		0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	
35)	QNIP Bond Phase IV - Local Park Improv.	3/2007	0.18	1.00	1.26	1.44	0.00	0.00	0.00	3.70	0.00	3.88	982
	Various Locations		3.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.88	
36)	Miami Metrozoo Improvements	3/2006	0.08	0.12	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.20	650
	12400 SW 152 St.		0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	
37)	Miami-Dade County Auditorium Improv.	3/2006	0.00	0.19	0.50	0.44	0.00	0.00	0.00	1.13	0.00	1.13	650,985
	2901 W Flagler Street		0.94	0.19	0.00	0.00	0.00	0.00	0.00	0.19	0.00	1.13	
38)	Joseph Caleb Auditorium Improvements	3/2006	0.48	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.58	650,985
	5400 NW 22 Avenue		0.49	0.09	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.58	
39)	Tamiami Park Improvements	3/2006	0.48	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.58	650,985
	11201 SW 24 St.		0.49	0.09	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.58	
40)	40 Year Old Building Recert. Areawide	3/2006	1.10	3.07	1.81	0.47	0.00	0.00	0.00	5.35	0.00	6.45	650,927,
	Parks: Various Locations		2.95	3.50	0.00	0.00	0.00	0.00	0.00	3.50	0.00	6.45	982,1087
41)	40 Year Old Building Recert. Local Parks	3/2010	0.17	0.55	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.72	650
	Various Locations		0.17	0.55	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.72	

TABLE 6 – PARK and RECREATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
42)	Country Club of Miami Community Center	3/2010	0.00	0.10	0.15	0.00	0.00	0.00	0.00	0.25	0.00	0.25	1002
	Miami Gardens Dr and Old Elm Rd		0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	
43)	Outdoor Electrical Lighting Safety Rep.-UMSA	3/2006	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.72	650
	Various Locations		0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.72	
44)	Outdoor Electrical Lighting Safety Rep.-C-wide	3/2006	1.00	0.84	0.00	0.00	0.00	0.00	0.00	0.84	0.00	1.84	
	Various Locations		1.12	0.72	0.00	0.00	0.00	0.00	0.00	0.72	0.00	1.84	
	TOTALS		129.66	57.71	40.96	32.25	12.83	3.55	2.70	150.00	0.00	279.66	
			200.42	66.28	6.97	3.23	1.22	0.88	0.66	79.24	0.00	279.66	

Source: Miami-Dade County Park and Recreation Department and Department of Planning and Zoning. Data provided by the Office of Management and Budget.

TABLE 7
SEAPORT

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
1)	Gantry Berth Power Conversion	1/2005	2.37	13.11	0.00	0.00	0.00	0.00	0.00	13.11	0.00	15.48	1000
	Lummus Island		2.37	13.11	0.00	0.00	0.00	0.00	0.00	13.11	0.00	15.48	
2)	Dredging- Phase II	2/2006	37.54	24.56	24.77	0.00	0.00	0.00	0.00	49.33	0.00	86.87	142,821,
	South Channel		37.54	24.56	24.77	0.00	0.00	0.00	0.00	49.33	0.00	86.87	865,1000
3)	Container Yard Construction	1/2005	24.63	9.99	0.00	0.00	0.00	0.00	0.00	9.99	0.00	34.62	865,1000
	Lummus Island		24.63	9.99	0.00	0.00	0.00	0.00	0.00	9.99	0.00	34.62	
4)	Dredging - Utility Relocation	3/2006	0.00	2.00	8.00	0.00	0.00	0.00	0.00	10.00	0.00	10.00	142,1005
	Seaport		0.00	2.00	8.00	0.00	0.00	0.00	0.00	10.00	0.00	10.00	
5)	Cargo Gate Complex Phase II	1/2004	5.45	5.45	0.00	0.00	0.00	0.00	0.00	5.45	0.00	10.90	150,865,
	Dodge Island		5.45	5.45	0.00	0.00	0.00	0.00	0.00	5.45	0.00	10.90	1000
6)	Container Berth No. 6, Design & Construct	2/2005	14.48	5.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	19.48	1000
	Dodge and Lummus Islands		14.48	5.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	19.48	
7)	Access Route Improvements	1/2005	2.69	2.19	0.00	0.00	0.00	0.00	0.00	2.19	0.00	4.88	821,1000
	City of Miami - Port of Miami		2.69	2.19	0.00	0.00	0.00	0.00	0.00	2.19	0.00	4.88	
8)	Cruise Terminal 6 Improvements	1/2005	0.55	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	1.05	1000
	Dodge Island		0.55	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	1.05	
9)	Gantry Container Cranes; 11 & 12	1/2005	3.26	7.66	0.00	0.00	0.00	0.00	0.00	7.66	0.00	10.92	865,1000
	Lummus Island		3.26	7.66	0.00	0.00	0.00	0.00	0.00	7.66	0.00	10.92	

TABLE 7 – SEAPORT (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
10)	Seaport Fire Station	3/2005	1.54	1.60	0.00	0.00	0.00	0.00	0.00	1.60	0.00	3.14	1000
	Dodge Island		1.54	1.60	0.00	0.00	0.00	0.00	0.00	1.60	0.00	3.14	
11)	Cargo Equipment Maintenance Facility	3/2005	4.34	1.09	0.00	0.00	0.00	0.00	0.00	1.09	0.00	5.43	1000
	Lummus Island		4.34	1.09	0.00	0.00	0.00	0.00	0.00	1.09	0.00	5.43	
12)	Port Traffic Circulation Enhancements	1/2005	30.02	3.32	0.00	0.00	0.00	0.00	0.00	3.32	0.00	33.34	150,865,
	Dodge and Lummus Islands		30.02	3.32	0.00	0.00	0.00	0.00	0.00	3.32	0.00	33.34	1000
13)	Portwide Parking Control System	1/2005	1.39	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.00	1.59	1000
	Dodge Island		1.39	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.00	1.59	
14)	Fender Replacement - Gantry Berths 1 - 5	1/2005	2.81	10.53	0.00	0.00	0.00	0.00	0.00	10.53	0.00	13.34	981
	Lummus Island		2.81	10.53	0.00	0.00	0.00	0.00	0.00	10.53	0.00	13.34	
15)	Construction Supervision	3/2009	11.67	2.00	2.00	2.00	2.00	2.00	2.00	12.00	0.00	23.67	426
	Port of Miami		11.67	2.00	2.00	2.00	2.00	2.00	2.00	12.00	0.00	23.67	
16)	Security Enhancements	1/2005	9.61	3.20	0.00	0.00	0.00	0.00	0.00	3.20	0.00	12.82	150,426,
	Dodge and Lummus Islands		9.61	3.20	0.00	0.00	0.00	0.00	0.00	3.20	0.00	12.82	865
17)	New Cruise Terminal E	1/2005	16.77	14.84	0.00	0.00	0.00	0.00	0.00	14.84	0.00	31.61	1000
	Dodge Island		16.77	14.84	0.00	0.00	0.00	0.00	0.00	14.84	0.00	31.61	
18)	New Cruise Terminal D	1/2005	16.06	14.30	0.00	0.00	0.00	0.00	0.00	14.30	0.00	30.36	1000
	Dodge Island		16.06	14.30	0.00	0.00	0.00	0.00	0.00	14.30	0.00	30.36	

TABLE 7 – SEAPORT (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
19)	Crane Maintenance Facility	1/2005	0.05	1.35	0.05	0.00	0.00	0.00	0.00	1.40	0.00	1.46	1000
	Port of Miami		0.05	1.35	0.05	0.00	0.00	0.00	0.00	1.40	0.00	1.46	
20)	Dredging Phase II Mitigation	1/2005	0.25	2.25	0.00	0.00	0.00	0.00	0.00	2.25	0.00	2.50	1000
	Oleta River - North Miami		0.25	2.25	0.00	0.00	0.00	0.00	0.00	2.25	0.00	2.50	
21)	Cruise Entry Gate	3/2004	1.37	0.35	0.00	0.00	0.00	0.00	0.00	0.35	0.00	1.72	821, 1000
	Port of Miami		1.37	0.35	0.00	0.00	0.00	0.00	0.00	0.35	0.00	1.72	
22)	TSA Round 2 Cruise Security Project	1/2004	0.16	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.20	150, 1000
	Port of Miami		0.16	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.20	
23)	Portwide Sec.Proj. -Office of Dom. Prep.(ODP)	1/2004	0.58	0.15	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.73	150, 1000
	Port of Miami		0.58	0.15	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.73	
24)	TSA Round 2 Cargo Security Project	1/2004	1.90	0.47	0.00	0.00	0.00	0.00	0.00	0.47	0.00	2.37	150,426,
	Port of Miami		1.90	0.47	0.00	0.00	0.00	0.00	0.00	0.47	0.00	2.37	865
25)	C3 TSA Round 2 Portwide Security Project	1/2005	0.51	9.03	0.00	0.00	0.00	0.00	0.00	9.03	0.00	9.54	150,426
	Port of Miami		0.51	9.03	0.00	0.00	0.00	0.00	0.00	9.03	0.00	9.54	
26)	Cruise Terminal 8 & 9 Improvements	1/2005	0.50	1.16	0.00	0.00	0.00	0.00	0.00	1.16	0.00	1.66	1000
	Dodge Island		0.50	1.16	0.00	0.00	0.00	0.00	0.00	1.16	0.00	1.66	
27)	INS Facility in Terminal 7	1/2005	0.83	1.46	0.00	0.00	0.00	0.00	0.00	1.46	0.00	2.29	1000,1129
	Port of Miami		0.83	1.46	0.00	0.00	0.00	0.00	0.00	1.46	0.00	2.29	
28)	TSA Round 3 Cruise Security Project	1/2005	1.20	1.20	0.00	0.00	0.00	0.00	0.00	1.20	0.00	2.40	150, 1000
	Dodge Island		1.20	1.20	0.00	0.00	0.00	0.00	0.00	1.20	0.00	2.40	
	TOTALS		192.53	139.00	34.82	2.00	2.00	2.00	2.00	181.82	0.00	374.37	
			192.53	139.00	34.82	2.00	2.00	2.00	2.00	181.82	0.00	374.37	

Source: Miami-Dade County Seaport Department and Department of Planning and Zoning. Data provided by the Office of Management and Budget.

TABLE 8
SEWER FACILITIES

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						Expenditures Revenues (In Millions of Dollars)							
1)	Central Miami-Dade W.W.Tr.Mains & Pump.St.	3/2008	10.42	6.62	3.13	21.74	16.15	0.00	0.00	47.64	0.00	58.06	521,914,
	Central District W.W. System		25.67	2.69	1.02	17.43	11.25	0.00	0.00	32.39	0.00	58.06	973
2)	Gravity Sewer Renovations	1/2011	32.44	6.58	22.37	20.48	20.48	20.21	8.40	98.52	8.40	139.36	490,914,961,
	Systemwide		58.28	0.00	8.40	28.39	8.40	19.09	8.40	72.68	8.40	139.36	970,973
3)	Sanitary Sewer Improvements	1/2011	0.50	1.50	0.60	0.60	0.60	0.60	0.60	4.50	1.02	6.02	497
	Systemwide		6.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.02	
4)	General Maint. & Office Facilities - W.W.	3/2009	14.29	4.39	10.11	8.95	7.27	12.54	0.00	43.26	0.00	57.55	490,914,
	Various Locations		16.88	1.79	10.11	28.77	0.00	0.00	0.00	40.67	0.00	57.55	961,970
5)	Telemetering System - W.W.	1/Cont.	9.13	0.00	0.46	0.83	0.00	0.00	0.00	1.29	0.00	10.42	490
	Systemwide		9.13	0.00	0.46	0.83	0.00	0.00	0.00	1.29	0.00	10.42	
6)	Lift Station Upgrades & Structural Maint.	3/2011	5.74	3.33	1.08	1.98	3.00	3.00	3.00	15.39	3.00	24.13	490
	Impr. Systemwide		5.74	3.33	1.08	1.98	3.00	3.00	3.00	15.39	3.00	24.13	
7)	South Miami-Dade W.W.Tr. Mains & Pump.St.	3/2010	0.52	1.98	3.50	0.00	0.38	1.26	2.16	9.28	0.00	9.80	914,973
	South District W.W. System		9.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.80	
8)	Wastewater System Improvements - New	3/2011	8.16	10.93	9.98	3.65	7.26	11.52	12.05	55.39	37.42	100.97	521
	Systemwide		23.37	10.93	9.98	5.78	14.75	11.52	12.05	65.01	12.59	100.97	
9)	Wastewater System Maintenance &	3/2011	5.89	4.43	2.47	4.53	6.85	6.85	6.85	31.98	6.86	44.73	490
	Upgrades Systemwide		6.03	4.29	2.47	4.53	6.85	6.85	6.85	31.84	6.86	44.73	
10)	Pump Station Improvements Program	3/2011	22.57	10.83	10.83	10.83	10.84	10.84	12.54	66.71	10.00	99.28	521,914,
	Systemwide		43.76	0.20	5.43	29.89	0.00	20.00	0.00	55.52	0.00	99.28	961,973
11)	Corrosion Control Facilities Improvements	1/2010	14.68	4.52	7.06	4.13	4.47	6.06	4.94	31.18	0.00	45.86	914,961,
	Systemwide		28.86	0.00	0.00	6.00	0.00	11.00	0.00	17.00	0.00	45.86	970

TABLE 8 – SEWER FACILITIES (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
12)	Engineering Studies - Wastewater Improv.	3/2011	8.65	1.56	0.34	0.41	0.42	0.42	0.41	3.56	0.17	12.38	914
	Systemwide		12.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.38	
13)	Sanitary Sewer System Extension.	3/2011	14.12	0.18	4.19	4.00	4.00	4.00	4.00	20.37	5.00	39.49	490,914
	Systemwide		16.49	0.00	3.00	4.00	4.00	4.00	4.00	19.00	4.00	39.49	
14)	Peak Flow Management Facilities	1/2012	22.80	34.77	32.48	22.31	37.66	74.30	115.00	316.52	144.80	484.12	521,914,
	Systemwide		100.98	10.68	8.56	70.00	0.00	134.10	15.00	238.34	144.80	484.12	961,973
15)	Equipment & Vehicles - Wastewater System	3/2011	50.90	10.43	3.38	6.21	9.39	9.39	9.40	48.20	9.40	108.50	490
	Systemwide		50.90	10.43	3.38	6.21	9.39	9.39	9.40	48.20	9.40	108.50	
16)	Central District Upgrades - W.W.T.P.	3/2011	28.74	5.26	0.85	0.64	2.54	1.87	3.04	14.20	25.46	68.40	914,951,
	Virginia Key		45.40	0.00	0.00	0.00	0.00	14.30	0.00	14.30	8.70	68.40	961,970
17)	North District Upgrades - W.W.T.P.	3/2009	1.63	1.37	1.23	0.30	0.99	1.71	0.00	5.60	0.00	7.23	914,970,
	2575 NE 151 St.		7.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.23	973
18)	South District Upgrades - W.W.T.P.	3/2012	9.41	2.21	0.00	0.00	0.00	0.00	1.74	3.95	15.76	29.12	914,951,
	8950 SW 232 St.		11.62	0.00	0.00	0.00	0.00	17.50	0.00	17.50	0.00	29.12	961,973
19)	Wastewater Treatment Plant Rehab. &	3/2011	8.01	2.40	4.37	4.37	4.37	4.37	4.37	24.25	4.23	36.49	490
	Renov. Wastewater Treatment Plants		20.41	0.25	1.14	2.08	3.15	3.15	3.16	12.93	3.15	36.49	
20)	Pump Station Generators & Misc. Upgrades	3/2009	3.42	1.37	1.00	3.92	3.92	3.97	0.00	14.18	0.00	17.60	914,961
	Systemwide		5.80	0.00	0.00	11.80	0.00	0.00	0.00	11.80	0.00	17.60	
21)	Wastewater Treatment Plant Autom.	3/2009	6.83	3.51	3.51	4.14	3.60	0.46	0.00	15.22	0.00	22.05	914,961
	Enhanc. Wastewater Treatment Plants		13.85	0.00	0.00	8.20	0.00	0.00	0.00	8.20	0.00	22.05	
22)	Miscellaneous Upgrades - W.W.T.P.	3/2009	1.85	0.73	1.00	4.33	3.76	3.33	0.00	13.15	0.00	15.00	914,961,
	Wastewater Treatment Plants		5.00	0.00	0.00	10.00	0.00	0.00	0.00	10.00	0.00	15.00	973
23)	North Miami-Dade W.W.Tr. Mains & Pump.St.	3/2007	3.88	7.31	3.57	2.19	0.00	0.00	0.00	13.07	0.00	16.95	914,973,
	North District Wastewater System		16.95	0.00	0.00	0.00	10.00	0.00	0.00	0.00	0.00	16.95	1026
24)	W.W.T.P. Effluent Reuse System Improv.	3/2010	0.00	0.00	0.00	0.15	0.15	0.15	0.15	0.60	0.00	0.60	914
	Various Locations		0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	

25)	South District W.W.T.P Expansion (Phase III)	2/2012	0.57	1.64	3.74	0.05	0.00	5.56	4.13	15.12	85.31	101.00	961,973
	8950 SW 232 St.		6.00	0.00	0.00	0.00	0.00	10.00	0.00	10.00	85.00	101.00	
26)	South District W.W.T.P.-High Level Disinfect.	2/2011	1.35	8.81	40.03	74.97	52.13	14.86	35.60	226.40	22.25	250.00	490,951,
	8950 SW 232 St.		106.41	8.81	4.78	60.00	0.00	70.00	0.00	143.59	0.00	250.00	961
	TOTALS		286.50	136.66	171.28	205.71	200.23	197.27	228.38	1139.53	379.08	1805.11	
			653.56	53.40	59.81	295.89	70.79	333.90	61.86	865.65	285.90	1805.11	

Source: Miami-Dade Water and Sewer Department and Department of Planning and Zoning. Data provided by the Office of Management and Budget.

TABLE 9
SOLID WASTE MANAGEMENT

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
				Expenditures Revenues (In Millions of Dollars)									
1)	South Miami-Dade Landfill - Cell 3 Closure	3/2006	1.65	3.00	6.00	0.10	0.00	0.00	0.00	9.10	0.00	10.75	965,966,
	24000 SW 97 Ave.		4.04	0.61	6.00	0.10	0.00	0.00	0.00	6.71	0.00	10.75	972,1027
2)	Environmental Improvements	3/2006	0.62	0.10	0.10	0.00	0.00	0.00	0.00	0.20	0.00	0.82	450,966,
	All S.W.M. Disposal Facilities		0.62	0.10	0.10	0.00	0.00	0.00	0.00	0.20	0.00	0.82	972
3)	South Miami-Dade Landfill Gr/water	3/2005	0.7	0.15	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.85	1027
	Rem.Tr. 24000 SW 97 Ave.		0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	
4)	Resource Recovery - Cell 17 Cl. (1st 10	3/2005	0.20	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.30	450
	Acres) 6990 NW 97 Ave.		0.20	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.30	
5)	Resource Rec. - 3rd 10-Acre Landfill	2/2005	3.30	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.00	3.50	450,640,
	Cell 19 6990 NW 97 Ave.		3.30	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.00	3.50	1027
6)	Truck Washing Facilities	3/2005	1.26	0.54	0.00	0.00	0.00	0.00	0.00	0.54	0.00	1.80	451
	8785 NW 58 St; 18701 NE 6 Ave; 8000 SW 107 Ave.		1.26	0.54	0.00	0.00	0.00	0.00	0.00	0.54	0.00	1.80	
7)	Trash & Recycling Center Improvements	3/2006	1.41	0.11	0.10	0.00	0.00	0.00	0.00	0.21	0.00	1.62	451
	Various Locations		1.41	0.11	0.10	0.00	0.00	0.00	0.00	0.21	0.00	1.62	
8)	N.E. Regional Waste Transfer St.	3/2005	5.81	0.18	0.00	0.00	0.00	0.00	0.00	0.18	0.00	5.99	450,451,
	Site Impr. 18701 NE 6 Ave.		5.81	0.18	0.00	0.00	0.00	0.00	0.00	0.18	0.00	5.99	915,966,972
9)	Collection Facility Improvements	3/2007	0.43	0.17	0.10	0.05	0.00	0.00	0.00	0.32	0.00	0.75	451
	Various Locations		0.43	0.17	0.10	0.05	0.00	0.00	0.00	0.32	0.00	0.75	
10)	Resource Recovery - Additional Retrofit	3/2005	14.34	4.05	0.00	0.00	0.00	0.00	0.00	4.05	0.00	18.39	450,987
	6990 NW 97 Ave.		14.34	4.05	0.00	0.00	0.00	0.00	0.00	4.05	0.00	18.39	
11)	Lot Clearing - Countywide	1/2005	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	650
	Various Locations		1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	
12)	Resources Recovery Cells 17/18 Closure	3/2007	0.10	0.50	4.20	0.20	0.00	0.00	0.00	4.90	0.00	5.00	450,965
	6990 NW 97 Ave.		0.10	0.50	4.20	0.20	0.00	0.00	0.00	4.90	0.00	5.00	

TABLE 9 -- SOLID WASTE MANAGEMENT (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
13)	NE Reg.Waste Trans.St.Tipping Floor	3/2005	0.00	0.18	0.10	0.00	0.00	0.00	0.00	0.28	0.00	0.28	450
	Cr.Repl. 18701 NE 6 Ave.		0.00	0.18	0.10	0.00	0.00	0.00	0.00	0.28	0.00	0.28	
14)	W. Miami-Dade Waste Tr. St.	3/2006	0.00	0.05	0.23	0.00	0.00	0.00	0.00	0.28	0.00	0.28	450
	Repl.of 4th Crane 2900 SW 72 Ave.		0.00	0.05	0.23	0.00	0.00	0.00	0.00	0.28	0.00	0.28	
15)	N. Miami-Dade Landfill Gas Extr. Syst.	3/2010	0.36	0.10	0.10	0.10	0.09	0.08	0.08	0.55	1.09	2.00	450,965,
	(Phase II) 21500 NW 47 Ave.		0.36	0.10	0.10	0.10	0.09	0.08	0.08	0.55	1.09	2.00	1027
16)	Disposal Facilities Improvements	3/2007	0.60	0.20	0.10	0.10	0.00	0.00	0.00	0.40	0.00	1.00	450
	Various Locations		0.60	0.20	0.10	0.10	0.00	0.00	0.00	0.40	0.00	1.00	
17)	N.Miami-Dade Landfill Groundwater	3/2008	0.02	1.00	0.30	0.18	0.00	0.00	0.00	1.48	0.00	1.50	450,965
	Remed. 21300 NW 47 Ave.		0.02	1.00	0.30	0.18	0.00	0.00	0.00	1.48	0.00	1.50	
18)	Central Facility Compactor Replacement	3/2006	0.50	1.20	1.30	1.30	0.00	0.00	0.00	3.80	0.00	4.30	450
	1150 NW 20 St.		0.50	1.20	1.30	1.30	0.00	0.00	0.00	3.80	0.00	4.30	
19)	W.Miami-Dade Waste TSt. Repl.of 3rd	3/2004	0.23	0.05	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.28	450
	Crane 2900 SW 72 Ave.		0.23	0.05	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.28	
20)	NE Regional Transfer St. Compactors Repl.	3/2005	0.31	0.70	0.65	0.65	0.00	0.00	0.00	2.00	0.00	2.31	450
	18701 NE 6 Ave.		0.31	0.70	0.65	0.65	0.00	0.00	0.00	2.00	0.00	2.31	
21)	West/Southwest Trash & Recycling Center	3/2005	0.04	0.20	1.76	0.00	0.00	0.00	0.00	1.96	0.00	2.00	451
	West/Southwest Miami-Dade County		0.04	0.20	1.76	0.00	0.00	0.00	0.00	1.96	0.00	2.00	
22)	58th St.Maint.Facility Guardhouse &	1/2006	0.00	0.05	0.20	0.00	0.00	0.00	0.00	0.25	0.00	0.25	450
	Drain.Impr. 8831 NW 58th St.		0.00	0.05	0.20	0.00	0.00	0.00	0.00	0.25	0.00	0.25	
23)	N. Dade TRC Ramp Repair & New Guardh.	3/2006	0.00	0.10	0.50	0.00	0.00	0.00	0.00	0.60	0.00	0.60	450
	21500 NW 47th Ave.		0.10	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.60	
24)	NE Transfer St. Surge Pit Tipping Floor	3/2006	0.00	0.10	0.50	0.00	0.00	0.00	0.00	0.60	0.00	0.60	450
	Roof 18701 NE 6th Ave.		0.00	0.10	0.50	0.00	0.00	0.00	0.00	0.60	0.00	0.60	

TABLE 9 -- SOLID WASTE MANAGEMENT (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						Expenditures Revenues (In Millions of Dollars)							
25)	NE Transfer Station Tunnel Roof	1/2006	0.10	0.40	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.50	450
	18701 NE 6th Ave.		0.10	0.40	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.50	
26)	S. Dade Home Chemical Collection Center	1/2006	0.00	0.20	0.05	0.00	0.00	0.00	0.00	0.25	0.00	0.25	450
	24000 SW 97th Ave.		0.00	0.20	0.05	0.00	0.00	0.00	0.00	0.25	0.00	0.25	
27)	Replacement of 9 Scales at Disp. Facilities	3/2008	0.00	0.15	0.15	0.15	0.15	0.00	0.00	0.60	0.00	0.60	450
	Various Sites		0.00	0.15	0.15	0.15	0.15	0.00	0.00	0.60	0.00	0.60	
	TOTALS		31.98	14.78	16.44	2.83	0.24	0.08	0.08	34.45	1.09	67.52	
			35.62	11.64	15.94	2.83	0.24	0.08	0.08	30.81	1.09	67.52	

Source: Miami-Dade County Department of Solid Waste Management and Department of Planning and Zoning. Data provided by the Office of Management and Budget.

TABLE 10
TRAFFIC CIRCULATION

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
1)	Traffic Control Devices - Equip. & Materials	1/Cont.	1.70	2.00	2.00	2.00	2.00	2.00	2.00	12.00	2.00	15.70	670,688
	Various Locations		1.70	2.00	2.00	2.00	2.00	2.00	2.00	12.00	2.00	15.70	
2)	SW 24 St. Widening: SW 87 Ave. to SW 77 Ave.	1/2005	4.06	1.99	0.00	0.00	0.00	0.00	0.00	1.99	0.00	6.05	500,670,
	Widen from 4 to 6 Lanes		4.06	1.99	0.00	0.00	0.00	0.00	0.00	1.99	0.00	6.05	821,1090
3)	N 20 St. Improv.: NW 2 Ave. to NE 2 Ave.	1/2009	0.00	0.00	0.00	0.35	0.20	0.13	0.00	0.68	0.00	0.68	500
	Resurface & Restripe existing 4 Lanes		0.00	0.00	0.00	0.35	0.20	0.13	0.00	0.68	0.00	0.68	
4)	SW 104 St. Widening: SW 147 Ave to	1/2006	0.00	1.73	1.72	0.00	0.00	0.00	0.00	3.45	0.00	3.45	500
	SW 137 Ave. Widen from 4 to 6 Lanes		3.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.45	
5)	NE 15 Avenue Widening	1/2007	0.00	1.29	1.29	1.03	0.00	0.00	0.00	3.61	0.00	3.61	500
	NE 159 St-NE 163 St, NE 170 St-Miami Grdns.Dr.		2.58	1.03	0.00	0.00	0.00	0.00	0.00	1.03	0.00	3.61	
6)	SW 117 Ave Widening: SW 184 St.-SW 152 St.	1/2007	0.20	3.00	3.00	1.75	0.00	0.00	0.00	7.75	0.00	7.95	500
	Widen from 2 to 4 Lanes		6.10	1.85	0.00	0.00	0.00	0.00	0.00	1.85	0.00	7.95	
7)	Intersection Improvements	1/Cont.	1.93	4.09	2.73	3.83	4.33	5.76	5.76	26.50	5.76	34.19	500
	Various Locations		1.93	4.09	2.73	3.83	4.33	5.76	5.76	26.50	5.76	34.19	
8)	Traffic Control Devices - New & Upgrades	1/2010	2.99	4.09	2.40	3.50	4.33	5.76	5.76	25.84	5.76	34.59	500
	Various Locations - Countywide		2.99	4.09	2.40	3.50	4.33	5.76	5.76	25.84	5.76	34.59	
9)	NW 62 St.Reconstruction: NW 47 Ave.-37 Ave.	1/2007	0.00	1.00	1.40	1.30	0.00	0.00	0.00	3.70	0.00	3.70	670
	Reconstruct 4 Lanes		0.00	1.00	1.40	1.30	0.00	0.00	0.00	3.70	0.00	3.70	
10)	Causeway Toll System Interoperability	3/2007	0.09	0.00	2.00	1.50	0.00	0.00	0.00	3.50	0.00	3.59	440
	Rickenbacker Causeway		0.09	0.00	2.00	1.50	0.00	0.00	0.00	3.50	0.00	3.59	

TABLE 10 – TRAFFIC CIRCULATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
11)	Dade Blvd./23rd St. Bridge Replacement	3/2007	0.00	0.90	0.90	0.90	0.00	0.00	0.00	2.70	0.00	2.70	500
	Intersection of 23 St. & Collins Canal		2.10	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	2.70	
12)	Road Resurfacing - Unincorporated Area	3/cont.	13.21	6.54	16.44	1.70	1.70	1.70	1.70	29.78	1.70	44.69	688,982,1087,
	Various Locations		32.79	1.70	1.70	1.70	1.70	1.70	1.70	10.20	1.70	44.69	1131,1133
13)	Road Resurfacing - Arterial Streets	1/Cont.	2.22	4.10	2.40	3.51	4.30	5.76	5.76	25.83	5.76	33.81	500
	Various Sites		2.22	4.10	2.40	3.51	4.30	5.76	5.76	25.83	5.76	33.81	
14)	Sidewalks & Pedestrian Paths - Uninc. Area	3/Cont.	35.80	6.54	11.90	0.55	0.55	0.55	0.55	20.64	0.55	56.99	688,982,1087,
	Various Sites		45.02	8.67	0.55	0.55	0.55	0.55	0.55	11.42	0.55	56.99	1131,1133
15)	Railroad Improvements	3/Cont.	0.00	0.50	0.50	0.50	0.49	0.49	0.49	2.97	0.50	3.47	670
	Various Locations		0.00	0.50	0.50	0.50	0.49	0.49	0.49	2.97	0.50	3.47	
16)	Street Lighting Safety Maintenance	1/Cont.	0.00	1.70	1.70	1.70	1.70	1.70	1.70	10.20	1.70	11.90	670
	Various Sites		0.00	1.70	1.70	1.70	1.70	1.70	1.70	10.20	1.70	11.90	
17)	Bridge Repair and Painting	1/Cont.	0.50	0.50	0.50	0.50	0.50	0.50	0.50	3.00	0.50	4.00	670
	Various Locations - Countywide		0.50	0.50	0.50	0.50	0.50	0.50	0.50	3.00	0.50	4.00	
18)	Road and Bridge Maintenance	1/Cont.	0.00	0.50	0.50	0.50	0.50	0.50	0.50	3.00	0.50	3.50	670
	Various Locations - Countywide		0.00	0.50	0.50	0.50	0.50	0.50	0.50	3.00	0.50	3.50	
	W 137 Ave.Widening:												
19)	NW 12 St. to SW 8 St.	1/2005	1.56	0.24	0.00	0.00	0.00	0.00	0.00	0.24	0.00	1.80	500
	Widen from 2 to 6 Lanes		1.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.80	
20)	NE 8 St./Bayshore Drive Improvements	1/2009	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	500
	Biscayne Blvd. to Port Blvd.		0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	
21)	NW 87 Ave. Widening: NW 186 St.- 154 St.	1/2010	0.00	0.07	0.00	0.00	1.00	1.90	2.17	5.14	0.00	5.14	500
	Widen from 2 to 4 Lanes		0.00	0.07	1.00	1.90	1.70	0.47	0.00	5.14	0.00	5.14	

TABLE 10 – TRAFFIC CIRCULATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
	NW 17 Ave.Widening:												
22)	NW 136 St.- NW 119 St.	1/2007	0.00	1.50	1.50	1.28	0.00	0.00	0.00	4.28	0.00	4.28	500
	Widen from 2 to 4 Lanes		3.00	0.45	0.83	0.00	0.00	0.00	0.00	1.28	0.00	4.28	
23)	Miami Gdns. Dr. Connector Improvements	1/2007	0.00	0.00	1.10	1.10	0.90	0.00	0.00	3.10	0.00	3.10	500
	(U.S 1- Wm.Leh.Csway.)Constr. 4 Lanes		0.00	1.10	1.10	0.90	0.00	0.00	0.00	3.10	0.00	3.10	
24)	W 24 Street Widening: W 76 St to W 52 St.	1/2009	0.00	0.00	0.00	0.00	3.08	3.07	0.00	6.15	0.00	6.15	670
	Widen from 2 to 4 Lanes		0.00	0.00	1.50	2.60	2.05	0.00	0.00	6.15	0.00	6.15	
	SW 127 Ave Widening:												
25)	SW 120 St.-SW 88 St.	1/2007	0.00	0.60	2.00	4.90	0.00	0.00	0.00	7.50	0.00	7.50	500
	Widen from 2 to 4 Lanes		0.60	4.00	2.90	0.00	0.00	0.00	0.00	6.90	0.00	7.50	
26)	Tamiami Canal & Tamiami Blvd. Imprvs.	1/2008	0.00	0.00	0.00	0.60	0.00	0.00	0.00	0.60	0.00	0.60	500
	Tamiami Blvd.: SW 8th St. to Flagler St.		0.00	0.00	0.00	0.60	0.00	0.00	0.00	0.60	0.00	0.60	
27)	NW 14 St.Widening: NW 10 Ave. to I-95	1/2008	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.60	0.00	0.60	500
	Widen from 2 to 3 Lanes & Resurface		0.00	0.00	0.00	0.40	0.20	0.00	0.00	0.60	0.00	0.60	
28)	NW 87 Ave. Bridge & Approaches	1/2006	2.80	2.80	0.00	0.00	0.00	0.00	0.00	2.80	0.00	5.60	500
	NW 138 St. to NW 154 St.		5.00	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	5.60	
	NE 12 Ave. Widening:												
29)	NE 167 Ave-NE 151 St.	1/2006	0.00	2.40	0.45	0.00	0.00	0.00	0.00	2.85	0.00	2.85	500
	Widen from 2 to 3 lanes		2.40	0.45	0.00	0.00	0.00	0.00	0.00	0.45	0.00	2.85	
30)	SW 137 Ave. Reconstruction	1/2005	0.70	3.54	0.00	0.00	0.00	0.00	0.00	3.54	0.00	4.24	500
	Reconstruct (SW 88 St. - SW 56 St.)		4.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.24	
31)	KTC Intersection Improvements	2/2005	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.18	507
	KIllian Pkwy, various Intersections		0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.18	
32)	KTC Traffic Signals	2/2005	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	507
	Sunset Drive, SW 157 & 162 Ave.		0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	

TABLE 10 – TRAFFIC CIRCULATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						Expenditures Revenues (In Millions of Dollars)							
33)	SW 137 Ave, Sunset to Kendall	1/2005	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	507
	Widen to 6 lanes		0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
34)	SW 137 Ave, MIller to Sunset	3/2010	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	507
	Widen to 6 lanes		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	
35)	SW 120 St, HEFT to SW 137 Ave.	2/2010	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	507
	Widen to 6 lanes		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	
36)	NE 15 Avenue Widening (to NE 170 St.)	1/2007	0.00	0.00	1.10	0.53	0.00	0.00	0.00	1.63	0.00	1.63	500
	NE 170 St - NE 163 St.		1.10	0.53	0.00	0.00	0.00	0.00	0.00	0.53	0.00	1.63	
	NW 62 Ave.Widening:												
37)	NW 138 St.-NW 105 St.	1/2008	0.00	3.00	0.60	0.60	0.60	0.00	0.00	4.80	0.00	4.80	500,1116
	Widen from 2 to 3 Lanes		0.00	3.00	0.60	0.60	0.60	0.00	0.00	4.80	0.00	4.80	
38)	NW 72 Ave. Widening & New Bridge	1/2008	1.35	0.00	1.10	2.16	2.05	0.00	0.00	5.31	0.00	6.66	500
	NW 74 St.-Okeech.Rd.												
	Widen from 2 - 4 Lanes		2.03	2.10	2.40	0.13	0.00	0.00	0.00	4.63	0.00	6.66	
39)	NW 74 St. Widening: HEFT to NW 87 Ave.	1/2009	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	9.50	9.75	500
	Add two new Lanes		0.00	0.00	0.00	0.00	0.25	3.00	3.00	6.25	3.50	9.75	
	NE 2nd Ave. Widening:												
40)	NE 115 St.to NE 91 St.	1/2007	0.00	0.60	1.70	1.70	0.00	0.00	0.00	4.00	0.00	4.00	500
	Reconstruct 4 Lanes		3.40	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	4.00	
41)	Barbara Goleman High School Access Rd.	1/2005	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	500
	14100 NW 89 Ave.		1.40	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	2.00	
42)	Rickenbacker Causeway Toll Booths	1/2005	0.05	0.46	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.51	440
	Rickenbacker Causeway		0.05	0.46	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.51	
43)	SW 320 St. Widening: SW 187 Ave.to US 1	1/2010	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.07	1.07	500
	Widen road from 2 to 3 Lanes		1.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.07	

TABLE 10 – TRAFFIC CIRCULATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
44)	NW 25 St.: NW 117 Ave. to NW 127 Ave.	2/2005	0.00	4.18	0.00	0.00	0.00	0.00	0.00	4.18	0.00	4.18	507
	New 4 Lanes		0.00	4.18	0.00	0.00	0.00	0.00	0.00	4.18	0.00	4.18	
45)	NW 127 Ave.: NW 12 St. to SW 8 St.	3/2005	0.00	3.90	0.00	0.00	0.00	0.00	0.00	3.90	0.00	3.90	507
	Widen to 4 Lanes		0.00	3.90	0.00	0.00	0.00	0.00	0.00	3.90	0.00	3.90	
46)	NW 127 Ave.: NW 12 St. to NW 25 St.	2/2006	0.00	3.80	0.00	0.00	0.00	0.00	0.00	3.80	0.00	3.80	507
	New 4 Lanes		0.00	3.80	0.00	0.00	0.00	0.00	0.00	3.80	0.00	3.80	
47)	NW 17 St.: NW 127 Ave. to NW 137 Ave.	2/2006	0.00	3.80	0.00	0.00	0.00	0.00	0.00	3.80	0.00	3.80	507
	New 4 Lanes		0.00	3.80	0.00	0.00	0.00	0.00	0.00	3.80	0.00	3.80	
48)	NW 137 Ave.: NW 12 St. to NW 17 St.	2/2006	0.00	1.90	0.00	0.00	0.00	0.00	0.00	1.90	0.00	1.90	507
	New 4 Lanes		0.00	1.90	0.00	0.00	0.00	0.00	0.00	1.90	0.00	1.90	
49)	NW 25 St.: NW 127 Ave. to NW 132 Ave.	2/2007	0.00	0.00	1.20	0.00	0.00	0.00	0.00	1.20	0.00	1.20	507
	New 2 Lanes		0.00	0.00	1.20	0.00	0.00	0.00	0.00	1.20	0.00	1.20	
50)	NW 122 Ave.: NW 25 St. to NW 41 St.	2/2007	0.00	0.00	2.50	0.00	0.00	0.00	0.00	2.50	0.00	2.50	507
	New 2 Lanes		0.00	0.00	2.50	0.00	0.00	0.00	0.00	2.50	0.00	2.50	
51)	Guardrail Safety Improvements	1/Cont.	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.60	0.10	0.80	670
	Various Locations - Countywide		0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.60	0.10	0.80	
52)	SW 184 St.Widening: SW 137 – 127 Ave.	2/2006	0.00	2.00	2.56	0.00	0.00	0.00	0.00	4.56	0.00	4.56	500
	Widen from 2 to 4 Lanes		3.76	0.80	0.00	0.00	0.00	0.00	0.00	0.80	0.00	4.56	
53)	SW 184 St.Widening: SW 147 – 137 Ave.	1/2008	0.50	0.00	0.00	0.00	1.95	0.97	0.00	2.92	0.00	3.42	500
	Widen from 2 to 4 Lanes		1.03	0.10	0.50	0.40	0.90	0.49	0.00	2.39	0.00	3.42	
54)	NW 97 Ave. New Bridge	2/2006	11.30	2.00	6.25	0.00	0.00	0.00	0.00	8.25	0.00	19.55	500
	State Road 836		19.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.55	
55)	Beautification Improvements	1/2005	0.00	3.33	3.33	3.33	3.33	3.33	3.33	19.98	3.33	23.31	670,1007
	Various Locations		0.00	3.33	3.33	3.33	3.33	3.33	3.33	19.98	3.33	23.31	
56)	Sonovoid Bridge Renov. NW 112 Ave. over the Miami Canal; SW 97 Ave. over Black	1/2008	0.87	0.50	0.50	0.50	0.50	0.00	0.00	2.00	0.00	2.87	500
	Creek Canal		0.87	0.50	0.50	0.50	0.50	0.00	0.00	2.00	0.00	2.87	

TABLE 10 – TRAFFIC CIRCULATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						Expenditures Revenues (In Millions of Dollars)							
57)	Venetian Causeway Toll Plaza Replacement	3/2005	0.40	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70	
	Venetian Causeway		0.40	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70	
58)	Rickenbacker Safety Barriers	1/2006	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.00	0.30	440
	Rickenbacker Causeway		0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.00	0.30	
59)	Rickenbacker Causeway Road Resurfacing	1/2006	0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.70	0.00	0.70	440
	Rickenbacker Causeway		0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.70	0.00	0.70	
60)	SW 328 St. Widening: SW 162 Ave. to 152 Ave.	1/2008	4.00	0.00	2.05	1.00	1.00	0.00	0.00	4.05	0.00	8.05	500
	Widen to 4 Lanes		4.00	2.05	1.00	1.00	0.00	0.00	0.00	4.05	0.00	8.05	
61)	NW 74 St. Widening: NW 87 Ave.- NW 84 Ave.	1/2007	0.07	0.00	0.97	0.38	0.00	0.00	0.00	1.35	0.00	1.42	500
	Widen from 2 to 4 Lanes		0.07	0.97	0.38	0.00	0.00	0.00	0.00	1.35	0.00	1.42	
62)	Rickenbacker Causeway Public Fac.	1/2009	0.10	0.22	0.00	0.00	1.25	1.25	0.00	2.72	0.00	2.82	440
	Improv. Rickenbacker Causeway		0.10	0.22	1.25	1.25	0.00	0.00	0.00	2.72	0.00	2.82	
63)	People's Transp. Plan Neighborhood	1/2010	24.49	25.08	39.11	39.11	39.11	39.11	39.10	220.62	195.53	440.64	1116
	Improv. Countywide		24.49	25.08	39.11	39.11	39.11	39.11	39.10	220.62	195.53	440.64	
64)	NW 17 Ave. Bridge Refurbishing	1/2005	0.55	2.10	0.00	0.00	0.00	0.00	0.00	2.10	0.00	2.65	670
	Bascule Bridge over Miami River		0.55	2.10	0.00	0.00	0.00	0.00	0.00	2.10	0.00	2.65	
65)	Rickenbacker Bear Cut Catwalk Repairs	1/2005	0.00	1.10	0.00	0.00	0.00	0.00	0.00	1.10	0.00	1.10	440
	Rickenbacker Causeway		0.00	1.10	0.00	0.00	0.00	0.00	0.00	1.10	0.00	1.10	
66)	Local Rights of Way Crews	3/2010	0.00	1.15	1.15	1.15	1.15	1.15	1.15	6.90	1.15	8.05	688
	Throughout UMSA		0.00	1.15	1.15	1.15	1.15	1.15	1.15	6.90	1.15	8.05	

TABLE 10 – TRAFFIC CIRCULATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						Expenditures Revenues (In Millions of Dollars)							
	NW 58 St. Widening:												
67)	NW 107 Ave.to 102 Ave.	1/2005	0.60	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	1.20	500
	Widen from 2 to 4 Lanes		1.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.20	
68)	SW 328 St. Widening: US 1 to SW 162 Ave.	1/2009	0.00	0.00	0.00	0.30	3.04	3.03	0.00	6.37	0.00	6.37	500
	Widen to 4 Lanes		1.50	2.87	1.00	1.00	0.00	0.00	0.00	4.87	0.00	6.37	
69)	Light Emitting Diodes Project	1/2005	0.00	5.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	5.00	1043
	Countywide		0.00	5.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	5.00	
70)	SW 62 Avenue Refurbishment	3/2006	0.24	2.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.24	1116
	From SW 70 St to SW 64 St.		2.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.24	
71)	SW 1 Ave Miami River Crossing	3/2005	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	1116
	From SW 8 St to SW 1 St		0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	
72)	SW 62 Ave Improvements	3/2007	0.90	7.00	0.00	0.00	0.00	0.00	0.00	7.00	0.00	7.90	1116
	From SW 24 St to NW 7 St.		7.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.90	
73)	Rickebacker Bike Path Facilities Phase II	1/2005	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.15	440
	Rickenbacker Causeway		0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	
74)	SW 160 Street Improvements	1/2007	0.45	3.75	0.00	0.00	0.00	0.00	0.00	3.75	0.00	4.20	1116
	Countywide		4.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.20	
75)	SW 42 Street Widening	3/2008	0.47	0.00	0.00	1.00	1.00	0.00	0.00	2.00	0.00	2.47	500
	From SW 157 Ave to SW 162 Ave		0.47	0.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	2.47	
76)	Grade Separations	3/2005	0.30	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.50	1116
	Countywide		0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	
77)	NW 138 St Bridge over Miami River Canal	1/2007	0.45	3.75	0.00	0.00	0.00	0.00	0.00	3.75	0.00	4.20	1116
	NW 138 St and the Miami River Canal		4.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.20	
78)	NE 2 Ave Improvements	3/2007	0.00	0.24	2.00	0.00	0.00	0.00	0.00	2.24	0.00	2.24	1116
	From NE 36 St to NE 43 St.		2.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.24	

TABLE 10 – TRAFFIC CIRCULATION (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
79)	New Access to Country Walk	1/2006	0.09	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.84	1116
	SW 143 Ter from Railroad tracks to SW 136 St.		0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	
80)	NE 2 Ave Improvements	3/2007	0.00	1.78	1.78	1.78	1.78	0.00	0.00	7.12	0.00	7.12	1116
	From NE 43 St to NE 62 St.		7.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.12	
81)	SW 56th St Widening	2/2009	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.05	0.00	0.05	500
	From SW 158 Ave to SW 152 Ave		0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.05	0.00	0.05	
82)	Reverse Flow Lanes	3/2005	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	1116
	Countywide		0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	
83)	SW 26 Street Widening	3/2007	0.00	0.00	1.44	1.44	0.00	0.00	0.00	2.88	0.00	2.88	500
	From SW 149 Ave to SW 147 Ave		1.44	0.00	0.00	1.44	0.00	0.00	0.00	1.44	0.00	2.88	
84)	Ponce De Leon Boulevard	3/2007	0.00	0.00	0.50	0.50	0.00	0.00	0.00	1.00	0.00	1.00	500
	from Almeria to Alcazar		0.00	0.50	0.50	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
85)	Advanced Traffic Management System-	3/2009	0.00	0.00	0.00	0.00	3.08	3.07	0.00	6.15	0.00	6.15	670
	New Traffic Control Center 9301 NW 58 St.		0.00	0.00	1.50	2.60	2.05	0.00	0.00	6.15	0.00	6.15	
86)	Venetian Steet Scape	1/2006	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	440
	Venetian Causeway		0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
87)	Americans with Disabilities Act Hotline	3/2010	0.15	0.50	0.30	0.30	0.30	0.30	0.30	2.00	0.30	2.45	670,688
	Countywide		0.15	0.50	0.30	0.30	0.30	0.30	0.30	2.00	0.30	2.45	
88)	NE 2 Ave Improv.(West Little River Canal)	3/2007	0.00	0.10	0.20	0.00	0.00	0.00	0.00	0.30	2.50	2.80	1116
	From West Little River Canal to NE 91 St.		0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.50	2.80	
	TOTALS		115.19	142.09	128.17	88.88	86.67	83.18	70.87	599.86	241.21	956.26	
			221.99	114.66	84.33	82.75	72.84	73.85	71.70	500.13	234.14	956.26	

Source: Miami-Dade Public Works Department and Department of Planning and Zoning Data provided by the Office of Management and Budget.

TABLE 11
MASS TRANSIT

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
1)	Bus Acquisition	2/2009	88.80	30.51	46.89	33.46	6.90	10.13	20.25	148.14	369.76	606.70	123,125,681,
	Various		101.57	30.51	46.89	33.47	5.00	5.00	14.50	135.37	369.76	606.70	1002,1090,1116
2)	Park & Ride Lots	2/2009	4.21	0.24	0.24	0.24	0.24	0.24	0.24	1.44	0.62	6.27	688,821,
	Various Locations		4.21	0.26	0.26	0.26	0.26	0.26	0.14	1.44	0.62	6.27	1107
3)	Rail/Mover Facilities & Equipment	2/2009	35.42	17.23	27.58	34.32	14.86	9.81	15.24	119.04	0.00	154.46	123,127,
	Various Locations		45.36	18.80	29.12	19.67	15.66	10.61	15.24	109.10	0.00	154.46	821, 1116
4)	Central Control Overhaul	1/2009	0.00	0.14	1.60	2.50	5.60	4.00	4.51	18.35	0.00	18.35	123,821
	111 NW 1st St.		0.00	0.14	0.60	2.50	5.30	5.30	4.51	18.35	0.00	18.35	
5)	Security & Safety Equipment	1/2009	8.74	0.80	2.10	2.70	1.89	1.89	2.00	11.38	10.00	30.12	123,821
	Countywide		8.74	0.80	2.10	2.70	1.89	1.89	2.00	11.38	10.00	30.12	
6)	Rail and Mover Vehicle Rehabilitation	1/2009	5.95	0.00	38.81	40.38	40.38	67.74	37.22	224.53	0.00	230.48	123, 1116
	Non-Applicable		5.95	0.00	38.81	40.38	40.38	67.74	37.22	224.53	0.00	230.48	
7)	ADA Improvements & Equipment	2/2009	5.09	0.10	0.19	0.20	0.20	0.20	0.20	1.09	1.00	7.18	123
	Various Locations		5.09	0.10	0.19	0.20	0.20	0.20	0.20	1.09	1.00	7.18	
8)	AVL/AVM Radio System	2/2009	2.04	0.26	0.10	4.00	8.00	4.00	0.00	16.36	0.00	18.40	123
	Countywide		2.04	0.26	0.10	4.00	8.00	4.00	0.00	16.36	0.00	18.40	
9)	Capital Project Planning & Monitoring	3/2009	3.94	15.38	0.98	0.98	1.00	1.00	1.00	20.34	5.00	29.28	123, 688
	Various		3.94	15.38	0.98	0.98	1.00	1.00	1.00	20.34	5.00	29.28	
10)	Passenger Amenities	1/2009	11.24	0.40	1.52	1.65	1.30	0.41	3.62	8.90	0.00	20.14	123, 1116
	Various Locations		11.24	0.40	1.52	1.65	1.65	0.47	3.21	8.90	0.00	20.14	
11)	Facility and Equipment Rehabilitation	3/2008	14.56	6.84	16.24	26.96	8.70	0.00	0.00	58.74	0.00	73.30	123,1116
	Bus Facilities		23.76	6.84	15.74	26.96	0.00	0.00	0.00	49.54	0.00	73.30	
12)	Bus Tools	2/2009	3.41	0.007	0.75	1.75	0.75	0.75	0.75	4.76	3.75	11.92	123,681
	Bus Garages		3.41	0.007	0.75	1.75	0.75	0.75	0.75	4.76	3.75	11.92	

TABLE 11 -- MASS TRANSIT (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
13)	Rail Tools	2/2007	2.50	1.68	2.36	2.78	4.58	0.62	0.67	12.69	3.37	18.56	123, 1116
	Various Locations		2.50	1.68	2.36	2.78	4.58	0.62	0.67	12.69	3.37	18.56	
14)	Fare Collection Equipment	2/2006	0.60	24.00	19.50	27.50	0.00	0.00	0.00	71.00	0.00	71.60	123,1116
	Various Locations		3.60	21.00	19.50	27.50	0.00	0.00	0.00	68.00	0.00	71.60	
15)	Information Technology Projects	2/2012	11.65	1.80	2.80	2.22	3.03	4.13	4.39	18.37	21.95	51.97	123
	Various Locations		11.65	1.80	2.80	2.22	3.03	4.13	4.39	18.37	21.95	51.97	
16)	Treasury Service Equipment	2/2009	1.95	0.44	0.52	0.60	0.60	0.60	0.00	2.76	0.00	4.71	123
	Various Locations		1.95	0.44	0.52	0.60	0.60	0.60	0.00	2.76	0.00	4.71	
17)	Service Vehicles	2/2009	1.40	0.83	2.00	1.89	2.00	2.00	1.00	9.72	0.00	11.12	123
	Countywide		1.40	0.83	2.00	1.89	2.00	2.00	1.00	9.72	0.00	11.12	
18)	Passenger Activity Centers	2/2009	7.87	2.50	2.50	2.93	0.00	0.00	0.00	7.93	0.00	15.80	123,681,
	Miami-Dade County		7.87	2.50	2.50	2.93	0.00	0.00	0.00	7.93	0.00	15.80	821
19)	South Miami-Dade Busway Extension	3/2005	59.26	22.31	3.91	0.00	0.00	0.00	0.00	26.22	0.00	85.48	125,127,
	South Miami-Dade County		85.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	85.48	821
20)	Metrorail Extens.to Florida City - Feasib.	2/2009	0.80	0.50	0.50	0.50	0.50	0.50	0.00	2.50	0.00	3.30	123,1107
	Study To Florida City		0.80	0.50	0.50	0.50	0.50	0.50	0.00	2.50	0.00	3.30	
21)	Northeast Corridor Study	2/2005	1.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	1.50	123,1107
	Northeast Miami-Dade County		1.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	1.50	
22)	Project Administration	3/2009	1.15	0.00	1.37	0.60	0.65	0.65	0.65	3.92	3.25	8.32	123
	Countywide		1.15	0.00	1.37	0.60	0.65	0.65	0.65	3.92	3.25	8.32	

TABLE 11 -- MASS TRANSIT (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
23)	Bus Facilities	2/2009	2.00	0.00	0.00	5.50	1.10	22.00	5.00	33.60	0.00	35.60	123, 1116
	Various Locations		2.00	0.50	0.00	5.00	1.10	22.00	5.00	33.60	0.00	35.60	
24)	East West Corridor	2/2009	4.76	9.10	74.54	107.49	102.83	122.32	187.24	603.52	700.31	1308.59	125, 821,
	Countywide		19.04	48.06	82.23	134.09	202.82	241.26	260.99	969.45	320.10	1308.59	1116
25)	North Corridor	2/2009	14.87	32.43	55.48	90.47	136.83	165.76	176.08	657.05	215.96	887.88	125, 821,
	Miami Interm.Cent.to the Dade/Broward CL		14.87	32.43	55.48	90.47	136.83	165.76	176.08	657.05	215.96	887.88	1116
26)	Kendall Corridor	2/2010	0.00	0.50	1.00	10.00	10.00	10.00	10.00	41.50	10.00	51.50	125,822,
	Countywide		0.00	0.50	1.00	10.00	10.00	10.00	10.00	41.50	10.00	51.50	1116
27)	Capitalization of preventive Maintenance	3/2009	31.68	42.45	22.08	27.77	27.04	36.72	43.31	199.37	275.68	506.73	123
	Countywide		31.68	42.45	22.08	27.77	27.04	36.72	43.31	199.37	275.68	506.73	
28)	Earlington Heights/MIC Connector	3/2012	0.78	6.70	17.12	21.97	86.85	65.67	30.38	228.69	30.54	260.01	125,821,
	Earlington Heights Rail Station to MIA		0.78	12.66	17.12	21.97	79.79	65.67	30.38	227.59	31.64	260.01	1116
	TOTALS		325.67	217.65	342.68	451.36	465.83	531.14	543.75	2552.41	1651.19	4529.27	
			401.08	239.35	346.52	462.84	549.03	647.13	611.24	2856.11	1272.08	4529.27	

Source: Miami-Dade Transit, Office of Public Transportation Management, and Department of Planning and Zoning. Data provided by the Office of Management and Budget.

TABLE 12
WATER FACILITIES

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						Expenditures Revenues (In Millions of Dollars)							
1)	South Miami-Dade Water Transm.Mains	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.00	15.00	998
	Imp. South Miami-Dade County		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.00	15.00	
2)	Water T. Plant - Alexander Orr, Jr.	3/2012	11.27	0.69	0.27	0.00	0.00	0.00	0.80	1.76	20.80	33.83	952,959,
	Expansion 6800 S.W. 87 Ave.		12.23	0.00	0.00	0.00	0.00	0.00	8.00	8.00	13.60	33.83	998
3)	Water T.Plant - Hialeah/Preston Improvements	3/2011	0.36	2.66	0.20	1.82	1.24	9.95	7.73	23.60	4.56	28.52	520,969,
	700 W. 2 Ave./1100 W. 2 Ave.		5.52	0.00	0.20	10.28	0.74	8.30	1.48	21.00	2.00	28.52	998
4)	Wellfield Improvements	3/2014	12.01	12.84	18.08	23.01	16.85	21.31	20.72	112.81	20.88	145.70	495,520,912,
	Water Wellfields		51.93	0.96	3.49	36.05	4.47	33.50	0.00	78.47	15.30	145.70	959,969,998, 1026
5)	Water Mains - Extensions	1/2011	0.50	1.50	0.50	0.50	0.50	0.50	0.50	4.00	0.69	5.19	496
	Systemwide		5.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.19	
6)	Central Miami-Dade Water Transm. Mains	3/2012	0.23	1.76	0.00	0.00	0.41	2.87	6.83	11.87	22.89	34.99	912,998
	Imp. Central Miami-Dade County		1.99	0.00	0.00	4.50	0.00	28.50	0.00	33.00	0.00	34.99	
7)	North Miami-Dade Water Transm. Mains	3/2012	1.01	2.46	1.38	2.71	5.54	0.40	0.20	12.69	7.10	20.80	912,998,
	Imp. North Miami-Dade County		5.10	0.00	0.00	8.00	0.00	5.00	0.00	13.00	2.70	20.80	1026
8)	W.T.P. Replacement & Renovations	3/2011	5.17	2.85	7.40	5.35	5.39	5.39	5.39	31.77	5.39	42.33	495
	Water Treatment Plants		9.86	2.85	7.40	4.42	4.62	4.62	4.62	28.53	3.94	42.33	
9)	Water System Maintenance & Upgrades	3/2011	9.45	7.49	11.37	6.65	6.65	6.65	4.41	43.22	4.78	57.45	495
	Systemwide		16.65	9.84	9.13	3.88	4.39	4.39	4.39	36.02	4.78	57.45	
10)	Water Distribution System Extension	3/2011	33.14	1.00	14.40	13.00	13.00	13.00	13.00	67.40	14.00	114.54	495,912
	Enhanc.: Systemwide		49.54	0.00	0.00	13.00	13.00	13.00	13.00	52.00	13.00	114.54	

TABLE 12 – WATER FACILITIES (continued)

Project Number	Project Name And Location	Purpose* / Year of Completion	Prior Years	2004/05	2005/06	Expenditures Revenues 2006/07	2007/08	2008/09	2009/10	Six Year Totals	Future Years	Project Totals	Funding Source
						(In Millions of Dollars)							
11)	Water System Improvements - New	3/2011	4.33	2.00	0.50	1.09	0.49	2.51	4.96	11.55	6.56	22.44	520
	Systemwide		4.33	2.00	0.50	1.09	0.49	2.51	4.96	11.55	6.56	22.44	
12)	Equipment & Vehicles - Water System	3/2011	36.76	8.40	8.27	4.52	3.19	3.19	3.19	30.76	3.48	71.00	495
	Systemwide		38.45	8.40	8.27	2.83	3.19	3.19	3.19	29.07	3.48	71.00	
13)	General Maint. & Office Facilities - Water	3/2010	8.59	3.91	7.91	2.13	4.27	7.83	1.71	27.76	0.00	36.35	495,912,969,
	Various Locations		20.41	0.00	0.00	15.94	0.00	0.00	0.00	15.94	0.00	36.35	997,998
14)	Water System Fire Hydrant Installation	1/2011	5.56	2.61	1.01	1.01	0.36	0.36	0.36	5.71	14.39	25.66	403
	Systemwide		10.23	2.09	2.13	2.17	2.20	2.24	2.28	13.11	2.32	25.66	
15)	Engineering Studies - Water	3/2005	1.57	0.23	0.00	0.00	0.00	0.00	0.00	0.23	0.00	1.80	912
	Systemwide		1.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.80	
16)	Safe Drinking Water Act Modif.(1996) -	3/2012	35.36	8.31	1.21	0.00	0.00	0.00	0.91	10.43	44.49	90.28	912,952,
	(D-DBP) Systemwide		44.88	0.00	0.00	0.00	0.00	45.40	0.00	45.40	0.00	90.28	969,998
17)	Safe Drinking Water Act Modif.(1996)	3/2010	0.97	0.20	0.00	0.00	0.00	0.31	2.59	3.10	0.00	4.07	969,998,
	-(IESWT) Systemwide		1.17	0.00	0.00	0.00	0.00	2.90	0.00	2.90	0.00	4.07	1007
18)	South Miami Heights W.T.P & Wellfield	3/2010	8.40	13.38	45.04	32.18	4.32	1.16	1.99	98.07	0.00	106.47	520,912,
	11800 SW 208 St.		100.23	3.37	1.75	0.64	0.48	0.00	0.00	6.24	0.00	106.47	959,969,1007
19)	Water Treat. Plants Automation	3/2005	0.30	0.45	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.75	959
	Improvements: Water Treatment Plants		0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	
20)	Telemetering System Enhancements-Water	3/2007	1.52	0.00	0.39	0.22	0.00	0.00	0.00	0.61	0.00	2.13	495
	Systemwide		1.60	0.00	0.40	0.13	0.00	0.00	0.00	0.53	0.00	2.13	
	TOTALS		176.50	72.74	117.93	94.19	62.21	75.43	75.29	497.79	185.01	859.30	
			381.86	29.51	33.27	102.93	33.58	153.55	41.92	394.76	82.68	859.30	

Source: Miami-Dade Water and Sewer Department and Department of Planning and Zoning. Data provided by the Office of Management and Budget.

CAPITAL IMPROVEMENTS ELEMENT
LIST OF FUNDING SOURCES

Federal

Code	
102	Section 8 Refinancing
123	FTA Sec. 5307/5309 Formula Grant
124	Federal Aviation Administration
125	FTA Section 5309 Discretionary Grant
127	Federal Highway Administration
142	Army Corps of Engineers
150	Federal Transportation Grant
160	Department of Interior UPRA Grant
198	FEMA Reimbursements
1096	Nat'l Oceanic Atmospheric Association (Federal Government)

Local Governments (Non-Miami-Dade County)

370	City of Miami Contribution

Proprietary

403	Fire Hydrant Fund
406	Aviation Passenger Facility Charge
426	Seaport Revenues
440	Causeway Toll Revenue
450	Waste Disposal Operating Fund
451	Waste Collection Operating Fund
470	Biscayne Bay Environmental Trust Fund
490	Wastewater Renewal Fund
495	Water Renewal & Replacement Fund
496	Water Special Construction Fund
497	Wastewater Special Construction Fund
500	Road Impact Fees
501	Park Impact Fees
507	Developer Fees/Donation
520	Water Connection Charges
521	Wastewater Connection Charges

Other County Sources

621	Environmental Trust Fund
630	Stormwater Utility
632	Stormwater Utility (QNIP)
640	Interest Earnings
650	Capital Outlay Reserve
659	Department Operating Revenue
660	Endangered Lands Voted Millage
670	Secondary Gas Tax
681	Financing Proceeds
688	Capital Improvements Local Option Gas Tax

State of Florida

821	Florida DOT Funds
834	State Beach Erosion Control Funds
840	Florida Boating Improvement Fund
843	State Department of Environmental Protection
865	Florida Ports Trust Bond Program
885	Florida Inland Navigational District
892	Fla. Division of Cultural Affairs
1090	FDOT County Incentive Grant Program (State of Florida)

County Bonds/Debt

912 Water Revenue Bonds 1997
914 Wastewater Revenue Bonds 1997
915 Solid Waste System Revenue Bonds
917 Tenant Financing
920 Future Aviation Revenue Bonds
921 Aviation Revenue Bonds Sold
927 Safe Neigh. Parks (SNP) Proceeds
951 State Revolving Loan Wastewater Program
952 State Revolving Loan Water Program
959 Water Revenue Bonds 1999
961 Future Wastewater Revenue Bonds
965 Future Solid Waste Disposal Notes/Bonds
966 Bond Anticipation Notes
969 Water Revenue Bonds Series1995
970 Wastewater Revenue Bonds Series 1995
972 Solid Waste System Rev. Bonds 1998
973 Wastewater Revenue Bonds 1999
979 Quality Neighborhood Improvement Program(QNIP)-UMSA
980 QNIP Phase 1-Stormwater Bond Proceeds
981 Future Seaport Bonds/Loans
982 Quality Neighborhood Improvement Program (QNIP) Proceeds
985 PAC Bond Proceeds
987 Industrial Development Revenue Bonds
992 Prof. Sports Franchise Facil. Bonds
997 Water Revenue Bonds Series 1994
998 Future Water Revenue Bonds
1000 Seaport Bonds/Loans
1001 PAC Interest Earnings

1000 Series Codes (Category)

1000 Seaport Bonds/Loans (County Bonds/Debt)
1002 Other Non County Sources
1004 Cash Donations Non County Sources
1005 FPL Contributions (Local Governments)
1007 Miscellaneous - Other County Sources
1026 EPA Grant
1027 Solid Waste System Rev. Bond 2001 (County Bonds/Debt)
1043 Future Financing
1068 CDBG Reimbursement - 1993 (Federal)
1082 Florida Department. of Environmental Protection (State of Florida)
1083 Florida Department. of Community Affairs (State of Florida)
1085 Liability Trust Fund (Other County Sources)
1087 QNIP Phase II UMSA Bond Proceeds
1090 FDOT County Incentive Grant Program (State of Florida)
1096 Nat'l Oceanic Atmospheric Association (Federal Government)
1101 Village of Key Biscayne Contribution
1115 2002 Capital Asset Acquisition Bonds
1116 People's Transportation Plan Bond Program
1129 Federal GSA
1131 QNIP Phase IV UMSA Bond Proceeds
1132 FAA Discretionary Grants
1133 QNIP Phase III Pay As You Go

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61.

Monitoring Program

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 establishment or enhancement of monitoring and reporting programs.

62. This section of the Element outlines the substan~~tia~~tive 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 EAR is prepared, the measures and procedures outlined here may have been modified to reflect practical experience.

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.

63. To successfully function in its central role in growth management, the CIE must be periodically evaluated and revised to meet changing conditions. With the ~~fiscal~~ capital planning process as outlined in previous sections in place, the monitoring and adjustment of the CIE ~~will be~~ is essentially automatic and ongoing.

64. In essence, the County's present Capital Budget and Multi-Year Capital Plan ~~will be~~ is the basis for the CIE. The annual preparation of the CIP/CIE ~~will~~ includes those changes in cost, revenue sources, timing or other allowable modifications. Except under special circumstances, the CIE ~~will be~~ is amended only at the time of the CDMP biennial or other authorized amendment period. At that time and within that process, the following ~~will be~~ 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.

65. A component of the monitoring program ~~would be~~ 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 projections and other growth indicators which reflect these facilities in terms of location, employment, trip generation and other parameters.

Objective CIE-1

66. Objective 1 will be evaluated through the use of information compiled in the annual CIE Summary Table.

67. Objective CIE-2
Objective 2 will be monitored by checking development records from the municipalities in the Barrier Islands.

68. Objective CIE-3
Concurrency records will be utilized to monitor and evaluate Objective 3.

69. 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 4.

70. Objective CIE-5
Objective 5 is basically a regulation, which is controlled by certain processes. These processes consist of the master functional plans from operational departments, the CDMP amendments 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.

APPLICATION NO. 10
EDUCATIONAL ELEMENT

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

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3. DESCRIPTION OF REQUESTED CHANGES

Revise the Education Element on pages X-1 through X-8 in the "Adopted Components" dated May 1997, as amended, as follows on the next page.[1]

[1] Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist in the Plan and will remain unchanged.

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EDUCATIONAL ELEMENT

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 AVAILABLE TO THE CITIZENRY OF MIAMI-DADE COUNTY, FLORIDA.

1 **Objective EDU-1**

Work towards the reduction of the overcrowding which currently exists in the Miami-Dade County Public School System while striving to attain an optimum level of service. Strive to provide additional solutions to overcrowding so that countywide enrollment in Miami-Dade County's public schools does not exceed ~~145% of enhanced program capacity~~ 115% of current Florida Inventory of School Houses (FISH) capacity (both permanent and relocatables). Additionally, by 2010 Miami-Dade County Public Schools shall meet state requirements for class size. ~~2005 the countywide enrollment in Miami-dade County's public schools does not exceed 125% enhanced program capacity, and by 2015 does not exceed 100%.~~ This numeric objective is adopted solely as a guideline for school facility planning and shall not be used as a Level of Service Standard or as a basis for denial of development orders.

2 **Policies**

EDU-1.~~1~~A. Cooperate with the Miami-Dade County Public School System in their efforts to continue to provide new student stations through the Capital Outlay program, in so far as funding is available.

3 EDU-1.~~2~~B. Collect impact fees from new development for transfer to the Miami-Dade County Public School System to offset the impacts of these additional students on the capital facilities of the school system.

4 EDU-1.C. Cooperate with the Miami-Dade County Public School System in their efforts to develop and implement alternative educational facilities such as primary learning centers which can be constructed on small parcels of land and relieve overcrowding at elementary schools, in so far as funding and rules permit.

5 EDU-1.~~4~~D. Cooperate with the Miami-Dade County Public School System in their efforts to provide public school facilities to the students of Miami-Dade County which operate on optimum capacity, in so far as funding available.

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Operational alternatives may be developed and implemented, where appropriate, which mitigate the impacts of overcrowding while maintaining the instructional integrity of the educational program.

6 EDU-1.~~5~~E. Cooperate with the Miami-Dade County Public School System in their efforts to maintain and/or improve the established level of service (LOS), for Public Educational Facilities, as established for the purposes of collecting Impact Fees, in so far as funding available.

7 EDU-1.~~6~~F. The Miami-Dade County School Board (School Board) comments shall be sought and considered on comprehensive plan amendments and other land use decisions which could impact the school district, ~~as provided for in Chapter 236.193(2)F.S.~~ when the proposed (re) development would result in an increase of FISH capacity (permanent and relocatables) in excess of 115%, in order to be consistent with the terms of the state mandated Interlocal Agreement pursuant to Section 1013.33, Florida Statutes.

8 EDU-1.~~7~~G. Capital improvement programming by the Miami-Dade Public School System 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 ~~the CDMP projections as a basis in addition to the enrollment projections provided by the Department of Education (DOE). Where the figures differ, the School System should plan for the higher of the two projections, where authorized by State law~~ 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.

9 EDU-1.~~8~~H. It is the policy of Miami-Dade County that the Miami-Dade Public School System 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).

Objective EDU-2

Obtain suitable sites for the development and expansion of public educational facilities.

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Policies

10 EDU-2.~~1~~A. It is the policy of Miami-Dade County that the Miami-Dade County Public School System 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.

11 EDU-2.~~2~~B. In the selection of sites for future educational facility development, the County encourages the district to consider whether a school in that location would provide a logical focal point for community activities.

12 EDU-2.~~3~~C. Where possible, the Public School District 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.

13 EDU-2.~~4~~D. The County acknowledges and concurs that, when selecting a site, the district 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.

14 EDU-2.~~5~~E. When considering a site for possible use as an educational facility, the district should review the adequacy and proximity of other public facilities and services necessary to the site such as roadway access, fire flow and potable water, sanitary sewers, and police and fire services.

15 EDU-2.~~6~~F. When considering a site for possible use as an educational facility the district should consider whether the present and projected surrounding land uses are compatible with the operation of an educational facility.

16 EDU-2.~~7~~G. Miami-Dade County shall encourage and cooperate with the Miami-Dade County Public School System in their effort to update the "Process/Procedures Manual" for public school siting reviews to help accomplish the objectives and policies of this and other elements of the CDMP. The County shall cooperate with the Public School System to establish provisions for a scoping or pre-application meeting as part of the

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educational facilities review process, if determined to be warranted.

17 EDU-2H. Miami-Dade County should continue to cooperate with Miami-Dade County Public School System in utilizing Miami-Dade County Public Schools as emergency shelters during county emergencies.

Objective EDU-3

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

18 EDU-3.~~1~~A. Continue to cooperate with the Miami-Dade County Public School System 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 criminal behavior and provide clear sight lines from the street.

19 EDU-3.~~2~~B. Continue to cooperate with the Miami-Dade County Public School System 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 marshall, the State Department of Education (DOE), and other appropriate sources.

20 EDU-3.~~3~~C. Continue to cooperate with the Miami-Dade County Public School System to provide for the availability of alternative programs for at-risk students at appropriate public educational facilities.

21 EDU-3.~~4~~D. Coordinate with the Miami-Dade County Public School System and municipalities to provide for pedestrian and traffic safety in the area of schools, and signalization for educational facilities.

22 EDU-3.~~5~~E Coordinate with the MDCPS 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-4

Continue to develop programs and opportunities to bring the schools and community closer together.

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Policies

23 EDU-4.~~1~~A. Cooperate with the Miami-Dade County Public School System in their efforts to provide "full service" schools, parent resource centers, adult and community schools and programs as appropriate.

24 EDU-4.~~2~~B. Cooperate with the Miami-Dade County Public School System 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.

25 EDU-4.~~3~~C. Cooperate with the Miami-Dade County Public School System to continue to work with the development industry to encourage partnerships in the provision of sites and educational facilities including primary learning centers.

26 EDU-4.~~4~~D. Cooperate with the Miami-Dade County Public School System through agreement with appropriate agencies to increase medical, psychological, and social services for children and their families as appropriate.

Objective EDU-5

Miami-Dade County Public Schools will continue to enhance effectiveness of the learning environment.

Policies

27 EDU-5.~~1~~A. Miami-Dade County Public School System 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.

28 EDU-5.~~2~~B. The Miami-Dade County Public School System 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.

29 EDU-5.~~3~~C. The Miami-Dade County Public School System is encourage 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.

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Objective EDU-6

The establishment and implementation of mechanism(s) for on-going coordination and communication between the School Board, the County, and other appropriate jurisdictions, to ensure the adequate provision of public educational facilities.

Policies

30 EDU-6.~~1~~A. The County shall coordinate and cooperate with the Miami-Dade County Public Schools, the State, municipalities and other appropriate jagencies to develop or modify rules and regulations in order to simplify and expedite proposed new educational facility developments and renovations.

31 EDU-6.~~2~~B. 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.

32 EDU-6.~~3~~C. The Miami-Dade County Public School System should coordinate school capital improvement plans with the planned capital improvement projects of other County and municipal agencies.

33 EDU-6.~~4~~D The County shall cooperate with the Miami-Dade County Public School System 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.

34 EDU-6.~~5~~E. The County and Miami-Dade Public School System 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. ~~The next review shall occur no later than December 31, 2002.~~ Pursuant to the terms of the state mandated Interlocal Agreement, the County and School Board shall annually review 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.

35 EDU-6.~~6~~F. The County shall seek to coordinate with the Miami-Dade County Public School System in formalizing criteria 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.

36 EDU-6.~~7~~G. The County shall coordinate with the Miami-Dade County Public School System and local governments to eliminate infrastructure deficiencies surrounding existing school sites.

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37 EDU-6.~~9~~I. The County and the Miami-Dade County Public School System shall coordinate the appropriate roles and responsibilities of affected governmental jurisdictions in ensuring the timely, orderly and efficient provision of adequate educational facilities.

38 EDU-6.~~10~~J. 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.

MONITORING AND EVALUATION PROGRAM

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 outline the procedures for the monitoring and evaluating of the Element and its implementation.

Monitoring Requirements

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 form 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 form 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.

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The enforcement or adoption of interlocal agreements shall be explored as a means to help implement components of Objective EDU-2, Objective EDU-3, and Objective EDU-5, and to coordinate the efficient provision of public educational facilities. The performance of any agreements related to these objectives 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 District 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 monitored through the annual inventory and assessment by the Miami-Dade County Public School System 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-3 will be monitored through the review and analysis of the statistics relating to school safety, as compiled annually, by the MDCPS 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-4 shall be monitored by the Miami-Dade County Public School System 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.

Objective EDU-5 shall be monitored by the Miami-Dade County Public School System by reporting the number of educational facility enhancements such as media centers, art/music suite, and science laboratories.

Objective EDU-6 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

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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.

APPLICATION NO. 11
ECONOMIC ELEMENT

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

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3. DESCRIPTION OF REQUESTED CHANGES

Revise the Economic Element on pages XI-1 through XI-10 in the "Adopted Components" dated May 1997 as amended, as follows on the next pages.[1]

[1] Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist in the Plan and will remain unchanged.

ECONOMIC ELEMENT

Introduction

The overarching aims of the Economic Element are to expand and further diversify 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 which will enhance Miami-Dade County government's contribution to the economic development of the area. The Element will serve as the general policy framework for economic development decisions and it will be the guide for operational activities which influence economic development.

The Local Government Comprehensive Planning and Land Development Regulation Act (Ch. 163, Part 2, F.S.) authorized local governments to include an economic element as an optional element in their comprehensive plans. Since the passage of the initial growth management legislation in 1972, Miami-Dade County had traditionally considered economic issues in the formulation of its comprehensive plan, particularly in the land use and the service and facility provisions of the Plan. Prior to the growth management law, the General Land Use Master Plan in 1965 did contain an economic element which focused on improving the industrial mix, creating more and better jobs, and increasing incomes and wealth. The current law [163.3177(7)(j)F.S.] provides a very general description of the economic element: "The comprehensive plan may include the following additional elements..."

> *(J) An economic element setting forth principles and guidelines for the commercial and industrial development, if any, and the employment and personnel utilization within the area. The element may detail the type of commercial and industrial development sought, correlated to the present and projected employment needs of the area and to other elements of the plans, and may set forth methods by which a balanced and stable economic base will be pursued.*

The Act goes on to say that, "All elements of the comprehensive plan, whether mandatory or optional, shall be based upon data appropriate to the element involved." In addition, an economic element must be consistent with the other elements of the plan and generally conform to a similar format. In late 1997, the Board of County Commissioners requested that an economic element be prepared. Work on the element commenced in fiscal 1999-2000, when funding was secured. A draft of the proposed Element was completed and distributed for comment in August, 2001. Many of those comments were incorporated and the Components for Adoption were filed in the October, 2001 CDMP Amendment Cycle. However, the Element was not transmitted in order to allow time to make several changes that the Board of County Commissioners requested. During the interim between that action and refiling in April, 2003 staff updated much of the support material and revised objectives and policies that were outdated or not in accord with Board of County Commission actions. In addition, the extra time allowed for coordination with the County's Strategic Planning process and the receipt of input from the Social and Economic Development Council. The latter is an advisory group established by the Board of County Commissioners shortly after the September 11, 2001 terrorist attacks.

The Element is consistent with the other elements of the Comprehensive Development Master Plan (CDMP) and generally conforms with 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 supports 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 meetings 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 material. These Support Components are not adopted but still are an integral part of the Economic Element. Volume I contains 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 ~~#1~~ I.

CREATE A CULTURE WITHIN WHICH COUNTY DEPARTMENTS INCORPORATE SOCIO-ECONOMIC CONSIDERATIONS INTO THEIR BUSINESS PLANS.

Objective ECO-1

Establish executive level procedures and complementary administrative structure to guide, review, evaluate and monitor Miami-Dade County planning activities impacting socio-economic development. These activities may encompass physical, economic, financial and/or budgetary, business and social service aspects of County government related to socio-economic development.

Policies

ECO-1A. Consolidate all socio-economic development planning and related functions into one unified, proactive organizational structure.

ECO-1B. The Comprehensive Development Master Plan and Miami-Dade County's Strategic Plan shall be the principal planning instruments guiding overall socio-economic development.

ECO-1C. An administrative mechanism will be created and charged with the coordination, evaluation, integration and monitoring of countywide and community social and economic development plans and activities, including commercial/industrial land use decisions and County infrastructure prioritization with municipalities.

Objective ECO-2

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 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]

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 ~~#2~~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.

Objective ~~1~~ECO-4

Develop an initial consolidated infrastructure plan within one year, including streets and highways, water and sewer capacity, drainage and fire facilities, and other components especially advanced technology, such as fiber optics, appropriate to enhance socio-economic development [2]

Policies

~~1.~~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.

~~1.~~ECO-4B. Place high priority on acquiring adequate funding to carry out all projects of the current adopted Long Range Transportation Plan.

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[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.

[2] Where reference is made to a specific time period, the start date will be the beginning of FY 2004/05, October 1, 2004.

~~1.~~ECO-4C. Miami-Dade County will program infrastructure improvements in municipalities taking into account their socio-economic development priorities and overall County priorities.

~~1.~~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 ~~2~~ECO-5.

The County will establish strong regional linkages with Southeast Florida governments to plan for and coordinate infrastructure elements impacting economic development.

Policies

~~2.~~ECO-5A. The County will support regional infrastructure initiatives with emphasis on economic development and will participate in the newly formed Regional Transportation Authority.

~~2.~~ECO-5B. The Department of Planning and Zoning 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.

Objective ~~3~~ 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.*

* Affordable to households with incomes between 80 and 120 percent of County MFI.

Policies

~~3.~~ECO-6A Within two years, a program which involves private sector developments in the provision of low and moderate-income housing will be implemented.

GOAL #~~3~~ III

INCREASE EMPLOYMENT AND INVESTMENT THROUGH PROGRAMMATIC ASSISTANCE TO BUSINESS AND LABOR FORCE DEVELOPMENT PROGRAMS, BOTH COUNTYWIDE AND FOR SUBAREAS.

Objective ~~1~~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

~~1.~~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.

~~1.~~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.

~~1.~~ECO-7C. The County should explore providing relief from development fees (or a percentage there of) 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.

~~1.~~ECO-7D. 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.

~~1.~~ECO-7E. The County, in cooperation with the Beacon Council, will continue to implement the Targeted Jobs Incentive Fund program.

~~1.~~ECO-7F. 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.

~~1.~~ECO-7G. Within one year, 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.

~~1.~~ECO-7H. Any redevelopment option chosen for the conveyed land at the former Homestead Air Force Base should not inhibit continued operations of military and Homeland Security units stationed at Homestead Air Reserve Base.

Objective ~~2~~ 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.

Policies

~~2.~~ECO-8A. County direct business assistance and training should be targeted to small businesses, especially those located in the Empowerment Zone or in the Targeted Urban Areas.

~~2.~~ECO-8B. The County will consolidate existing business assistance programs including business training and activities into one office which primarily promotes small business.

~~2.~~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 ~~3~~ 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

~~3.~~ECO-9A. The County should establish partnerships with the major workforce development agencies to assess, create, and implement targeted training programs based on employer needs.

~~3.~~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 ~~4~~ 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.

Policies

~~4.~~ 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 ~~4.~~ 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.

Objective ECO-11

Establish, within one year, a business assistance function within the County administration.

Policies

~~1.~~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.

~~1.~~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.

Objective ~~2.~~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 to be developed within two years in a manner selected by the County Manager.

Policies

~~2.~~ECO-12A. The County will continue to evaluate and streamline current County processes for permitting, licensing, and other start-up or expansion regulatory requirements.

~~2.~~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 ~~#5~~ 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 ~~1~~ 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

~~1.~~ECO-13A. Develop a business plan that is competitive with other domestic airports with a similar passenger base.

~~1.~~ECO-13B. Pursue vigorously all milestones of the $4.8 billion Capital Improvement Program (CIP) to continue to positively impact the South Florida economy.

~~1.~~ECO-13C. Strive to meet or exceed all federal, Department of Homeland Security and Federal Aviation Administration, safety and security guidelines.

~~1.~~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.

~~1.~~ECO-13E. Continue with the implementation of the mitigation procedures for the system of airports to be sensitive to communities and the environment.

Objective ~~2~~ ECO-14

Seek to maintain and expand the Port of Miami-Dade's status as the world's leading cruise homeport and Florida's largest container port.

Policies

~~2.~~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.

~~2.~~ECO-14B. Identify options and develop plans for expansion of the Seaport with emphasis on intermodal transportation improvement's on and off the Port, both land and marine based.

~~2.~~ECO-14C. Ensure efficient transportation connections for both passengers and cargo to and from the Miami International Airport and Port of Miami-Dade and their primary market areas.

Monitoring Program

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 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 outlined herein will have been modified somewhat to reflect practical considerations.

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

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.*

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* Where reference is made in this Element to a time period, the interval will commence upon the effective date of the Element.

Goal I. Objective ECO-1
Ascertain whether the socio-economic development coordinating functions are established after one year.

Goal I. Objective ECO-2
Determine at the end of two years, if appropriate organizational change has been implemented.

Goal I. Objective ECO-3
At the end of every three years, prepare an assessment of County economic development programs to determine progress in achieving this objective.

Goal II. Objective ECO-4
Ascertain the status of the recommended plan at the end of one year.

Goal II. Objective ECO-5
Assess the progress toward establishing significant regional agreements and cooperation after three years.

Goal II. 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.

Goal III. Objective ECO-7
Ascertain if the guidelines were developed at the end of two years.

Goal III. Objective ECO-8
Determine if the proposed program is established after two years.

Goal III., Objective ECO-9
Determine if the steps taken establish the recommended County role at the end of one year.

Goal III. Objective ECO-10
At the end of one year, determine if the industrial strategy and plan are in place.

Goal IV. Objective ECO-11
Determine if the new function is established after one year.

Goal IV. Objective ECO-12
Ascertain if the called-for guidelines were prepared and if relevant policy changes were made at the end of two years.

Goal V. 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.

Goal V. Objective ECO-14

Determine if the Port of Miami still retains the premier rankings as a cruise port and container port at the end of five years.