

SUMMARY OF FINAL ACTIONS
BY
BOARD OF COUNTY COMMISSIONERS

STANDARD AMENDMENT
TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN
FOR MIAMI-DADE COUNTY
(Ordinance Nos. 09-89 and 09-90; October 8, 2009)

Adopted October 2008-09 Cycle Standard Amendment to the
Comprehensive Development Master Plan

October 2009

Prepared by the
Miami-Dade County Department of Planning and Zoning
111 NW 1st Street, Suite 1110
Miami, Florida 33128-1972

INTRODUCTION

This report presents the standard amendment (Application No. 2) to the Comprehensive Development Master Plan (CDMP) which was adopted by the Miami-Dade County Board of County Commissioners on October 8, 2009 (Ordinance Nos. 09-89 and 09-90; Bifurcated) as part of the October 2008-09 CDMP amendment cycle. This public hearing, originally scheduled for October 7, 2009, was deferred to October 8, 2009.

Summary of Actions

Included in this document is a section titled "Summary of Actions by Board of County Commissioners on the October 2008-09 Cycle Applications to Amend the CDMP" which lists the final action taken by the Board of County Commissioners on the CDMP amendment application.

Adopted Standard Applications to Amend the CDMP Land Use Plan Map

Following the "Summary of Actions" section is a summary of the standard amendment (Application No. 2) to the CDMP, which revises the text in the Aviation Subelement of the Transportation Element and the Land Use Element of the CDMP; replaces Airport Land Use Master Plan 2015-2025 maps for the Opa-locka Executive, Kendall-Tamiami Executive, Homestead General Aviation, and Miami International airports in the Aviation Subelement; and redesignates certain airport-owned properties at Opa-locka Executive and Miami International Airports to "Terminals" on the Adopted 2015-2025 Land Use Plan (LUP) map.

Replacement Pages for the CDMP Adopted Components Report

This section of the report contains pages to be inserted into the CDMP Adopted Components Reports as replacements for those pages that were amended by the adoption of the CDMP amendment Application No. 2 filed during the October 2008-09 Cycle of amendments. These pages, which amend the Land Use Element and the Aviation Subelement of the Transportation Element of the CDMP, are provided for insertion into the elements as contained in the October 2006 Edition of the Adopted Components of the CDMP, as amended through May 6, 2009. The pages are annotated with the date of the amendment and the Ordinance number(s) at the bottom corner of the page.

TABLE 1
SCHEDULE OF ACTIVITIES
OCTOBER 2008-2009 CDMP AMENDMENT CYCLE

Pre-application conference for the private sector	September 1- September 30, 2008
Application filing period	October 1- October 31, 2008
Deadline to withdraw Application and obtain return of full fee. Notify applicants of deficiencies.	November 7, 2008
Deadline for Resubmittal of unclear or incomplete Applications	Seventh business day after notice of deficiency (November 16, 2008)
Applications Report published by DP&Z	December 5, 2008
Deadline for submittal of Technical Reports	December 29, 2008
Deadline for submitting Declarations of Restrictions to be considered in the Initial Recommendations Report	January 28, 2009
Initial Recommendations Report released by DP&Z	February 25, 2009
Community Council(s) Public Hearing(s)	See specific dates below
Country Club of Miami Community Council (5) Application No. 2 (Opa-locka Executive Airport)	7:00 pm, Thursday, March 12, 2009 Lawton Chiles Middle School 8190 NW 197 Street
North Central Community Council (8) Application No. 2 (Miami International Airport)	7:00 p.m., Wednesday, March 11, 2009 Henry E.S. Reeves Elementary School 2505 NW 111 Street
West Kendall Community Council (11) Application No. 2 (Kendall-Tamiami Executive Airport)	6:30 p.m., Thursday, March 19, 2009 West Kendall Regional Library 9101 SW 97 Avenue
Planning Advisory Board (PAB), acting as Local Planning Agency (LPA), hearing to formulate recommendations regarding adoption of Small-Scale Amendments and Transmittal of Standard Amendment requests to DCA	9:30 a.m., Monday, April 27, 2009 County Commission Chamber 111 NW 1st Street
Board of County Commissioners, hearing and action on Adoption of Small-scale amendments and Transmittal of Standard Amendment requests to DCA	9:30 a.m., Thursday, May 28, 2009 County Commission Chamber 111 NW 1 Street
Transmittal to DCA for comment	June 30, 2009
Deadline for filing supplementary reports by the public	Forty-five (45) days after Commission transmittal hearing
Receipt of DCA Objections, Recommendations and Comments (ORC) report	September 11, 2009 (Approximately 75 days after transmittal)
Public Hearing and Final Recommendations: Planning Advisory Board (Local Planning Agency)	September 21, 2009 (Within 30 days after DCA ORC report received)
Public Hearing and Final Action on Applications: Board of County Commissioners	October 7, 2009 (No later than 60 days after receipt of DCA ORC report)

Figure 1

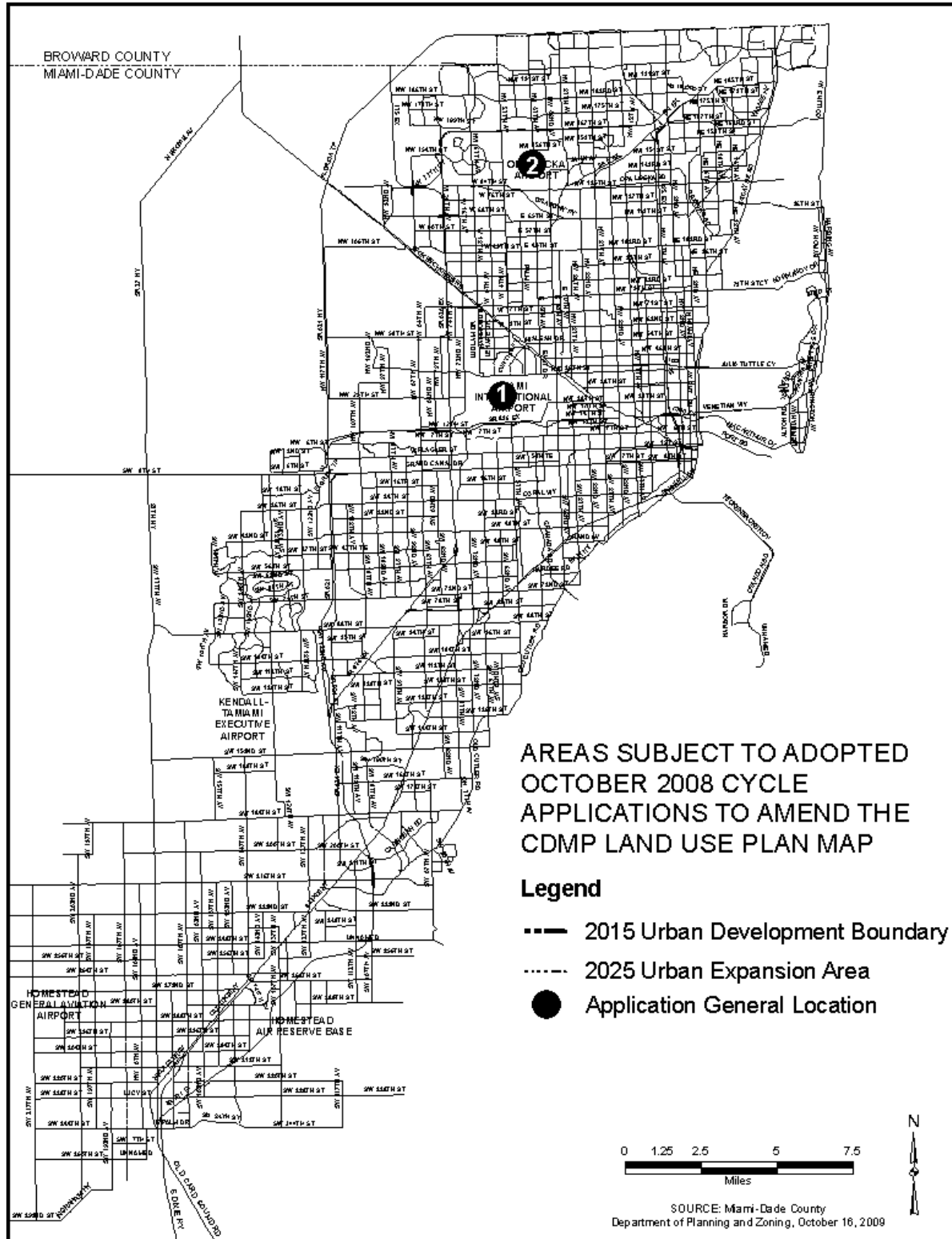


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SUMMARY OF ACTIONS
BY BOARD OF COUNTY COMMISSIONERS ON THE OCTOBER 2008-09
CDMP AMENDMENTS
Ordinance Nos. 09-89 and 09-90 (Bifurcated); Adopted October 8, 2009

Application Number	Applicant (Representative) Location (Size) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP, POLICIES OR TEXT	Final Commission Action
2	<p>Miami-Dade County Aviation Department/Jose Abreu, P.E., Director</p> <p>Changes the Aviation Subelement of the Transportation Element, the Land Use Element of the CDMP and the Adopted 2015-2025 Land Use Plan (LUP) map:</p> <p>Revises the text in the Aviation Subelement and the Land Use Element; replaces Airport Land Use Master Plan 2015-2025 maps for the Opa-locka Executive, Kendall-Tamiami Executive, Homestead General Aviation, and Miami International airports in the Aviation Subelement; redesignates certain airport-owned properties at Opa-locka Executive and Miami International Airports to "Terminals" on the Adopted 2015-2025 Land Use Plan map of the CDMP.</p>	<p>Ord. No. 09-89*</p> <p>Ord. No. 09-90**</p>

* **Ordinance No. 09-89.** Adopt With Change by modifying the text in the Aviation Subelement, third paragraph, page II-51, and in the Land Use Element, Transportation section, page I-54 to I-55, to replace the phrase "or his designee" with "or the Aviation Department's designee" and by limiting the uses of an 8.2 acre parcel (973.52 ft. x 363 ft.) at Kendall-Tamiami Executive Airport, located at the southwest corner of SW 137 Avenue and theoretical SW 124 Street to access roads, open space, parking and drainage facilities.

** **Ordinance No. 09-90.** Adopt With Change by revising the text in the Aviation Subelement, of the Transportation Element, on page II-52 and in the Land Use Element on page I-55 by adding to the list of uses allowed for non-aviation uses "gaming establishments (limited to Miami international Airport)" and by revising the Miami International Airport Land Use Master Plan 2015-2025 map (Figure 8) in the Aviation Subelement of the Transportation Subelement by redesignating a 20-acre parcel at the southeastern corner of the airport from "Aviation-Related Uses" to "Non-Aviation Uses" in order to accommodate a quarter horse race track, a grandstand, a multi-level parking garage and a detention barn.

**OCTOBER 2008-09 CYCLE
STANDARD AMENDMENT APPLICATION NO. 2
ADOPTED BY BOARD OF COUNTY COMMISSIONERS, OCTOBER 8, 2009
Adopted: October 8, 2009; Ordinance Nos. 09-89 and 09-90**

APPLICANT

Miami-Dade County Aviation Department
P.O. Box 025504
Miami, Florida 33102-5504

APPLICANT'S REPRESENTATIVE

Jose Abreu, P.E., Director
P.O. Box 025504
Miami, Florida 33102-5504

Description of Amendment as Adopted:

➤ **Revisions to the Aviation Subelement of the Transportation Element**

Revise the second paragraph on page II-50 to read as follows:

The location and layout of these future facilities, including runway protection zones and points of ingress and egress, are indicated on the Physical Airport 2015-2025 map series below 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.

Revise the third and fourth paragraphs on page II-51 to read as follows:

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

~~The landside portion of these airports designated in the Comprehensive Development Master Plan for aviation related and non-aviation uses, which shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include both aviation uses, aviation-related, and non-aviation uses that are compatible with airport operations and consistent with applicable law. At least one third of the land area in the landside portion of the airport designated for non-aviation related uses must be developed with aviation-related uses or uses that directly support airport operations.~~

Revise the second and third paragraphs on page II-52 to read as follows:

Subject to the restrictions contained herein, the following ~~privately owned~~ non-aviation-related uses may be approved in the ~~landside area portions~~ of the Opa-Locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated for non-aviation uses on the Airport Land Use Master Plan maps accessible to the general public:

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

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

~~(4) Those portions of the landside area at Opa-Locka Executive, Miami International, and Kendall-Tamiami Executive airports 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.~~

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

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

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

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

Airport Land Use Master Plan 2015-2025

The land uses allowed at Miami International, Opa-Locka Executive, Kendall-Tamiami Executive, and Homestead General Aviation airports are depicted in the Airport Land Use Master Plan 2015-2025 map series (Figures 8, 9, 10, and 11). Each of these maps depicts the allowable Aviation, Aviation-Related, and Non-Aviation land uses at these airports.

➤ Revisions to the Land Use Element

Revise the section title “Transportation” on pages I-54 and I-55 as follows:

The ~~airside~~ portion of the Opa-Locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated in the Comprehensive Development Master Plan for aviation uses, which shall be deemed to consist of all portions of the airport where general public access is restricted (but not including terminal concourses), shall generally be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, storage and aircraft maintenance and repair facilities and hangars, aircraft and aircraft parts manufacturing and storage, fixed based operators, air cargo operations, specialized aircraft service operations, and fuel farms. Up to fifty (50) percent of the areas designated for aviation uses may be developed with aviation-related uses. Aviation-related uses shall include, but not

be limited to, manufacturing, storage, office, service, or similar uses ancillary to or supportive of aviation uses. The Director of the Miami-Dade Aviation Department, or the Aviation Department's designee, in consultation with the Director of Miami-Dade Department of Planning and Zoning, shall determine whether any particular use is an aviation use or an aviation-related use. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the airside portions of these airports designated for aviation use, subject to such conditions and requirements as may be imposed to ensure public health and safety.

~~The landside portion of these airports designated in the Comprehensive Development Master Plan for aviation related and non-aviation uses, which shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include both aviation uses, aviation-related, and non-aviation uses that are compatible with airport operations and consistent with applicable law.—At least one third of the land area in the landside portion of the airport designated for non-aviation related uses must be developed with aviation-related uses or uses that directly support airport operations.~~

Subject to the restrictions contained herein, the following ~~privately owned~~ non-aviation-related uses may be approved in the ~~landside area portions~~ of the Opa-Locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated for non-aviation uses on the Airport Land Use Master Plan maps accessible to the general public:

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

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

~~(4) Those portions of the landside area at Opa-Locka Executive, Miami International, and Kendall-Tamiami Executive airports 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.~~

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

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

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

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

➤ **Changes to the Airports Land Use Master Plan 2015-2025 Maps:**

Replace the Airport Land Use Master Plan 2015-2025 maps in the Aviation Subelement of the Transportation Element for the Opa-Locka Executive, Kendall-Tamiami Executive, Homestead General Aviation and Miami International Airports with the revised maps attached to this report (See Chapter 3-Replacement Pages).

➤ **Changes to the Adopted 2015-2025 CDMP Land Use Plan Map:**

Redesignate certain airport-owned properties at the Opa-Locka Executive and Miami International airports to “Terminals” on the Adopted 2015-2025 Land Use Plan map of the CDMP.

- i. **Location:** Opa-Locka Executive Airport: *(The following parcels are being redesignated from “Industrial and Office” to “Terminals” on the Adopted 2015-2025 Land Use Plan map).*

Parcel A: a 2.32-acre triangular shaped parcel that is located north of Alibaba Avenue between Douglas Road Extension and Douglas Road;

Parcel B: a 30.09-acre parcel that is situated on the northwest corner of NW 42 Avenue and NW 135 Street;

Parcel C: a 115-acre parcel that is located in the southeast corner of the airport;

Parcel D: an 18.79-acre parcel and a 5.3-acre parcel that are situated south of NW 135 Street and west of NW 47 Avenue;

Parcel E: a 6.92-acre parcel that is located on the northeast corner of Gratigny Parkway and Red Road; and

Parcel F: an 18.45-acre parcel that is located west of NW 57 Avenue in the Miami Lakes Industrial Park.

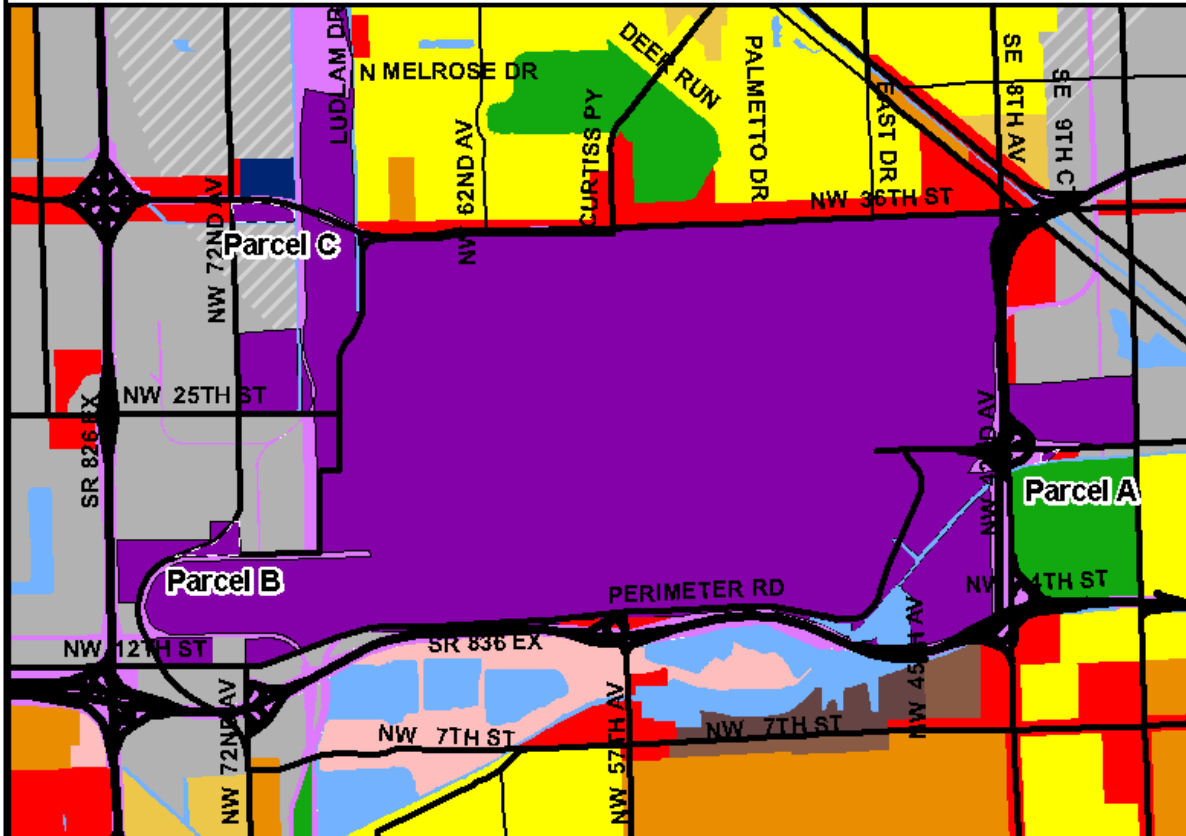
- ii. **Location:** Miami International Airport

Parcel A: the eastern 1.11 acres of the 4.29-acre parcel at the entrance the airport and providing access to the rental car facility and the central station of Miami Intermodal Center (MIC); changed from “Business and Office” to “Terminals”;

Parcel B: the 8.2-acre parcel bounded by Perimeter Road, NW 72 Avenue and Milam Dairy Road Airport Extension; changed from “Industrial and Office” to “Terminals”; and

Parcel C: the 9.54-acre parcel at the southeast corner of NW 36 Street and NW 72 Avenue, which contains a fire station and a facility of the Public Works Department; changed from “Restricted Industrial and Office” to “Terminals”.

**APPLICATION 2
MIAMI INTERNATIONAL AIRPORT
ADOPTED CDMP LAND USE PLAN MAP**

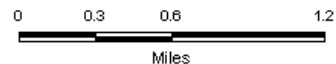


GENERAL APPLICATION AREA

CDMP LAND USE

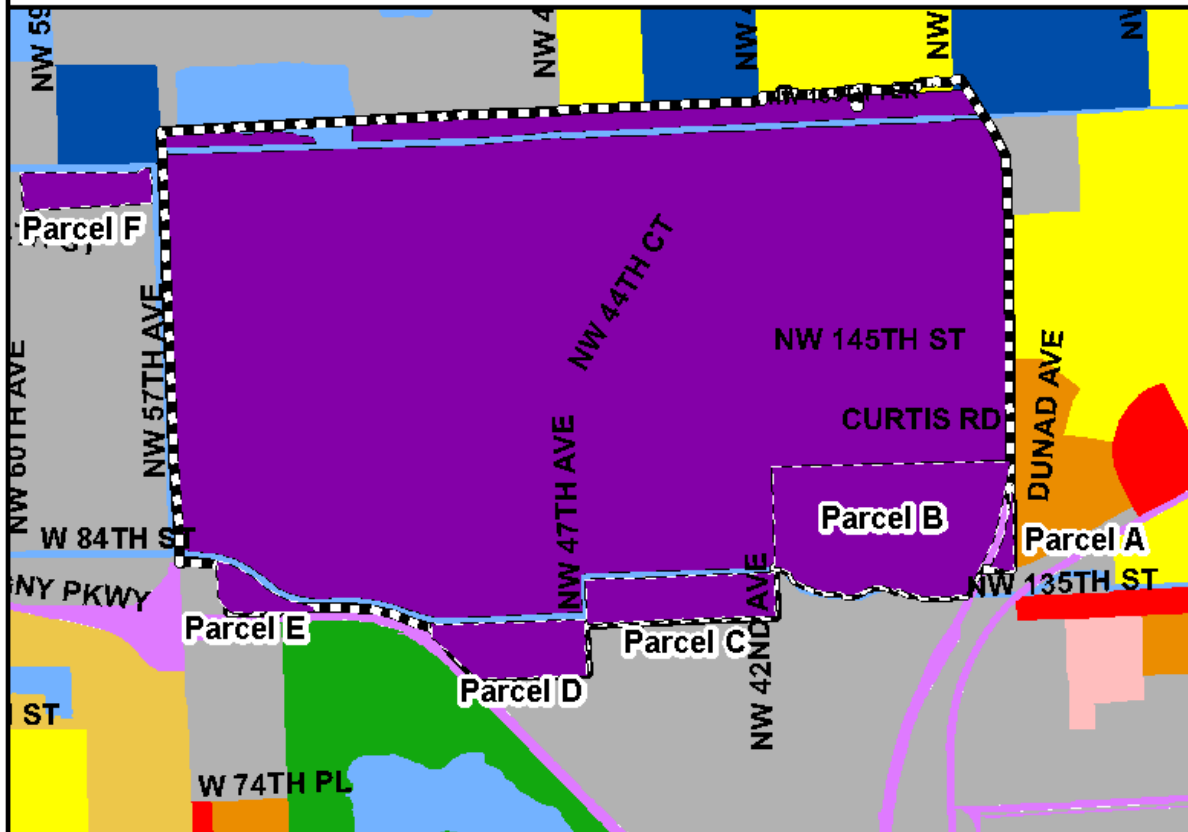
- LOW DENSITY RESIDENTIAL (LDR) 2.5 TO 6 DU/AC
- LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 6 TO 13 DU/AC
- MEDIUM DENSITY RESIDENTIAL (MDR) 13 TO 25 DU/AC
- MEDIUM-HIGH DENSITY RESIDENTIAL (MHDR) 25 TO 60 DU/AC
- HIGH DENSITY RESIDENTIAL (HDR) 60 TO 125 DU/AC
- BUSINESS AND OFFICE
- OFFICE / RESIDENTIAL
- INSTITUTIONS, UTILITIES AND COMMUNICATIONS
- PARKS AND RECREATION
- INDUSTRIAL AND OFFICE
- TERMINALS
- WATER
- TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)

- EXPRESSWAYS
- MAJOR ROADWAYS
- MINOR ROADWAYS



SOURCE: Miami-Dade County
Department of Planning and Zoning, October 16, 2009














**APPLICATION NO. 2
OPA LOCKA EXECUTIVE AIRPORT
ADOPTED CDMP LAND USE PLAN MAP**






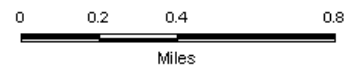
LEGEND

 GENERAL APPLICATION AREA

CDMP LAND USE

-  LOW DENSITY RESIDENTIAL (LDR) 2.5 TO 6 DU/AC
-  LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 6 TO 13 DU/AC
-  MEDIUM DENSITY RESIDENTIAL (MDR) 13 TO 25 DU/AC
-  MEDIUM-HIGH DENSITY RESIDENTIAL (MHDR) 25 TO 60 DU/AC
-  HIGH DENSITY RESIDENTIAL (MDR) 60 TO 125 DU/AC
-  BUSINESS AND OFFICE
-  OFFICE / RESIDENTIAL
-  INSTITUTIONS, UTILITIES AND COMMUNICATIONS
-  PARKS AND RECREATION
-  INDUSTRIAL AND OFFICE
-  TERMINALS
-  WATER
-  TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)

-  EXPRESSWAYS
-  MAJOR ROADWAYS
-  MINOR ROADWAYS



Source: Miami-Dade County
Department of Planning and Zoning, February 23, 2008

CHAPTER 3

Replacement Pages, Dated October 8, 2009

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October 2008-09 Cycle

REPLACEMENT PAGES

Adopted Amendments in the Comprehensive Development Master Plan October 2008-09 Cycle

**Replace Pages in the October 2006 Edition of the
CDMP as amended through May 6, 2009**

Remove Existing Page(s)

Inside Cover Page
I-53 to I-56.2
II-49 to II-52
II-58.1 to II-58.4

Replace with New Page(s)

Revised Inside Cover Page
I-53 to I-56.2
II-49 to II-52.2
II-58.1 to II-58.4

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**ADOPTED COMPONENTS
COMPREHENSIVE DEVELOPMENT
MASTER PLAN**

For

Miami-Dade County, Florida

**October 2006 Edition
As amended through October 8, 2009**

This volume incorporates all amendments made to the CDMP through the

April 2005-06 Amendment Cycle

October 2005-06 Amendment Cycle

2006 Remedial Amendment

April 2006-07 Amendment Cycle

April 2007-08 Amendment Cycle

October 2007-08 Amendment Cycle

Miami-Dade County Public Schools Special Application, July 1, 2008

Miami Metrozoo Development of Regional Impact CDMP Amendment, July 3, 2008

Beacon Lakes Development of Regional Impact CDMP Amendment, July 17, 2008

April 2008-09 Amendment Cycle

October 2008-09 Amendment Cycle

Miami-Dade County
Department of Planning and Zoning
1110 Stephen P. Clark Center
111 NW First Street
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(305) 375-2835

Carlos Alvarez
Mayor

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Serafin Leal
Ralph Ramirez

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Wayne Rinehart
Georgina Santiago
Jay Sosna

Ivan Rodriguez
School Board Representative

Larry Ventura
Homestead Air Reserve Base Representative

Marc C. LaFerrier, AICP
Executive Secretary

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

installations. The full range of institutions, communications and utilities may be allowed under this land use category. Offices are also allowed in this map category. Internally integrated business areas smaller than 5 acres in size or up to 10 percent of the total floor area of an institutional, public facility or office use may also be approved in this map category. If the owner of land designated as Institutions, Utilities and Communications chooses to develop the land for a different use and no public agency intends to use the site for a public facility, the land may be developed for a use or a density comparable to and compatible with surrounding development providing that such development is consistent with the goals, objectives and policies of the CDMP especially Policies LU-4A and LU-4B.

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

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.

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

Transportation

The LUP map includes a summarized portrayal of the major components of Miami-Dade County's existing and future transportation network. Included are roadways, rapid transit corridors, railways and major switching yards, and such major terminals as the County

airports and the Miami-Dade Seaport. This information is included on the LUP map to provide orientation and locational references, and to relate future development patterns to the future transportation network. The Transportation and Capital Improvements Elements of the CDMP provide additional details about these facilities, including their intended sizes, functions, uses, and designs and, with the exception of local streets, schedules of improvements.

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

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

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

The portion of these airports designated in the Comprehensive Development Master Plan for aviation related and non-aviation uses, shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International

Airport, and may include aviation, aviation-related, and non-aviation uses that are compatible with airport operations and consistent with applicable law.

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

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

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

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

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

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

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

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

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

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

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

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

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.

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

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

- AV-7C. 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.
- AV-7D. Landbank suitable revenue generating real estate and other parcels for the development of airport capacity and buffering as soon as feasible to ensure their 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.
- AV-7F. The Miami-Dade County Aviation Department shall ensure, through coordination with the City of Opa-locka, that any concerns regarding the development and redevelopment of the Opa-locka Executive Airport and/or development and redevelopment of land in its vicinity are addressed on a timely basis to ensure compatibility of land use and zoning with the functions of the airport.

Objective AV-8

Maximize support of local and regional economic growth.

Policies

- 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.
- 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

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

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

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

The location and layout of these future facilities, including runway protection zones and points of ingress and egress, are indicated on the Physical Airport 2015-2025 map series below. The configuration of the proposed site expansion and individual improvements at these locations are either yet to be determined or beyond the scope of this Subelement.

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

Aviation Facility Improvements

Meeting Miami-Dade County's current and future aviation needs will require numerous facility improvements to be made. These improvements are divided between those addressing existing deficiency needs, future growth needs, and other needs (i.e., renovation and remodeling, etc.) and between near term (2007-2012) and long term (2013-2025). These improvements are listed

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

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

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

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

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

- passenger terminal area, which may include non-aviation related uses designed to serve the traveling public and on-site employees, such as offices, personal services, retail activities, restaurants, auto rental businesses, and lodging establishments,
- parking garages and lots serving the airport,
- access roadways serving the airport,

- offices of aviation industry companies and the Miami-Dade County Aviation Department,
- facilities of fixed base operators,
- hangar rentals and tie downs,
- ground transportation services,
- aircraft and automobile rental establishments,
- aviation-related educational uses such as flight schools, simulator training facilities, helicopter and aerobatics training and other educational facilities providing aviation courses,
- aviation-related governmental agency facilities,
- flying club facilities,
- aviation-related entertainment uses such as skydiving establishments, museums and sightseeing services, and
- aviation-related retail uses such as aircraft sales, electronic and instrument sales and pilot stores.

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

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

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

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

percent for industrial uses, 0 to 100 percent for commercial uses, 0 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.

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

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

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

Airport Land Use Master Plan 2015-2025

The land uses allowed at Miami International, Opa-Locka Executive, Kendall-Tamiami Executive, and Homestead General Aviation airports are depicted in the Airport Land Use Master Plan 2015-2025 map series (Figures 8, 9, 10, and 11). Each of these maps depicts the allowable Aviation, Aviation-Related, and Non-Aviation land uses at these airports.

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Figure 8

II-58.1

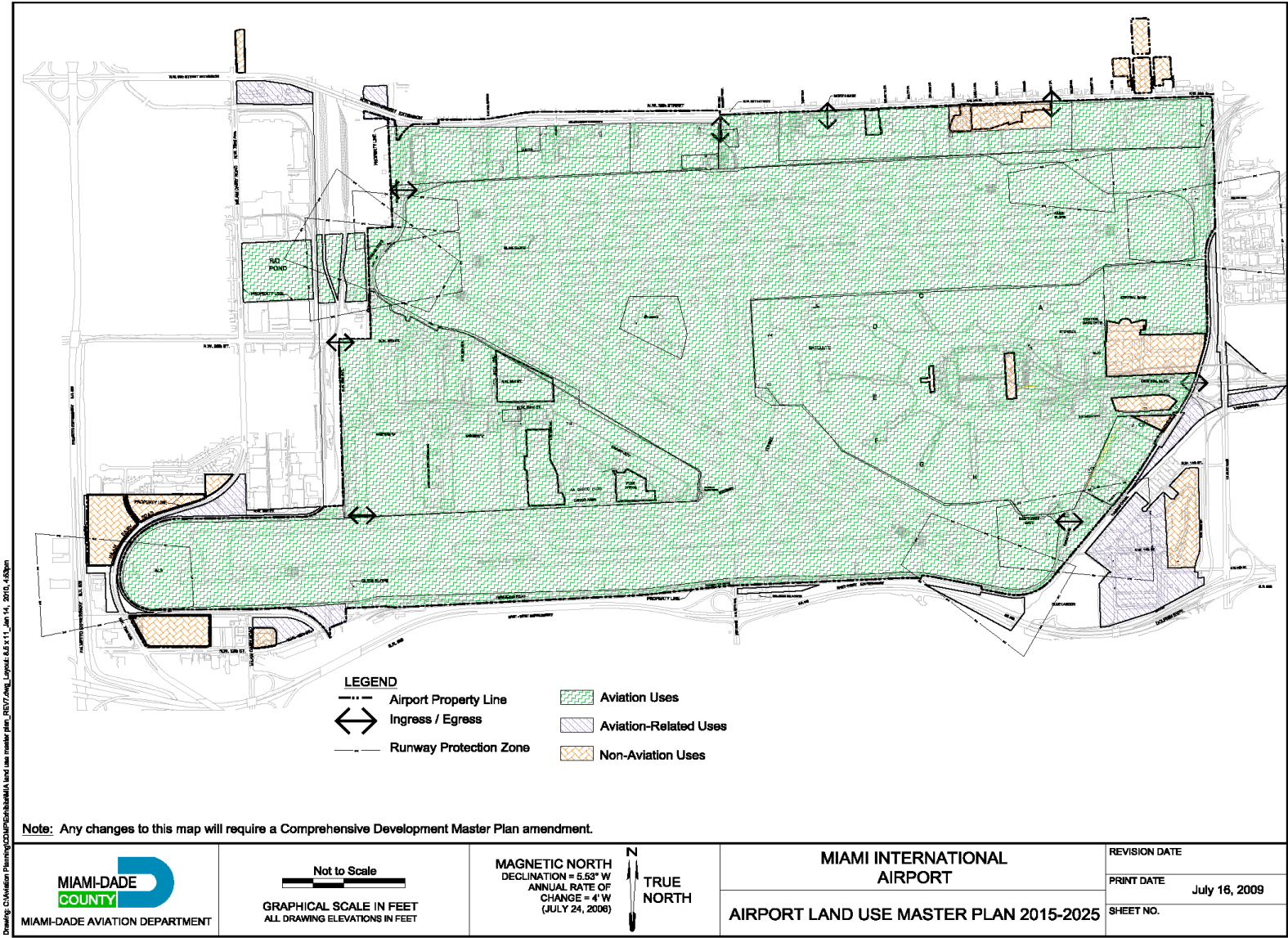


Figure 9

II-58.2

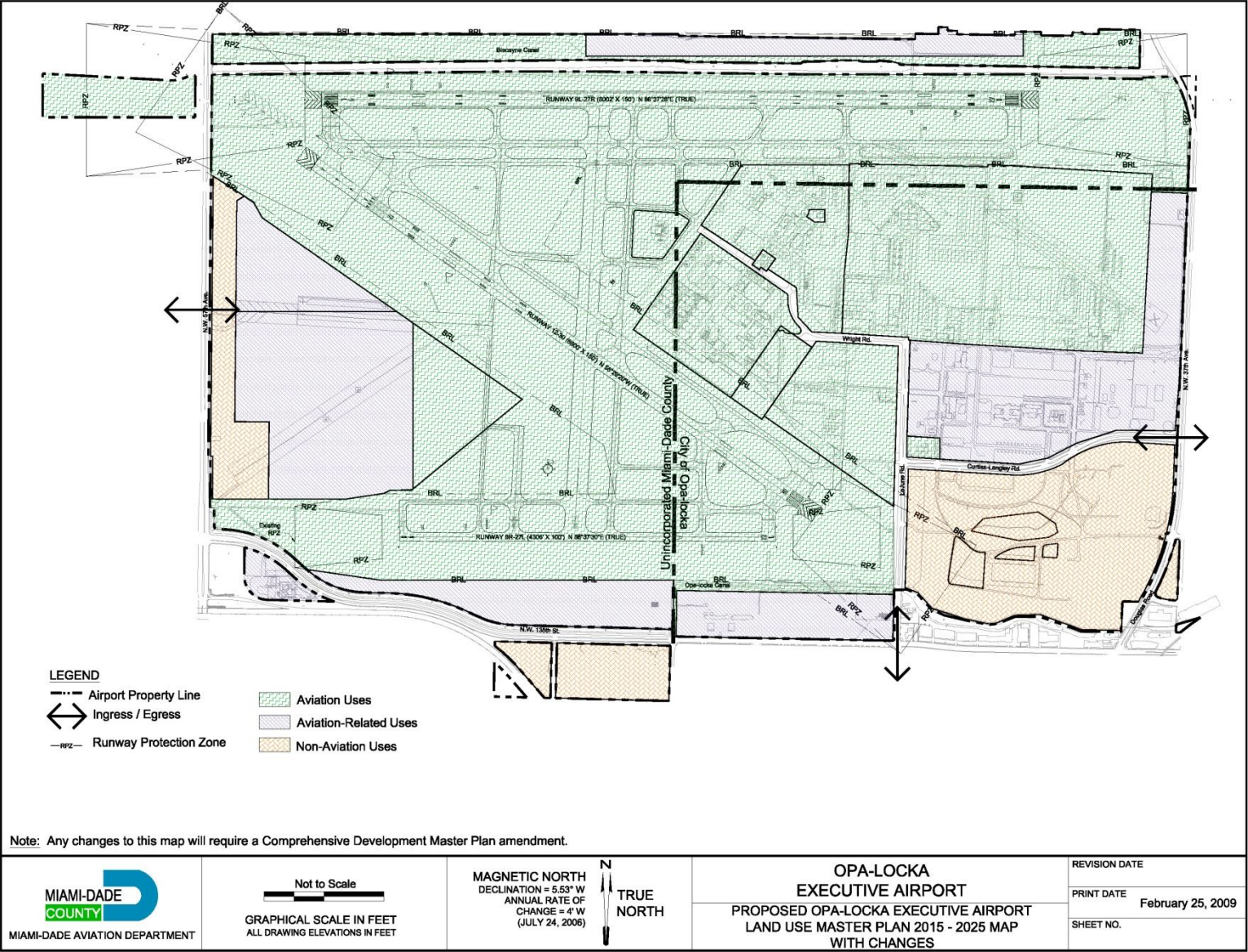


Figure 10

II-58.3

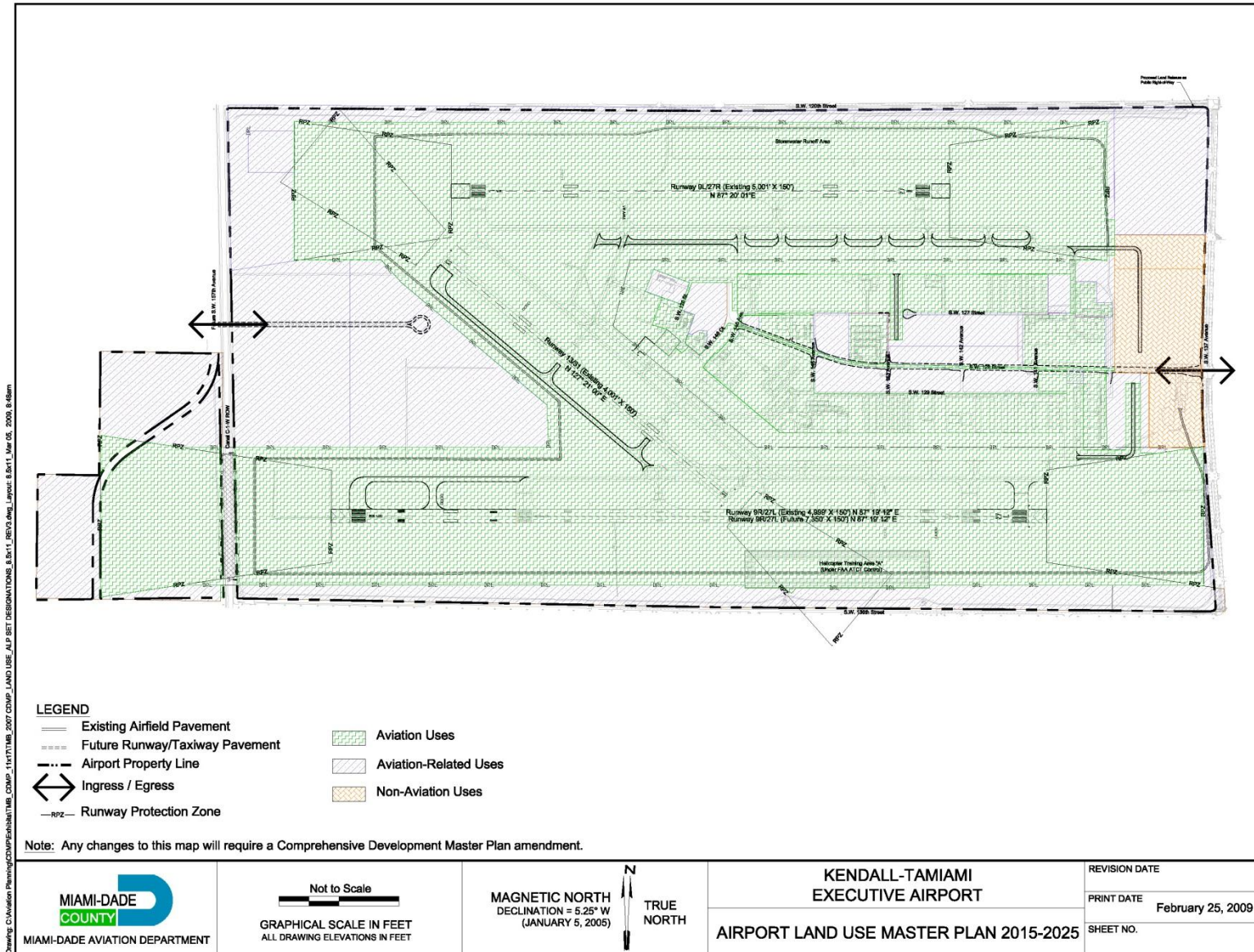
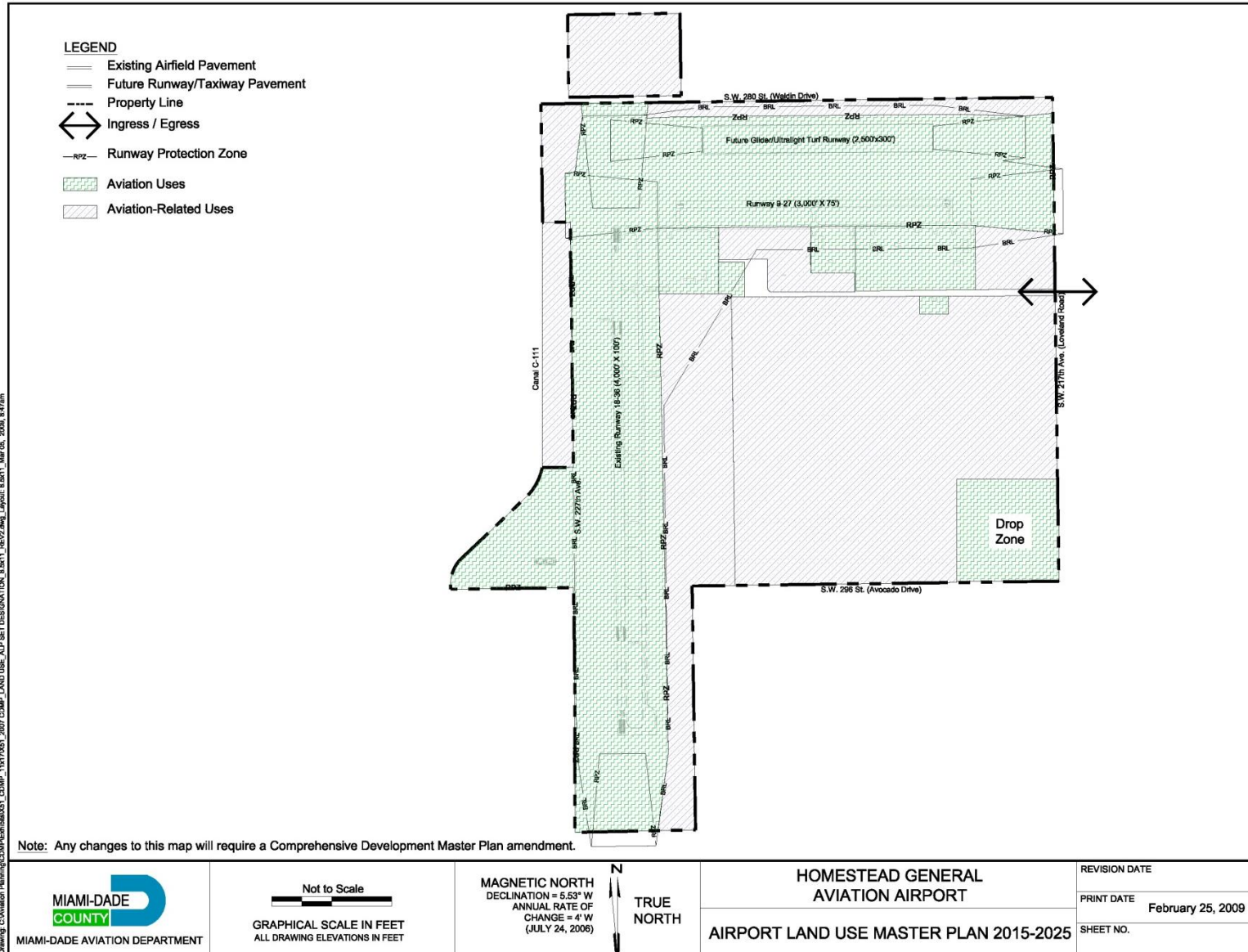


Figure 11



II-58.4