

# MEMORANDUM

Agenda Item No. 7(A)

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**TO:** Honorable Chairman Anthony Rodriguez  
and Members, Board of County Commissioners

**DATE:** September 3, 2025

**FROM:** Geri Bonzon-Keenan  
County Attorney


**SUBJECT:** Ordinance relating to the Rapid Transit System Development Zone; amending chapter 33C of the Code; providing for the expansion of the Rapid Transit Zone and creating the Coral Gables/University Station Subzone of the Rapid Transit Zone which could, through future action of this Board, encompass property within a quarter mile of the University Metrorail Station; providing for County regulatory jurisdiction over properties added to the Coral Gables/University Station Subzone of the Rapid Transit Zone; providing for uses, and creating standards, criteria, and procedures for approval of applications within the Coral Gables/University Station Subzone; adding certain private property to the Coral Gables/University Station Subzone; making technical changes; directing the County Mayor to coordinate and negotiate with the City of Coral Gables as to a future Interlocal Agreement which could address additional concerns or considerations that may arise in the future

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**A substitute was presented and forwarded to the BCC with a favorable recommendation at the July 8, 2025 Transportation Committee.**

**The substitute differs from the original item in that it changes the glazing requirement in 33C-18(E)(9) from 40 percent to 30 percent; it deletes language related to building scale from 33C-18(F)(7) and adds new language regarding compatibility; and deletes language related to building aesthetic from 33C-18(F)(9).**

The accompanying ordinance was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Raquel A. Regalado.

  
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Geri Bonzon-Keenan  
County Attorney

GBK/ks


MDC001

# Memorandum



**Date:** September 3, 2025

**To:** Honorable Chairman Anthony Rodriguez  
and Members, Board of County Commissioners

**From:** Daniella Levine Cava   
Mayor

**Subject:** Fiscal Impact Statement for Ordinance Relating to the Rapid Transit System Development Zone – Providing for the Expansion of the Rapid Transit Zone and Creating the Coral Gables/University Station Subzone

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The implementation of this Ordinance is anticipated to have a positive fiscal impact on the County. The proposed changes will not require additional staffing resources nor generate additional operational expenses; additionally, by extending the RTZ and facilitating mixed-use development along the corridor, the County will generate more Transportation Infrastructure Improvement District (TIID) to expand mass transit as well as boost fare collection with increased Metrorail ridership.


A handwritten signature in black ink that reads "Roy Coley". The signature is written in a cursive, flowing style.

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Roy Coley  
Chief Utilities and Regulatory Services Officer

**Date:** September 3, 2025

**To:** Honorable Chairman Anthony Rodriguez  
and Members, Board of County Commissioners

**From:** Daniella Levine Cava   
Mayor

**Subject:** Social Equity Statement for Ordinance Relating to the Rapid Transit System-  
Development Zone – Providing for the Expansion of the Rapid Transit Zone  
and Creating the Coral Gables/University Station Subzone

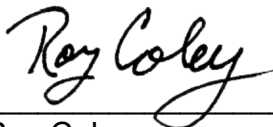
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The proposed ordinance amends chapter 33C of the Code of Miami-Dade County (Code) to expand the Rapid Transit Zone (RTZ) and create the Coral Gables/University Station Subzone of the RTZ. On September 1, 2022, the Board adopted Ordinance No. 22-106 creating the SMART Corridor Subzone of the Rapid Transit Zone (RTZ). The proposed ordinance to expand the RTZ and create a subzone emphasizes Miami-Dade County's commitment to equitable development and enhanced public transportation accessibility.

Recognizing the distinct character and architectural standards of the City of Coral Gables, the ordinance introduces tailored development criteria. Some examples are generous height allowances, and enhanced landscaping designed to maintain visual compatibility with the City. It also outlines procedures for application review, including City representation on the Rapid Transit Developmental Impact Committee (RTDIC).

The Subzone aims to promote high-density, mixed-use development within a quarter-mile radius of the University Station, while integrating land use and transportation planning. The ordinance addresses the CDMP's objective of integrating land use with transportation to attract transit ridership, produce shorter trips, and minimize transfers.

This initiative is expected to benefit both local and regional transit systems. This Code amendment will facilitate the development of additional residential density and commercial development adjacent to the mass transit system. Additionally, the ordinance directs the County Mayor to coordinate with the City of Coral Gables on a potential interlocal agreement to address future concerns and align regulatory processes.

A handwritten signature in cursive script that reads "Roy Coley".

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Roy Coley  
Chief Utilities and Regulatory Services Officer



**MEMORANDUM**  
(Revised)

**TO:** Honorable Chairman Anthony Rodriguez  
and Members, Board of County Commissioners

**DATE:** September 3, 2025

**FROM:**   
Gen Bonzon-Keenan  
County Attorney

**SUBJECT:** Agenda Item No. 7(A)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Statement of social equity required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's present \_\_\_\_, 2/3 membership \_\_\_\_, 3/5's \_\_\_\_, unanimous \_\_\_\_, majority plus one \_\_\_\_, CDMP 7 vote requirement per 2-116.1(3)(h) or (4)(c) \_\_\_\_, CDMP 2/3 vote requirement per 2-116.1(3) (h) or (4)(c) \_\_\_\_, CDMP 9 vote requirement per 2-116.1(4)(c) (2) \_\_\_\_) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved \_\_\_\_\_ Mayor  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

Agenda Item No. 7(A)  
9-3-25

ORDINANCE NO. \_\_\_\_\_

ORDINANCE RELATING TO THE RAPID TRANSIT SYSTEM DEVELOPMENT ZONE; AMENDING CHAPTER 33C OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; PROVIDING FOR THE EXPANSION OF THE RAPID TRANSIT ZONE AND CREATING THE CORAL GABLES/UNIVERSITY STATION SUBZONE OF THE RAPID TRANSIT ZONE WHICH COULD, THROUGH FUTURE ACTION OF THIS BOARD, ENCOMPASS PROPERTY WITHIN A QUARTER MILE OF THE UNIVERSITY METRORAIL STATION; PROVIDING FOR COUNTY REGULATORY JURISDICTION OVER PROPERTIES ADDED TO THE CORAL GABLES/UNIVERSITY STATION SUBZONE OF THE RAPID TRANSIT ZONE; PROVIDING FOR USES, AND CREATING STANDARDS, CRITERIA, AND PROCEDURES FOR APPROVAL OF APPLICATIONS WITHIN THE CORAL GABLES/UNIVERSITY STATION SUBZONE; ADDING CERTAIN PRIVATE PROPERTY TO THE CORAL GABLES/UNIVERSITY STATION SUBZONE; MAKING TECHNICAL CHANGES; DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO COORDINATE AND NEGOTIATE WITH THE CITY OF CORAL GABLES AS TO A FUTURE INTERLOCAL AGREEMENT WHICH COULD ADDRESS ADDITIONAL CONCERNS OR CONSIDERATIONS THAT MAY ARISE IN THE FUTURE; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

**WHEREAS**, the Miami-Dade County Home Rule Charter grants to the County the power to carry on a central metropolitan government and to provide for rail facilities and public transportation systems; and

**WHEREAS**, the University Station Metrorail station (University Station) is located within the City of Coral Gables; and

**WHEREAS**, Miami-Dade County has a long history of collaboration and coordination with the City of Coral Gables; and

**WHEREAS**, with respect to mass transit facilities, such as the University Station, the Board of County Commissioners has found that the coordinated review and analysis of mass transit facilities is necessary to carry on a central metropolitan government in Miami-Dade County and that coordinated review and analysis of the mass transit system is most effectively carried on under a uniform plan of regulation applicable to the County as a whole; and

**WHEREAS**, the County's Comprehensive Development Master Plan (CDMP) calls for the coordination of land uses and transportation facilities to, among other things, attract transit ridership, produce short trips, and minimize transfers; and

**WHEREAS**, the County's Future Land Use Map shows a Community Urban Center centered around the University Station; and

**WHEREAS**, providing for increased density and transit-oriented development adjacent to the County's existing mass transit system will increase ridership on the County's public transportation system and further the health, safety, order, convenience, prosperity and welfare of the present and future residents of the County; and

**WHEREAS**, in furtherance of the purposes of better coordinating land uses and transportation facilities, such as the University Station, and recognizing that transit oriented developments should be located on parcels within a close radius of rapid transit stations, this Board may in the future wish to include properties in the County's Rapid Transit Zone District (RTZ or RTZ Zoning District) where such properties are located within a quarter mile of University Station; and

**WHEREAS**, this Board wishes to create a new Coral Gables/University Station Subzone of the RTZ Zoning District, to provide standards and procedures which are similar to the standards previously adopted for other subzones of the RTZ but which also include standards, criteria and procedures that have been specifically designed and created for this new Coral Gables/University Station Subzone; and

**WHEREAS**, this Board wishes to create procedures and criteria, with the goal of ensuring compatibility and consistency with such design and architectural standards; and

**WHEREAS**, in addition, the City of Coral Gables is well known for its ample tree canopy, and this Board wishes to ensure that the tree and landscaping requirements for this new Coral Gables/University Station Subzone will be consistent with the tree canopy and landscaping goals that the City of Coral Gables has expressed and carried out elsewhere within its boundaries; and

**WHEREAS**, with respect to processes and procedures, the regulations governing this new Subzone would require applications for a special exception to be reviewed by the RTDIC, which is a committee that would include representation from the City of Coral Gables.

**WHEREAS**, as part of the development approval process, applicants would be requested to include proffered community benefits as part of an application in order to address or otherwise mitigate impacts from the proposed development, and depending on the particular application and the particular impacts, such proffered community benefits could potentially include pedestrian related improvements, off-site tree plantings, improvements related to stormwater management, public water and sewer infrastructure, or improvements related to transit; and

**WHEREAS**, this ordinance is intended to create this new Coral Gables/University Station Subzone of the RTZ, together with its particular standards, procedures, processes, and criteria that have been developed in consideration of the particular character of the City of Coral Gables, while

also recognizing that the University Station is an existing Metrorail station and that promoting development on properties within a close vicinity of Metrorail stations would further the goals of the County's RTZ Zoning District, which have been well articulated in numerous ordinances related to the RTZ, including, but not limited, to Ordinance No. 21-33 and Ordinance No. 22-106; and

**WHEREAS**, in addition to creating this new RTZ subzone, this ordinance also adds one property to this new Coral Gables/University Station Subzone of the RTZ; and

**WHEREAS**, the private property owner of the property located at 1250 Harriet Tubman Highway, identified by Folio Number 03-4130-004-0010, has requested to be included within the Coral Gables/University Station Subzone of the RTZ and under the County's exclusive regulatory jurisdiction; and

**WHEREAS**, this Board seeks to include the above identified private property and to designate such property as under the County's exclusive regulatory jurisdiction,

**BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:**

**Section 1.** The foregoing recitals are incorporated into this ordinance and are approved.

**Section 2.** Section 33C-18 of the Code of Miami-Dade County, Florida is hereby created to read as follows<sup>1</sup>:

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<sup>1</sup>Words stricken through and/or [[double bracketed]] shall be deleted. Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged.

>>**Sec. 33C-18. Coral Gables/University Station Subzone.**

- (A) *Purpose and Intent.* The following development review standards and criteria shall govern applications for initial plan approval of the general site development plan, and applications for final site plan review, for all development to be located within the boundaries of the Coral Gables/University Station Subzone established in this chapter. The standards set forth herein further the unique land use characteristics of this area, which lies within the City of Coral Gables, and are consistent with, and support the City's commitment to, design and architecture, trees and landscaping, principles of urban planning, including responding to the existing conditions of the City, and its natural features, infrastructure, and buildings, improved mobility, enhanced pedestrian environment, and the reduction of urban sprawl. Development in this subzone also addresses government service and infrastructure needs of this quickly growing area, and as may be appropriate to address impacts from proposed development, projects within this subzone are encouraged to incorporate public service, public infrastructure, or public benefit components.
- (B) *Boundaries.* The Coral Gables/University Station Subzone of the Rapid Transit Zone is hereby established; the boundaries of the subzone are identified in Exhibit 38 of Section 33C-2. The legal description and a full-scale map of the boundaries will be on file with the Department.
- (C) *Permitted Uses:* Permitted uses shall be in accordance with section 33C-10(C) relating to the Brickell Station Subzone, which are incorporated by reference herein.
- (D) *Review and approval process for development in the Coral Gables/University Station Subzone.* Applications for development shall be governed by section 33C-3.1, which is incorporated by reference herein, except as follows:
- (1) The pre-application conference shall include two representatives, named by the City Manager, from the City of Coral Gables.
  - (2) *Initial review.*
    - (a) Following the pre-application conference, applications, including governmental facilities,

shall be presented to the RTDIC in accordance with section 33C-6 for a recommendation as to compliance with the requirements of this chapter.

(b) For purposes of this section, the City of Coral Gables shall have two representatives, named by the City Manager, on the RTDIC. The City's appointees shall all be individuals with technical expertise and professional degrees in at least one of the following areas: (i) transportation, (ii) architecture, (iii) engineering, or (iv) law.

(c) Within 60 days after the filing of the application, the RTDIC shall issue a recommendation upon such application. The recommendation shall reflect the consensus of the members present.

The recommendation shall be transmitted to the Board of County Commissioners for final action.

(3) *Final Review for development of the Coral Gables/University Station Subzone.*

(a) Following approval of the special exception, final review for all or a portion of the development shall be made and approved administratively by the Department in accordance with plans and documents approved by the Board of County Commissioners through an application for administrative site plan review ("ASPR") in accordance with section 33-284.88, except that the required dimensioned site plans shall include the additional information required by section 33C-3.1(C)(1)-(12).

(b) The Department review shall be guided by development and plan review standards established in this section.

(c) Applications for modification of an ASPR approved pursuant to this section, including applications for approval of a subsequent phase of a previously approved phased site plan, shall be considered and acted upon administratively, to the

extent consistent with the application approved by the Board of County Commissioners.

(E) Development Standards. Applications for development in the Coral Gables/University Station Subzone shall be governed by the following development regulations:

(1) Parking: The table below indicates minimum parking for each type of use.

<u>Use</u>	<u>Minimum Parking Requirements</u>
<u>Commercial/Retail, Restaurants, Bars, Convention Halls and Showrooms</u>	<u>1.8 spaces / 1000 SF</u>
<u>Office, Government, Institutional, Health Care Facilities</u>	<u>0.6 spaces / 1000 SF</u>
<u>Residential</u>	<u>0 spaces per unit</u>
<u>Hotels</u>	<u>0.3 spaces / room</u>
<u>Transit systems including Maintenance Facilities</u>	<u>0.6 spaces / 1000 SF (excluding platform)</u>
<u>Other Uses</u>	<u>50 percent of the required parking indicated in Section 33-124</u>

(a) To minimize adverse visual effects of the structure(s), multi-story parking garages facing public and private streets, rights-of-way, and/or public open space shall utilize, but not be limited to: liner buildings; glazing; building wall extensions; vertical planted walls; berms; landscaping; architectural fenestration; sculpture; design features; or other innovative screening methods. Surface parking lots fronting streets shall be located a minimum of 10 feet from the right-of-way and screened at the 10-foot line with a wall having a maximum height of 3'6". The setback shall incorporate a combination of hard-scape and landscape elements finished to match the existing sidewalk.

(b) Mechanized parking shall be allowed and, when provided, shall be exempt from the provisions of section 33-122. For the purpose of this Subzone, mechanized parking shall be

defined as a mechanism with vertical and horizontal transport capability that provides for automobile storage and retrieval. A mechanized parking space shall be counted toward the parking requirements of this Section. Mechanized parking may not be provided unless a queuing analysis is submitted and approved during the Administrative Site Plan Review process.

(c) Required off-street parking for uses located within this Subzone may be located within one mile of the boundaries of the sub-zone. An applicant for approval of development with off-site parking shall execute and record in the public records of this County a declaration of restrictions, approved by the Director of the Department, covenanting that such development shall cease and terminate upon the elimination of such parking area, and that no development requiring such parking shall be made of such property until the required parking area is available and provided.

(2) Setbacks, cubic content, and lot size:

(a) Due to the unique characteristics associated with the high-density or high-intensity, mixed-use developments contemplated for this sub-zone, there shall be no minimum setback from streets at grade and above the eighth floor, interior/rear property lines, and park rights-of-way.

(b) There shall be no maximum or minimum limitation on the size of a floor plate.

(c) There shall be no cubic content or minimum lot size requirements.

(3) Encroachments:

(a) Buildings and structures above the ground floor may be built above colonnades and/or encroach into street setbacks but shall not extend into the public or private right-of-

- way; except that a maximum of 100 percent of the street may be covered above the first floor with structures connecting buildings including: platforms fitted with trains and passenger waiting areas; roofs; upper story terraces, pedestrian bridges, automobile bridges between parking garages and parking garages. Adequate clearance for structures above streets shall be maintained.
- (b) Cantilevered balconies, awnings, weather protection elements and similar features with adequate vertical clearance may encroach into street rights-of-way but shall not extend closer than six inches from the curb face. Notwithstanding anything to the contrary in section 28-18, Code of Miami-Dade County, structures necessary or appropriate to the structural support of a Fixed-Guideway Rapid Transit System or an Intercity Passenger Rail System shall be permitted to encroach on or in a mapped street.
- (4) Floor Area Ratio and lot coverage: The floor area ratio, lot coverage, and maximum square footage of buildings to be developed within the Subzone shall not be limited.
- (5) Building Height: The maximum building height shall be the lower of (i) the maximum allowed by MDAD in accordance with the zoning regulations for Miami International Airport in Chapter 33; or (ii) the maximum height of an existing building that was approved by the City of Coral Gables within a quarter mile of a proposed development.
- (6) Open Space: The minimum open space requirement shall be 15 percent of the gross development area. Open space shall include parks, plazas, balconies, terraces, courtyards, arcades/colonnades, pedestrian paths, rooftop green spaces above buildings and parking garages, and transit platform areas improved for pedestrian comfort.
- (7) Signs: Signs visible from public rights-of-way or public areas shall comply with section 33C-3.2. The

signage plan submitted with the application for final site plan review shall contain criteria, locations and sizes of signs.

- (8) *Density:* Residential density shall not exceed the maximum number of units allowed in the CDMP for Community Urban Centers or less if the maximum allowed under the CDMP for a particular property is less than what would be allowed for Community Urban Centers.
- (9) *Architectural Expression:* Building facades facing public and private street rights-of-way or public open space or both shall be a minimum ~~[[40]]~~<sup>>>30<<</sup> percent glazed. Glazing is not required for building facades that face the Metrorail rights-of-way or for above-grade parking garage structures that face public and private street rights-of-way or public open space; however, parking garages shall conform to the parking standards included herein. Blank walls facing public and private street rights-of-way and public open space shall be prohibited unless furnished with some type of artistic expression, such as sculpture, mosaic, and similar features.
- (10) *Landscaping:* Landscaping shall conform to the standards set forth in chapter 18 of this Code, provided that the following minimum standards are also met. In the event of any conflict between these standards and chapter 18, the stricter standard shall apply:
- (a) *Lot trees:* A minimum of 30 trees per net acre of open space shall be provided. Trees may be placed in the lot, or in greens, squares, plazas and street medians within or in close proximity to this Subzone. Lot trees shall have a minimum 2-inch diameter at breast height.
- (b) Street trees shall be planted at a maximum of 30 feet average on center, with a minimum 3-

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<sup>2</sup> The differences between the substitute and the original item are indicated as follows: Words double stricken through and/or ~~[[double bracketed]]~~ are deleted, words double underlined and/or ~~>>double arrowed<<~~ are added.

- inch diameter at breast height. Street trees shall be placed inside landscaped strips, tree planters, and in medians in the right-of-way or on private property where demonstrated to be necessary due to right-of-way obstructions, as determined by the Department of Transportation and Public Works or its successor Department or other agency with jurisdiction.
- (c) The number, quality, and type of trees, including specified tree species, which would otherwise be required by the City of Coral Gables, as determined by the Director, shall be deemed to be a minimum standard. The Director may consult with the City of Coral Gables, as appropriate.
- (d) Landscaping, such as particular landscaping species or landscaping design, that may address or otherwise improve stormwater management shall be considered, to the extent otherwise consistent with all applicable standards in this Code.
- (11) *Service areas and mechanical equipment:* Service areas and fixtures shall be screened and located so as not to be visible from public and private rights-of-way or public open space. Mechanical equipment installed on roofs shall be screened from view by parapets or other architectural elements. Fixtures, including but not limited to backflow preventers, pumps, underground ventilation exhausts, and electrical vaults, shall be located within or to the side or rear of buildings; such fixtures shall not be located within the street setback area. Backflow preventers shall be shielded from view, as required by section 32-157(d).
- (F) *Plan Review Standards.* The purpose of the plan review standards is to encourage the creation of development within the Coral Gables/University Station Subzone that is consistent with the intent and purposes of these regulations, acts as a significant gateway for and destination to the area, and facilitates its future growth by designing and arranging buildings, public open space, transit, and street circulation in a manner that fosters around-the-clock pedestrian activity,

serves the local and regional transit demands of the community, and encourages public service, infrastructure, or public benefit components to address the needs of a growing population.

- (1) A mix of uses in the design of development projects is encouraged to the maximum extent possible. Mixed-use buildings, including, without limitation, residential, commercial, office, hotel, and restaurants, are highly encouraged in combination with transit and other governmental facilities.
- (2) Developments shall provide direct pedestrian and vehicular connections to the adjacent block and street network.
  - (a) All developments shall provide vehicular passenger loading and unloading zones to: (i) accommodate passengers who use vehicles for hire or transportation network companies; and (ii) minimize impacts of passenger loading and unloading on the surrounding roadway network. A loading or unloading zone that is shared among adjacent or adjoining parcels may be permitted, provided that a safe pedestrian route to each parcel is provided.
  - (b) Pedestrian crosswalks providing safe passage from adjoining streets and blocks into the development project of the Subzone shall be installed at street corners and, if practicable, midblock locations.
  - (c) Crosswalks shall be distinguished from other street elements by the use of conspicuous materials, texture and color.
- (3) Public open space in the form of plazas, squares, greens, and landscaped areas shall be incorporated in the design of all development projects at grade or on above-grade surfaces. The public open spaces should have a scale that is compatible and complementary with the intensity of proposed development, and their design should relate to the development's concept. Landscaping, furniture, art, paved pedestrian paths,

and lighting, among other features, should be used to enhance the open spaces pedestrian experience.

- (4) Consideration should be given to providing landscaping in a manner that reduces the heat island effect of the development on the urban environment.
- (5) All new development shall strive to meet certification standards from Florida Green Building Coalition or a similar organization.
- (6) Developments shall be designed with a coordinated outdoor lighting and signage system that is an integral part of the project and compatible and harmonious with existing and proposed development in the sub-zone and with surrounding uses. Signage should clearly indicate locations of, and guide pedestrians and vehicles to, proposed parking areas, transit facilities, permitted uses, and surrounding activities and uses.
- (7) ~~[[Proposed building scale should be in harmony with building scales allowed by applicable City of Coral Gables regulations for surrounding properties.]]~~  
>>The architectural design and scale of any proposed structure shall be compatible with surrounding existing or proposed developments.<< >>Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have abundant fenestration, windows and doors and design elements that create interest for the pedestrian.
- (8) Proposed development in the Subzone shall provide connections via bridges, paths, sidewalks, or a combination of such features to adjacent or nearby Metrorail systems.
- (9) ~~[[Proposed building aesthetic should be in harmony with the building aesthetic permitted by the City of Coral Gables for surrounding properties.]]~~ >>The maximum building height may not exceed the height

of any existing buildings approved by the City within a quarter-mile radius.

(G) Amendments. At least six weeks prior to the scheduled public hearing of any amendments to this section 33C-18, the County shall mail or e-mail a copy of the proposed ordinance to the City Clerk and the City Attorney of the City of Coral Gables. The communication to the City shall include the date of the scheduled public hearing.

(H) Public Benefits.

(1) It is further provided that, in the review of an application for public hearing other than for a governmental facility, each reviewing agency shall provide a statement as to the proposed development's impact on public facilities and services, including assessment of impacts beyond minimum concurrency requirements pursuant to chapter 33G and minimum subdivision requirements pursuant to chapter 28. The reviewing agency may recommend additional improvements to address such identified impacts.

(2) Approval of such public hearing application may be conditioned on the provision of improvements recommended by a reviewing agency and of such other public service, public infrastructure, or public benefits improvements as the Board may determine to be appropriate to address the impacts of the new development on rapid transit infrastructure and on other properties or public facilities or infrastructure surrounding the proposed development area. Such improvements may include, without limitation: improvements to rapid transit infrastructure or surrounding roadways; mobility connections to the Rapid Transit System or other buildings or facilities in the surrounding area; emergency services facilities; educational facilities; public parks or public open spaces; tree canopy enhancements; public water and sewer infrastructure; improvements related to stormwater management; or affordable housing.<<

**Section 3.** Section 33C-2 of the Code of Miami-Dade County, Florida is hereby amended to read as follows:

**Sec. 33C-2. Rapid Transit Zone: definitions; designation of lands included; County jurisdiction; municipal services; occupational license taxes; municipal impact fees.**

\* \* \*

(B) *Designation of lands included in the Rapid Transit Zone.*

(2) The Board of County Commissioners hereby designates, as necessary for the construction, operation, maintenance, and support of the County’s Rapid Transit System, and includes within the Rapid Transit Zone, all land areas (including surface, subsurface, and appurtenant airspace) shown on the following exhibits bearing the following effective dates, certified by the Clerk of the Board as a portion of this chapter, incorporated herein by reference, and transmitted to the custody of the Department: Exhibit 1, July 31, 1998; Exhibits 2 through 9 and Exhibits 11 through 16, July 13, 1979; Exhibit 10, May 26, 1983; Exhibit 17, February 13, 2014; Exhibit 18, February 1, 2020; Exhibit 19, February 1, 2020; Exhibit 20, December 27, 2019; Exhibit 21, June 12, 2020; and Exhibit 22(A), October 13, 2023, and Exhibit 22(B), February 14, 2025; Exhibit 23, December 11, 2021; Exhibits 24-26, and 28-31 and >>33,<< 34, September 11, 2022, [[and]] Exhibit 35, May 17, 2024, [[Exhibit 33, July 12, 2024]]; [[and]] Exhibit 36, October 11, 2024 >>and Exhibit 38, insert effective date<<.

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**Section 4.** This Board hereby directs the County Mayor or County Mayor's designee to coordinate and negotiate with the City of Coral Gables to develop an interlocal agreement between Miami-Dade County and the City of Coral Gables related to any additional concerns or considerations which may arise in the future with respect to this ordinance and the RTZ process, including for example, additional points for formal input from the City of Coral Gables and how such processes would best work together with the City of Coral Gables' existing processes and existing staffing. Such interlocal agreement would not be required and would be subject to negotiation. Should the County Mayor and the City of Coral Gables negotiate the terms of a proposed interlocal agreement, such interlocal agreement would come back to this Board for approval after such negotiation. The City shall have 30 days from the effective date of this Ordinance to initiate such negotiation if it so chooses and 90 days from the effective of this Ordinance for an interlocal agreement to be approved by both governments and executed.

**Section 5.** If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

**Section 6.** It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance, including any sunset provision, shall become and be made a part of the Code of Miami-Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section," "article," or other appropriate word.

**Section 7.** This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

PASSED AND ADOPTED:

Approved by County Attorney as  
to form and legal sufficiency:

MBV for  
JEM

Prepared by:

Lauren E. Morse  
Abbie Schwaderer Raurell

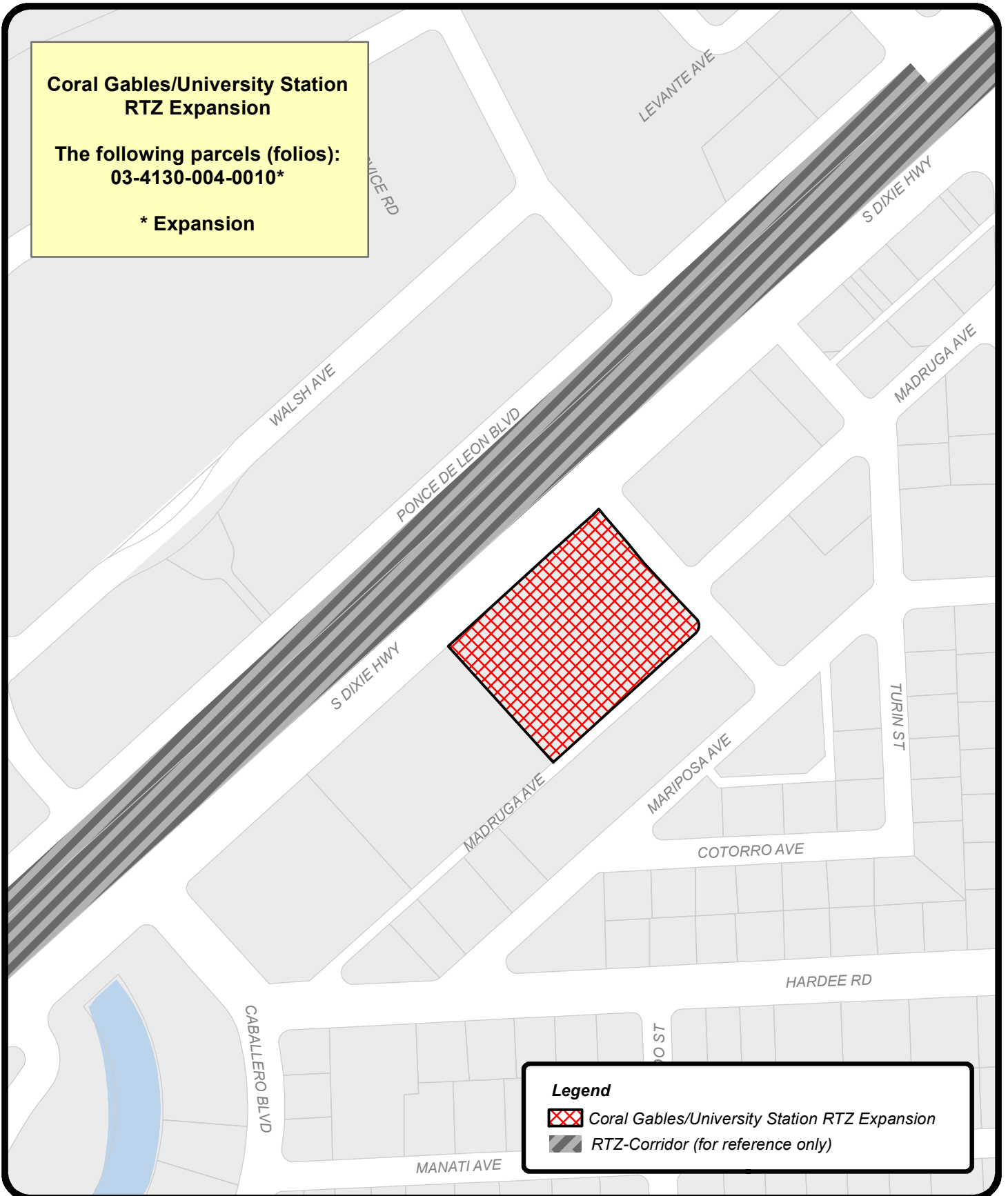
Prime Sponsor: Commissioner Raquel A. Regalado

# EXHIBIT 38



## Coral Gables/University Station RTZ Expansion

The following parcels (folios):  
03-4130-004-0010\*

\* Expansion



### Legend

-  Coral Gables/University Station RTZ Expansion
-  RTZ-Corridor (for reference only)

□ Full scale maps are on file with the department