

Memorandum



Date: July 14, 2026

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

TC
Supplement to
Agenda Item No. 1(G)2

From: Daniella Levine Cava 
Mayor

Subject: Fiscal Impact and Social Equity Statement for Ordinance Relating to the Rapid Transit System-Development Zone; Amending Sections 33C-2, 33C-3.1, and 33C-3.3 of the Code; Expanding the SMART Corridor Subzone of the Rapid Transit Zone to Encompass Certain Private Property in the Vicinity of SW 30 Avenue and SW 28 Lane Located within a Quarter Mile of a Public Transit Station; Providing Procedures and Criteria Related to Public Benefits Proffers to be Provided to the County and Allowances for Certain Development Bonuses for Certain Properties

The proposed ordinance amends Sections 33C-2, 33C-3.1, and 33C-3.3 of the Miami-Dade County to incorporate into the SMART Corridor Subzone of the Rapid Transit Zone (RTZ), a certain private property located at 3000 SW 28 Lane (Folio # 01-4116-038-0260), that is less than a quarter mile from the Coconut Grove Metrorail Station. The property is adjacent to the Metrorail right-of-way which is part of the Rapid Transit Corridor Bicycle and Pedestrian Area (RTCBPA).

The proposed ordinance also provides procedures and criteria related to public benefit proffers provided to the County related to the RTCBPA for such properties in connection with an application for special exception for a general development plan within the SMART Corridor Subzone.

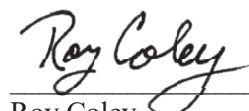
Additionally, the proposed ordinance allows for certain density and floor area ratio (FAR) bonuses to be authorized, in certain circumstances and pursuant to certain criteria, where an applicant proffers public benefits related to the RTCBPA. In such circumstances, such proffer may be considered as a factor in whether to allow such properties to receive a bonus and if so, what bonus may be appropriate and proportional.

Social Equity

This ordinance will provide a social benefit as it reflects the County's broader commitment to advancing equitable transit-oriented development. By incentivizing developers to contribute toward the maintenance, security, and improvement of these shared mobility corridors, the ordinance promotes healthier lifestyles, encourages outdoor activity, and fosters greater community interaction for both existing and future residents.

Fiscal Impact

The implementation of this ordinance may have a positive fiscal impact on Miami-Dade County. The addition of the property into the Smart Corridor Subzone may increase public transit ridership and farebox revenue and provide additional revenue to the Transportation Infrastructure Improvement District for transit operations and infrastructure. The change to Chapter 33C-3.1 of the Code allows developments within the RTCBPA which need to file an application for special exception for a floor area bonus to proffer a public benefit to mitigate the developments impact on the RTCBPA.



Roy Coley
Deputy Mayor