

# **Application No. 20**

## **TEXT AMENDMENT**

### **New Application**

## **APPLICATION SUMMARY**

Applicant/Representative: Miami- Dade County Department of Planning and Zoning/  
Marc F. LaFerrier, Director  
111 NW 1 Street, Suite 1110  
Miami, Florida 33128-1972

Location: Text Amendments

Requested Text Changes: 

1. Revise the text of the Transportation land use category in the Land Use Element of the CDMP limiting the percentage range of non-aviation related uses at Kendall-Tamiami Executive Airport and Miami International Airport.
2. Revise the text in the Aviation Subelement of the Transportation Element limiting the percentage range of non-aviation related uses at Kendall-Tamiami Executive Airport and Miami International Airport.

Amendment Type: Standard

## **RECOMMENDATIONS**

Staff: **ADOPT AND TRANSMIT** (August 25, 2008)

Community Councils: **NOT APPLICABLE**

Planning Advisory Board (PAB) acting as Local Planning Agency: **TO BE DETERMINED** (October 6, 2008)

Board of County Commissioners: **TO BE DETERMINED** (November 6, 2008)

Final Recommendation of PAB acting as Local Planning Agency: **TO BE DETERMINED**

Final Action of Board of County Commissioners: **TO BE DETERMINED**

The Staff recommends: **Adopt and Transmit** the proposed amendment based on the following principal reason.

1. The proposed amendment corrects an error made in the text amendment filed and adopted during the April 2007 Cycle to amend the CDMP, specifically Application 14, Part 2, Section B and Part 3, relating to the percentage of non-aviation related uses proposed at Kendall-Tamiami Executive Airport and Miami International Airport.

## REQUESTED TEXT AMENDMENT

Revise the Land Use Element section titled "Transportation", third paragraph on page I-55 to read as follows:<sup>1</sup>

Such privately owned non-aviation related uses at the Opa-locka Executive, Miami International and Kendall-Tamiami Executive airports shall be limited as follows:

- (1) 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 be developed as follows. Non-aviation related uses at Opa-locka Executive Airport 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. Non-aviation related uses at Miami International Airport shall range from 20 to 85 percent for industrial uses, 5 to 50 percent for commercial and/or office uses, 0 to 50 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation related uses 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 distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for 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.

Also, revise the Aviation Subelement section subtitled "Aviation Facility Improvements", third paragraph on page II-52 to read as follows:

Such privately owned non-aviation related uses at the Opa-locka Executive, Miami International and Kendall-Tamiami Executive airports shall be limited as follows:

- (1) 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 be developed as follows. Non-aviation related uses at Opa-locka Executive Airport shall range from 50 to 85 percent

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<sup>1</sup> Underlined words are proposed additions. ~~Strikethrough~~ words are proposed deletions. All other words exist in the Plan and will remain unchanged.

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 uses at Miami International Airport shall range from 20 to 85 percent for industrial uses, 5 to 50 percent for commercial and/or office uses, 0 to 50 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation related uses 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 distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for 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.

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# **APPENDIX A**

## **AMENDMENT APPLICATION**

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## APPLICATION NO. 20


### APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

#### 1. APPLICANT

Miami- Dade County Department of Planning and Zoning  
111 NW 1 Street, Suite 1110  
Miami, Florida 33128-1972  
(305) 375-2835

#### 2. APPLICANT'S REPRESENTATIVE

Marc C. LaFerrier, AICP, Director  
Miami-Dade County Department of Planning and Zoning  
111 NW 1 Street, Suite 1110  
Miami, Florida 33128-1972

By:  August 25, 2008  
Marc C. LaFerrier

#### 3. DESCRIPTION OF REQUESTED CHANGES

Revise the Land Use Element section titled "Transportation", third paragraph on page I-55 to read as follows:<sup>1</sup>

Such privately owned non-aviation related uses at the Opa-locka Executive, Miami International and Kendall-Tamiami Executive airports shall be limited as follows:

- (2) 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 be developed as follows. Non-aviation related uses at Opa-locka Executive Airport 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. Non-aviation related uses at Miami International Airport shall range from 20 to 85 percent for industrial uses, 5 to 50 percent for commercial and/or office uses, 0 to 50 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation related uses 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 distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for Urban

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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.

Also, revise the Aviation Subelement section subtitled "Aviation Facility Improvements", third paragraph on page II-52 to read as follows:

Such privately owned non-aviation related uses at the Opa-locka Executive, Miami International and Kendall-Tamiami Executive airports shall be limited as follows:

- (1) 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 be developed as follows. Non-aviation related uses at Opa-locka Executive Airport 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. Non-aviation related uses at Miami International Airport shall range from 20 to 85 percent for industrial uses, 5 to 50 percent for commercial and/or office uses, 0 to 50 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation related uses 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 distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for 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.

#### **REASON FOR AMENDMENT**

The proposed amendment corrects an error made in the text amendment filed and adopted during the April 2007 Cycle to amend the CDMP, specifically Application 14, Part 2, Section B and Part 3, relating to the percentage of non-aviation related uses proposed at Kendall-Tamiami Executive and Miami International Airports.