TRANSPORTATION ELEMENT

Introduction

The purpose of the transportation element is to plan for an integrated multimodal transportation system providing for the circulation of motorized and non-motorized traffic in Miami-Dade County. The element provides a comprehensive approach to transportation system needs by addressing all modes of transportation—pedestrian and bicycle facilities, traffic circulation, mass transit, aviation and ports.

The Transportation Element is divided into five subelements. The Traffic Circulation Subelement addresses the needs of automobile traffic, bicyclists and pedestrians. The Mass Transit Subelement addresses the need to continue to promote and expand the public transportation system to increase its role as a major component in the County's overall transportation system. The Aviation Subelement addresses the need for continued expansion, development and redevelopment of the County's aviation facilities; and the Port of Miami River and PortMiami Subelements continue to promote maritime business and traditional maritime related shoreline uses on the Miami River, and the expansion needs of PortMiami.

The Adopted Components of the Transportation Element and each of the five subelements separately contain: 1) goals, objectives and policies; 2) monitoring measures; and 3) maps of existing and planned future facilities. These subelements are preceded by overarching goals, objectives and policies that express the County's intent to develop multi-modalism, reduce the County's dependency on the personal automobile, enhance energy saving practices in all transportation sectors, and improve coordination between land use and transportation planning and policies.

The Miami-Dade 2035 Long Range Transportation Plan (LRTP), is adopted to guide transportation investment in the County for the next 25 years. The LRTP includes improvements for roadways, transit, bicycle and pedestrian facilities, greenways and trails. It contains a “Cost-Feasible Plan” that categorizes projects into priority groupings based upon future funding availability. Priority I contains those projects scheduled to be funded through by 2014; Priority II contains projects scheduled to be funded between 2015 and 2020, Priority III contains projects scheduled to be funded between 2021 and 2025; and Priority IV contains projects scheduled to be funded between 2026 and 2035. It should be pointed out the Comprehensive Development Master Plan (CDMP) has a planning horizon year of 2030 which does not coincide with the planning horizon of the Priority IV projects in the “Cost-Feasible Plan.” The “Cost-Feasible Plan” will continually adjust the costs associated with the funding availability for the Priority IV projects as the horizon year advances.

GOAL

DEVELOP AND MAINTAIN AN INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM IN MIAMI-DADE COUNTY TO MOVE PEOPLE OF ALL AGES AND ABILITIES AND GOODS IN A MANNER CONSISTENT WITH OVERALL COUNTYWIDE LAND USE AND ENVIRONMENTAL PROTECTION GOALS AND INTEGRATION OF CLIMATE CHANGE CONSIDERATIONS IN THE FISCAL DECISION-MAKING PROCESS.

Objective TE-1

Miami-Dade County will provide an integrated multimodal transportation system for the circulation of motorized and non-motorized traffic by enhancing the Comprehensive Development Master Plan and its transportation plans and implementing programs to provide competitive surface transportation mode choice, local surface mode connections at strategic locations, and modal linkages between the airport, seaport, rail and other inter-city and local and intrastate transportation facilities. These plans and programs shall seek to ensure that, among other objectives, all transportation agencies shall consider climate change adaptation into their public investment processes and decisions.

Policies

TE-1A. As provided in this section and the Mass Transit Subelement, the County shall promote mass transit alternatives to the personal automobile, such as rapid transit (*i.e*. heavy rail, light rail, and bus rapid transit, premium transit (enhanced and/or express bus)), local route bus and paratransit services.

TE-1B. Miami-Dade County shall continue to maintain programs for optimal development and expansion of PortMiami and the Miami-Dade County aviation system, and shall continue to support viable operation and enhancement of the Port of Miami River. The County shall continue to accommodate and facilitate provision of inter-city and inter-state commuter rail and bus, high-speed intrastate rail, and freight rail services. These activities will be conducted in accordance with the respective subelements of this element and other applicable elements of the CDMP including the Land Use and Capital Improvement Elements.

TE-1C. When other transportation facility providers' plans are updated, Miami-Dade County shall continue to ensure that those plans provide high quality intermodal connections at optimal transfer points. These should include, but should not be limited to, the intermodal connections currently planned in the other subelements of the Transportation Element including the Port of Miami tunnel, Miami International Airport west-side cargo area access improvements such as the NW 25 Street viaduct, and the Miami Intermodal Center (MIC).

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

-Miami Intermodal Center (MIC);
-Downtown Miami Intermodal Terminal;
-Northeast Transit Hub Enhancements;
-Palmetto Intermodal Center;

-Golden Glades Interchange Multimodal Facility; and
-Park-and-Ride Lots, where feasible opportunities present themselves along bus/rail corridors.

(See Mass Transit Subelement Figures 1 and 2 for planned inter-modal/multimodal transit center locations).

TE-1E. As provided in the Mass Transit, Aviation, Port of Miami River, and PortMiami Subelements, the County shall promote improved intermodal linkages for the movement of passengers and freight, including the consideration of waterborne transportation.

TE-1F. Transit-supportive Land Use Element policies including, but not limited to, Urban Center guidelines shall be vigorously implemented in association with planned rapid transit facilities identified in the Mass Transit Subelement.

TE-1G. Miami-Dade County shall develop and adopt climate change adaptation and mitigation strategies for incorporation into all public investment processes and decisions, including those concerning transportation improvements.

TE-1H. Transportation agencies developing their transportation plans for Miami-Dade County shall take into consideration climate change adaptation and mitigation strategies through project review, design, and funding for all transportation projects. Transportation agencies should consider extending their planning horizons appropriately to address climate change impacts.

Objective TE-2

In furtherance of pedestrianism and other non-motorized modes of transportation in the planned urban area, Miami-Dade County shall enhance its transportation plans, programs and development regulations as necessary to accommodate the safe and convenient movement of pedestrians, non-motorized vehicles and motorized vehicles.

Policies

TE-2A. The County shall continue to promote and assist in the creation of a Countywide system of interconnected designated bicycle ways, and promote the implementation of the *Miami-Dade Bicycle Facilities Plan.*

TE-2B. The County shall continue to develop a comprehensive countywide greenways network providing continuous corridors for travel by pedestrians and non-motorized vehicles incorporating elements of the adopted South Dade Greenway Network Master Plan and the North Dade Greenways Plan.

TE-2C. In road construction and reconstruction projects, roadway designs shall protect and promote pedestrian comfort, safety and attractiveness in locations where the Land Use Element seeks to promote activity along road frontages, such as in areas planned for community- or neighborhood-serving businesses, and all existing and planned Urban Center and rapid transit stations and mass transit corridors. Such measures should include, wherever feasible, on-street parking, wide sidewalks, and abundant landscaping at the street edge. Additionally, boulevard section designs should be

utilized where appropriate, including central through lanes and frontage lanes for local traffic and parking, separated from the through lanes by landscaped areas, with frequent opportunities for pedestrians to safely cross the through lanes, and right of way to facilitate these designs should be reserved or acquired where necessary. Roadway pedestrian facility considerations shall also be consistent with the policies addressing pedestrianism contained in the Land Use Element.

TE-2D. Miami-Dade County's top priority for constructing new sidewalks and bicycle facilities after completion of the "Safe Routes to Schools" program shall be to provide continuous sidewalks and bicycle facilities along the following: a) existing rapid transit stations and transit centers, b) existing parks and recreation open spaces, c) both sides of all County collector and arterial roadways within 1/4 mile of all existing transit stations and centers, and d) at least one side of County collector and arterial roadways between 1/4 and 1/2 mile of all existing transit stations, centers and corridors. All new development and redevelopment in these areas shall be served by sidewalks and bicycle facilities. It is the policy of Miami-Dade County that municipalities in the County establish similar priorities for their jurisdictions, and that FDOT do the same with regard to State roads. In all new construction and reconstruction of collector and arterial roads inside the UDB served by Metrobus, sidewalks and bicycle facilities should be provided along all such roads between bus stops and any existing or planned intersecting residential or community-serving business streets within, at a minimum, 1/4 mile of the bus stops.

TE-2E. The County shall require accommodation of non-motorized transportation facilities in plans for future arterial and collector road construction, widening or reconstruction projects where designated by the Bicycle Facilities Plan, wherever feasible.

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

TE-2G. The County shall encourage inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles in all new development and redevelopment and shall address this as a consideration in development and site plan review.

TE-2H. The County shall ensure that sidewalks are well-maintained and free from tripping hazards and barriers to promote comfortable and safe sidewalk conditions for pedestrians of all ages and abilities through actions such as, but not limited to, providing tree grates covering tree planting areas in or adjacent to sidewalks; trimming overgrown bushes and trees within road rights-of way, as appropriate; and the repair or replacement of broken and uneven sidewalk pavement.

Objective TE-3

As provided in the policies hereinunder, Miami-Dade County shall cooperate with the Metropolitan Planning Organization for the Miami Urbanized Area (MPO) to enhance Miami area planning procedures, methodologies and analytical tools to improve analysis of relationships between transportation facility plans and programs, and land use plans, development standards and implementing programs.

Policies

TE-3A. Miami-Dade County shall cooperate with, and participate in, activities and initiatives undertaken by the Florida Department of Transportation (FDOT) and the statewide MPO Advisory Committee (MPOAC) to enhance intermodal and land use aspects of transportation plans and planning methods used by the State and the MPOs throughout the state. Toward this end, it is the policy of Miami-Dade County that during preparation of major updates of the Long Range Transportation Plan (LRTP) by the Miami Area MPO, the County will coordinate and work with the MPO, as the MPO has committed by resolution, to better coordinate transportation and land use planning and enhance intermodal qualities of transportation analyses and plans of the MPO.

TE-3B. Miami-Dade County shall analyze planned land use patterns and intensities in planned rapid and premium transit station areas and shall identify transportation and land use plan changes needed to improve interrelationships. This analysis shall address, at a minimum, the existing Metrorail corridor, the planned initial segment of the East-West corridor, the planned North corridor, and the South Miami-Dade Busway corridor as well as rapid and premium transit corridors listed in the Mass Transit Subelement. This analysis shall identify locations where planned transit facilities are not supported by the planned land use or development intensity[1] with consideration of mitigating benefits of planned transit rider feeders such as major park-and-ride or bus terminal facilities in the corridor. Where such locations are identified, alternative land uses or intensities will be analyzed, and potential land use or transportation plan amendments will be identified. The information produced by this analysis shall be provided to the MPO, the Board of County Commissioners and the directly affected municipalities having comprehensive planning and zoning jurisdiction in the immediate vicinity of these planned transit corridors for their consideration. It is the policy of Miami-Dade County that affected municipalities consider local plan amendments to reflect the findings of this analysis.

TE-3C. It is the policy of Miami-Dade County to develop all the transportation facilities identified in the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) and the CDMP Transportation Element as soon as feasible, in accordance with the LRTP phasing program. It is the policy of the County that the non-cost-feasible projects listed in the MPO's LRTP and the CDMP Transportation Element shall be retained in these plans solely as identified future priorities of the County for which the County shall pursue additional funding, and which shall be advanced into the cost-feasible components of the respective plans at the earliest feasible opportunities. It is, further, the policy of the Board of County Commissioners that, a) non-cost-feasible transportation projects may be advanced into the cost-feasible component of the referenced plans only after demonstration that the project appropriately supports, and is supported by, related services such as transit feeders and/or the type and intensity of planned surrounding land development, and b) the Governing Board of the MPO is urged to support this policy. Only the transportation projects contained in the cost-feasible components of the LRTP, the TIP and the CDMP shall be considered in the administration of the County's concurrency management program and, after the next update of the CDMP

[1] Development intensity threshold to be used in this analysis shall be 15 dwelling units per acre and 75 employees per acre for traffic analysis zones with ½ mile of rail transit stations and for ¼ mile around exclusive busway stops.

Transportation Element to reflect the next update of the MPO's LRTP, the presentations of future levels of service in the CDMP shall reflect only these facility improvements.

Objective TE-4

By 2015, Miami-Dade County shall develop a "Complete Streets" program to be considered in the design and construction of new transportation corridors and reconstruction of existing corridors, wherever feasible.

Policies

TE-4A. By 2015, Miami-Dade County shall develop a "Complete Streets" program which will be sensitive to the needs of the users of all modes of transportation including bicyclists and pedestrians and include the following components: street typology based on land use context due to how a roadway passing through different land uses will vary in character; hierarchy of street types and designs; provision of sidewalks and bicycle facilities; adequate landscaping and street furniture; bus lanes and transit facilities; improve aesthetics, and design for the safety of all users, including vulnerable populations such as children and seniors.

Objective TE-5

By 2015, Miami-Dade County shall evaluate the designation of multimodal transportation corridors as "Activity Corridors" on the Land Use Plan Map, Land Use Element and Transportation Element.

Policies

TE-5A. By 2015, Miami-Dade County shall evaluate the designation of multimodal transportation corridors as "Activity Corridors" on the Land Use Plan Map, Land Use Element and Transportation Element such as NW/SW 27, 42, 57, 87, 107 and 137 Avenues, and NW 103, 36/41 Streets, W. Flagler Street, Tamiami Trail (SW 8 St.), Coral Way (SW 24 St.), Bird Road Drive (SW 40/42 St.), Kendall Drive (SW 88 Street), Coral Reef Drive (SW 152 St.), and South Dixie Highway (US 1). The evaluation shall address the following objectives:

a) Allowed uses,

b) Development density and intensity,

c) Urban design guidelines, and

d) Multimodal components.

Transportation Monitoring Program

An important part of the implementation of the objectives of the Transportation Element is the establishment of a program for monitoring their progress. The transportation monitoring program consists of the following measures:

Objective TE-1. Number of transportation plans prepared and adopted by State, Regional and local governments reviewed during the EAR reporting period; and review and analyze Metrorail, Metrobus and Metromover boardings and compare the boarding rates with the previous reporting period. Number of transportation plans addressing multimodalism, climate change mitigation and adaptation strategies, and extensions of planning horizons.

Objective TE-2. Number of bicycle and pedestrian facilities reviewed through site planning and plat reviews, and number of reviews of other transportation improvement plans; and implementation status of the Miami-Dade Bicycle Facilities Plan. Number of injuries and fatalities suffered by bicyclists and pedestrians.

Objective TE-3. Number of changes to the procedures, methodology and analytical tools adopted as a result of updates of the MPO's Long Range Transportation Plan; and number of land use changes as a result of coordinating land use and transportation planning.

Objective TE-4. Development of the "Complete Streets" program by 2015.

Objective TE-5. Designation of "Activity Corridors" by 2015**.**

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TRAFFIC CIRCULATION SUBELEMENT

Introduction

The purpose of the Traffic Circulation Subelement is to provide an overview of the current and future transportation needs of Miami-Dade County, and to advocate for a transportation system that efficiently supports mass transit, non-motorized transportation modes and economic growth while reducing dependence on the use of personal automobiles. The Subelement analyzes current roadway capacity and deficiencies in Miami-Dade County, provides recommendations for improving future highway capacity, and establishes a goal, objectives, and policies aimed at meeting the future mobility needs of the County.

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

The *Adopted Components* of this Subelement include the Traffic Circulation goal, objectives and policies; maps of future conditions; and a monitoring program for evaluating progress toward Subelement implementation.

The Miami-Dade 2035 Long Range Transportation Plan (LRTP), was adopted in October 2009 to guide transportation investment in the County for the next 25 years. The LRTP includes improvements for roadways, transit, bicycle and pedestrian facilities, greenways and trails. It contains a "Cost-Feasible Plan" that categorizes projects into priority groupings based upon future funding availability. Priority I contains those projects scheduled to be funded through by 2014; Priority II contains projects scheduled to be funded between 2015 and 2020; Priority III contains projects scheduled to be funded between 2021 and 2025; and Priority IV contains projects scheduled to be funded between 2026 and 2035. It should be pointed out that the Comprehensive Development Master Plan (CDMP) has a planning horizon year of 2030 which does not coincide with the planning horizon of the Priority IV projects in the "Cost-Feasible Plan." Since the Priority IV grouping encompasses the CDMP horizon year, the required four-year updates to the "Cost-Feasible Plan" will continually adjust the funding availability for the Priority IV projects as the horizon year advances.

GOAL

DEVELOP, OPERATE AND MAINTAIN A SAFE, EFFICIENT AND ECONOMICAL TRAFFIC CIRCULATION SYSTEM IN MIAMI-DADE COUNTY THAT PROVIDES EASE OF MOBILITY TO ALL PEOPLE AND FOR ALL GOODS, IS CONSISTENT WITH DESIRED LAND USE PATTERNS, CONSERVES ENERGY, PROTECTS THE NATURAL ENVIRONMENT, ENHANCES NON-MOTORIZED TRANSPORTATION FACILITIES, SUPPORTS THE USAGE OF TRANSIT, AND STIMULATES ECONOMIC GROWTH.

Objective TC-1

It is desirable that all roadways in Miami-Dade County operate at the adopted level of service (LOS) standards or better. Miami-Dade County should strive to operate its roadway network at a level of service better than the base level of service standards contained herein.

Policies

TC-1A. Miami-Dade County will continue to update and readopt a Long Range Transportation Plan, as periodically required, that will achieve Traffic Circulation Objective TC-1 above, in a manner consistent with the other objectives of the Comprehensive Development Master Plan (CDMP). Upon completion of each update of the Long Range Transportation Plan, Miami-Dade County shall prepare for submittal, pursuant to Chapter 163, Part II, F.S., proposals to enhance and revise the Traffic Circulation and Mass Transit Subelements of the Transportation Element as warranted by said technical findings and policy proposals, consistent with the goals, objectives and policies of the CDMP.

TC-1B. The minimum acceptable peak period* operating level of service for all State and County roads in Miami-Dade County outside of the Urban Development Boundary (UDB) identified in the Land Use Element shall be LOS C. The minimum acceptable peak-period LOS for all State and County roads inside the UDB shall be the following:

1) Within the Urban Infill Area (UIA)[2]

   (a) Where no public mass transit service exists, roadways shall operate at or above LOS E.

   (b) Where mass transit service having headways of 20 minutes or less is provided within 1/2-mile distance, roadways shall operate at no greater than 120 percent of their capacity.

   (c) Where extraordinary transit service such as rapid transit (e.g., commuter rail, Metrorail and People Mover), or premium bus service (e.g., bus rapid transit, express bus and enhanced bus systems) exists, parallel roadways within 1/2 mile shall operate at no greater than 150 percent of their capacity.

2) Between the UIA and the UDB

   (a) Roadways shall operate at no worse than LOS D (90 percent of their capacity) except that State Urban Minor Arterials (SUMAs) may operate at LOS E (100 percent of their capacity);

   (b) Where public mass transit service exists having headways of 20 minutes or less within 1/2-mile distance, roadways shall operate at or above LOS E;

   (c) Where extraordinary transit service such as rapid transit (e.g., commuter rail, Metrorail and People Mover), or premium bus service (e.g., bus rapid transit, express bus and enhanced bus systems) exists, parallel roadways within 1/2 mile shall operate at no greater than 120 percent of roadway capacity.

3) Notwithstanding the foregoing, the following standards established by the Florida Department of Transportation (FDOT), are adopted by Miami-Dade County as

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* Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.
Note: LOS will be measured based on the latest edition of the Highway Capacity Manual.

[2] UIA is defined as that part of Miami-Dade County located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95.

its minimum LOS standards for Florida Strategic Intermodal System (SIS) highway corridors in Miami-Dade County:

(a) Outside the UDB

1. Limited access State highways shall operate at LOS C or better;
2. Controlled access State highways shall operate at LOS C or better; and
3. Constrained or backlogged limited and controlled access state highways operating below LOS C, must be managed to not cause significant degradation.

(a) Inside the UDB

1. Limited access State highways shall operate at LOS D or better, except where exclusive through lanes exist, roadways may operate at LOS E.
2. Controlled access State highways shall operate at LOS D or better, except where such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's), roadways may operate at LOS E.
3. Constrained or backlogged limited and controlled access State highways operating below the foregoing minimums must be managed to not cause significant deterioration.

TC-1C. The County shall continue to maintain and enhance as necessary, a comprehensive traffic counting system for annually monitoring the level of service on, at a minimum, the County roadway system.

TC-1D. Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the Level of Service standards contained in Policy TC-1B, except as otherwise provided in the "Concurrency Management Program" section of the Capital Improvements Element.

TC-1E. The County shall, to the maximum extent feasible, improve the operating efficiency of the existing thoroughfare system and reduce peak hour congestion by encouraging the application of low-cost transportation system management techniques including, but not limited to, improved signal timing, and intersection signing, marking, channelization, and on-street parking restrictions.

NOTES: Constrained SIS facilities are roadways that FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints.

Backlogged SIS facilities are roadways operating below the minimum LOS standards, not constrained, and not programmed for addition of lanes in the first three years of FDOT's adopted work program or the five-year CIE.

For roadways outside the UDB significant degradation means an average annual daily traffic increase in two-way traffic volume of 5 percent, or a 5 percent reduction in operating speed for the peak direction in the 100th highest hour. For roadways inside the UDB, roadways parallel to exclusive transit facilities or roadways in transportation concurrency management areas, significant degradation means an average annual daily traffic increase in two-way traffic volume of 10 percent, or a 10 percent reduction in operating speed for the peak direction in the 100th highest hour.

SUMMARY
MIAMI-DADE COUNTY
TRAFFIC CIRCULATION LEVEL OF SERVICE STANDARDS

Peak Period* LOS Standards
Non-SIS Roadways

Location	Transit Availability		
	No Transit Service	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit Service (Commuter Rail, Metrorail, People Mover, Bus Rapid Transit, Express Bus, or Enhanced Bus Service)
Outside UDB	LOS C-State Minor Arterials LOS C-County Roads and State Principal Arterials		
Between UIA and UDB	LOS D (90% of Capacity); or LOS E (100% Capacity) on SUMAs	LOS E (100% of Capacity)	120% of Capacity
Inside UIA	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

SIS Roadways

SIS Facility	Location				
	Outside UDB	Inside UDB	Roadways Parallel to Exclusive Transit Facilities	Inside Transportation Concurrency Management Areas	Constrained or Backlogged Roadways
Limited Access Facilities	C	D [E]	D [E]	D [E]	Manage
Controlled Access Facilities	C	D	E	E	Manage

NOTES: LOS inside of [brackets] applies to general use lanes only when exclusive thru lanes exist.
SIS= Strategic Intermodal System
UIA= Urban Infill Area--Area east of, and including NW/SW 77 Avenue and SR 826 (Palmetto Expressway), and excluding the area north of SR 826 and west of I-95.
UDB=Urban Development Boundary
SUMA=State Urban Minor Arterial

*Peak-period means the average of the two highest consecutive hours of traffic volume during a weekday.

TC-1F. The County shall implement a transportation demand management (TDM) program to reduce overall peak-hour demand and use of single occupant vehicles (SOV). This program will include such TDM strategies as the following:

1) van pooling and employer-based carpooling;
2) employer-based staggered and/or flexible work hours;
3) parking management;
4) telecommunicating;
5) congestion pricing;
6) park and ride lots;
7) managed lanes;
8) trip reduction ordinances;
9) transportation management associations (TMA's); and
10) subsidies for transit riders.

TC-1G. Miami-Dade County shall continue to implement procedures and requirements for all development, regardless of size, to contribute its proportionate share of transportation facilities, or funds or land therefore, necessary to accommodate the impact of the proposed development. The County shall periodically review and update impact fee schedules to ensure that all public and marginal costs are appropriately recognized, and that fee structures reflect pertinent geographic (i.e., core vs. fringe area) variability in facility usage.

TC-1H. In highway and transit planning activities of the County and the Metropolitan Planning Organization (MPO), Miami-Dade County will give highest priority to the funding of necessary capacity improvements to roadways on the Strategic Intermodal System (SIS) as defined in Section 339.61, F.S., and to proximate facilities and services that would serve to relieve congestion on SIS facilities which are operating above their capacity. Further, the County and the Miami-Dade County MPO shall coordinate with FDOT to develop feasible strategies and mechanisms to minimize local traffic impact on SIS facilities.

TC-1I. The County will continue to investigate, develop and implement parking management strategies to promote the land use and transportation objectives of the CDMP to reduce the use of Single Occupant Vehicles (SOVs) and highway congestion and encourage the use of transit and ridesharing. Additionally, parking requirements in the County's zoning regulations will be reviewed to encourage shared and possibly on-street parking in planned Urban Centers, and to moderate parking requirements where transit service exists, and where developments contain complementary use mixes.

TC-1J. The County will continue to implement the recommendations of the Countywide Parking Policy Study, Park and Ride Lot Plan Study and Consolidated Park and Ride Facilities Plan conducted by the Miami-Dade County MPO.

TC-1K. The County shall utilize the Miami-Dade County MPO transportation planning and project review processes to evaluate and implement roadway and transit

improvements that will improve access to, and connections between, the County's major aviation, rail and port facilities.

Objective TC-2

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

Policies

TC-2A. The County shall continue to maintain and enforce the minimum right-of-way requirements as established in the *Public Works Manual* and in Chapter 33, Zoning, *Code of Miami-Dade County*, to ensure Countywide continuity of the thoroughfare system. The County shall review roadway design standards and right-of-way reservations and shall propose changes as may be necessary to better accommodate projected vehicular and non-vehicular movement in the corridors and design features recommended in the Transportation and Land Use Elements.

TC-2B. The County shall require the dedication of the appropriate share of all necessary rights-of-way from all developments at the time of development.

TC-2C. Except for those section, half-section and quarter-section line rights-of-way within the portion of the Northwest Wellfield Protection Area located west of the Homestead Extension of the Florida Turnpike, advance rights-of-way shall be reserved or acquired, where necessary, for future transportation improvements identified in the Traffic Circulation and Mass Transit Subelements.

TC-2D. The section line, half-section line, and quarter-section line road system should form a continuous network within developed areas, interrupted only when it would destroy the integrity of a neighborhood or development. The County shall not approve vacation of zoned rights-of-way unless it is determined that the right-of-way is not required for present or future public use, or unless the zoned right-of-way is within that portion of the Northwest Wellfield Protection Area located west of the Homestead Extension of the Florida Turnpike, and the CDMP Guidelines for Urban Form will be reflected.

Objective TC-3

The County's transportation system will emphasize safe and efficient management of traffic flow, the safety of pedestrians and bicyclists, and enhance and encourage the use of transit.

Policies

TC-3A. The County shall continue to assure provision of an adequate, properly designed and safe system for controlling vehicular accessibility to major thoroughfares through adopted design standards and procedures, which at a minimum address:

1) Adequate storage and turning bays;
2) Spacing and design of median openings and curb cuts;
3) Provision of service roads;

4) Driveway access and spacing and;
5) Traffic operations.

TC-3B. The County will continue to monitor high accident-frequency locations on the County highway system to identify any design improvements, which may alleviate hazardous conditions and incorporate such improvements into the Transportation Improvement Program (TIP).

TC-3C. By 2015, Miami-Dade County shall develop a “Complete Streets” program which will be sensitive to the needs of the users of all modes of transportation including bicyclists and pedestrians and include the following components: street typology based on land use context due to how a roadway passing through different land uses will vary in character; hierarchy of street types and designs; provision of sidewalks and bicycle facilities; adequate landscaping and street furniture; bus lanes and transit facilities; and improve aesthetics and design for the safety of all users, including vulnerable populations such as children and seniors.

TC-3D. The County shall design new roadways in a way that supports transit usage and incorporates planned rapid transit corridors, dedicated bus lanes and other transit improvements to further incentivize and facilitate the use of transit, wherever feasible.

Objective TC-4

The Traffic Circulation Subelement will continue to be coordinated with the goals, objectives and policies of the Land Use Element, including the land uses, Urban Development Boundary and Urban Expansion Area designated on the Land Use Plan map, and with the goals, objectives and policies of all other Elements of the CDMP.

Policies

TC-4A. The County shall maintain the Traffic Circulation Subelement consistent with the objectives and policies of the CDMP Land Use Element.

TC-4B. The adopted Land Use Plan map shall be used to guide the planning of future transportation corridors and facilities to ensure the proper coordination between transportation planning and future development patterns.

TC-4C. Miami-Dade County's priority in construction, maintenance, and reconstruction of roadways, and the allocation of financial resources, shall be given first to serve the area within the Urban Infill Area and Transportation Concurrency Exception Areas. Second priority shall be given to serve the area within the Urban Development Boundary and the Urban Infill Area. And third priority in transportation allocations shall support the staged development of the urbanizing portions of the County within the Urban Expansion Area. Transportation improvements which encourage development in Agriculture and Open Land areas shall be avoided, except for those improvements which are necessary for public safety and which serve the localized needs of these non-urban areas. Areas designated Environmental Protection shall be particularly avoided.

TC-4D. Miami-Dade County shall set as a priority in its transportation planning program the provision of facilities and services to accomplish the timely evacuation of Miami-Dade County's barrier islands in advance of approaching hurricanes.

TC-4E. Notwithstanding the designation of Krome Avenue as a Major Roadway on the CDMP Land Use Plan Map or as a four-lane roadway in the Traffic Circulation Subelement, no construction associated with the four-laning, or other capacity improvement, of Krome Avenue outside the Urban Development Boundary shall occur until FDOT has prepared, and the Board of County Commissioners has adopted, a detailed binding access control plan for the Krome Avenue corridor. This plan should emphasize access to properties fronting Krome Avenue primarily through alternative street locations.

TC-4F. The County shall consistently improve strategies to facilitate a Countywide shift in travel modes from personal automobile use to pedestrian, bicycle and transit modes. The priority for transportation infrastructure expenditures shall be to insure that pedestrian, bicycle and transit features are incorporated into roadway design.

Objective TC-5

The traffic circulation system will protect and enhance community and neighborhood integrity.

Policies

TC-5A. The County will conserve, protect and enhance the character of neighborhoods from the avoidable intrusion of major thoroughfares and expressways.

TC-5B. Major thoroughfares and intersections should be located and designed in a manner which would not tend to sever or fragment land which is, or could otherwise be, developed as a well-defined neighborhood.

TC-5C. The County shall discourage through traffic in neighborhoods by adequately accommodating through traffic demands on arterial roadways.

TC-5D. The County shall encourage interconnectivity between neighborhoods, local services, schools, parks, employment centers, and transit stops and stations; discourage cul-de-sac and walled-in subdivision designs; and facilitate pedestrian-oriented urban design that connects neighborhoods and provides accessibility for non-drivers.

Objective TC-6

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

Policies

TC-6A. The County shall avoid transportation improvements which encourage or subsidize increased development in coastal high hazard areas, environmentally sensitive areas

identified in the Coastal Management and Conservation, Aquifer Recharge and Drainage Elements, and areas of high risk of significant inland flooding.

TC-6B. Land access interchanges shall not be placed or constructed in a manner that would provide access to environmental protection areas or other areas to be conserved in order to prevent undue pressure for development of such areas.

TC-6C. If no feasible alternative exists, needed transportation facilities may traverse environmental protection or conservation areas, however such access should be limited and design techniques should be used to minimize the negative impact upon the natural systems.

TC-6D. New roadways shall be designed to prevent and control soil erosion, minimize clearing and grubbing operations, minimize storm runoff, minimize exposure and risk of climate change impacts such as increased flood conditions, and avoid unnecessary changes in drainage patterns.

TC-6E. The County shall pursue and support transportation programs (e.g., rapid transit, premium bus service, managed lanes, and bikeways) that will help to maintain or provide necessary improvement in air quality and which help conserve energy.

TC-6F. Design new roadways in such a manner as to make them compatible with the surrounding environment, complement adjacent development and provide aesthetically pleasing visual experience to the user and the adjacent areas.

TC-6G. Require adequate arterial road dedications to allow for linear landscaped open space adjacent to two-lane roads and for medians as well as adjacent landscaped margins for four-lane roads.

Objective TC-7

Miami-Dade County's Traffic Circulation Subelement, and the plans and programs of the State, region and local jurisdictions, will continue to be coordinated.

Policies

TC-7A. Miami-Dade County shall annually review subsequent Florida Department of Transportation (FDOT) Five-Year work programs to ensure that they remain consistent with and further the Traffic Circulation Subelement and other Elements of Miami-Dade County's CDMP.

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

TC-7C. The County shall review the compatibility of the Traffic Circulation Subelement and coordinate it with the traffic circulation plans and programs of the municipalities in Miami-Dade County, adjacent counties, the South Florida Regional Transportation Authority, and the South Florida Regional Planning Council and shall cooperate in maintaining adequate inter-regional mobility.

TC-7D. The County shall promote areawide coordination with local governments and regional and state agencies in the implementation of the Transportation Element, through mechanisms such as established by the Miami-Dade County MPO, FDOT Districts 4 and 6, the South Florida Regional Transportation Authority, and the South Florida Regional Planning Council.

TC-7E. The County shall promote coordination with all relevant transportation agencies to address climate change impacts.

Future Traffic Circulation Map Series

Figures 1, 3, 4 and 5 in the future traffic circulation map series present the planned highway network as adopted in the MPO's Long Range Transportation Cost Feasible Plan. The following is a series of future traffic circulation maps, which present the long-term transportation network proposed for the Year 2030. Figure 1, Planned Year 2030 Roadway Network, depicts the lane requirements for the Year 2030. It is the purpose of the map to identify generally, where future throughways will be located to serve future travel demand.

Figure 2, Roadway Functional Classification - 2012 indicates the existing role that various roadways serve. The classification is established by the Florida Department of Transportation in accordance with State criteria and formulae. The classification of all State and County roadways is periodically updated by the State to reflect changing conditions. Accordingly, Figure 2 will be subject to amendment from time to time to reflect those updates.

Figure 3, Roadway Functional Classification - 2030, indicates the roadway classification for State and County facilities on the 2030 network. The classification of roadways indicate the role of the various roadways in meeting the future mobility needs and serving land uses as well as the jurisdictional responsibility. The functional classification of most arterial highways and expressways is not projected to change through time. Only in certain instances are existing roadways anticipated for reclassification. This occurs where growth is planned and travel demand is projected to increase, thus causing these roads to function differently. All roads on the State highway system have been classified as arterials, and all roads on the County highway system have been classified as minor arterials or collectors.

Figure 3.1, Temporary Roadways and Roadway Improvements in Connection with the Construction of Turkey Point Units 6 & 7, illustrates the roadway improvements necessary to accommodate the increased traffic associated with the construction of the Turkey Point Units 6 & 7. This nuclear expansion project is projected to occur between 2013 and 2020 and has been determined by the Board of County Commissioners to be a public necessity. All roadway improvements associated with the construction of Turkey Point Units 6 & 7 as shown in Figure 3.1 are to be temporary and must satisfy the following criteria.

1. The temporary roadway improvement serves to accommodate traffic during the construction of Turkey Point Units 6 & 7;
2. The temporary roadway improvements are designed in a manner that provide no more than what is required for safe roadway conditions and secure access to the construction site;

3. Construction of the temporary roadways and roadway improvements will commence no sooner than two (2) years prior to commencement of construction of Turkey Point Units 6 & 7;

4. Within 2 years following the construction of Turkey Point Units 6 & 7 (a) all temporary roadway improvements on publicly owned rights-of-way will be returned to the status of the roadway(s) prior to the commencement of construction of the temporary roadways and roadway improvements, and, (b) any privately owned roadway will be returned to the minimum roadway width required to provide maintenance to FPL facilities and shall not be more than two lanes;

5. FPL shall pay all costs associated with construction and removal of temporary roadway improvements;

6. Temporary roadways and roadway improvements shall be designed to meet the substantive requirements of Chapter 24, Miami-Dade County Code, as interpreted by DERM. In addition, the design of the temporary roadways and roadway improvements shall also be consistent with the goals, objectives and policies of the CDMP, the objectives of the Comprehensive Everglades Restoration Plan, County land use approvals, and other applicable County approved environmental management plans for publicly owned lands, as may be amended from time to time, and appropriate mechanisms shall be provided to enhance protection for wildlife in the area, and the Miami-Dade County Department of Regulatory and Economic Resources, Division of Environmental Resources Management, shall enforce the environmental regulations within its jurisdiction, to the extent allowable by law;

7. Temporary roadway improvements on privately owned property shall not be open to the general public. Miami-Dade County and other agencies with needed access shall, after providing proper notification to FPL, be granted access to this private roadway; and,

8. At FPL's expense, all temporary roadway improvements south of SW 344th Street shall be patrolled by security personnel when in active use and shall maintain security gates or other appropriate security measures during inactive periods. To the greatest extent possible, FPL shall deter access by the general public on temporary roadways south of SW 344th Street.

Any roadway designated as a temporary roadway on Figure 3.1 need not be indicated as a Minor Roadway or Major Roadway on the LUP map and a temporary roadway improvement need not be identified on any other map in the Future Traffic Circulation Map Series. All limited access facilities for the year 2030 are shown in Figure 4. Limited access facilities include all freeways and expressways in Miami-Dade County.

Figure 5, Planned Roadway Network Level of Service - 2030, illustrates the projected levels of service for the Planned Year 2030 roadway network. Figure 6, Planned Non-Motorized Transportation Network - 2030, depicts the planned non-motorized network consisting of on- and off-road bicycle facilities and multi-use trails; Figure 6 reflects the recommended facilities and improvements of the adopted Miami-Dade Bicycle Facilities Plan. Figure 7, Designated Evacuation Routes - 2030, identifies the County's designated local and regional transportation facilities critical to the evacuation of the coastal population. Figure 8, Freight Lines - 2030, depicts future freight lines throughout the County.

The Metropolitan Planning Organization (MPO), which coordinates all transportation planning for Miami-Dade County, is responsible for periodically updating the MPO's Long Range Transportation Plan. It is anticipated that the future traffic circulation network included in the Transportation Element will be adjusted during future plan amendment cycles to reflect the findings of that planning activity, in keeping with the goals, objectives and policies of the CDMP.

With regard to the following transportation improvements necessary to serve Application No. 5 in the April 2005-2006 CDMP Cycle, in no event shall a Building Permit for development within that area be issued until the MPO Miami-Dade Long Range Transportation Plan has been amended to reflect the following changes in priority of the construction phasing of the roadway network:

- I-75 between Miami-Dade/Broward County Line and SR 826/Palmetto Expressway: from 8 lanes to 10 lanes, advance to Priority 3 (2021-2025);
- SR 826/Palmetto Expressway between NW 103 Street and NW 154 Street: from 8 lanes to 10 lanes, advance to Priority 3 (2021-2025);
- SR 826/Palmetto Expressway from NW 154 Street to I-95: from 6 lanes to 8 lanes, advance to Priority 3 (2021-2025),
- HEFT from SR 836 to Okeechobee Road: 8 lanes + auxiliary lanes, advance to Priority 3 (2021 to 2025),
- HEFT from Okeechobee Road to I-75: 8 lanes + auxiliary lanes, advance to Priority 3 (2021 to 2025), and
- HEFT from I-75 to Turnpike Mainline: from 4 lanes to 6 lanes, advance to Priority 3 (2021 to 2025).

The proposed transportation network is expected to evolve incrementally over the next twenty years. The first five-year components are based on the current adopted Transportation Improvement Program. Improvements that are the County's responsibility are listed in the Capital Improvements Element. The remainder of improvements is projected for construction between 2017 and 2035; the phasing of all improvement projects is listed in the adopted MPO’s Long Range Transportation Plan.

Roadway alignments shown in the traffic circulation map series are general indicators of facility location. Specific alignments will be determined through detailed transportation planning, development review processes, subdivision platting, and highway design and engineering studies.

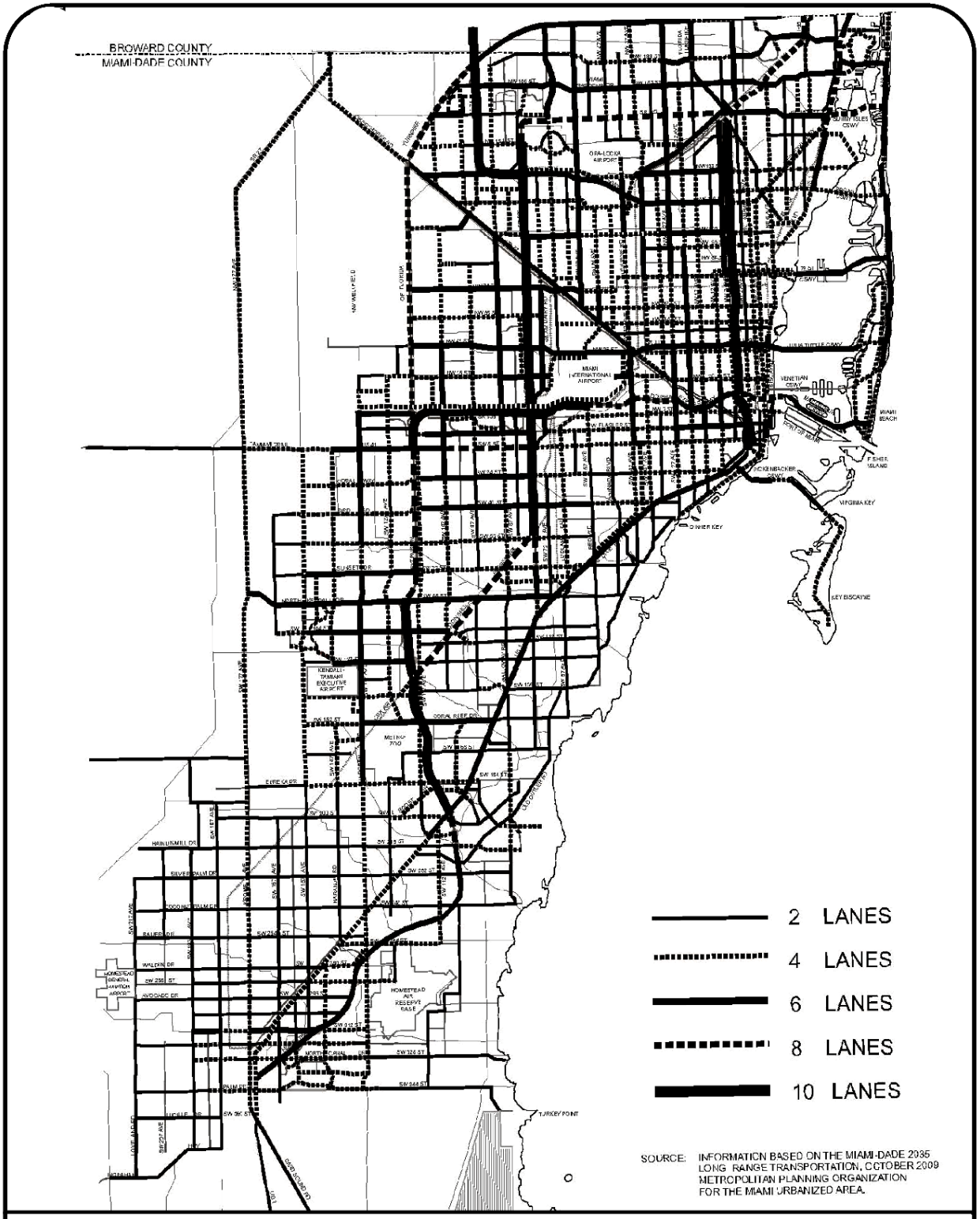

FIGURE 1

PLANNED YEAR 2030 ROADWAY NETWORK ARTERIALS, COLLECTORS, AND OTHER SIGNIFICANT PAVED ROADS

0 1 2 4 6 Miles

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DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

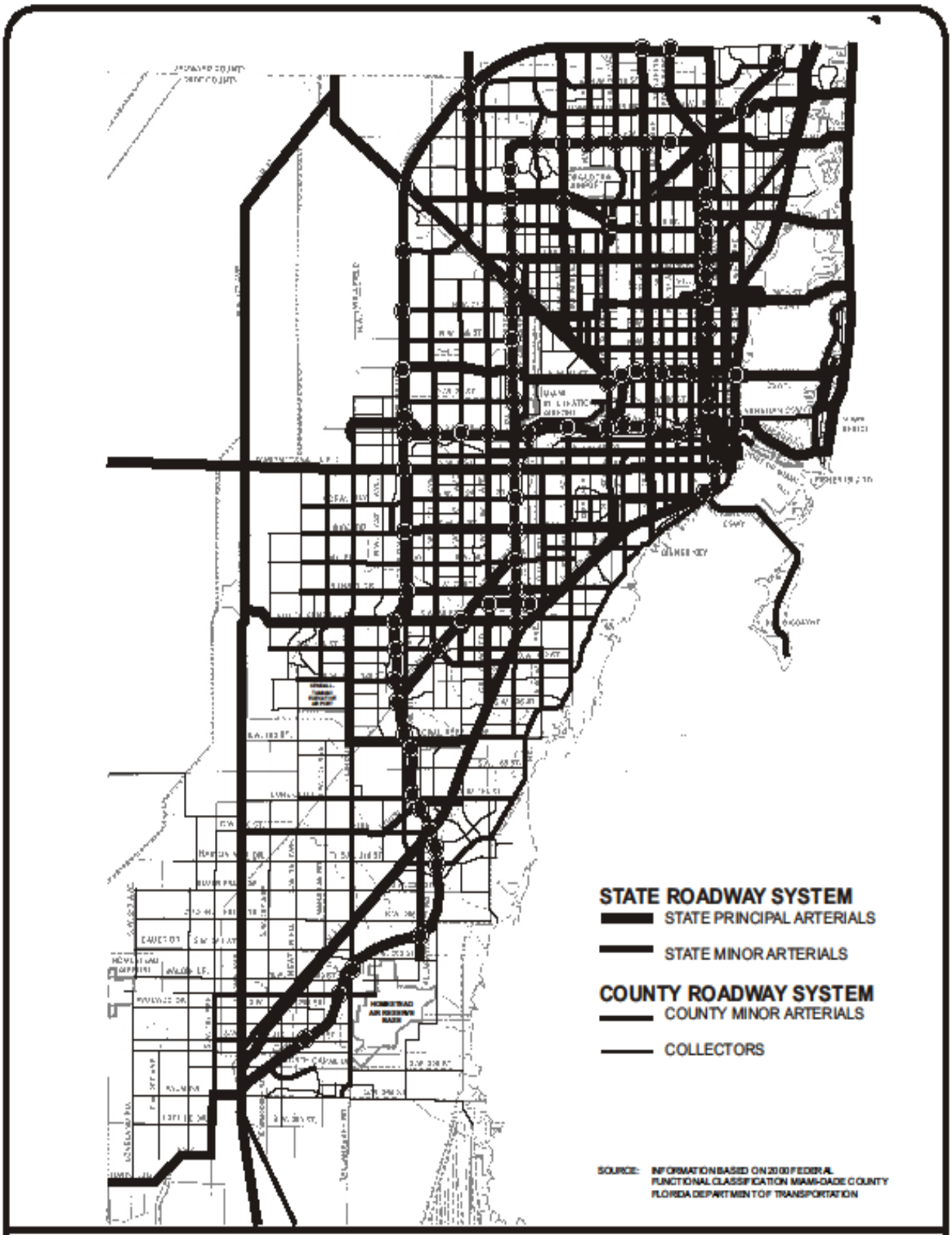


FIGURE 2
ROADWAY FUNCTIONAL CLASSIFICATION 2012

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

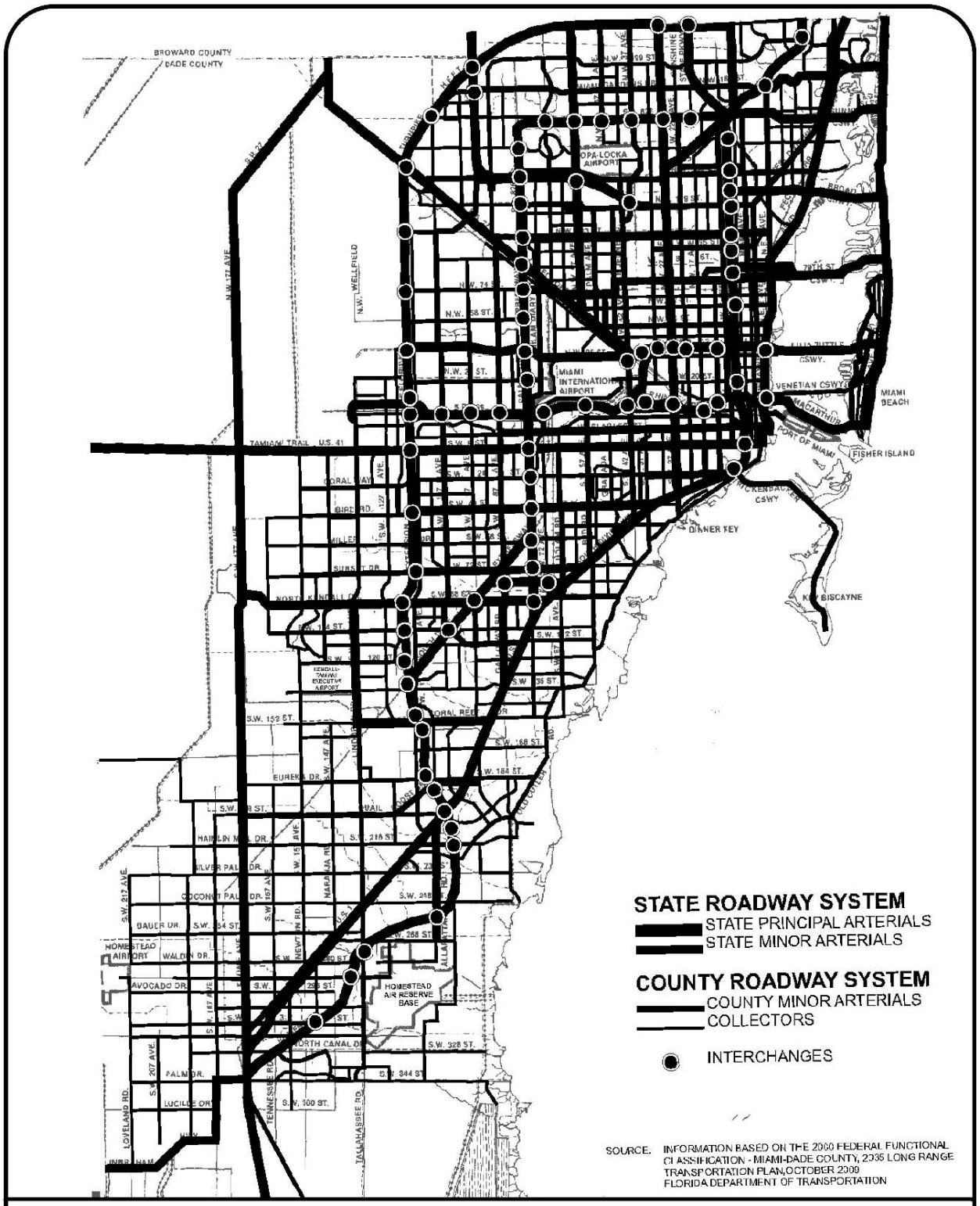
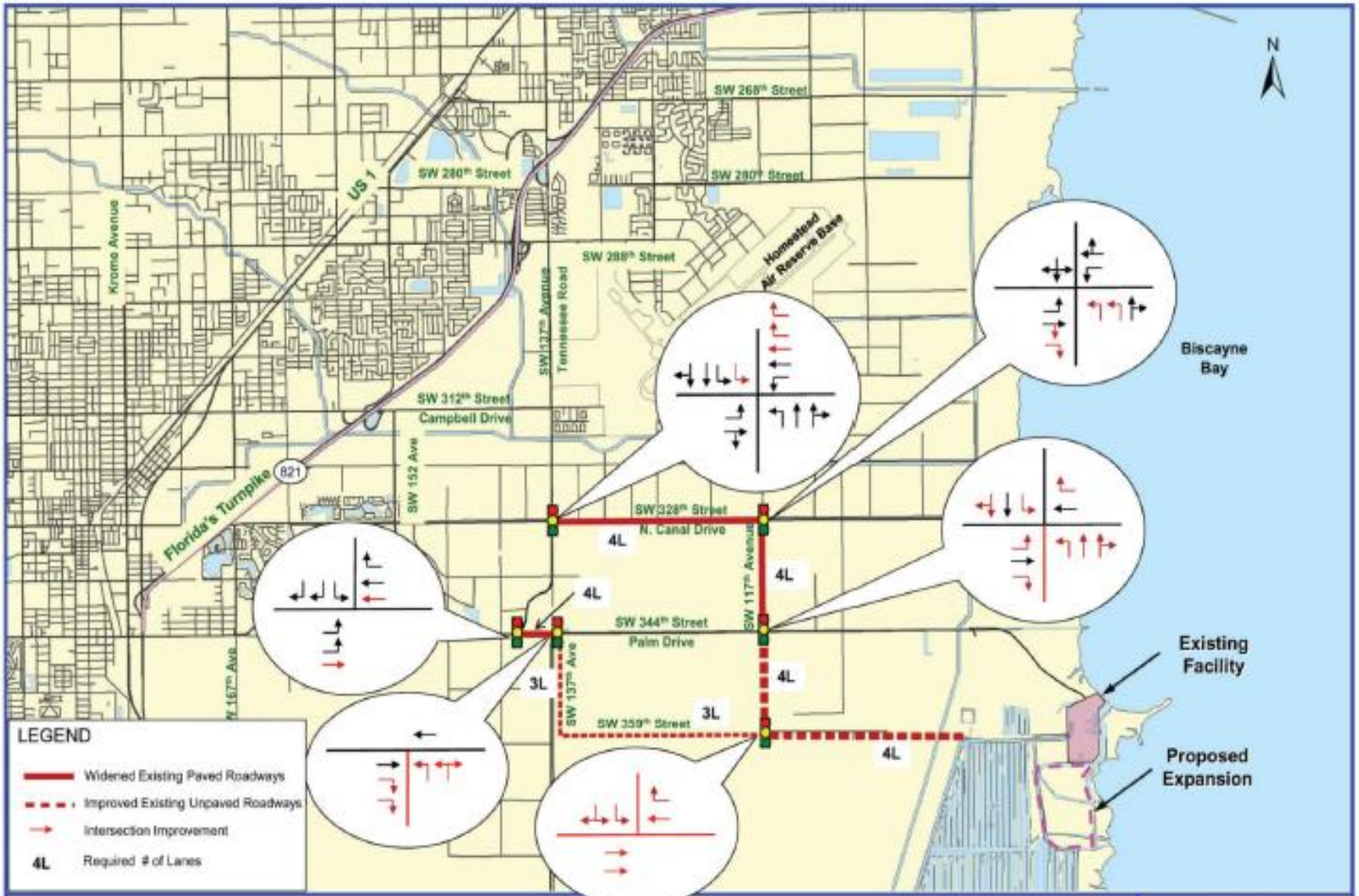


FIGURE 3

ROADWAY FUNCTIONAL CLASSIFICATION 2030

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013



Temporary Roadways and Roadway Improvements in Connection with the Construction of Turkey Point Units 6 and 7

FIGURE 3.1
Turkey Point Plant
Miami-Dade County, Florida

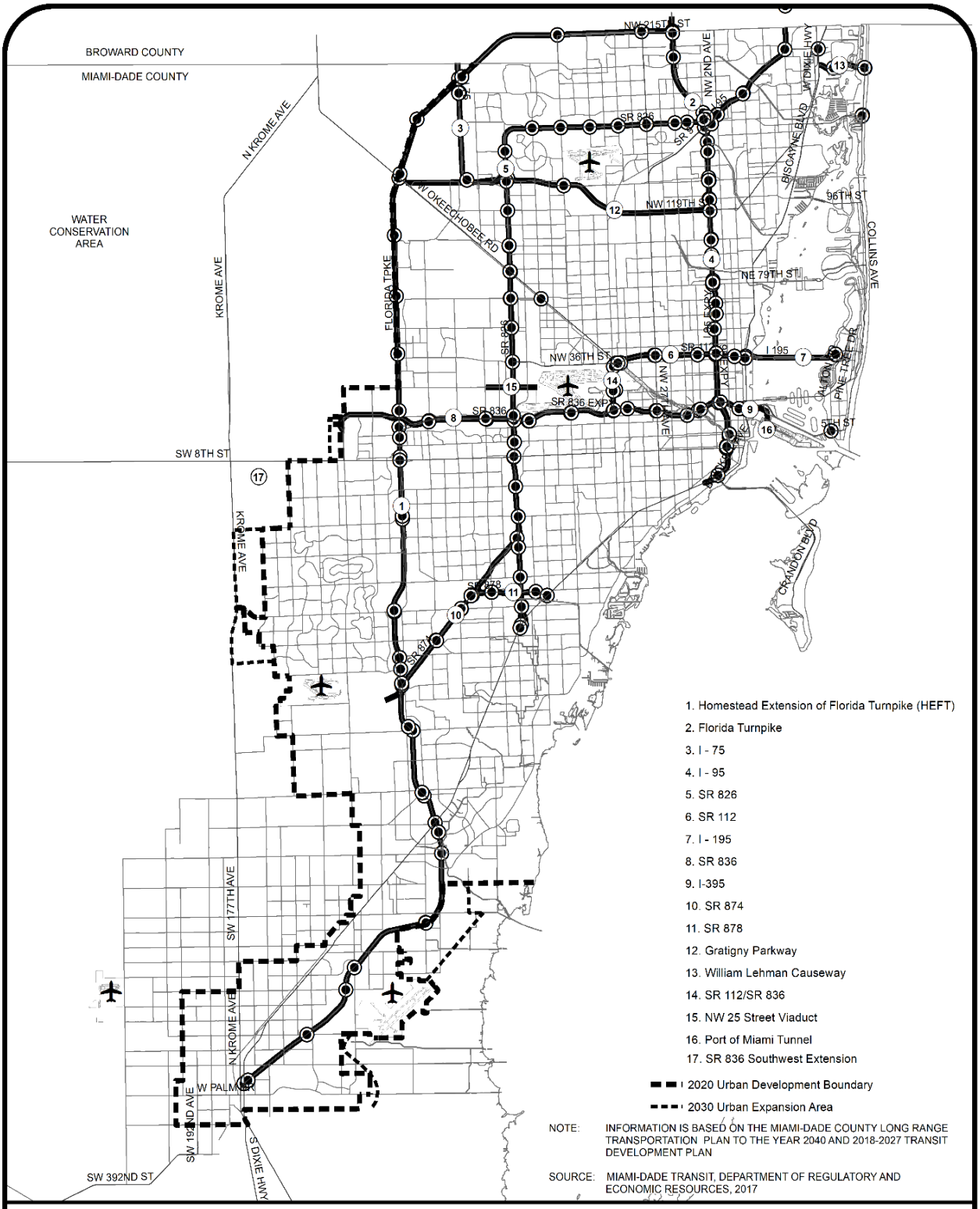


Figure 4

LIMITED ACCESS ROADWAY FACILITIES 2030

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2018

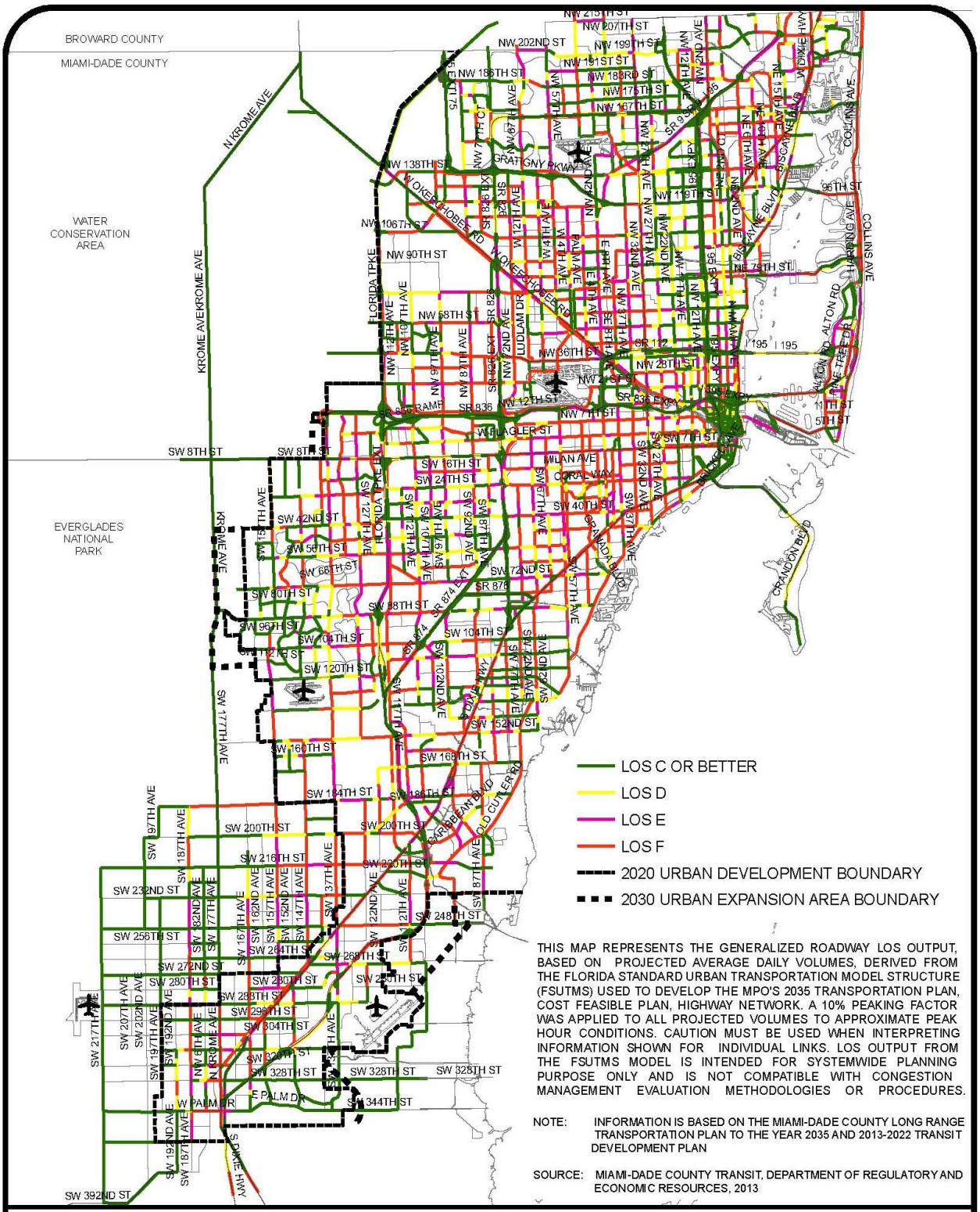


Figure 5

PLANNED ROADWAY NETWORK LEVEL OF SERVICE (LOS) 2030

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

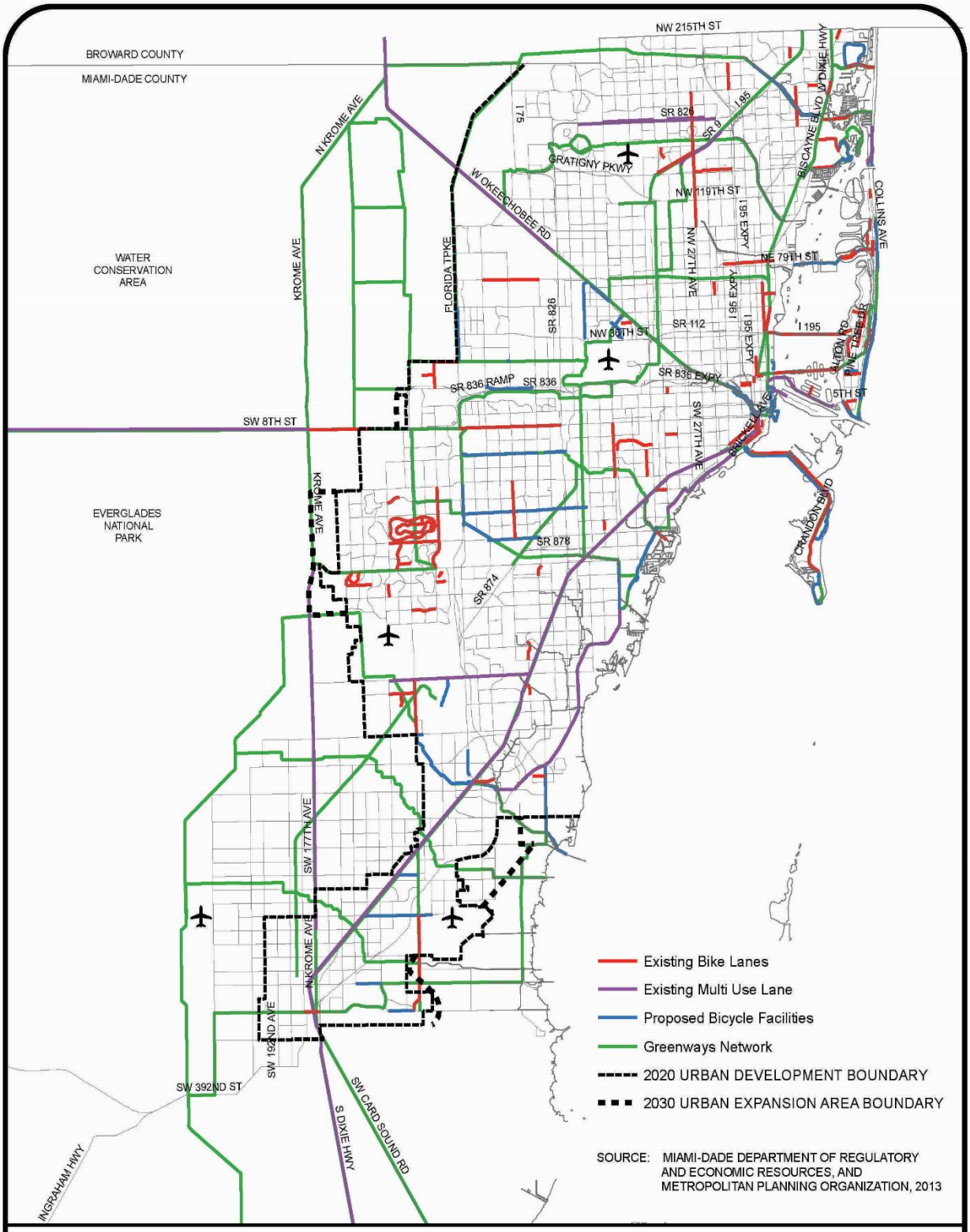


Figure 6
PLANNED NON-MOTORIZED NETWORK 2030

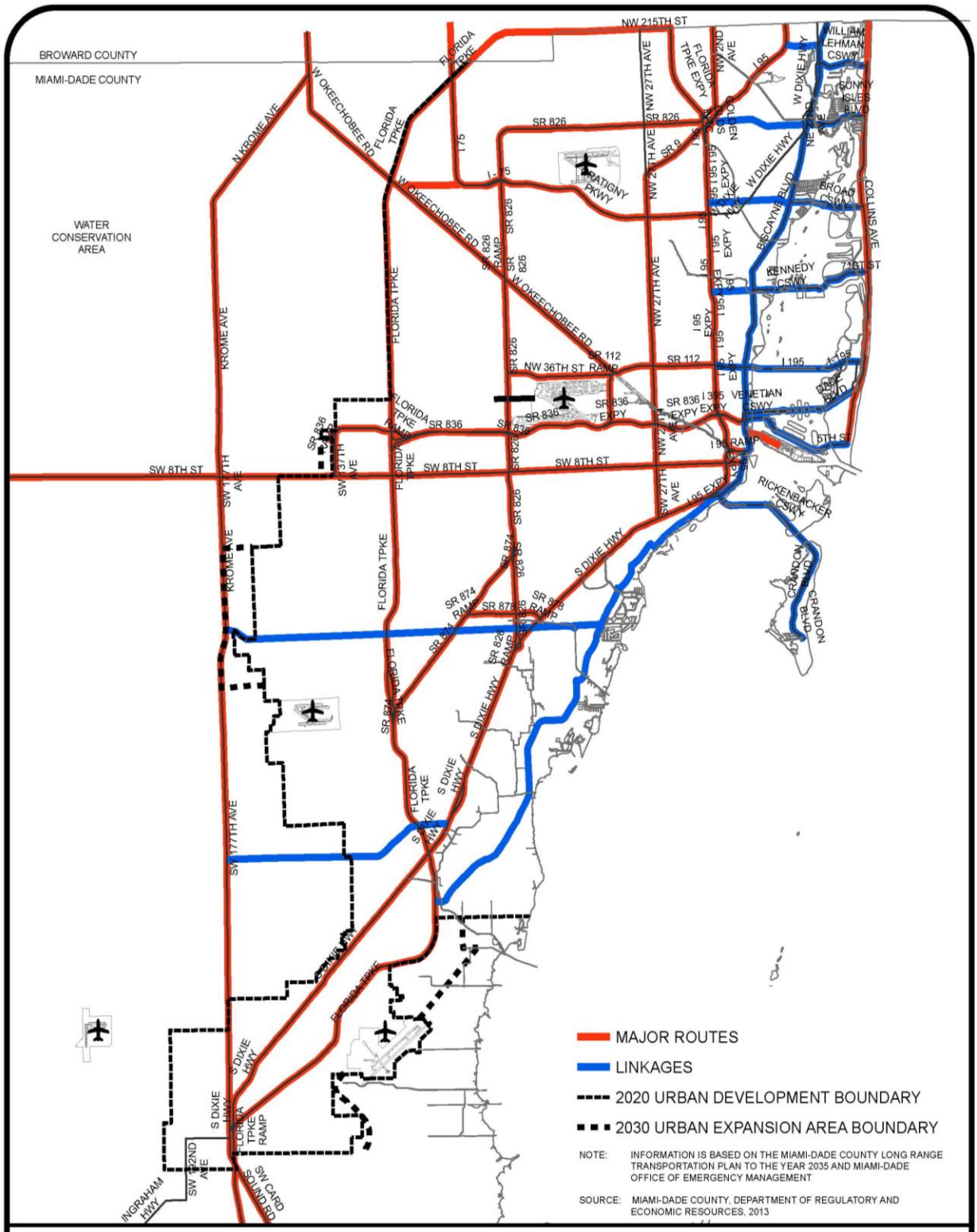


Figure 7

DESIGNATED EVACUATION ROUTES 2030

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

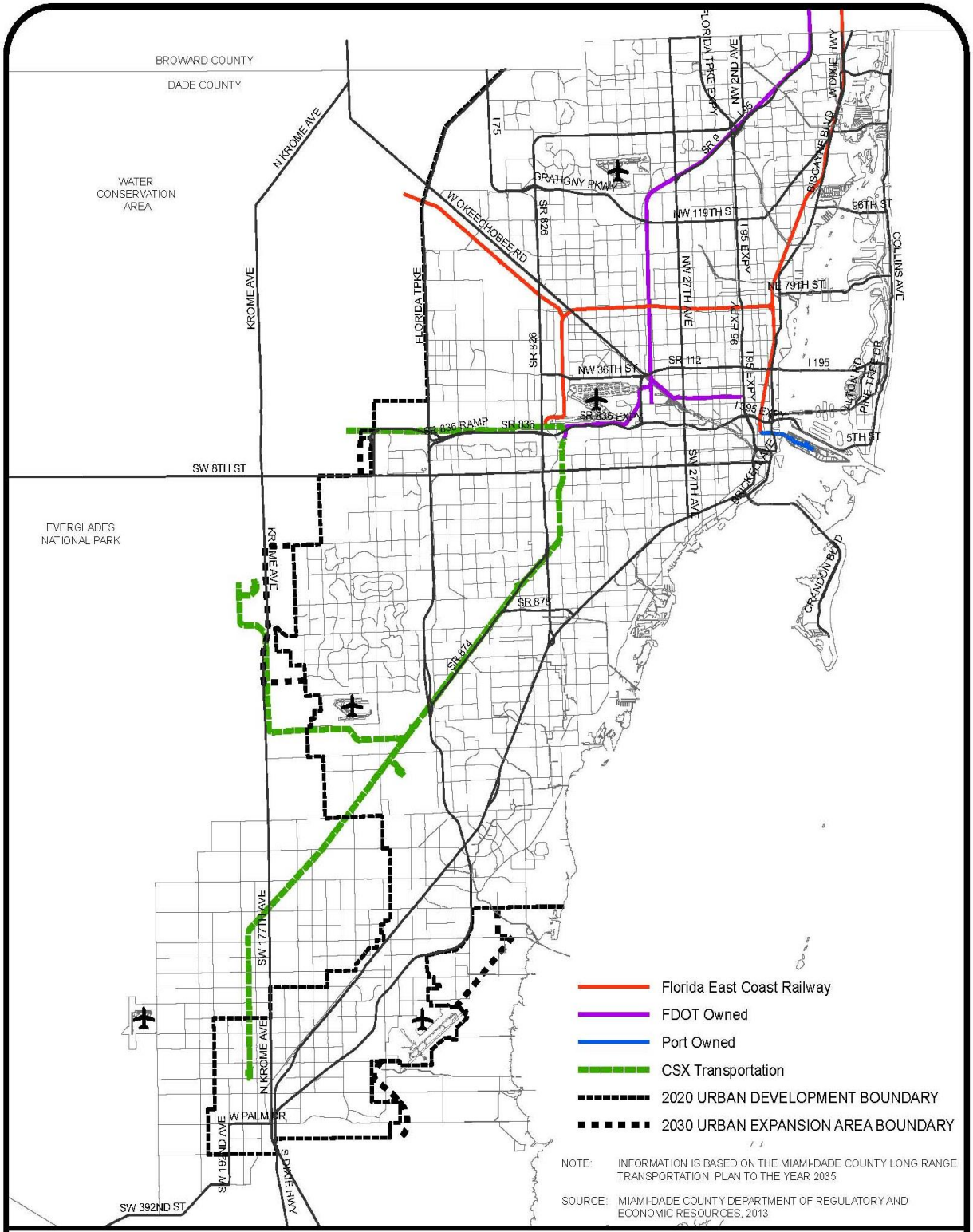


Figure 8

FREIGHT RAIL LINES 2030

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

Monitoring Program

This section outlines the substantive elements of Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced in this Subelement.

Objective TC-1. Attainment of adopted traffic circulation level of service standards. Implementation of Transportation Demand Management program and quantify the number of strategies acted upon to reduce the use of single occupancy vehicles.

Objective TC-2. Enforcement of minimum right-of-way requirements established in Chapter 33 of the *Code of Miami-Dade County* and *Public Works Manual* either through acquisition or dedication.

Objective TC-3. Enforcement of adopted roadway design standards and procedures in the *Public Works Manual* during the review of site plans and plats of proposed developments. Identify high accident-frequency locations and recommend remedial actions to alleviate hazardous conditions based on information provided by the Miami-Dade Police Department Data Systems Bureau.

Objective TC-4. Quantify the number of Element amendments revised for consistency with the goals, objectives and policies of the Land Use Element, including the land uses, Urban Development Boundary and Urban Expansion Area designated on the Land Use Plan map, and with the goals, objectives and policies of all other Elements of the CDMP. Number of transportation projects that enhance transit, bicycle, and pedestrian modes of transportation.

Objective TC-5. Quantify the number of reviews processed for proposed roadway construction improvements, provided by oversight committees for the protection of community and neighborhood integrity. Number of subdivisions and plats reviewed for approval processes which incorporate interconnectivity between neighborhoods, local services, schools and employment centers.

Objective TC-6. Number of transportation demand management (TDM) and transportation system management (TSM) programs implemented, number of environmental reviews conducted for roadway construction and reconstruction projects, and number of arterial landscaping improvements completed. Number of transportation projects that address climate change impacts, such as increased flood conditions.

Objective TC-7. Quantify the number of reviews completed on various plans and programs of FDOT, MPO, and where appropriate, adjacent counties, and annually verify the consistency of programmed improvements for implementation in the TIP with the CDMP. Number of transportation plans extending planning horizons to address climate change impacts.

MASS TRANSIT SUBELEMENT

Introduction

The purpose of the Mass Transit Subelement is to provide for the development of mass transit facilities as a major component of the County's overall multimodal transportation system to enhance mobility. It is recognized that the planned future transportation improvements in the Traffic Circulation Subelement must be complemented with transit improvements in order to achieve a balanced multimodal transportation system through the year 2030.

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

It is the intention of Miami-Dade County through the implementation of this Subelement to emphasize the importance of providing mass transit services from residential areas to employment centers and tourist destinations in order to shift the travel mode from single-occupancy vehicles to mass transit.

GOAL

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

Objective MT-1

The mass transit system shall operate at a level of service no lower than the standard contained herein.

Policies

MT-1A. The minimum peak-hour mass transit level-of-service shall be that all areas within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) which have a combined resident and work force population of more than 10,000 persons per square mile shall be provided with public transit service having 30-minute headways and an average route spacing of one mile provided that:

1) The average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 per square mile, and the corridor is 0.5 miles on either side of any necessary new routes or route extensions to the area of expansion;
2) It is estimated that there is sufficient demand to warrant the service;
3) The service is economically feasible; and
4) The expansion of transit service into new areas is not provided at the detriment of existing or planned services in higher density areas with greater need.

MT-1B. Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the Level of Service standard contained in Policy MT-1A.

MT-1C. Miami-Dade County shall monitor and review transit system compliance with adopted Level of Service standards annually.

MT-1D. Miami-Dade County shall adopt, and update annually, a 10-year Transit Development Plan to address transit needs consistent with adopted Level of Service policies and transit planning guidelines.

Objective MT-2

Coordinate the provision of efficient transit service and facilities with the location and intensity of designated future land use patterns as identified on the Land Use Plan Map, and the goal, objectives and policies of the Land Use Element.

Policies

MT-2A. Transit system improvements shall be coordinated with, and support the staging and shaping of development as planned in the Land Use Element, through Miami-Dade County's transportation planning process.

MT-2B. The area surrounding future rapid transit stations not yet sited or depicted on the Land Use Plan map shall be designed and developed, at a minimum, as community urban centers, containing land use and development designs that promote transit use as defined in the Land Use Element.

MT-2C. Priority in transit system improvements will be balanced between the existing service area, and future traffic generators and attractors within the Urban Development Boundary of the Land Use Plan Map.

MT-2D. Planning of transit system modifications and improvements shall be coordinated with Miami Dade County's Department of Regulatory and Economic Resources, Miami-Dade Transit, Metropolitan Planning Organization, Miami-Dade Expressway Authority, Florida Department of Transportation and other pertinent agencies to further the implementation of a multimodal transportation system.

MT-2E. Miami-Dade Transit should consider climate change mitigation and adaptation strategies and prioritize those strategies and programs.

Objective MT-3

Provide a sound funding base utilizing public and private sources that will assure maintenance of existing service operations and timely implementation of the needed transit improvement projects and services.

Policies

MT-3A. Miami-Dade County shall strive to establish, through legislative or electoral approval or other means, a dedicated source of revenue that will support current and future

transit operations. Sources to be considered may include: a sales tax; levies on motor fuels, motor vehicles, and parking facilities through special benefit assessments; transit impact fees; joint development; and advertising and concessions proposals.

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

MT-3C. Miami-Dade County shall research the legal possibility of Miami-Dade Expressway Authority sharing or spending part of its revenues on transit related projects.

MT-3D. Miami-Dade County shall consider expanding the use of Roadway impact fees for transit related projects.

Objective MT-4

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

Policies

MT-4A. Miami-Dade County, with appropriate private sector contributions shall provide a network of regular mass transit and special services to facilitate access to major centers of employment, commercial, medical, educational, governmental, and recreational activity, and planned urban centers identified in the Land Use Element.

MT-4B. Miami-Dade County, with assistance from Florida Department of Transportation (FDOT), Miami-Dade Expressway Authority (MDX), and other pertinent agencies shall provide service that is competitive with automobile travel in terms of reliability, safety and overall travel time and cost.

MT-4C. Miami-Dade County, with assistance from the Federal Transit Administration, Florida Department of Transportation, Miami-Dade Expressway Authority, and other pertinent agencies, shall provide express bus routes along corridors with managed lanes, accessible park-and-ride facilities and direct ramps to/from the managed lanes to the park-and-ride facilities and Metrorail facilities when feasible.

Objective MT-5

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

Policies

MT-5A. Miami-Dade County shall continue to provide equitable transportation services in accordance with Federal Transit Administration (FTA) Title VI Civil Rights requirements.

MT-5B. Miami-Dade County shall continue to provide special transportation services in compliance with the service criteria and funding specifications of Federally mandated American with Disabilities Act of 1990 (ADA) regulations for persons with disabilities.

MT-5C. Miami-Dade County shall continue to provide cost effective and coordinated mobility to transportation disadvantaged persons by utilizing both the conventional transit system and complementary paratransit service, when necessary and appropriate, in compliance with State mandated regulations of Chapter 427, Florida Statutes, for the transportation disadvantaged, and shall revise and update as required the Transportation Disadvantaged Service Plan.

MT-5D. The County shall promote increased affordable housing development opportunities within proximity to areas served by mass transit.

Objective MT-6

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

Policies

MT-6A. Miami-Dade County shall annually review subsequent FDOT 5-Year Work Programs to ensure that they remain consistent with, and further, the Mass Transit Subelement, other elements of Miami-Dade County's Comprehensive Development Master Plan (CDMP), and Miami-Dade Transit's Transit Development Plan.

MT-6B. Miami-Dade County shall coordinate with FDOT in its efforts to develop intrastate transit systems, including regional transit systems and a publicly or privately financed high speed intrastate rail system linking Tampa, Orlando and Miami, and shall support efforts to create a statewide rail network to improve inter-regional and intermodal linkages serving Miami-Dade County.

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

MT-6D. Where appropriate, Miami-Dade County shall coordinate its mass transit plans and programs with those of adjacent counties to ensure regional mobility in major travel corridors.

MT-6E. Miami-Dade County shall support the efforts of the South Florida Regional Transportation Authority.

MT-6F. Miami-Dade County shall continue to coordinate mass transit planning with the plans and programs of the municipalities in an effort to avoid duplication of transit services and allow for efficient transit operations that complement one another.

Objective MT-7

Initiate, by 2016, protection strategies for Mass Transit rights-of-way and exclusive transit corridors.

Policies

MT-7A. Upon the completion of periodic updates of the MPO Long Range Transportation Plan, Miami-Dade County shall prepare proposals to enhance and revise the Mass Transit Subelement as warranted by the findings and recommendations in such updates, consistent with the goals, objectives and policies of the CDMP.

MT-7B. Miami-Dade County shall investigate and adopt strategies by 2016 for preservation of planned mass transit rights-of-way and exclusive corridors, including consideration of railroad and utility rights-of-way which may be appropriate or cost effective in the construction of rapid transit lines, express bus lanes or high-occupancy vehicle (HOV) lanes.

MT-7C. Miami-Dade County shall continue to provide high capacity transit modes in planned highway improvements in congested urban corridors.

MT-7D. Miami-Dade County shall continue to work with the Florida Department of Transportation, Miami-Dade Expressway Authority and other transportation agencies for the provision and preservation of highway shoulders for bus-on-shoulders in order to incorporate transit uses within highway facilities.

Objective MT-8

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

Policies

MT-8A. Miami-Dade County shall enhance transit facilities to ease transfer with other modes (e.g., park-ride garages and lots with short-term and long-term parking, kiss-and-ride areas, ride-sharing priority parking spaces for carpool and vanpool, motorcycle/scooter parking, bicycle lockers and racks, covered pedestrian walkways, taxi and jitney stands).

MT-8B. In the planning and design of rapid transit sites and stations and transit centers, high priority shall be given to providing a safe, attractive and comfortable environment for pedestrians, bicyclists and transit users; such amenities shall include weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, newsstands and other retail sales.

MT-8C. In the siting of transit stations in future rapid transit corridors, major consideration will be given to the opportunities for joint development and/or redevelopment of prospective stations sites, and adjacent neighborhoods, offered by property owners and prospective developers.

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

MT-8E. Highway improvements shall be designed to include provisions for the location of bus turnout bays, bus shelters, high occupancy vehicle (HOV) lanes, bus by-pass lanes, queue jumpers, and other associated facilities to accommodate mass transit services.

MT-8F. Miami-Dade County shall continue to provide for transit signal priority and/or queue jumpers; exclusive transit lanes; and request for major residential, retail, office, or mixed use development to provide appropriate transit-supportive facilities and service.

MT-8G. Miami-Dade County along with FDOT, MDX and other transportation agencies shall continue to provide continuous sidewalks and bicycle facilities along existing and planned rapid transit stations, transit centers, and bus stops.

Future Mass Transit Map Series

The following series of future mass transit maps presents the general location of proposed transit service areas, terminal or stations, and exclusive transit corridors by transit mode for the year 2030. When paired with recommended highway and pathways improvements in the Traffic Circulation Subelement, a balanced transportation system is provided to meet the future mobility needs of Miami-Dade County. An additional map is provided indicating major traffic generators and attractors based on the proposed 2030-2040 Land Use Plan map. Rapid transit alignments shown on the following map series generally depict planned facility locations. Specific alignments will be selected and may be modified through detailed federally and State regulated transportation planning, design and engineering processes.

Transit Centers, such as Metrobus terminals, rapid transit stations, and transit transfer facilities, are also depicted on the future mass transit map series. These centers are locations where several routes or lines, or different modes converge. They are designed to handle the movement of transit vehicles and the boarding, alighting and transferring of passengers between transit routes, lines or transit modes. In Miami-Dade Transit's Transit Development Plan, transit centers are identified as transit hubs.

Figure 1 illustrates the existing Metrobus fixed route service area and those areas that may have the potential for future Metrobus service in the year 2030 based on projected population and employment densities and future land use patterns. Potential service to these areas would be contingent upon conformance with the goal, objectives and policies of the Mass Transit Subelement.

Proposed rapid transit corridors are shown in Figure 2. These corridors include:

1. The East-west corridor from PortMiami, through downtown Miami and the Miami Intermodal Center (MIC) at Miami International Airport (MIA), to Florida International University (FIU);
2. The North line from Dr. Martin Luther King, Jr. Metrorail Station to the Broward County line;
3. The Northeast line from downtown Miami to Aventura;
4. Baylink from downtown Miami to Miami Beach; and,
5. Corridors connecting the Kendall area:
   (a) Northward to FIU (Modesto Maidique Campus);

(b) Southwest from Dadeland South Metrorail Station to Florida City; and

(c) West from Dadeland North Metrorail Station to SW 162 Avenue along Kendall Drive;

(d) Douglas Road Corridor from the MIC to Douglas Station.

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

Premium bus rapid transit (BRT) corridor is defined as a fixed-route bus system that either (1) operates routes predominantly on fixed guideways (other than on highway HOV or shoulder lanes, such as for commuter bus service) or (2) operates routes of high-frequency service with the following elements: substantial transit stations, traffic signal priority or preemption, low-floor vehicles or level platform boarding, and separate branding of the service. High-frequency service is defined as 10-minute peak and 15-minute off-peak headways for at least 14 hours of service operations per day. This mode may include portions of service that are fixed-guideway and nonfixed-guideway. Some corridors listed as premium transit corridors for bus rapid transit are also listed as rapid transit corridors. MDT is pursuing incremental improvements along these premium transit corridors in order to build ridership for possible future implementation of rapid transit.

Proposed premium transit corridors which may have the potential for future bus rapid transit are shown in Figure 3. These corridors include:

1. NW 7th Avenue Enhanced Bus service from Downtown Miami to Golden Glades Interchange;
2. NW 27th Avenue Enhanced Bus service from NW 215th Street to the Miami-Intermodal Center (North Corridor);
3. 295 Express Bus service via the Florida Turnpike Mainline SPUR and I-95 from NW 27 Avenue and NW 215th Street to Downtown Miami;
4. Palmetto Express Bus service via I-75 and the Palmetto Expressway from I-75 and Miami Gardens Drive interchange park-and-ride lot to the Palmetto Metrorail Station;
5. 836 Express Enhanced Bus service along Dolphin Expressway/SR 836 and SW 8th Street from SW 147th Avenue to the MIC (East-West Corridor);
6. Flagler Enhanced Bus service along Flagler Street from Downtown Miami to West Miami Dade County at SW 8th Street and SW 147th Avenue (East-West Corridor);
7. I95 BC Express Bus service from Broward Boulevard to Civic Center; and I95 SC Express Bus service from Sheridan Street in Broward County to Civic Center in Miami;
8. Coral Way Limited Bus service along Coral Way from Downtown Miami to SW 147th Avenue;
9. Douglas Road Enhanced Bus service along NW/SW 37th Avenue from the MIC to Douglas Road Metrorail Station (Douglas Corridor);
10. Coral Reef Enhanced Bus service from the Kendall-Tamiami Executive Airport to the South Miami-Dade Busway at the SW 152nd Street Bus stop (Coral Reef Corridor);
11. SW 137th Avenue Enhanced Bus service from SW 8th Street and SW 147th Avenue to SW 304th Street and US-1;

12. Biscayne Enhanced Bus service along Biscayne Boulevard from Downtown Miami to Aventura Mall (Northeast Corridor); and
13. Kendall Cruiser from Dadeland North Metrorail Station to SW 162nd Avenue and Kendall Drive (Kendall Drive Corridor).

Figure 4 shows the existing Metromover system comprised of the downtown loop, Omni and Brickell legs, and the stations serving the system. Also shown are two planned future station locations.

Figure 5 shows proposed major traffic generators and attractors consistent with development patterns shown on the 2030-2040 Land Use Plan Map.

The Metropolitan Planning Organization (MPO), which coordinates all transportation planning for Miami-Dade County periodically, updates the MPO's Long Range Transportation Plan. It is anticipated that the planned mass transit facilities included in this Comprehensive Plan Element will be refined and adjusted during future plan amendment cycles to reflect findings of that planning activity, in keeping with the goals, objectives and policies of the CDMP.

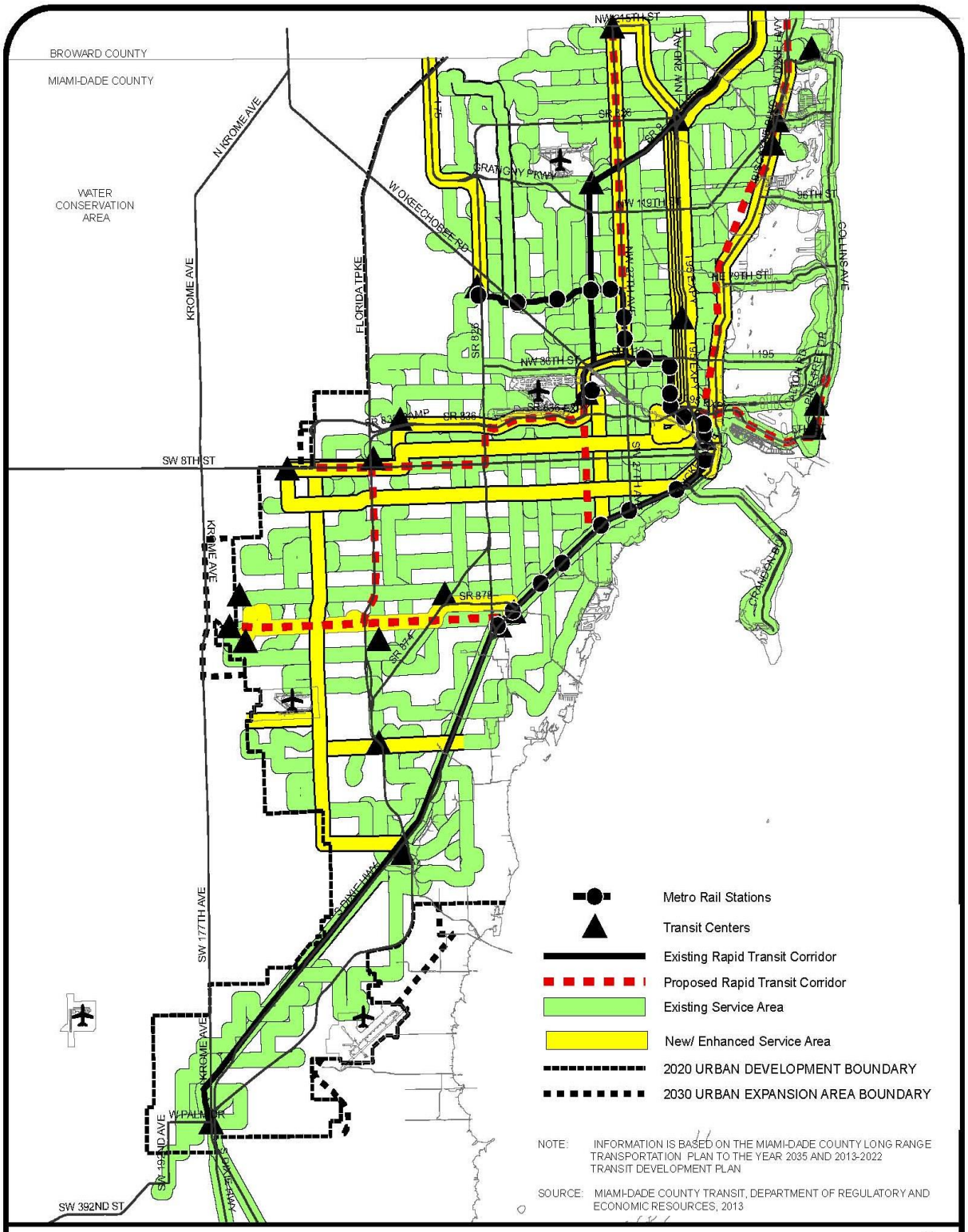


Figure 1
FUTURE MASS TRANSIT SYSTEM 2030 METROBUS SERVICE AREA AND RAPID TRANSIT CORRIDORS

0 1 2 4 6 Miles

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DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

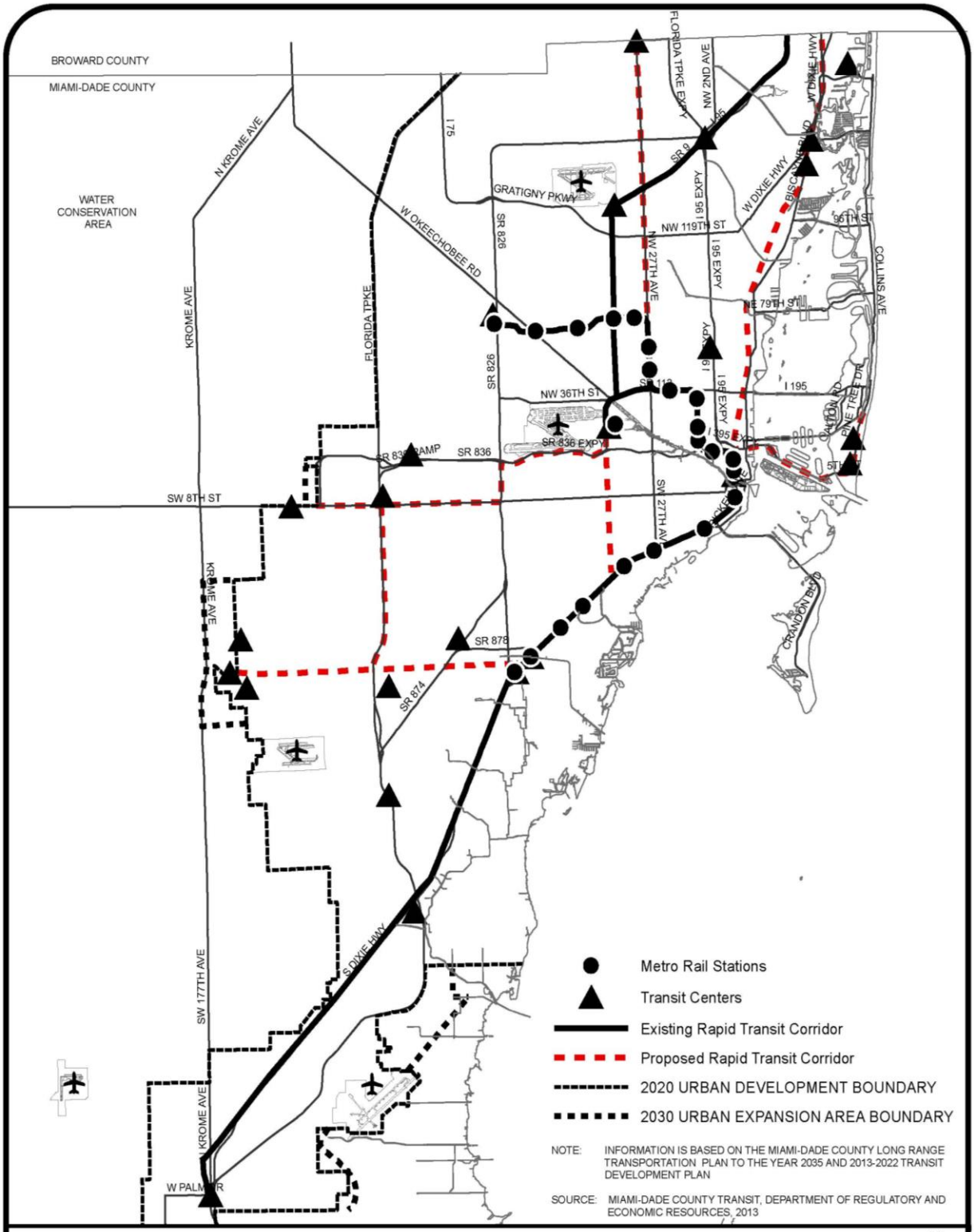

Figure 2

FUTURE MASS TRANSIT SYSTEM 2030
RAPID TRANSIT CORRIDORS

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

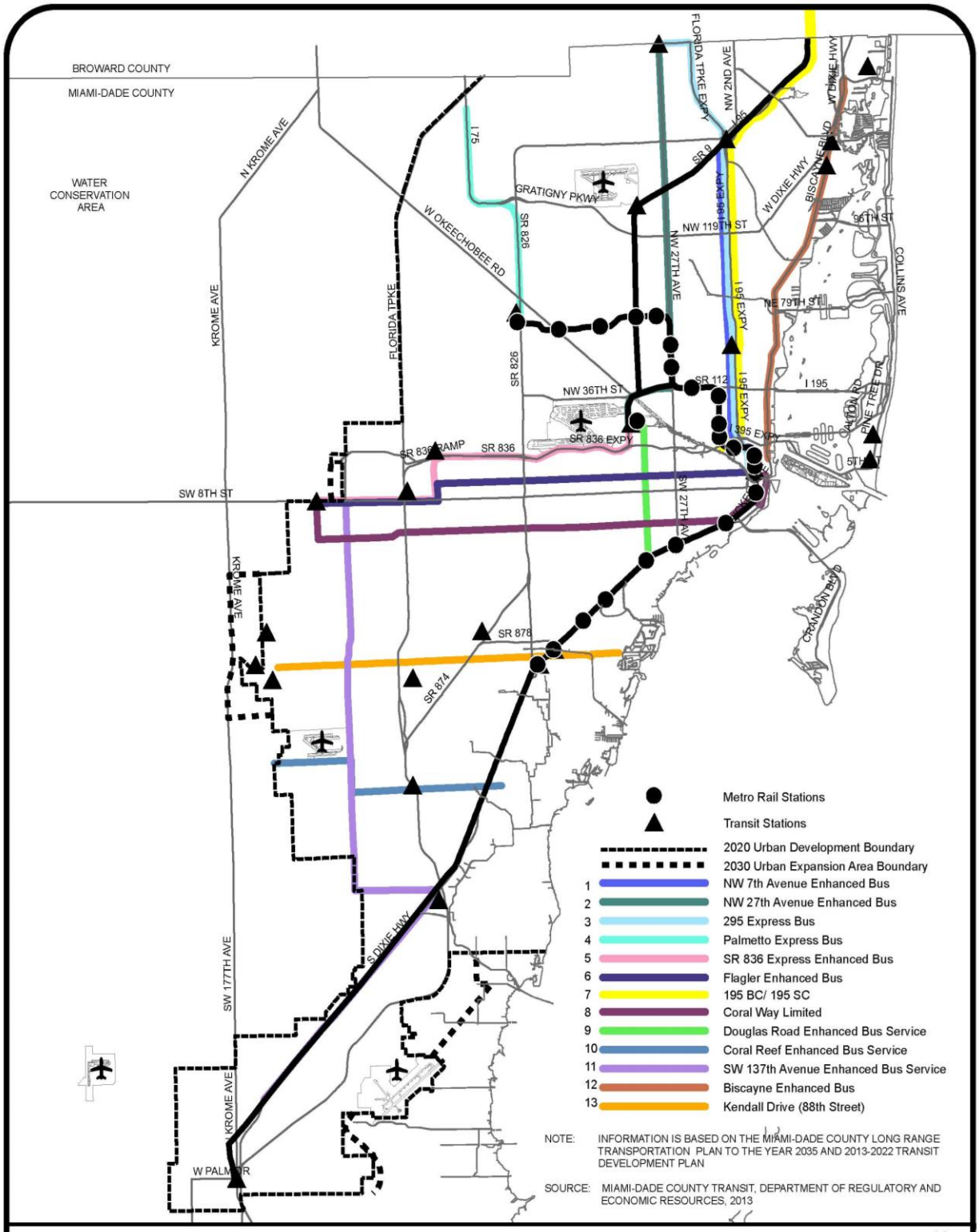

Figure 3

PREMIUM TRANSIT CORRIDORS 2030

RECOMMENDED SERVICE PLAN - NEW METROBUS ROUTES

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

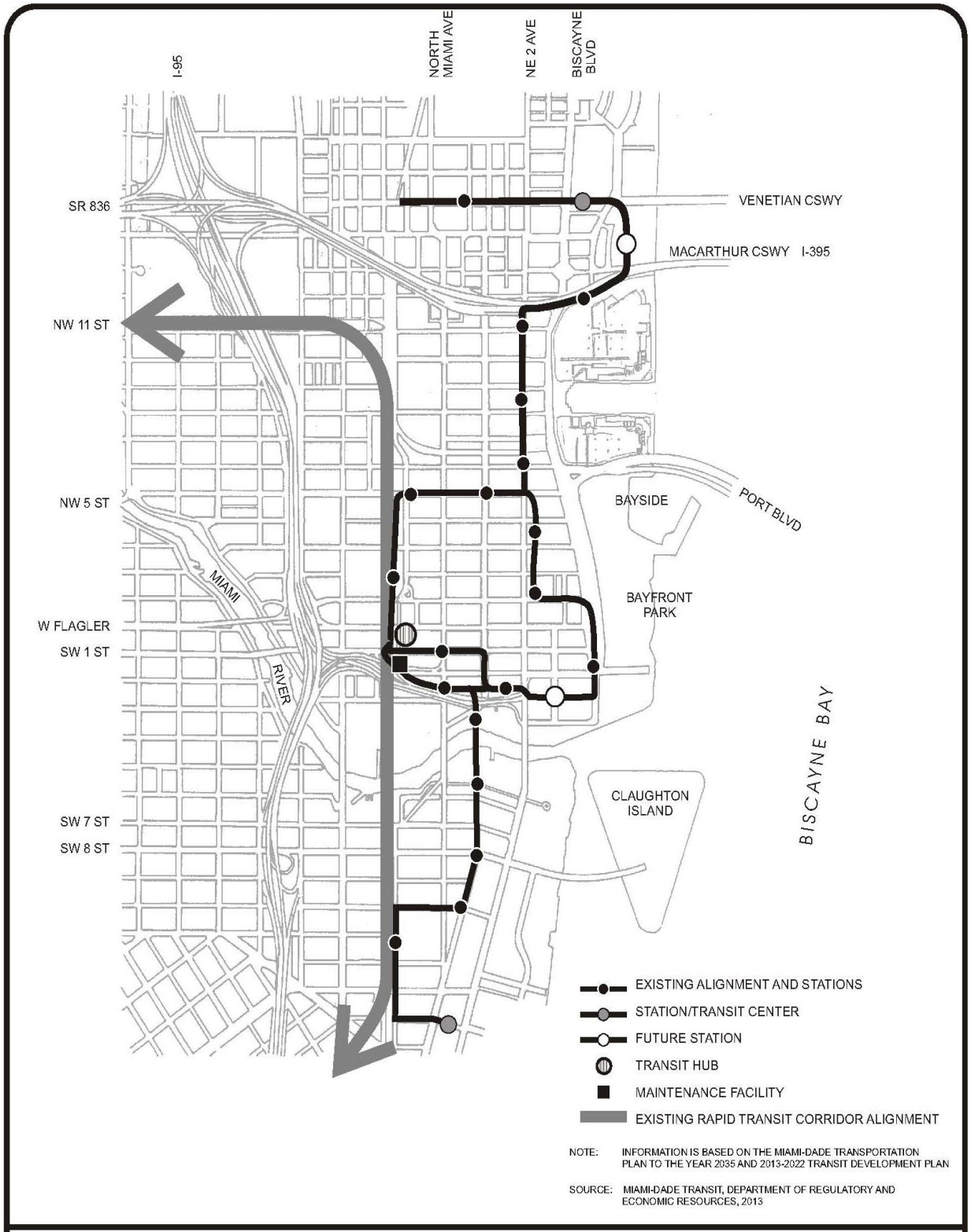

FIGURE 4

FUTURE MASS TRANSIT SYSTEM 2020-2030

Metromover Alignment

0 1.5 3 6 9 Miles

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DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

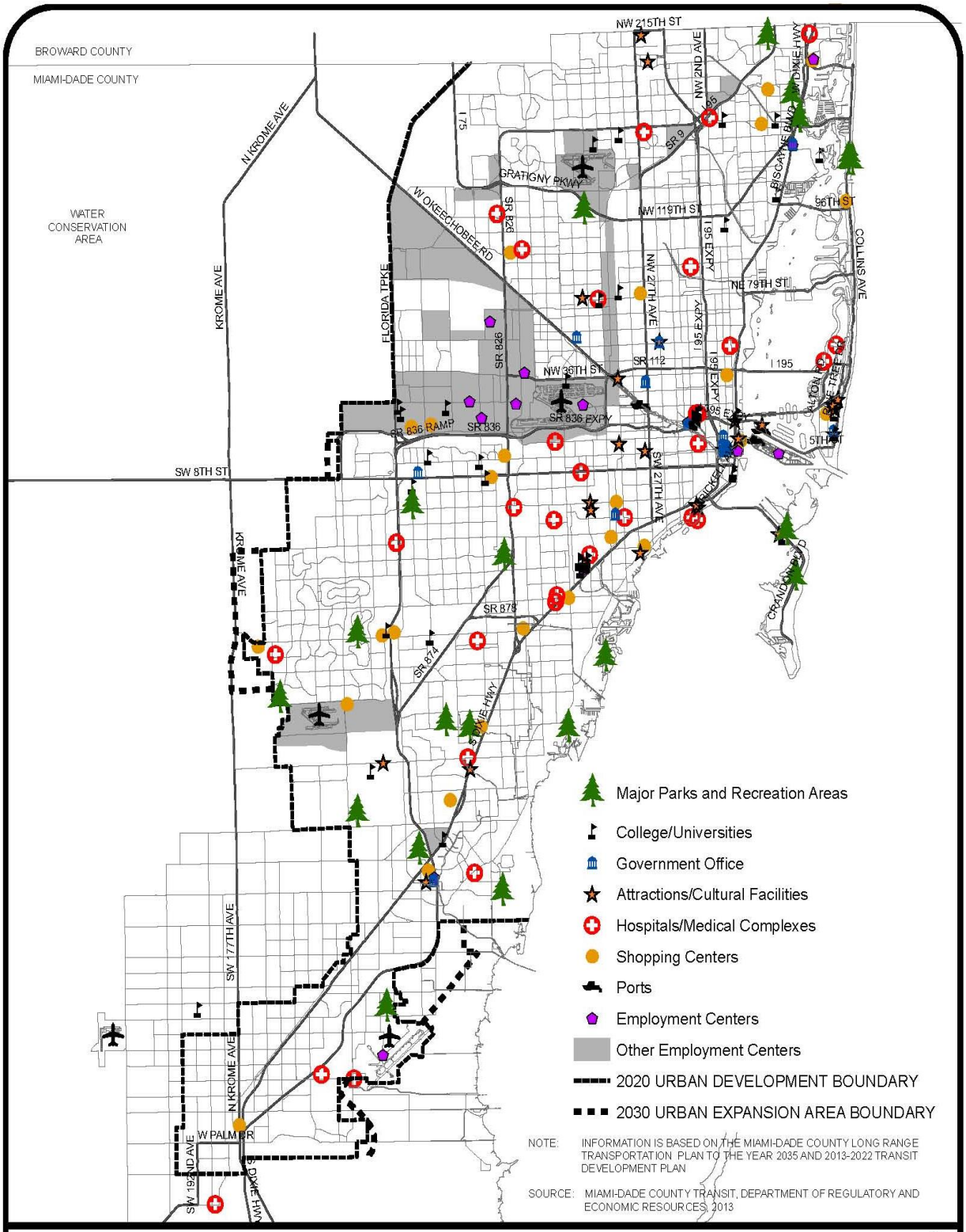

FIGURE 5

MAJOR EXISTING TRAFFIC GENERATORS AND ATTRACTORS 2030

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

Monitoring Program

The following measures will be used to monitor progress and assess achievement of the various objectives contained in the Mass Transit Subelement for the Evaluation and Appraisal Report (EAR):

Objective MT-1 and Objective MT-2. All areas of Miami-Dade County will be monitored annually to determine transit system compliance with the adopted level-of-service standard through the use of service planning guidelines developed by MDT. The most recent estimates of population and work force prepared by the Regulatory and Economic Resources Department shall be used. MDT will monitor all CDMP LUP map changes that will impact transit service based on changes to employment and population.

Objective MT-3. Monitor the implementation of policies/objectives for the future operations of transit in Miami-Dade County related to service levels, fare structures, ridership projections, financial needs and recommended funding sources.

Objective MT-4. MDT will annually update and identify the number and location of transit facilities and types of transit services which provide access to traffic generators such as major centers of employment, commercial, medical, educational, governmental and recreational activity.

Objective MT-5. MDT will monitor and compile the necessary data in compliance with the applicable reporting requirements of Title VI Civil Rights, Americans with Disabilities Act of 1990, and Chapter 427, Florida Statutes.

Objective MT-6. Review and comment, as necessary, on various transit-related plans and programs of the Florida Department of Transportation, the Metropolitan Planning Organization, and where appropriate, adjacent counties. Monitor annually, the status of improvements programmed for implementation in Transportation Improvement Program (TIP) and Capital Improvements Element (CIE) and improvements identified in the Mass Transit Subelement.

Objective MT-7. MDT will investigate and report on strategies for preserving planned mass transit rights-of-way and exclusive corridors by 2016.

Objective MT-8. MDT will provide an annual listing improvements made during the previous year to the park and ride lots and garages; bicycle lockers and racks; pedestrian walkways; taxi and jitney stands; that are incorporated as part of transit facilities. In the course of reviewing highway improvement projects, comments will be made related to the provision of bus turnout bays, bus shelters, HOV lanes, and other associated facilities to accommodate mass transit.

AVIATION SUBELEMENT

Introduction

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

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

Airport Master Plan

The Miami-Dade Aviation Department's Airport Master Plan is a long-range Plan focusing on the continued expansion, development and enhancement of the airport system based upon demand forecasts and in accordance with each airport's designated role. This is accomplished by identifying and assessing future air transportation needs related to infrastructure and facility preservation and modernization, capacity, customer service enhancements, financial affordability, cost control, and environmental stewardship. Specifically, the Plan seeks to increase airport system capacity, enhance efficiency and safety, reduce delays, maximize non-aeronautical revenues, maintain and modernize facilities, support the needs of a dynamic airline industry, increase air-cargo capacity, and accommodate changes in aircraft fleet-mix.

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

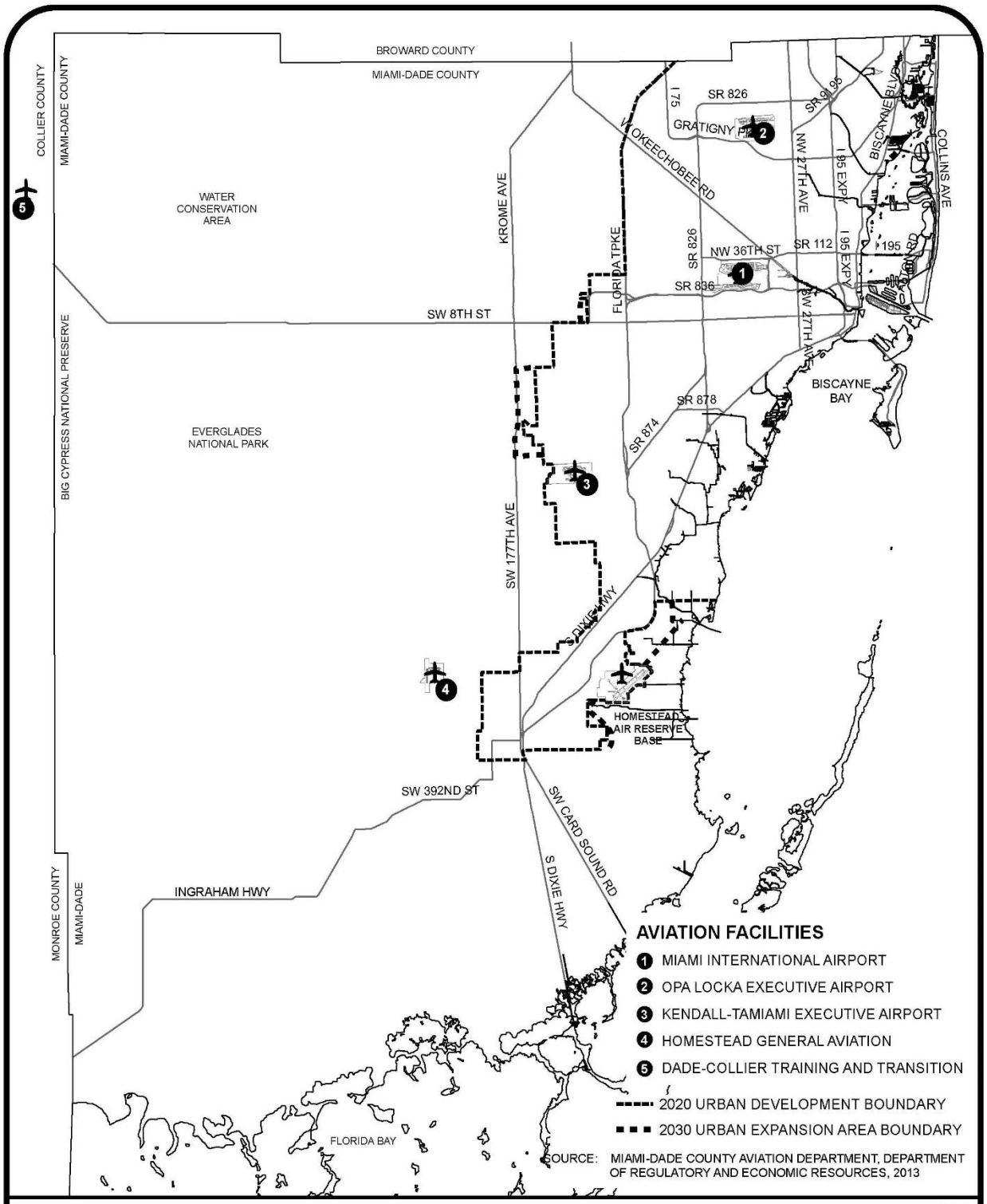

Figure 1
MAJOR COUNTY AVIATION FACILITIES 2012

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

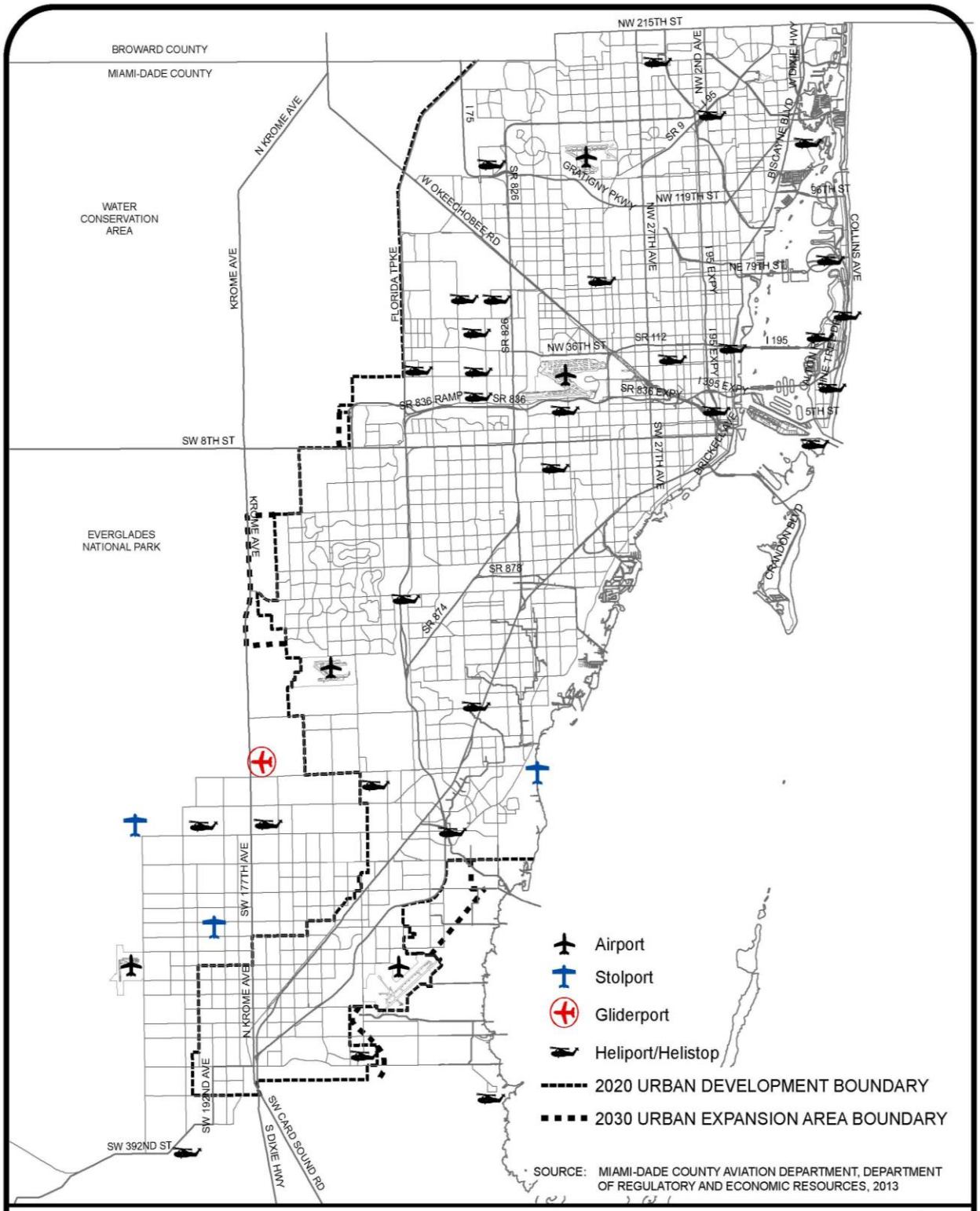

Figure 2
MINOR AVIATION FACILITIES 2012

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

GOAL

PROVIDE FOR A SAFE, EFFECTIVE AND EFFICIENT SYSTEM OF AIR TRANSPORTATION FACILITIES AND SERVICES THAT IS SENSITIVE TO THE ENVIRONMENT AND COMMUNITY AND ENHANCES THE ECONOMY OF THE COUNTY AND REGION.

Objective AV-1

The Miami-Dade Aviation Department shall provide, maintain and enhance facilities necessary to accommodate the projected volumes of passengers and cargo.

Policies

AV-1A. The Miami-Dade County Aviation Department with the assistance of the Florida Department of Transportation and the Federal Aviation Administration (FAA) shall, through facilities and operational improvements, provide system capacity to meet the following forecast levels of passenger and cargo activity and minimize delays.

Total Passenger Level	Forecast Attainment Dates		
	High	Preferred	Low
38 million	2011	2011	2011
43 million	2015	2016	2019
55 million	2026	2029	2035

Total Cargo Volume Level (US Tons)	Forecast Attainment Dates		
	High	Preferred	Low
1.8 million	2011	2011	2011
2.2 million	2016	2016	2017
3.5 million	2027	2029	2031

AV-1B. The Miami-Dade County Aviation Department with the assistance of the Florida Department of Transportation and the Federal Aviation Administration shall, through facilities and operational improvements, provide system capacity to meet the following forecast levels of general aviation activity total annual aircraft operations and minimize delays.

Planned Activity Level Operations	Forecast Attainment Date	
	Most Optimistic	Most Likely
675,000	2037	2044
800,000	2050	Beyond 2050

AV-1C. The Miami-Dade County Aviation Department will participate with the Florida Department of Transportation and the Federal Aviation Administration in the implementation of the Florida Aviation System Plan's goals and objectives.

AV-1D. The Miami-Dade County Aviation Department shall plan and implement through impact assessments, public facility approval and environmental permitting processes aviation facility capacity enhancements that are compatible with the Airport Master Plans, the Florida Aviation System Plan, other state and county transportation plans, and the Miami-Dade County Comprehensive Development Master Plan.

Objective AV-2

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

Policies

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

Airport	Role
Miami International	International gateway hub (Commercial Air Service and Cargo Airport)

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

Airport	Role
Opa-locka Executive (OPF)	MIA general aviation reliever and international corporate and business aviation jet center (Transport Airport)
Kendall-Tamiami Executive (TMB)	MIA general aviation reliever and international corporate and business aviation jet center (Transport Airport)
Homestead General Aviation (X51)	General aviation, corporate and business aviation, flight training, sport and recreation airport (General Utility Airport)

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

Airport	Role
Dade/Collier Training and Transition	Flight Training (Training and Transport)

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

Objective AV-3

Minimize hazards and obstructions to airspace and ground operations so as to protect the safety and welfare of aircraft users/operators and residents of Miami-Dade County in order to assure the economic vitality, safety, efficiency and capacity of the airport system.

Policies

AV-3A. Construct, improve and operate aviation facilities to minimize aircraft interactions, incursions, and delays.

AV-3B. Continue to coordinate with the Federal Aviation Administration the provision of air traffic control towers at general aviation airports.

AV-3C. Continue to utilize airport height zoning restriction consistent with federal, state and County guidelines and regulations.

AV-3D. Continue to seek federal agency cooperation in protecting future airspace from development obstructions or hazards.

Objective AV-4

Continue to coordinate airport accessibility with pertinent federal, state, regional and local transportation agencies.

Policies

AV-4A. Give priority consideration to on-site and off-site roadway capacity enhancements that provide, or will improve airport access.

AV-4B. Continue to work in partnership with federal, state, regional and local transportation agencies and other affected entities to coordinate plans and programs affecting the County's multi-modal transportation system to provide for the safe and efficient movement of passengers and freight.

AV-4C. Miami-Dade County shall utilize the Miami-Dade County Metropolitan Planning Organization's transportation planning and project review processes to make roadway access to airports compatible with the applicable Airport Master Plans, and County and Florida Aviation Systems Plans, the Florida Department of Transportation Improvement Program, and consistent with the Transportation and Capital Improvement Elements of the Miami-Dade County Comprehensive Development Master Plan.

Objective AV-5

Continue to ensure the compatibility of aviation facilities and operations with the natural environment and surrounding communities.

Policies

AV-5A. Expand existing aviation facilities, and locate and develop future aviation facilities so as to avoid or minimize adverse impacts on the South Florida Water Management District Conservation Areas, Everglades National Park, Biscayne National Park, other environmental protection areas and wildlife protection areas in accordance with the provisions of the Miami-Dade County Code and applicable Comprehensive Development Master Plan policies.

AV-5B. Develop and operate aviation facilities in conformance with applicable federal, state, and County environmental guidelines and regulations.

AV-5C. Periodically review environmental and sustainable practices in order to address regulatory, environment, community and technology changes.

AV-5D. Miami-Dade County shall implement the Homestead Air Reserve Base Air Installation Compatible Use Zone (AICUZ) Report guidelines and the Joint Land Use Study recommendations through the Land Use Element of the Miami-Dade County Comprehensive Development Master Plan, and the Miami-Dade County Zoning Code to provide for and preserve height and land use compatibility in the vicinity of the Homestead Air Reserve Base.

AV-5E. Miami-Dade County shall update its Zoning Code to promote compatible land use around Miami International, Opa-locka Executive, Kendall-Tamiami Executive, and Homestead General Aviation Airports. These Code updates shall be based on applicable guidelines provided in the following documents:

Federal Aviation Administration – Federal Aviation Regulation Part 77 (Objects affecting Navigable Airspace)

Department of Defense Air Installation Compatible Use Zone Report (AICUZ) for HARB (October 2007)

Chapter 333, Florida Statutes, (Airport Zoning)

AV-5F. Miami-Dade County shall proactively maintain a “good neighbor” program at its airports and with the Homestead Air Reserve Base 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-5G. To the extent feasible, utilize the CDMP Land Use Element to maximize compatibility of land use around airports and the Homestead Air Reserve Base, reflecting recommendation in the federal and State guidance documents cited in Policy AV-5E.

AV-5H. The Miami-Dade County shall ensure, through coordination with adjacent municipalities and the Homestead Air Reserve Base, that any concerns regarding the development and redevelopment of the airports and the Air Reserve Base, and/or development and redevelopment of land in their vicinity are addressed on a timely basis to ensure compatibility of land use and zoning with the functions of these facilities.

AV-5I. Miami-Dade County shall continue to cooperate with the Homestead Air Reserve Base (HARB) to ensure that future land uses on properties adjacent to HARB maintain or improve compatibility with HARB and its operations.

AV-5J. By 2014, Miami-Dade County shall amend Article XXXV, Homestead Air Force Base Zoning, of the Code of Miami-Dade County to enhance and promote the compatibility of adjacent land uses and development with HARB and the protection of Base operations and activities. Consistent with the Board of County Commissioners adopted Resolution R-357-10, the amending ordinance shall address the guidelines recommended in the Homestead Air Reserve Base Joint Land Use Study and Air

Installation Compatible Use Zone Study, and address the following compatibility criteria:

(a) Permitted uses and use restrictions;
(b) Development density and intensity;
(c) Building FARs and setbacks;
(d) Height restrictions and notification procedures;;
(e) Lighting standards;
(f) Noise attenuation;
(g) variances and appeals;
(h) Real estate disclosure process; and
(i) Avigation easements

AV-5K. It is the policy of Miami-Dade County that proposals for future land uses, including the siting of public facilities (such as roads, sewer, schools, and government buildings), on land adjacent to the HARB and/or within the HARB Military Zone shall maintain or improve compatibility with HARB consistent with the provision of Intergovernmental Coordination Element Policies ICE-3G and ICE-3H, and pursuant to Land Use Element Policies LU-4A and LU-4B.

Objective AV-6

Maximize support of local and regional economic growth.

Policies

AV-6A. 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-6B. 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.

AV-6C. Miami-Dade County Aviation Department shall provide revenue-generating development opportunities within certain areas of the airports while protecting the availability of the same areas for future aviation needs.

AV-6D. Miami-Dade County Aviation Department shall maximize non-aviation and revenue-generating development opportunities within the airports that are compatible with airport operations and consistent with applicable development guidelines and regulations in order to foster economic development and integration with the surrounding community.

AV-6E. Miami-Dade County Aviation Department shall coordinate with and assist the Department of Regulatory and Economic Resources (RER) with implementing or amending land use development regulations to accommodate land uses that are compatible with airport operations and the surrounding communities.

Objective AV-7

The Miami-Dade Aviation Department shall continue to maximize flexibility in the operation and expansion of the aviation system.

Policies

AV-7A. Develop and implement system capacity improvements that meet and further the airports needs as identified in the Airport Master Plan.

AV-7B. Develop system improvements that will accommodate emerging and future aircraft technologies, including Next-Gen technology and emerging/evolving aircraft fleet types in a manner consistent with the Airport Master Plans.

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
- 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 2020 - 2030 map series provided at the end of this section. 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 (2013-2018) and long term (beyond the year 2018). 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 airports 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 Regulatory and Economic Resources, 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 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 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 35 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 Plans 2020-2030

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 2020-2030 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.

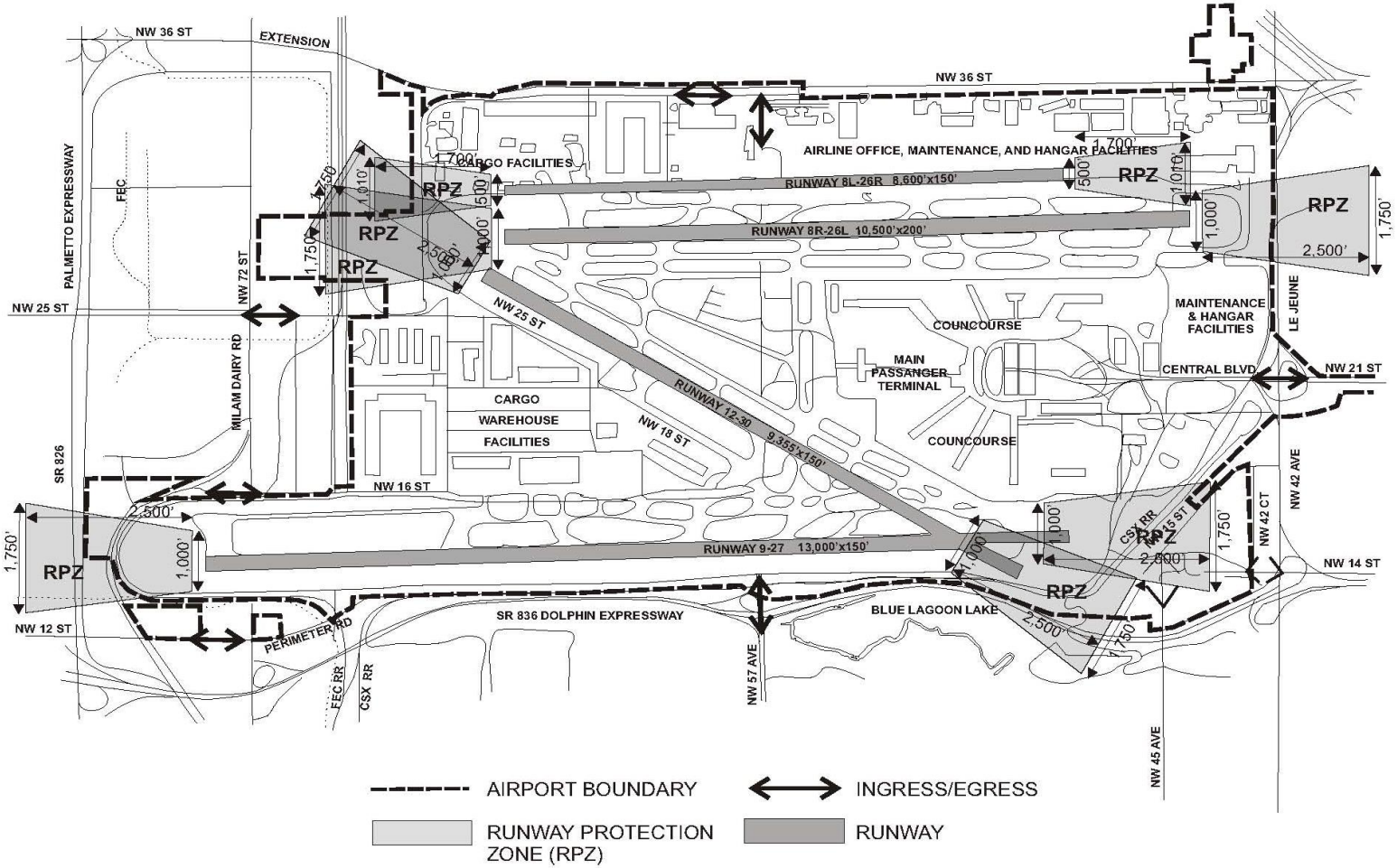

FIGURE 3

MIAMI INTERNATIONAL AIRPORT PHYSICAL AIRPORT PLAN 2020-2030

0 1,500' 3,000'

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DEPARTMENT OF REGULATORY AND
ECONOMIC RESOURCES

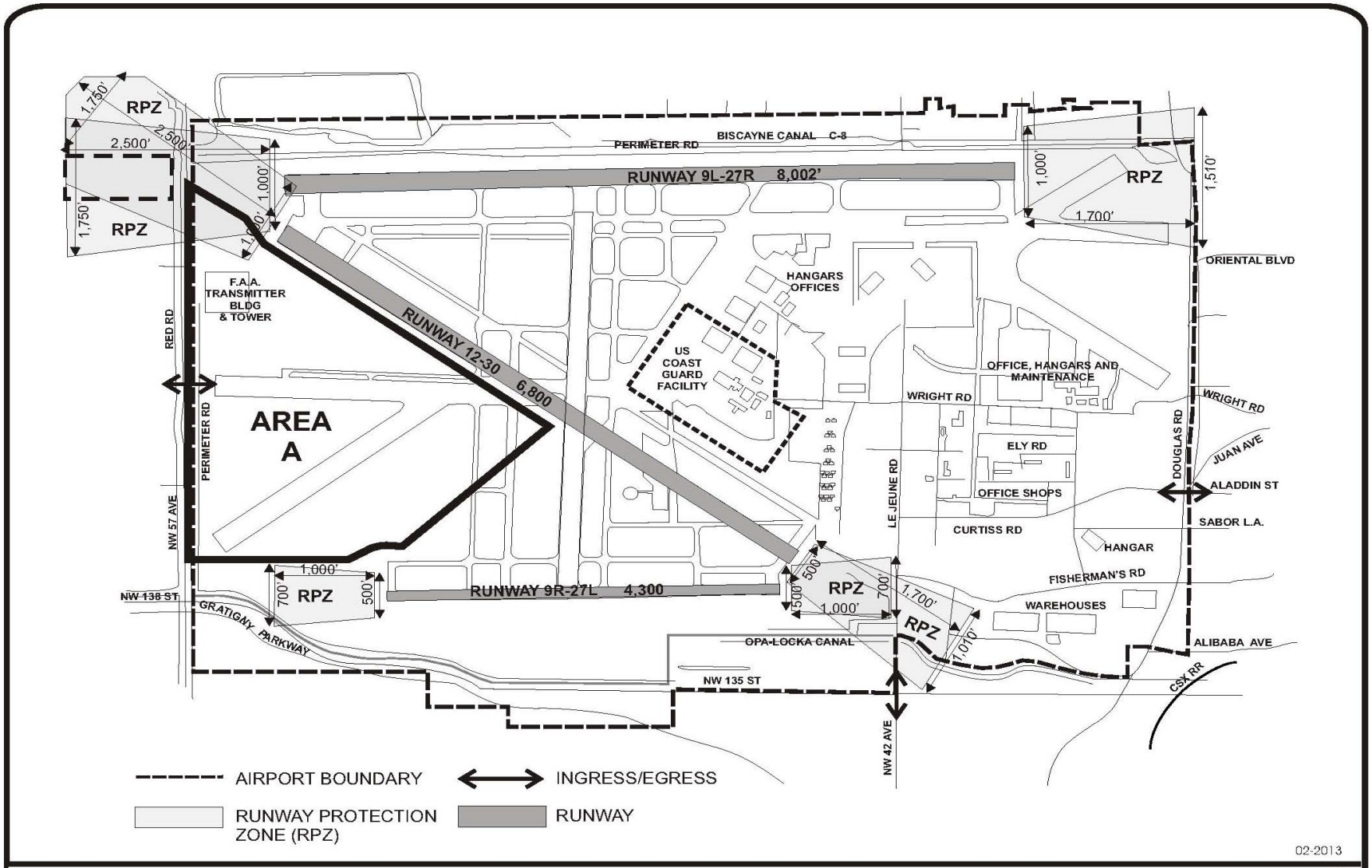

FIGURE 4

OPA-LOCKA EXECUTIVE AIRPORT 2020-2030

0 1,000' 2,000'

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DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

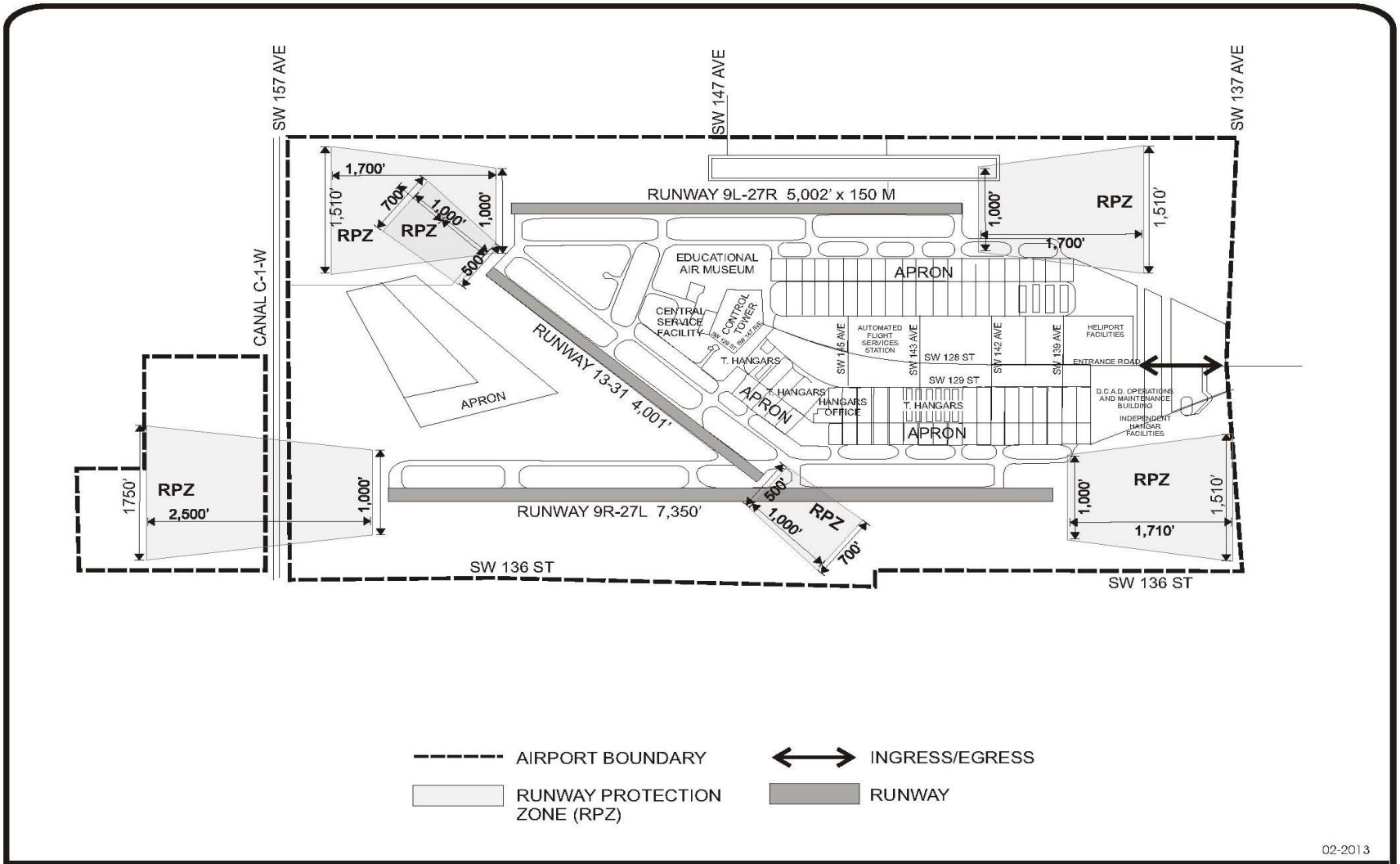

FIGURE 5

KENDALL TAMIAMI EXECUTIVE AIRPORT 2020-2030

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

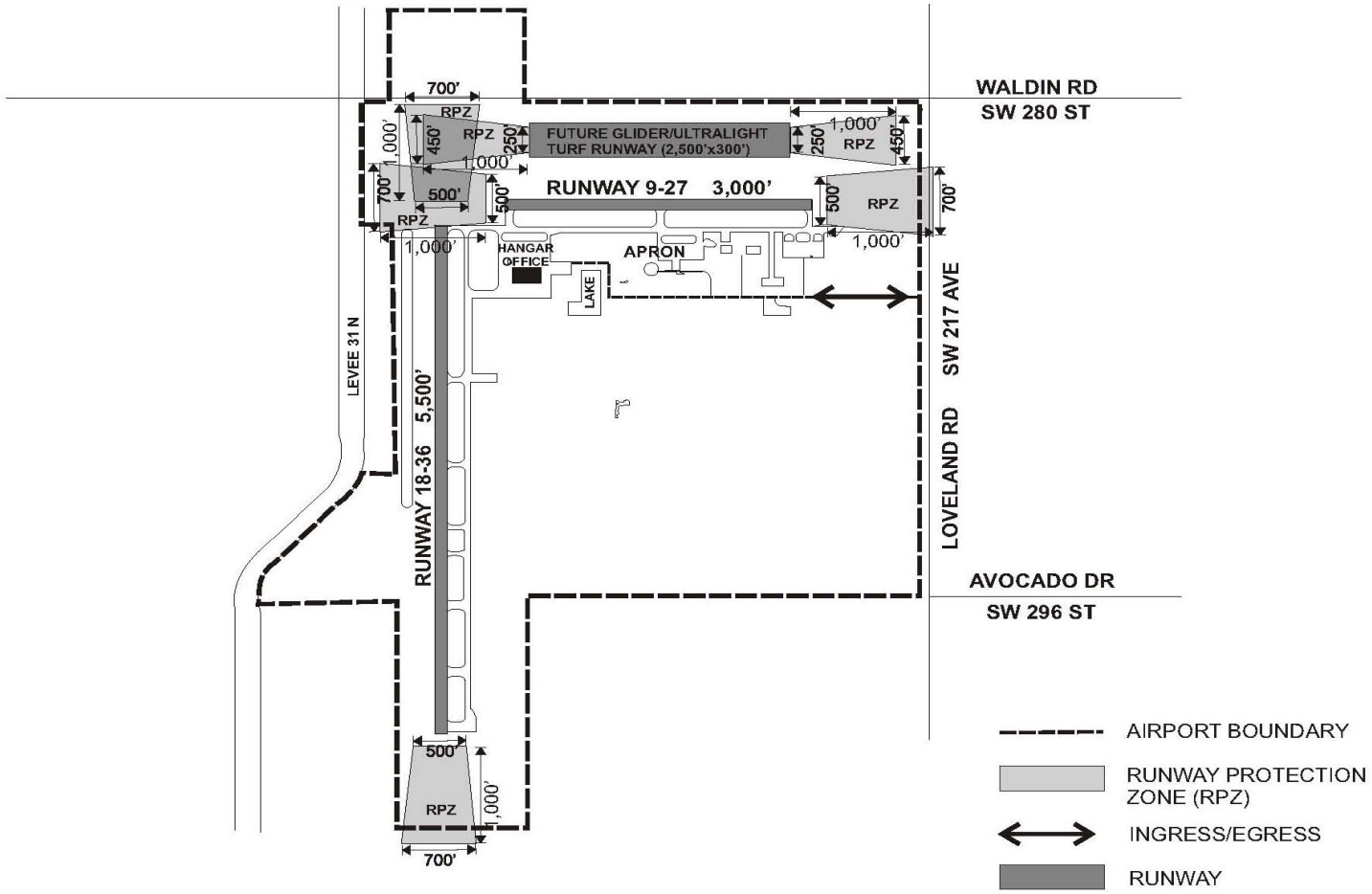

FIGURE 6

HOMESTEAD GENERAL AVIATION AIRPORT 2020-2030

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

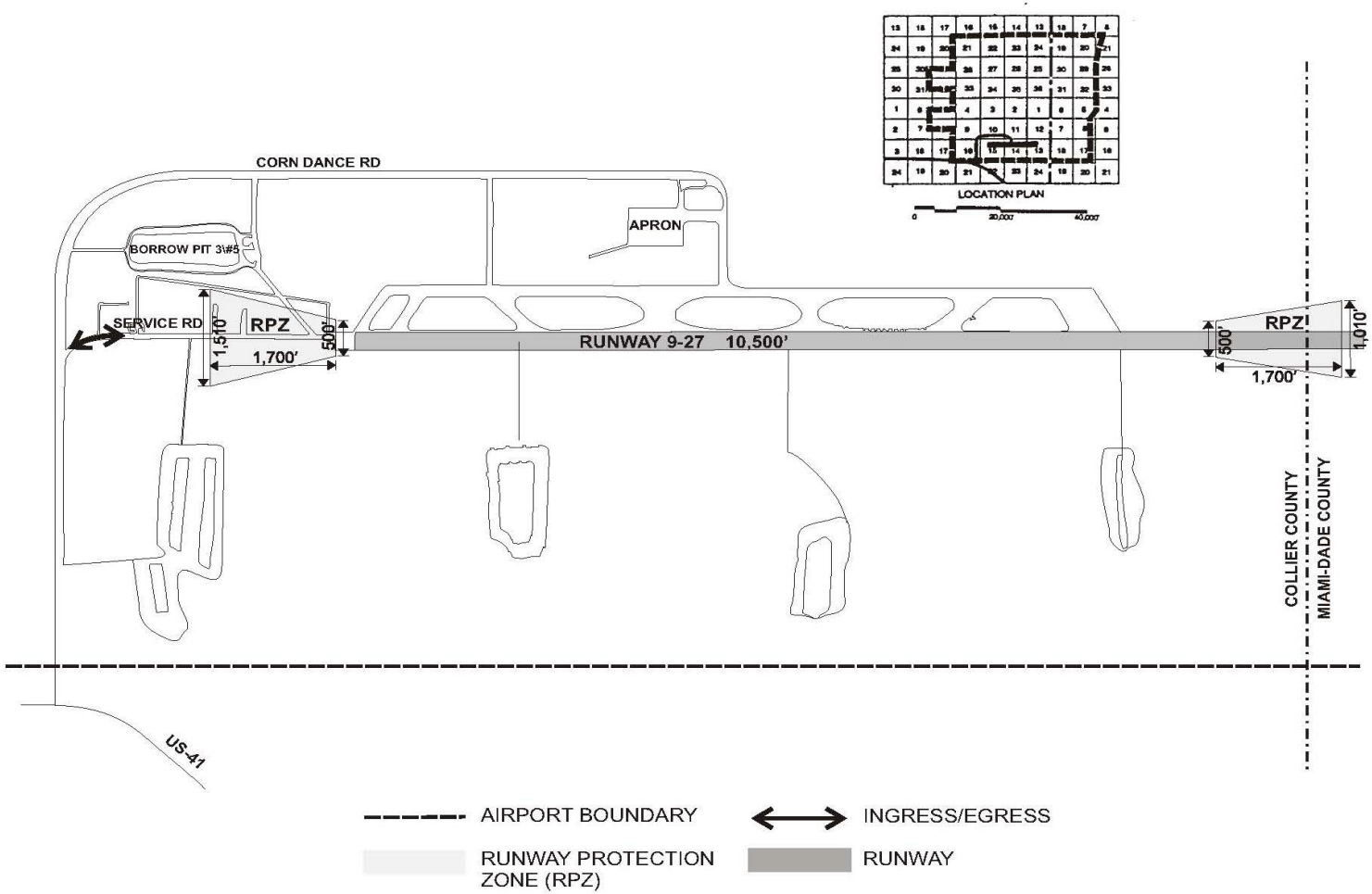

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FIGURE 7

DADE/COLLIER TRAINING & TRANSITION AIRPORT 2020-2030

0 1,250' 2,500'

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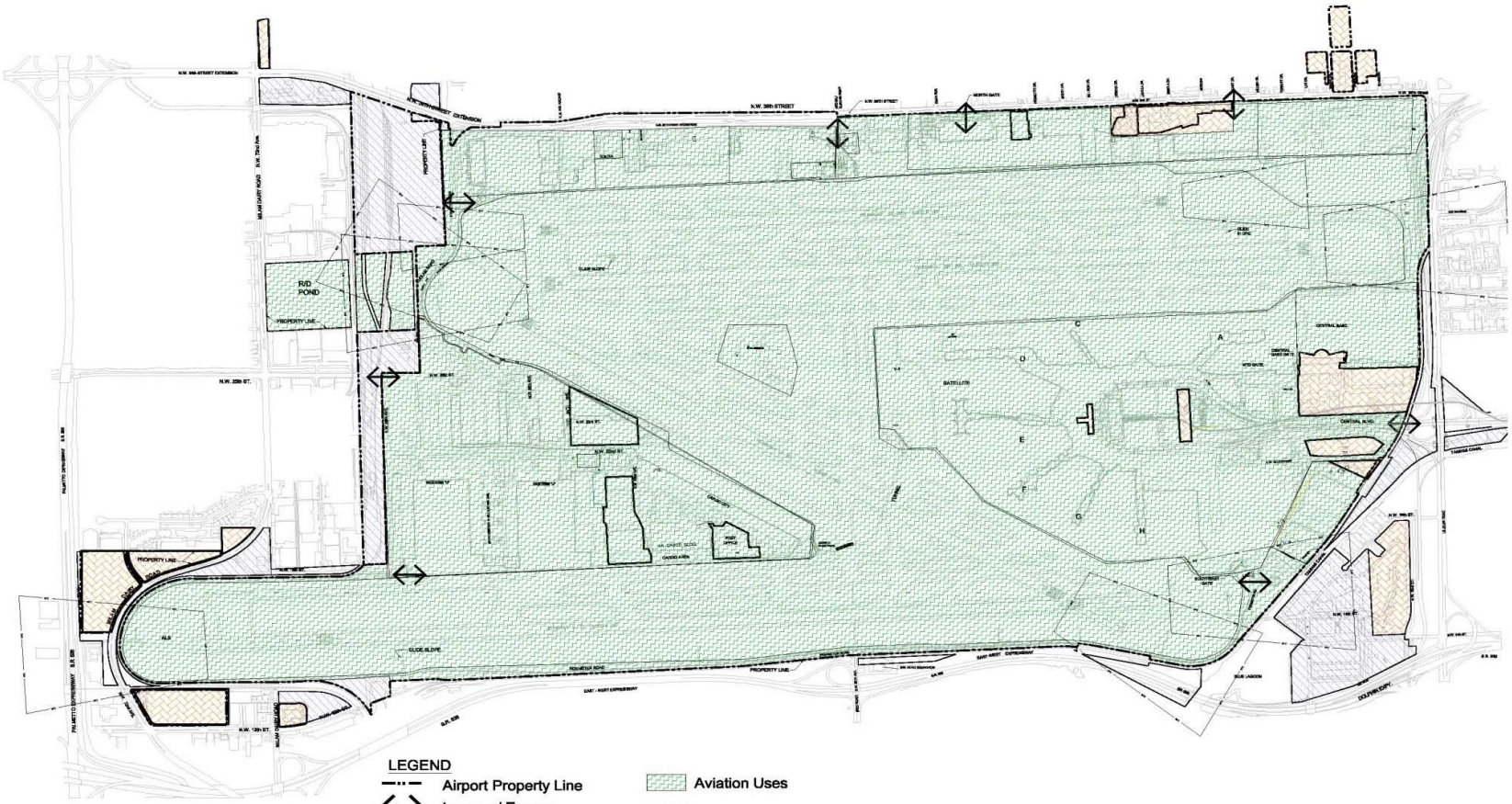
DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES



Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.

FIGURE 8

MIAMI INTERNATIONAL AIRPORT LAND USE MASTER PLAN 2020-2030

0 1,500' 3,000'

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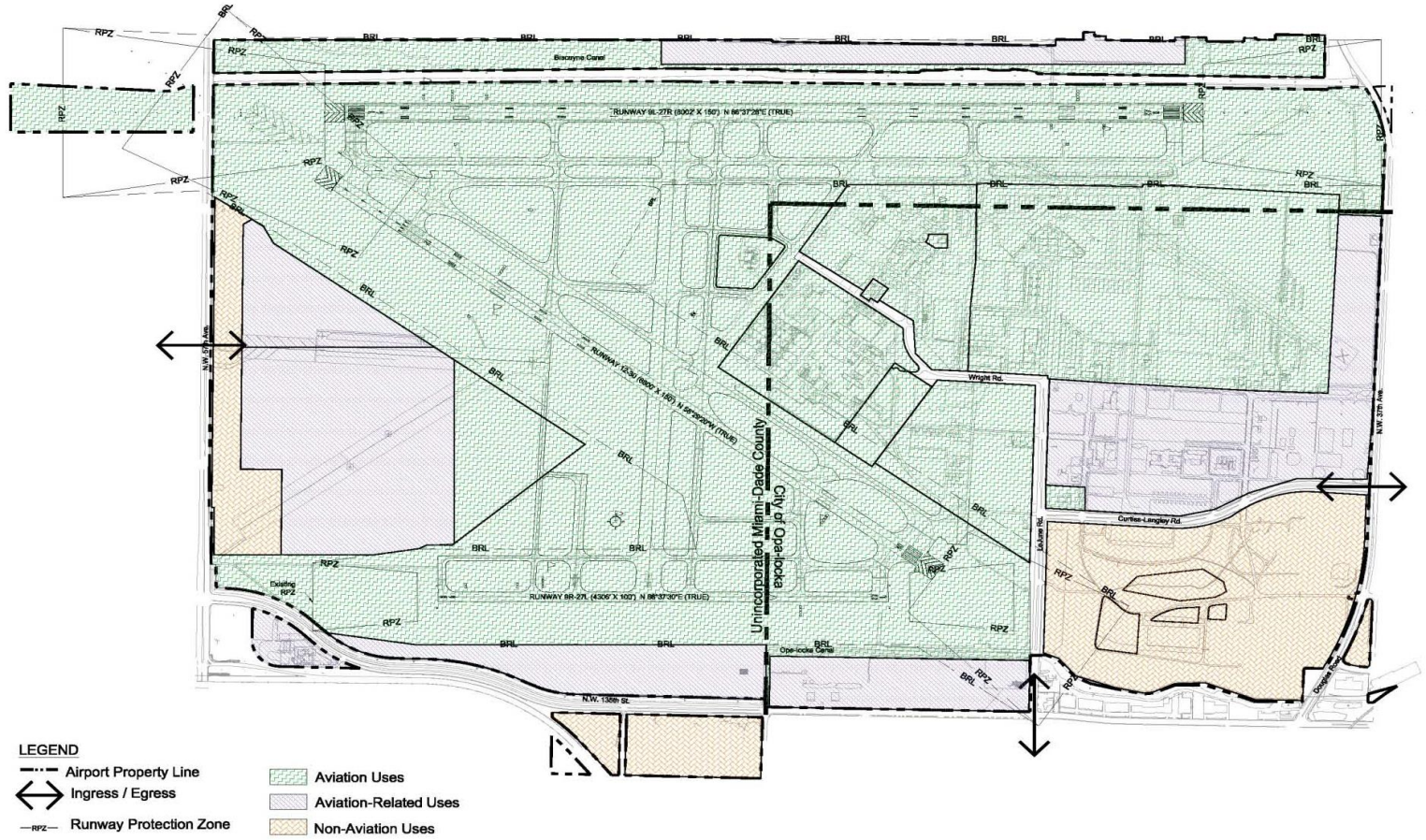

Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.

FIGURE 9

OPA-LOCKA EXECUTIVE AIRPORT LAND USE MASTER PLAN 2020-2030

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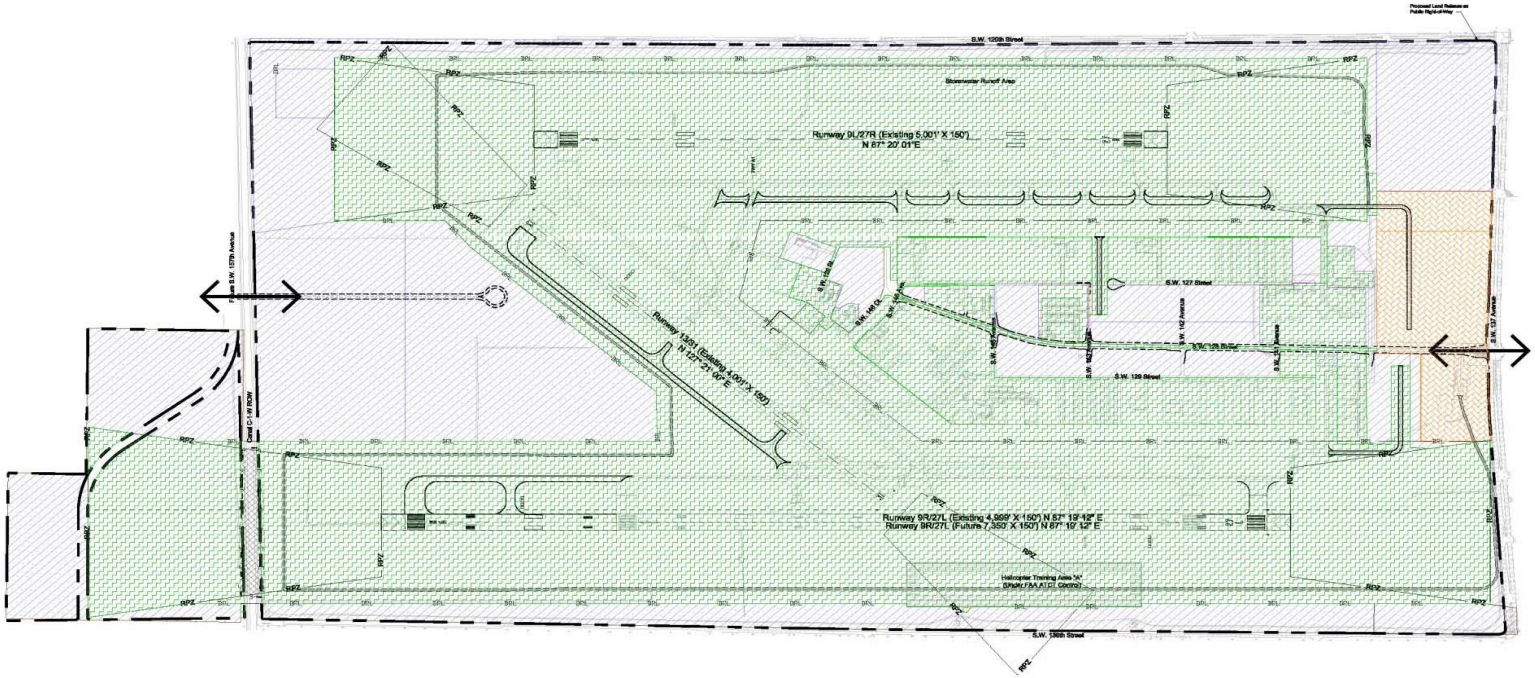

LEGEND

- Existing Airfield Pavement
- Future Runway/Taxiway Pavement
- Airport Property Line
- Ingress / Egress
- RPZ Runway Protection Zone
- Aviation Uses
- Aviation-Related Uses
- Non-Aviation Uses

Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.

FIGURE 10

KENDALL TAMIAMI EXECUTIVE AIRPORT LAND USE MASTER PLAN 2020-2030

0 1,000' 2,000'

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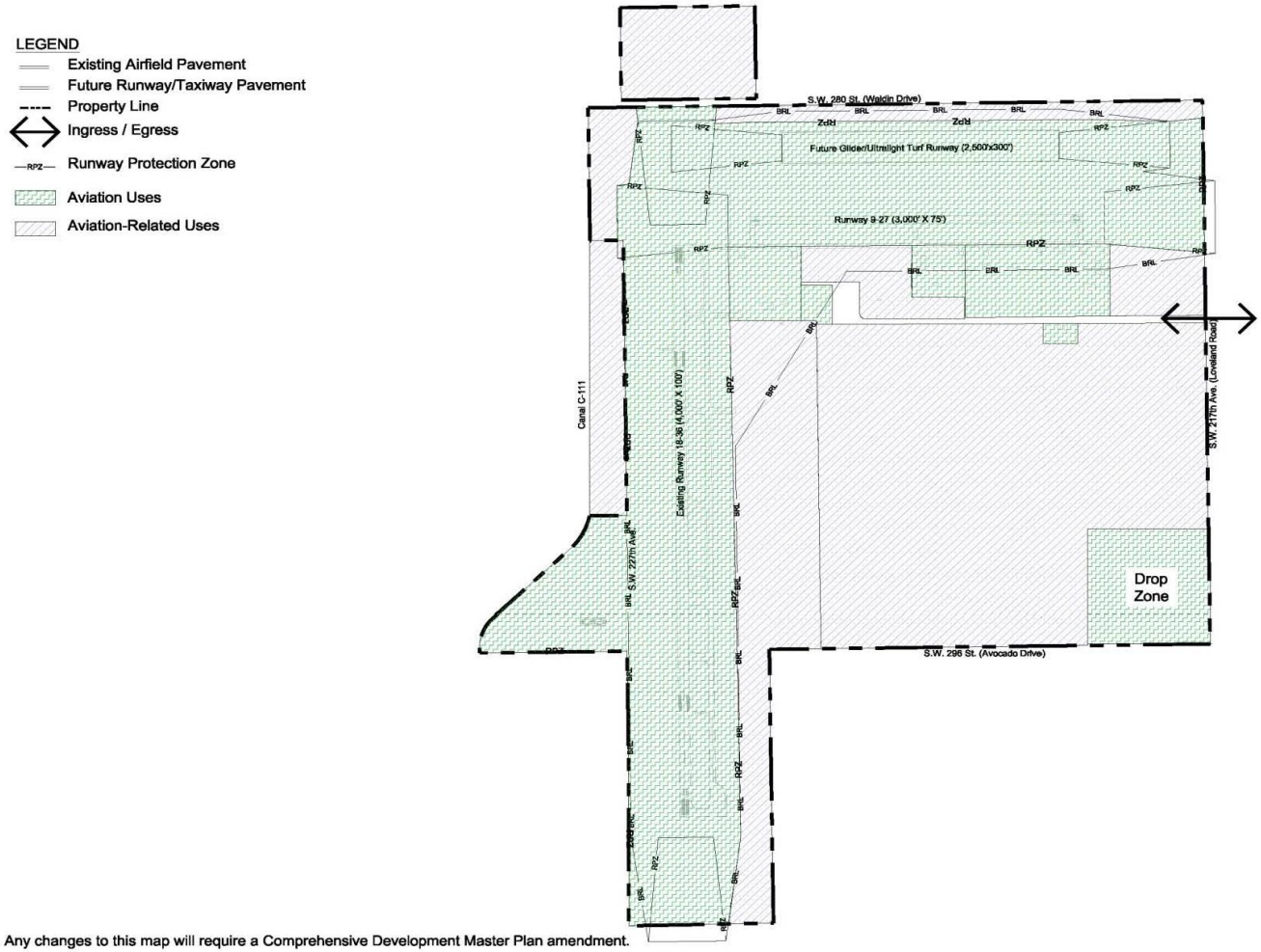

Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.

FIGURE 11

HOMESTEAD GENERAL AVIATION AIRPORT LAND USE 2020-2030

0 1,500' 3,000'

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DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

Table 1
Planned Aviation Facilities Improvements

Project	Need	Interval
Miami International Airport		
Balance of North Terminal Support Projects	Deficiency	Near Term
MIA Water Distribution System Infrastructure Improvements	Deficiency	Near Term
MIA Passenger Loading Bridges (Replacements)	Deficiency	Near Term
MIA Concourse F Other Code Issues	Deficiency	Near Term
MIA Park Six Garage	Growth	Near Term
MIA Central Boulevard Widening, Realignment & Service Loop	Growth	Near Term
Wayfinding & Signage Master Plan Implementation	Deficiency	Near Term
MDAD Office Tower Fire Sprinkler & Alarm Upgrades	Deficiency	Near Term
MIA Central Terminal Fire Protection Upgrade of Security & Comm Rooms	Deficiency	Near Term
Concourse E Satellite Life Safety Improvements	Deficiency	Near Term
Fire Protection Upgrade of Security & Comm Rooms	Deficiency	Near Term
MIA Fuel Facility Load Rack Capture Tank	Deficiency	Near Term
MIA Airport Operations Communication Center (AOCC)	Deficiency	Near Term
MIA & General Aviation Miscellaneous ADA Barrier Removal Program	Deficiency	Near Term
Runway Resurfacing-12/30 (2013) & Associated Taxiways P, Q & R	Deficiency	Near Term
MIA Concourse H Airbus 380 Modifications	Deficiency	Long Term
Concourse E Airbus 380 Gate Modifications (Gate E-8)	Deficiency	Long Term
MIA Terminal Wide Re-Roofing, Roof Drains and Scuppers	Deficiency	Near Term
MIA Building 845 Finish-out and Parking Garage	Deficiency	Long Term
Fuel Storage Facility Intrusion Detection	Deficiency	Long Term
MIA Terminal Wide Employee Restroom Remodeling & Renovation	Deficiency	Long Term
MIA Telecommunication Network Expansion	Growth	Near Term
E-Satellite Passenger Conveyance/Train Replacement	Deficiency	Near Term
MIA Central Terminal Near-Term Improvements	Deficiency	Near Term
MIA Central Terminal	Growth	Long Term
Central Base Public-Private Partnership Development	Growth	Near Term
Northeast Base Public-Private Investment Partnership Development	Growth	Near Term
Environmental Pollution Remediation	Deficiency	Near Term
Miscellaneous Landscape Program	Deficiency	Long Term
MIA Foreign Object Debris (FOD) Detection System	Deficiency	Near Term
MIA Taxiway “P” from Cc “E” “J” Rehabilitation	Deficiency	Near Term
MIA Taxiway “T” Rehabilitation	Deficiency	Long Term
MIA Taxiway “S” Rehabilitation	Deficiency	Long Term
MIA Taxiway “E” and “F” Apron Rehabilitation	Deficiency	Long Term
MIA USDA Apron & Drainage	Deficiency	Long Term

Project	Need	Interval
Miami International Airport		
MIA Northeast Base Building 891 896 Apron and Drainage Improvements	Deficiency	Long Term
MIA Central Base Pavement Rehabilitation	Deficiency	Long Term
Cargo City (Bldg. 716) Apron Rehabilitation	Deficiency	Near Term
MIA Perimeter Road Widening & Realignment	Growth	Long Term
MIA Fuel Tanker Parking Facility	Growth	Near Term
MIA Employee Bus Maintenance Facility	Growth	Long Term
MIA MPD K-9 Facility	Growth	Long Term
MIA Additional Air Cargo Apron in Westside Cargo Area	Growth	Near Term
MIA Central Terminal Premises Distribution System	Deficiency	Long Term
MIA Central Terminal Public Address System Infrastructure	Deficiency	Long Term
MIA Central Terminal CUTE Equipment	Deficiency	Long Term
Cc G Renovation	Growth	Near Term
Terminal G Renovation	Growth	Near Term
MIA Terminal Wide Lightning Protection System	Deficiency	Long Term
MIA Terminal Wide Baggage Make Up Ventilation Upgrade (Airside)	Deficiency	Long Term
Projects Located at Multiple Airports		
MIA & GA Environmental Compliance Program	Deficiency	Near Term
MIA & GA Miscellaneous Asbestos Removal	Deficiency	Near Term
GA Airports Environmental Compliance	Deficiency	Near Term
General Aviation Airports		
Opa-locka Executive Airport		
Navigational Aid Installation	Growth	Long Term
Various Third Party Development On Airport	Growth	Near Term
Apron/Runway/Taxiway Rehabilitation	Deficiency	Near Term
Kendall-Tamiami Executive Airport		
TMB Security Project	Deficiency	Near Term
New Air Traffic Control Tower	Deficiency	Long Term
Various Third Party Development On Airport	Growth	Near Term
Navigational Aid Installation	Growth	Long Term
Homestead General Aviation Airport		
Homestead General Aviation Airport Security Project	Deficiency	Near Term
Various Third Party Development On Airport	Growth	Long Term
Runway 18-36 Runway Extension	Growth	Long Term
New Air Traffic Control Tower	Growth	Long Term
Navigational Aid Installation	Growth	Long Term
Helicopter Training Operations Area	Growth	Long Term

Note: Near Term is defined as a period from 2013-2018. Long Term is defined as a period beyond 2018.

Aviation Monitoring Program

This section outlines the substantive elements of Miami-Dade County's monitoring program pertinent to the objectives, polices and parameters referenced in the Aviation Subelement.

An important part of the implementation of the objectives of the Aviation Subelement is the establishment of a program for monitoring their progress. The Aviation monitoring program consists of the following measures:

Objective AV-1

- Annual and peak hour enplanement, cargo tonnage and operational levels at air carrier facilities.
- Annual gate and facility utilization rates and patterns at air carrier facilities.
- Annual operational levels at general aviation airports.
- Facility improvements at air carrier facilities.
- Facility improvements at general aviation and training and transition facilities.

Objective AV-2

- Consistency of implementation role with the roles defined in this Subelement.

Objective AV-3

- Number of development applications in violation of height and land use compatibility regulations since the latest EAR.

Objective AV-4

- Constructed and programmed roadway improvements serving the County's aviation facilities since latest EAR.
- Levels of service of airport access roads at date of EAR.

Objective AV-5

- Airport capacity enhancements at locations consistent with the Conservation and Coastal Management Elements of the Comprehensive Development Master Plan.
- Approved Environmental Impact Assessment reports/DRIs required for major facilities and improvements.

Objective AV-6

- Establishment or update of comprehensive airport zoning for all Miami-Dade Aviation Department System of Airports.
- Annual airport employment figures.
- Annual aviation-related business employment figures
- Employment figures in the vicinity of airports at date of EAR by TAZ.

Objective AV-7

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

PORT OF MIAMI RIVER SUBELEMENT

Introduction

The Plan

In general, the purpose of the Port of Miami River Subelement is to protect and promote the continued maritime business and traditional marine-related shoreline uses up the Miami River as well as the protection of the environmental resources. The shipping facilities found along the Miami River serve shallow draft vessels. These shipping terminals were formally designated as the Port of Miami River to meet regulations of the U.S. Coast Guard. Improving the water quality of the Miami River continues to be priority of Miami River advocates including the County, the Miami River Commission and others. The objective of the Port of Miami River Subelement is expressed in the following goal, objectives and policies, and monitoring program.

GOAL

MAINTAIN AND ENHANCE THE WATER QUALITY, ATTRACTIVENESS AND ECONOMIC VIABILITY OF THE PORT OF MIAMI RIVER.

Objective PMR-1

Maintain and promote marine activity on the Miami River and protect these activities from encroachment or displacement by incompatible land uses.

Policies

PMR-1A. Miami-Dade County shall promote actions to enhance marine industrial activities along the banks of the Miami River west of NW 27 Avenue and in other areas along the Miami River, where feasible.

PMR-1B. In making recommendations relating to requested zoning changes and permits for development and redevelopment along the Miami River, Miami-Dade County agencies shall promote the protection or inclusion of uses which are water dependent and/or water related, such as cargo shipping terminals and boat repair yards.

PMR-1C. Miami-Dade County shall work to improve the economic vitality of the Port of Miami River in cooperation with other concerned agencies and organizations.

Objective PMR-2

Actions shall be taken to improve linkages between the shipping terminals on the Miami River and surface transportation routes and modes.

Policies

PMR-2A. Miami-Dade County and the Miami River Commission shall monitor the implementation of the Miami River Corridor Multimodal Transportation Plan with cooperation and assistance of all concerned agencies (i.e. County, City, MPO, FDOT, MDX, US Coast Guard, etc.)

PMR-2B. In cooperation with other concerned agencies and organizations, Miami-Dade County shall investigate and implement ways of improving roadway access between the Port of Miami River shipping terminals and the adjacent surface transportation system.

PMR-2C. Miami-Dade County shall work with the Miami River Commission, the Miami River Marine Group, and other concerned agencies and organizations to improve the vitality of the Port of Miami River and to minimize traffic conflicts on adjacent roadways.

Objective PMR-3

The Port of Miami River shall be operated in a manner which minimizes impacts to estuarine water quality and marine resources and adjacent land uses.

Policies

PMR-3A. Miami-Dade County shall continue to place high priority on having the polluted sediments removed from the Miami River including all of its tributaries which impact water quality.

PMR-3B. Miami-Dade County shall stabilize all eroding County-owned shoreline areas and rights-of-way along the Miami River consistent with available funding, and the County shall develop an ordinance requiring shoreline stabilization where necessary on public and private sites along the river.

PMR-3C. The Miami-Dade County Department of Regulatory and Economic Resources, Division of Environmental Resources Management shall ensure that stormwater runoff from future industrial uses shall be contained on site and not discharged to the River. An on-site retention system combined with an overflow outfall may be considered as an alternative to full on-site retention in those cases where a higher degree of flood protection is desired and maintenance of water quality is assured.

PMR-3D. Miami-Dade County through its program of stormwater outfall removal and retrofitting shall continue to eliminate detrimental stormwater outfalls along the Miami River.

PMR-3E. Additional policies included in the Coastal Management Element regarding dockside pumpout facilities, bulkhead repair and construction and enforcement activities along the Miami River are hereby incorporated in the Subelement by reference.

Objective PMR-4

The Port of Miami River, through the owners and operators of its international shipping terminal facilities regulated by the Maritime Transportation Security Act, with assistance from the Miami River Commission (MRC) and Miami River Marine Group (MRMG), shall recognize local, State and Federal security needs in all port operations, expansion and new construction.

Policies

PMR-4A. The Port of Miami River, through the owners and operators of its international shipping terminal facilities regulated by the Maritime Transportation Security Act, shall annually audit operations of the Port of Miami River in light of the Miami River Port Security Plan and any new local, State and Federal security requirements.

PMR-4B. The County, MRC and MRMG shall seek funding from local, State and Federal sources to address domestic homeland security issues.

PMR-4C. The Port of Miami River, through the owners and operators of its international shipping terminal facilities regulated by the Maritime Transportation Security Act, with assistance from the MRC and MRMG shall ensure that new projects are designed and constructed in accordance with the Miami River Port Security Plan, as approved by the Miami River Security Committee on June 8, 2004, and applicable local, State and Federal security laws.

PMR-4D. In the event of an apparent conflict between the Miami River Port Security Plan, approved by the Miami River Security Committee on June 8, 2004, local, State and Federal law and/or agency directives, and other objectives in any Subelement, the Homeland Security-based requirements shall prevail.

Future Port of Miami River

The Port of Miami River is expected to retain its share of the growing international trade activity occurring in Miami-Dade County. The banks of the Miami River west of NW 27 Avenue and east of the salinity dam will remain the predominant area for shipping facilities serving the small ports of the Caribbean. This western section of the Port of Miami River is recommended to be used only for marine industrial and commercial activities. The role of Miami-Dade County in maintaining maritime facilities in this port area is limited to that of facilitator, as Miami-Dade operates its own seaport facilities on Dodge and Lummus Islands. Miami-Dade will continue to facilitate marine activity on the Miami River through its legislative function of establishing and implementing land use policy, and in its administrative functions in providing and maintaining roadway infrastructure which provides landside access to the area.

Future land use in the Miami River area is depicted on the Land Use Plan map in the Land Use Element. Figure 1, which follows, also highlights those sites along the banks of the unincorporated portion of Port of Miami River area which should be reserved for continued commercial marine activity. Figure 1 also identifies points of highway access to the area and rail lines. Future natural resources of the area are mapped in the future natural resources map series in the Land Use Element.

Facility improvements planned by Miami-Dade County that will impact this area are primarily roadway projects. These are listed in the County's Transportation Improvement Program and the Miami-Dade 2035 Long Range Transportation Plan. Overall, those projects will relieve congestion at points of access to the unincorporated Port of Miami River area and will enhance circulation through the area by replacing inadequate bridges and adding a new river crossing in the NW 32 Avenue corridor. Miami-Dade County will ensure that the new crossing provides for continued navigation upstream.

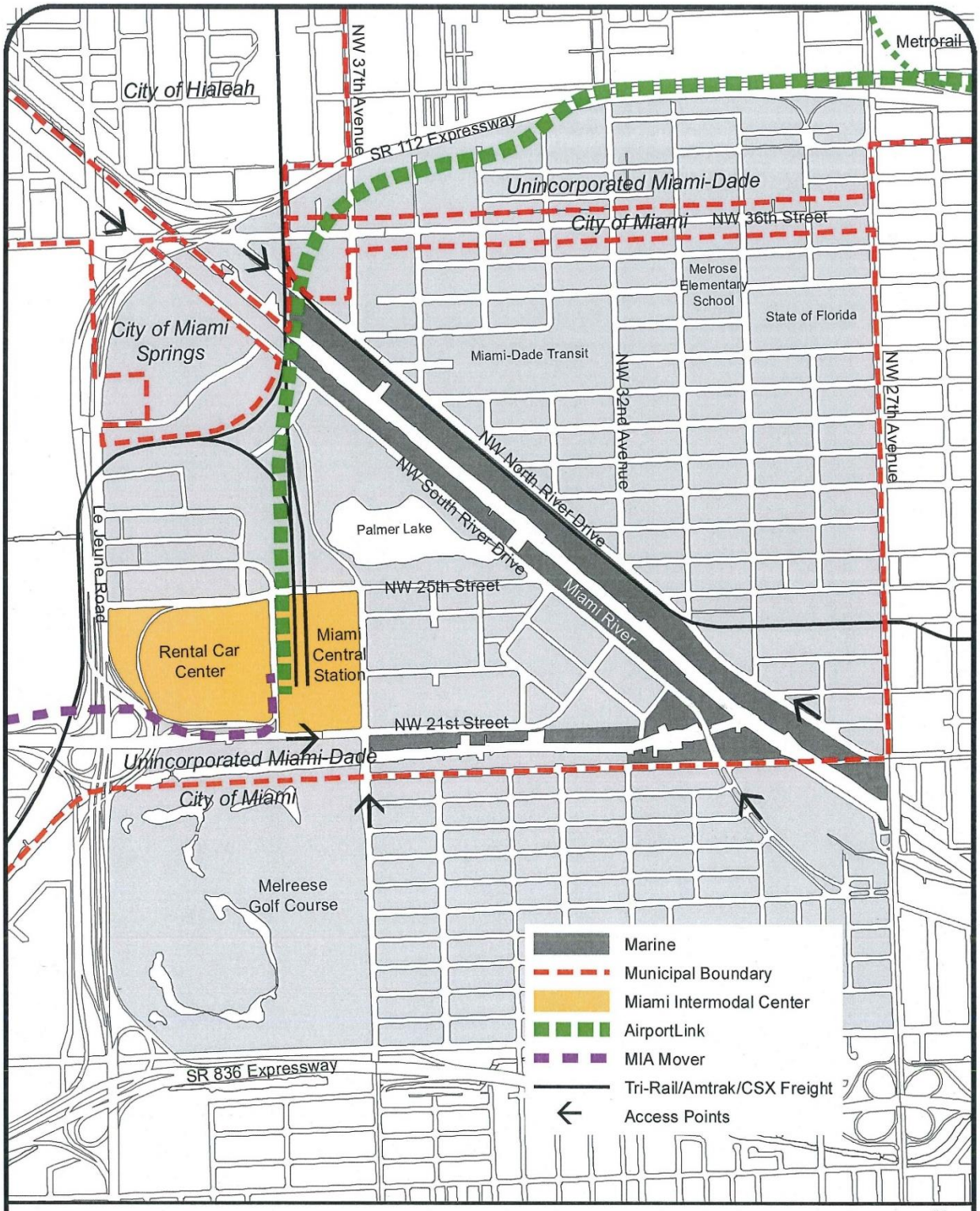

Figure 1

FUTURE LAND USES
UNINCORPORATED PORT OF MIAMI RIVER AREA

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

Port of Miami River Monitoring Program

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

Objective PMR-1

- Indices showing the growth or shrinkage of the amount of river frontage devoted to marine related/dependent business activity shall be prepared biennially.
- Records of land use changes in the vicinity of the Miami River in unincorporated Miami-Dade County since 2010.
- Records of zoning changes in the vicinity of the Miami River in unincorporated Miami-Dade County since 2010.

Objective PMR-2

- The number of ships, tonnage, types of cargo, and the value of cargo handled shall be reported. Numbers of full-time and part time employment at the shipping terminals, and an estimate of the annual payroll for each category, shall also be reported. These data shall be sought from the Miami River Commission and the Miami River Marine Group.
- The Department of Regulatory and Economic Resources (DRER) in conjunction with the Florida Department of Transportation, the Metropolitan Planning Organization, Public Works and Waste Management Department, The Miami River Commission and the Miami River Marine Group will prepare transportation improvements updates listing completed, underway, programmed and planned transportation improvements of significant repercussion to the Port of Miami River.

Objective PMR-3

- The County's DRER, Division of Environmental Resources Management (DERM) shall list progress on shoreline stabilization, stormwater runoff, outfall removal/refitting and overall water quality along the navigable portion of the Miami River and its tributaries.
- Additional monitoring measures included in the Coastal Management Element regarding water quality and protection of natural resources, as related to the Miami River west of NW 27 Avenue, are adopted by reference.

Objective PMR-4

- Compliance with applicable security requirements, Maritime Transportation Security Act and the Miami River Port Security Plan.

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PORTMIAMI SUBELEMENT

Introduction

The Dante B. Fascell Port of Miami-Dade (PortMiami) has historically been a bayfront cruise and cargo port with strong connections to downtown Miami and the south Florida economy. Since its relocation from the mainland, PortMiami has focused the last five decades on the creation and expansion of an island facility surrounded by deep-water channels. As PortMiami continues to grow, it will continue to strengthen its intermodal connections with downtown Miami, mixed use ties with adjacent communities, and lasting contributions to surrounding natural resources. The cruise industry grew primarily through PortMiami and during the last 45 years, PortMiami has been the largest multi-day cruise operator in the world. Also, as the leading cargo port in the State of Florida, PortMiami will continue to grow its cargo operations through the deepening of the south channel and the construction of the Port of Miami Tunnel.

PortMiami is owned by Miami-Dade County, primarily a landlord port, administered by the Miami-Dade County Seaport Department. PortMiami services consist of cruise and cargo operations. Cruise facilities consist of passenger terminal and ancillary facilities while cargo facilities consist primarily of container terminals and gantry cranes with break bulk and refrigerated cargo also handled to a lesser extent. PortMiami is located on Dodge, Lummus and Sam Islands, which have been joined through phased implementation of previous master plans, are now considered as one island. In this Subelement, "on-island" refers to facilities located on the now joined islands, while "off-island" refers to locations or facilities elsewhere on the mainland.

The Plan

In December 2011, the Board of County Commissioners approved the PortMiami 2035 Master Plan endorsing the plan's principles, goals and vision, which lays out the cruise, cargo, and limited commercial projects that will improve efficiency, increase capacity and help PortMiami strengthen its position in the world market. This growth will be necessary to accommodate projected passenger and cargo volumes shown below in Table 1.

Table 1
PortMiami Projected Cruise Passenger and Cargo Volumes

Year	Cruise Passengers (Millions)	Cargo TEUs* (Millions)
2030	Low: 5.22 Medium: 5.58 High: 6.38	Low: 1.53 Medium: 2.2 High: 2.47

Source: PortMiami 2035 Master Plan, Miami-Dade County Seaport Department, 2011.

The PortMiami 2035 Master Plan calls for enhancement of the Port's existing facilities as well as expansion of both on-island and off-island facilities in order to meet the needs of an increasing customer base. Included in the 2035 Master Plan are projects such as the deepening of the channel, improved direct interstate access, rehabilitation/expansion of the railroad system, new intermodal facilities as well as a series of projects aimed at integrating PortMiami's activities with that of the surrounding community in a manner that is sensitive to the community, the environment and the natural resources.

The following goal, objectives and policies of this Subelement provide for the implementation of the PortMiami 2035 Master Plan. These goal, objectives and policies are followed by a program for monitoring and evaluating measurements for the implementation of the Subelement.

GOAL

PORTMIAMI SHALL PROVIDE FOR AN EFFECTIVE AND EFFICIENT MARITIME TRANSPORTATION FACILITY AND SERVICES, ENDEAVOR TO RETAIN ITS POSITION AS THE TOP RANKING CRUISE PORT OF THE WORLD AND AS ONE OF THE LEADING CARGO PORTS IN THE NATION WHILE MINIMIZING ANY DETRIMENTAL EFFECTS ON THE ENVIRONMENT, THE COMMUNITY AND NATURAL RESOURCES, AND ENHANCES THE ECONOMY OF THE COUNTY, REGION AND STATE.

Objective PM-1

The Port shall provide, maintain, improve and enhance its cruise facilities necessary to accommodate the projected number of cruise passengers and ships.

Policies

PM-1A. PortMiami shall maintain and rehabilitate their existing facilities and construct new facilities, such as berths, terminals and ancillary maritime facilities, to accommodate the projected volumes of passengers and ships.

PM-1B. PortMiami shall construct the parking, roads other ancillary improvements required on- and off-island to service existing and future cruise facilities.

PM-1C. PortMiami shall pursue the implementation of projects that result in additional capacity, improved technology, safety and flexibility in the construction of its facilities.

PM-1D. PortMiami shall respond to new and emerging passenger and car ferry transportation alternatives, when appropriate.

PM-1E. PortMiami shall coordinate and support projects that promote an effective and efficient multimodal transportation system necessary for the competitive and rapid movement of passengers such as direct access to the interstate highway, railroad and mass transit systems.

Objective PM-2

The Port shall provide, maintain, improve and enhance its cargo-handling facilities necessary to accommodate the projected cargo volume demands.

Policies

PM-2A. PortMiami shall construct all cargo-handling and related facilities necessary to accommodate projected cargo volumes, such as berths, cranes, fuel farm, operation and storage areas, inland distribution/logistic centers, and other ancillary facilities.

PM-2B. PortMiami shall construct parking, roads, railroad tracks, intermodal logistic transfer facilities, and other ancillary facilities necessary for the efficient, competitive and rapid movement of cargo.

PM-2C. PortMiami shall pursue the implementation of projects that result in improved capacity, technology, equipment, safety, and flexibility, including the deepening and expansion of its channels, turning basins, and other related areas.

PM-2D. PortMiami shall coordinate and support projects that promote an effective and efficient multimodal transportation network necessary for the competitive and rapid movement of cargo, such as direct interstate highway access, railroad service, and intermodal logistic transfer facilities.

Objective PM-3

The Port shall support and maximize local and regional economic growth and enhance the Port's role in the State maritime system.

Policies

PM-3A. PortMiami shall work with public agencies and the private sector to maximize the economic benefits to be derived from expanded port operations.

PM-3B. PortMiami shall coordinate Port expansion activities including appropriate land uses, mixed uses and joint-venture partnerships. Uses may include, but are not limited to, multi-purpose cruise terminals, multi-modal transportation centers, mixed-use commercial development and commercial signage.

PM-3C. PortMiami shall consider other uses including, but not limited to, commercial, recreational, cultural, hospitality, and residential uses within certain areas of the port while protecting the availability of the land for future maritime uses if needed.

PM-3D. Maximize revenue-generating opportunities within PortMiami by allowing development that is compatible with the port operations and consistent with applicable regulations in order to foster economic development and integration with the surrounding community.

PM-3E. Port expansions, including inland logistic centers, shall be integrated into the physical, social and economic fabric of the surrounding communities.

PM-3F. PortMiami shall provide public access to the shoreline in non-secure areas, when appropriate and not in conflict with safety and operational practices.

PM-3G. PortMiami shall seek funding from Federal, State and local sources to invest in its capital improvement program.

Objective PM-4

The Port shall continue to ensure compatibility of its facilities and operations with surrounding communities and the natural environment.

Policies

PM-4A. PortMiami shall conduct analyses for its expansion activities relative to surface transportation linkages, environmental resources, land uses, water, wastewater and solid waste facilities, as part of an integrated planning and public participation process.

PM-4B. PortMiami shall consider the environment when determining the suitability of new development and periodically review its environmental practices in response to new information and community needs.

PM-4C. PortMiami shall obtain and maintain environmental agency approvals for existing and proposed port expansion activities, including required mitigation activities.

PM-4D. PortMiami shall implement and, when necessary, update the Dredged Materials Management Plan which addresses long-term needs for spoil disposal and beneficial use of dredged material.

PM-4E. PortMiami shall encourage its users to comply with applicable existing policies designed to minimize particulate emissions from ships in port.

PM-4F. PortMiami shall stabilize all its remaining unconsolidated shorelines and use best management practices when maintaining or expanding its footprint through infilling of land.

PM-4G. PortMiami shall continue to implement its National Pollutant Discharge Elimination System Stormwater Pollution Prevention Plan and its Stormwater Management Master Plan, which includes monitoring programs and other stormwater quality improvement projects.

PM-4H. PortMiami shall incorporate sound conservation principles in the development of its projects and consider climate change mitigation and adaption strategies in their long-range plans.

PM-4I. PortMiami shall encourage its users to be more efficient in their use of land and operations and promote the development of sustainable principles and practices.

PM-4J. PortMiami shall ensure that the disposal of any spoil not used as fill in its land area is conducted in accordance with permits.

Objective PM-5

The Port shall maintain its policy of cooperation with all levels of government and the community.

Policies

PM-5A. PortMiami shall coordinate with all appropriate local, regional, and State agencies and governments to assure that any actions that could either facilitate or impede planned port growth and development are fully evaluated, and to implement all

appropriate safety and security requirements for the protection of human life against effects of natural disasters and acts of terrorism.

PM-5B. The port shall work cooperatively with all public and private partners in the development of capital projects to ensure timely and cost efficient construction while maintaining services.

PM-5C. PortMiami shall work cooperatively with County Departments and utility providers to ensure that the necessary capacity is available to support existing and projected needs.

PM-5D. The Port shall design and construct new projects in accordance with approved security plans and applicable local, state and federal security laws.

PM-5E The Port shall assess its operations in light of existing and new local, state and federal security requirements and seek funding from local, state and federal sources to address security issues related to the Approved Security Plan as needed.

Future PortMiami Facilities

PortMiami is positioning itself to maintain, and build on, its leadership position among U.S. ports. Figure 1 illustrates the general locations of major PortMiami projects during the fifteen-year planning period. The following list of projects generally outlines the expected program of development and intervals needed to implement the goals, objectives and policies of this Subelement. Specific projects will be identified, prioritized and funded through the Seaport Department's Capital Improvement Plan, as implemented through the CDMP Capital Improvement Element.

Project	Interval
Deep Dredge: Miami Harbor Phase III Dredge Program	Near-Term
Interstate Access Improvements: PortMiami Tunnel	Near-Term
Intermodal Yard Development	Near-Term
Railroad Rehabilitation and Expansion	Near-Term
Off-island Intermodal Complex	Near-Term/Long-Term
Procurement of Gantry Cranes	Near-Term/Long-Term
Berthing Improvements and Additional Berthing Area	Near-Term/Long-Term
Increased Cargo Storage	Near-Term/Long-Term
Maximization Cruise Facilities	Near-Term/Long-Term
Maximization Cargo Terminals and Facilities	Near-Term/Long-Term
Intermodal Logistic Transfer Facility	Near-Term/Long-Term
Support Infrastructure	Near-Term/Long-Term
Roadway Improvements	Near-Term/Long-Term
Development of Passenger Rail On-island	Near-Term/Long-Term
Sustainable Projects	Near-Term/Long-Term
Transshipment Facility	Near-Term/Long-Term
Cruise Ferry Facility	Near-Term/Long-Term
Marina	Near-Term/Long-Term
Commercial Real Estate Development	Near-Term/Long-Term
Utility Upgrades and Expansion	Near-Term/Long-Term
Security Related Technology Improvements	Near-Term/Long-Term
Commercial Signage and Wayfinding	Near-Term/Long-Term
Procurement of Cargo Handling Equipment	Near-Term/Long-Term
Construction of Additional Wharf Area	Near-Term/Long-Term
Development of a Multi-modal Transportation Facility	Near-Term/Long-Term

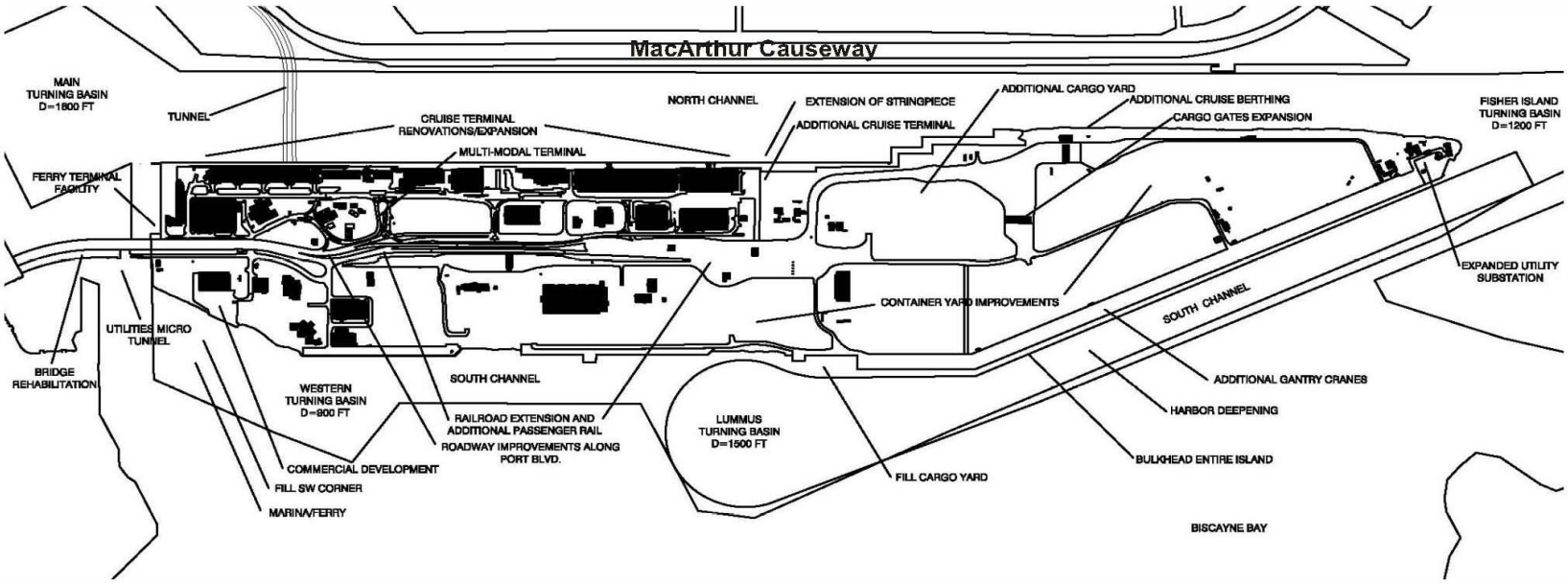

FIGURE 1

PORT OF MIAMI MASTER DEVELOPMENT PLAN
5-Year Plan

Drawing not to scale
Source: Miami-Dade Seaport Department 2013

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

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PortMiami Monitoring Program

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

Objective PM-1

- Number of passengers on an annual basis
- Cruise related improvements made at PortMiami during the evaluation and appraisal of the CDMP reporting period

Objective PM-2

- Cargo volume on an annual basis.
- Cargo related improvements made at PortMiami during the evaluation and appraisal of the CDMP reporting period.

Objective PM-3

- Number and condition of PortMiami-related off-island expansion projects and related coordination activities during the evaluation and appraisal of the CDMP reporting period.
- Assessment of PortMiami's expansion activities and joint-venture partnerships during the evaluation and appraisal of the CDMP reporting period.

Objective PM-4

- Assessment of the PortMiami’s environmental accomplishments and practices during the evaluation and appraisal of the CDMP reporting period.
- Types of permits and approvals issued to the Port during the evaluation and appraisal of the CDMP reporting period.

Objective PM-5

- Number of agreements on various plans and programs of PortMiami with local, regional and state agencies and/or jurisdictions.
- Compliance with applicable security requirements and plans.