

# Application No. CDMP20180014

## Countywide

### APPLICATION SUMMARY

Applicant/Representative: Jack Osterholt, Deputy Mayor/Director  
Miami-Dade County Department of Regulatory  
and Economic Resources

Location: Countywide

Requested Text Changes: Amend Policies LU-7F, LU-7G, LU-9F, and  
interpretive text, including the Mixed-Use  
Development and Urban Center text, of the Land  
Use Element, and amend the Intergovernmental  
Coordination Element Policy ICE-3G, regarding  
transit supportive mixed-use development.

Amendment Type: Standard Text Amendment

### RECOMMENDATIONS

Staff: **TRANSMIT WITH CHANGE AND ADOPT**  
(September 2018)

Community Councils: **NOT APPLICABLE**

Planning Advisory Board (PAB) Acting as  
the Local Planning Agency: **TO BE DETERMINED** (September 24, 2018)

Transmittal Action of Board of County  
Commissioners: **TO BE DETERMINED** (September 27, 2018)

Final Action of Board of County  
Commissioners: **TO BE DETERMINED** (December 2018)

Staff recommends to **TRANSMIT WITH CHANGE AND ADOPT** the proposed text amendment to the Land Use and Intergovernmental Coordination Elements of the County's adopted Comprehensive Development Master Plan (CDMP) based on the following reasons:

**Principal Reasons for Recommendation:**

1. The proposed amendment supports the goals, objectives and policies of the CDMP that promote transit-supportive land uses along rapid transit corridors by providing for increased density and intensity for mixed-use projects located along the planned SMART Plan Corridors. Specifically, CDMP Objective LU-7 states that "Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services." The proposed amendment addresses the unincorporated area within one-half mile of the existing Metrorail corridor and the SMART Plan rapid transit corridors, except for the East-West Corridor which includes areas within one mile of the proposed alignment ("SMART Plan Areas"). Under the proposed amendment, mixed use projects within one-quarter mile of the SMART Plan corridors would be eligible for 60 dwelling units per acre and up to 2.0 Floor Area Ratio (FAR). Mixed use projects within the area between one-quarter and one-half mile of the SMART Plan corridors would be eligible for 36 dwelling units per acre and up to 1.5 FAR. Mixed use projects located in the portion of the East-West SMART Plan Corridor between one-half mile and one mile would be eligible for 18 dwelling units per acre and up to 1.25 FAR. The proposed amendment works in conjunction with the Urban Center policies of the CDMP, which promote moderate to high-density development around rapid transit stations, by addressing the transit-supportive areas between Zoned Urban Centers. Further, the proposed amendment supports transit investment by encouraging development and redevelopment within the Transportation Infrastructure Improvement District which pledges future ad valorem tax revenue increases within the SMART Plan Areas to help fund the rapid transit projects. See further discussion on page 1-10 of this report.
2. The proposed amendment supports the implementation of the CDMP Urban Center policies by establishing a timeline for completion of Urban Center area plans for rapid transit stations located in unincorporated Miami-Dade County. Specifically, CDMP Policy LU-7A states that rapid transit station sites and their vicinity shall be developed as Urban Centers in accordance with the CDMP text for Urban Centers. The specific station locations for each of the SMART Plan Corridors will be identified as the projects progress through planning and design. See further discussion on page 1-11 of this report.
3. The proposed amendment ensures adequate transit ridership and supports transit investment by establishing as County policy that station development and improvements be prioritized for those municipalities that have established zoning standards that ensure minimum average residential density and non-residential intensity in accordance with CDMP Policy LU-7F. In accordance with the County's Home Rule Authority and the Legislative Intent of the CDMP, the CDMP defines minimum standards for development of Urban Centers countywide. These standards are to be implemented through municipal comprehensive plans and land development regulations. Adherence to the minimum standards established in CDMP Policy LU-7F is essential to ensuring adequate transit ridership to support the transit investment as

well as allowing the County to compete for federal funding. See further discussion on page 1-11 of this report.

4. The proposed amendment strengthens the County's ability to compete for federal transit funding by establishing minimum countywide non-residential floor area ratios that are consistent with the "Medium" breakpoints for Federal Transit Administration funding and expanding the applicability of the minimum standards to apply to all rapid transit corridors. See further discussion on page 1-12 of this report.
5. The proposed amendment provides consistency with Chapter 20 of the Code of Miami-Dade County by designating the unincorporated areas within the Transportation Infrastructure Improvement District as Facilities of Countywide Significance. See further discussion on page 1-12 of this report.
6. In addition to intensification along the SMART Plan Corridors, the proposed amendment supports the intensification of mixed use corridors identified in area plans accepted by the Board of County Commissioners. Sections 2-116.2 through 2-116.11 of the County Code provide a process for the preparation of area planning reports including procedures for citizen engagement, review by the Planning Advisory Board and acceptance by the Board of County Commissioners. Area plans are most frequently conducted for urban center areas but may extend beyond the urban center radius established in the CDMP to include mixed use corridors that support the urban center areas. The proposed amendment provides for density up to 60 dwelling units per acre and floor area ratio up to 2.0 for mixed use corridors identified in an area plan accepted by the Board of County Commissioners. See further discussion on page 1-12 of this report.
7. The proposed amendment establishes provisions for horizontal mixed-use development in furtherance of CDMP Policy LU-9T which states that the County "shall consider provisions to allow horizontal mixed-use developments, defined as the horizontal integration of parcels with different primary uses within the same site or block, in appropriate future land use categories in the Urban Development Boundary". The proposed amendment also supports vertical mixed-use development in appropriate areas of the County by providing greater flexibility in the location and proportion of uses within the mixed-use building. See further discussion on page 1-13 of this report.
8. **Recommended Changes** since release of the Applications Report include revising the date for completion of Urban Center area plans for identified station locations along the SMART Plan Corridors and incorporation of a policy addressing the completion of land development regulations to implement the mixed-use development provisions along SMART Plan Corridors. The date for the completion of Urban Center Area Plans was moved up from 2030 to 2025 to show the County's strong commitment to advancing the Urban Center policies of the CDMP around identified station locations. CDMP Policy LU-9V was also added directing the creation of land development regulations to implement the mixed-use provisions for areas within the Rapid Transit Activity Corridors by 2020. The policy requires that the regulations address compatibility with adjacent land uses, use of alternate modes of transportation, and connectivity between land uses and transit.

## REQUESTED TEXT AMENDMENT <sup>1</sup>

### 1) Amend the policies of the Land Use Element in the County's adopted Comprehensive Development Master Plan as follows:

LU-7F. Residential development around ~~>>existing and proposed<<[[rail]]~~ rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development ~~[[intensities]]~~ around rail stations should ~~>>have a minimum intensity of 1.5 FAR<< [[produce at least 75 employees per acre]]~~ within 1/4 mile walking distance from the station, ~~>>2.0 FAR<< [[400 employees per acre]]~~ within 700 feet, and ~~[[minimum of 50 employees per acre]]>>1.0 FAR<<~~ between 1/4 and 1/2 mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy.

LU-7G. Miami-Dade County should partner with the ~~[[Metropolitan]]>>Transportation<<~~ Planning Organization ~~[[MPO]]>>(TPO)<<~~ and affected municipalities to establish a systematic program that will produce transit-oriented development (TOD) plans for the areas within 1/4 to 1/2 mile around all Metrorail, the Miami Intermodal Center (MIC)~~>>1~~, ~~and Strategic Miami Area Rapid Transit (SMART) Plan rapid transit corridor<< [[and South Dade Busway]]~~ stations. Transit-oriented development is a mix of land uses that promotes transit use and decreases the dependence on automobiles. A phasing program shall also be established as part of this effort to initiate and formulate updated or new station area plans based on the overall priority categories for urban centers established by the Board of County Commissioners. Within each priority category, the factors for individual area plans may include such conditions as locations and amounts of undeveloped and underutilized land providing development and redevelopment opportunities, ownership, land use patterns, infrastructure and service levels, recent and nearby development activity, and expressions of interest in cooperating by the municipalities. ~~>>Priority for station development or improvement shall be for those municipalities that have established zoning standards that ensure minimum average residential density and non-residential intensity in accordance with Policy LU-7F.<<~~

\* \* \*

LU-9F. Miami-Dade County shall formulate and adopt zoning or other regulations to

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<sup>1</sup> Words stricken through and/or ~~[[double bracketed]]~~ shall be deleted. Words underscored and/or ~~>>double arrowed<<~~ constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged. Recommended changes since release of the Applications Report are indicated with double underline and double strike through.

implement the policies for development and design of Metropolitan and Community Urban Centers established in the CDMP through individual ordinances for each urban center. >>By 2025 2030, Miami-Dade County shall complete area plans for station locations along the six rapid transit corridors identified in the Strategic Miami Area Rapid Transit (SMART) Plan.<<

>>LU-9V. By 2020, Miami-Dade County shall adopt form-based zoning regulations to implement the mixed-use development provisions for areas within the Rapid Transit Activity Corridors. Such regulations shall, at a minimum, address compatibility with adjacent land uses, use of alternate modes of transportation, and connectivity between land uses and transit.<<

**2) Amend the interpretive text of the Land Use Element of the County's adopted Comprehensive Development Master Plan (page I-23 in the October 2013 edition) as follows:**

This text, which is adopted as County policy, describes each land use category shown on the Land Use Plan (LUP) map, and explains how each category and the Map are to be interpreted and used. Adherence to the LUP map and this text is a principal, but not the sole, vehicle through which many of the goals, objectives and policies of all elements of the CDMP are implemented. The LUP map illustrates where development of various types and densities, including agriculture, is encouraged and areas where natural resource-based development and environmental protection are encouraged. The LUP map also depicts the general location of physical features such as roadways, railways, canals, manmade lakes and ponds. >>Additional density and uses may be allowed pursuant to the Mixed Use Development text and other policies set forth in this Plan.<<

**3) Amend the interpretive text of the Land Use Element of the County's adopted Comprehensive Development Master Plan (page I-44 in the October 2013 edition) as follows:**

**Mixed Use Development.** Mixed-use development allows a mix of compatible uses in a high quality pedestrian-oriented street environment. This form of development includes permitted uses mixed within the same building (vertical) or in separate buildings on the same site or ~~[[in the same block]]~~ >>within a 5-minute walk (one-quarter mile)<< (horizontal). ~~[[As stated in Policy LU-9U, the County will consider at a later time provisions for allowing horizontal mixed-use development in various land use categories.]]~~ The section of this element, entitled "Urban Centers," addresses mixed-use development occurring within designated urban centers. The purpose of this section is to address the mixed-use projects that are to be located outside of the designated urban centers >>and outside of areas otherwise addressed by the Rapid Transit Zone Development Standards pursuant to Chapter 33C of the Code of Miami-Dade County<<.

>>Horizontal mixed-use development is hereby defined as the horizontal mix of uses, such as single use buildings on the same site or within one-quarter mile. Such uses may only be permitted in accordance with the following:

- 1) a single use building is located on a site that contains a mix of uses or multiple sites containing a mix of uses joined through a unity of title; or
- 2) where the saturation of a single use, including residential or commercial, does not currently or would not be caused to exceed 70% of the total building area within one-quarter mile of the application site.<<

Vertical mixed-use development is hereby defined as ~~[[the vertical integration of primary uses, with business and office uses located on the ground floor and residential and/or office uses on the upper floors. These mixed-use]]~~ projects ~~[[shall]]>>that<<~~ contain both residential and non-residential components, such as live-work spaces, neighborhood and specialty retail, convenience services, entertainment, other businesses providing for day-to-day living needs, institutional and civic uses, and professional offices. The residential component must be at least 20 percent of the total floor area but no more than ~~[[75]]>>85<<~~ percent of the total floor area. Hotels and apartment hotels, governmental offices, civic uses, and schools may be exempt from these mix requirements.

Vertical ~~>>and horizontal<<~~ mixed-use development may be allowed within the Urban Development Boundary (UDB) ~~[[in areas designated Residential Communities, with the exception of Estate Density and Low Density; Business and Office; and Office/Residential,]]~~ provided that ~~[[these areas are]]>>the development is<<~~ located in:

- ~~[[1. "Neighborhood activity nodes" of 40 gross acres which, as shown in Figure 2 of the Land Use Element, Generalized Neighborhood Development Pattern, are located at the intersections of section line roads; or]]~~
- ~~[[2.]]>>1.<<~~ Corridors with a maximum depth of 660 feet that are located along 'Major Roadways' as identified on the adopted Land Use Plan map ~~>>and in areas designated Residential Communities (with the exception of Estate Density and Low Density), Business and Office, and Office/Residential<<~~; or
- ~~[[3.]]>>2.<<~~ Corridors designated as mixed-use corridors in an area plan that has been accepted by the Board of County Commissioners~~>>; or<<~~
- ~~>>3. Rapid Transit Activity Corridors which includes the areas within one-half mile of the existing Metrorail corridor and the following proposed SMART Plan corridors: Kendall Drive, Beach Corridor, North Corridor, Northeast Corridor, and the South Dade Transitway Corridor. It also includes the area within one mile of the proposed East-West SMART Plan Corridor.<<~~

Appropriate design standards are essential to ensure that the uses permitted in mixed-use developments are compatible with each other and adjacent properties and contribute to the character of the street and the surrounding community. A specific objective in designing mixed-use developments is that the development should be compatible with any existing, or zoned, or Plan-designated adjoining or adjacent uses. The exact residential density that can be achieved on a particular property will depend upon the intensity permitted, the average size of the residential units, the residential percentage of the project and land development regulations concerning building envelopes, parking and open space. Intensities are generally measured as floor area ratios (FARs), which for a particular property is the square footage of the buildings (not counting parking structures or covered pedestrian walkways that are open to the street), divided by the net land area of the parcel. The maximum intensities and densities shall be the greater of those provided in the table below or the maximum intensities and densities of the underlying land use designation. However, the entire development must fit within the building envelope established by the floor area ratio.

Mixed-Use Developments Located Within:	Floor Area Ratio <del>[[Range]]</del>	Maximum Residential Density (dwelling units)
Major Corridors	from 1.0 to 1.5	36
<del>&gt;&gt;Mixed-use Corridors identified in an area plan&lt;&lt;</del>	<del>&gt;&gt;Up to 2.0&lt;&lt;</del>	<del>&gt;&gt;60&lt;&lt;</del>
<del>[[Neighborhood Activity Nodes]]</del>	<del>[[from 0.75 to 1.0]]</del>	<del>[[48]]</del>

>>Rapid Transit Activity Corridors		
Within one-quarter mile	Up to 2.0	60
Between one-quarter and one-half mile	Up to 1.5	36
Between one-half and one mile (East-West Corridor)	Up to 1.25	18<<

## Urban Centers

Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.

The locations of urban centers and the mix and configuration of land uses within them are designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than recent suburban development forms, and to create identifiable "town centers" for Miami-Dade's diverse communities. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.

The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and areawide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour.

Urban Centers are identified on the LUP map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the intensification of development at these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the Community Center policies established below.

## Policies for Development of Urban Centers

Following are policies for development of Urban Centers designated on the Land Use Plan (LUP) map. Where the provisions of this section authorize land uses or development intensities or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern. All development and redevelopment in Urban Centers shall conform to the guidelines provided below.

\* \* \*

**Density and Intensity.** The range of average floor area ratios (FARs) and the maximum allowed residential densities of development within the Regional, Metropolitan and Community Urban Centers are shown in the table below.

	Average Floor Area Ratios (FAR)	Max. Densities Dwellings per Gross
Regional Activity Centers	greater than 4.0 in the core not less than 2.0 in the edge	500
Metropolitan Urban Centers	greater than 3.0 in the core not less than 0.75 in the edge	250
Community Urban Centers	greater than 1.5 in the core not less than 0.5 in the edge	125

In addition, the densities and intensities of developments located within designated Community Urban Centers and around rapid transit stations should not be lower than those provided in Policy LU-7F. Height of buildings at the edge of Metropolitan Urban Centers adjoining stable residential neighborhoods should taper to a height no more than 2 stories higher than the adjacent residences, and one story higher at the edge of Community Urban Centers. However, where the adjacent area is undergoing transition, heights at the edge of the Center may be based on adopted comprehensive plans and zoning of the surrounding area. Densities of residential uses shall be authorized as necessary for residential or mixed-use developments in Urban Centers to conform to these intensity and height policies.

As noted previously in this section, urban centers are encouraged to intensify incrementally over time. Accordingly, in planned future rapid transit corridors, these intensities may be implemented in phases as necessary to conform with provisions of the Transportation Element, and the concurrency management program in the Capital Improvement Element, while ensuring achievement of the other land use and design requirements of this section and Policy LU-7F.

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#### 4) Amend the Intergovernmental Coordination Element of the County's adopted Comprehensive Development Master Plan as follows:

ICE-3G. Maintain and utilize the authority provided in the Miami-Dade County Home Rule Charter for the County to maintain, site, construct and/or operate public facilities in incorporated and unincorporated areas of the County. Furthermore, in order to protect and promote the health, safety, order, convenience, and welfare of the residents, the County shall retain regulatory control over land use, development and service delivery



for all facilities of countywide significance as listed in Table 3. While the County reserves all rights provided by the Miami-Dade County Home Rule Charter, when siting facilities of countywide significance within the boundaries of an incorporated municipality, the County will consider the municipal comprehensive plan and development regulations, as well as the need for the public facility and suitable alternative locations. The County shall at a minimum retain the authority to enforce covenants accepted in connection with Comprehensive Development Master Plan (CDMP) or Zoning approvals to provide facilities of countywide significance in areas subsequently incorporated, or annexed into existing municipalities.

**Table 3**  
**Facilities of Countywide Significance**

Department/Facility	Address	Municipality If Applicable
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**Miami-Dade Transit**

Miami Intermodal Center

Miami

Current and future Metrorail station facilities as identified by Miami-Dade Transit  
 Miami-Dade County bus depots, Transit Centers, rail terminals, and transportation  
 maintenance facilities as may be identified by Miami-Dade Transit

>>Unincorporated areas located within the Miami-Dade County  
 Transportation Infrastructure Improvement District as defined in  
 Section 2-2363 of the Code.<<

>>Miami-  
 Dade<<

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## STAFF ANALYSIS

### Background

**The proposed amendment allows for transit-supportive densities and intensities for mixed-use projects located along the SMART Plan corridors.** On April 21, 2016, the Miami-Dade Transportation Planning Organization (TPO) Governing Board endorsed the Strategic Miami Area Rapid Transit (SMART) Plan which identified six planned rapid transit corridors. The SMART Plan corridors are envisioned to be rapid transit corridors that operate on an exclusive transitway. The specific technology for each corridor will be determined as project development advances. The Miami-Dade County Board of County Commissioners further endorsed the SMART Plan by Resolution No. R-523-16, adopted on June 7, 2016. The SMART Plan Corridors will connect with the existing 25-mile Metrorail system. The six SMART Plan Corridors and the existing Metrorail system are depicted on Appendix B.

The proposed amendment seeks to establish transit-supportive densities and intensities for mixed-use projects located along the SMART Plan Corridors. The proposed amendment addresses the area within one-half mile of the existing Metrorail corridor and the SMART Plan rapid transit corridors, except for the East-West Corridor which includes areas within one mile of the proposed alignment ("SMART Plan Areas"). The proposed density and intensity standards are applicable to the unincorporated portion of the SMART Plan Areas that are not located within a zoned Urban Center and not otherwise governed by standards established in the Rapid Transit Development Zone (Chapter 33C of the Code). Appendix C includes maps of the area subject to the proposed amendment.

Under the proposed amendment, mixed use projects within one-quarter mile of the SMART Plan Corridors would be eligible for 60 dwelling units per acre and up to 2.0 Floor Area Ratio (FAR). Mixed use projects within the area between one-quarter and one-half mile of the SMART Plan Corridors would be eligible for 36 dwelling units per acre and up to 1.5 FAR. Mixed use projects located in the portion of the East-West SMART Plan Corridor between one-half mile and one mile would be eligible for 18 dwelling units per acre and up to 1.25 FAR. The maximum allowable intensity and density would be the greater of those provided in the Mixed-Use Development text or the maximum of the underlying land use designation.

The proposed policies will work in conjunction with the current CDMP policies for Community and Metropolitan Urban Centers which establish development standards within one-half mile of rapid transit stations. The location of current zoned Urban Centers along the corridor are depicted in Appendix D. As discussed in the following paragraphs, additional Urban Centers will be zoned as station locations are identified. The CDMP permits densities up to 125 du/acre within Community Urban Centers and 250 du/acre within Metropolitan Urban Centers. The proposed amendment will address the areas of the SMART Plan Corridors located between Zoned Urban Centers in the Transit Supportive Area<sup>2</sup>. Figure 1 shows how the proposed amendment will work in conjunction with the current Urban Center policies to provide transit-supportive land uses along the SMART Plan Corridors.

The proposed amendment does not limit uses or development intensities permitted by the underlying land use designation. Rather, it establishes an area where property owners are eligible for different uses and development intensities than is presently allowed by the underlying land

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<sup>2</sup> Florida Department of Transportation (FDOT) Florida TOD Guidebook (December 2012) defines the Transit Supportive Area as the area within a one-mile radius surrounding a Transit Neighborhood and Transit Core.

use designation upon zoning approval. Total permissible development may be significantly less than the maximum allowed under the proposed amendment due to land use compatibility, environmental constraints, and other site-related considerations. The proposed amendment includes creation of CDMP Policy LU-9V which requires the County to adopt form-based zoning regulations to implement the mixed-use development provisions for areas within the SMART Plan Areas by 2020. The regulations must, at a minimum, address compatibility with adjacent land uses, use of alternate modes of transportation, and connectivity between land uses and transit. A public hearing will occur at the time of rezoning to the mixed-use district.

On February 6, 2018, the County created a Transportation Infrastructure Improvement District (TIID) which pledges future ad valorem tax revenue increases within the area addressed by the proposed amendment to help fund the rapid transit projects. The TIID will be combined with other local sources, as well as, state and federal funding to advance the SMART Plan Corridors. The proposed amendment supports the TIID by encouraging development and redevelopment along the corridors.

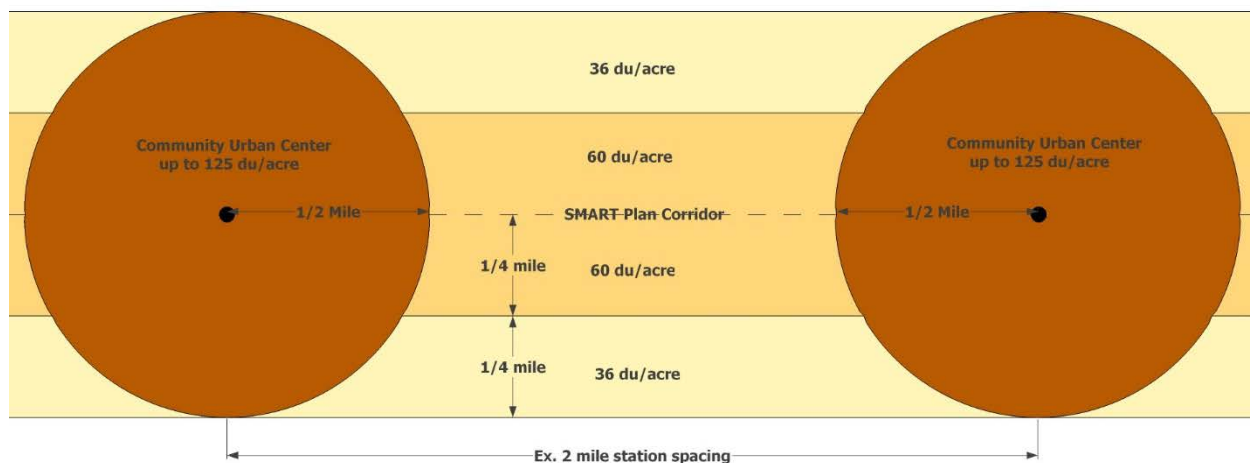


Figure 1: Current Urban Center Densities and Proposed SMART Plan Area Densities  
Source: Miami-Dade County, Planning Division

**The proposed amendment provides a timeline for completion of Urban Center area plans for rapid transit stations located in unincorporated Miami-Dade County and encourages municipalities to establish transit-supportive densities and intensities near rapid transit stations.** The proposed amendment establishes as County policy that Urban Center area plans be completed for station locations identified along the SMART Plan corridors by 2025. This amendment furthers the policies of the CDMP that support the development of moderate to high intensity, design-unified areas around rapid transit stations. Specifically, CDMP Policy LU-7A states that rapid transit station sites and their vicinity shall be developed as Urban Centers in accordance with the CDMP text for Urban Centers. The specific station locations for each corridor will be identified as the projects progress through planning and design.

In accordance with the County's Home Rule Authority and the Legislative Intent of the CDMP, the CDMP defines minimum standards for development of Urban Centers countywide. These standards are to be implemented through municipal comprehensive plans and land development regulations. The proposed amendment establishes as County policy that station development and improvements be prioritized for those municipalities that have established zoning standards that ensure minimum average residential density and non-residential intensity in accordance with

CDMP Policy LU-7F. As discussed in the following paragraphs, adherence to the minimum standards established in CDMP Policy LU-7F is essential to ensuring adequate transit ridership to support the transit investment as well as allowing the County to compete for federal funding.

On November 30, 2004, the Board adopted Resolution No. R-1381-04 which set forth the criteria for prioritizing the development of Area Plans within Urban Centers as follows:

- First Priority – Locations prioritized by the Board of County Commissioners and funded through the budgetary process, including requests originated by Community Councils;
- Second Priority – Urban Centers identified in the County's Comprehensive Development Master Plan, geographically distributed around the unincorporated areas and in the order of Metropolitan Urban Centers followed by Community Urban Centers;
- Third Priority – Urban Centers along major transportation improvements included in the Transportation Planning Organization's Transportation Improvement Program or areas of public investment;
- Fourth Priority – Urban Centers within the incorporated municipalities.

**The proposed amendment establishes minimum non-residential floor area ratios that support transit ridership and are consistent with the "Medium" breakpoints for FTA funding and expands the applicability of the minimum standards to all rapid transit corridors.** CDMP Policy LU-7F currently establishes minimum residential and employment densities within ½ mile of rail rapid transit stations. The proposed amendment seeks to revise the minimum standards for development around rapid transit stations in CDMP Policy LU-7F to provide consistency with the "Medium" breakpoint used by the Federal Transit Administration (FTA) to evaluate projects for federal funding. This will allow the County to compete more favorably for federal funding. The proposed amendment also expands the applicability of the minimum standards to apply to all rapid transit corridors.

The U.S. Department of Transportation, Federal Transit Administration has issued Final Interim Policy Guidance related to funding through the Capital Investment Grant Program which includes the New Starts, Small Starts and Core Capacity Programs.<sup>3</sup> The guidance provides breakpoints used to evaluate applications requesting funding through the Capital Investment Grant Program which includes consideration of population and employment densities within ½ mile of proposed station areas. It is important for the County to be able to demonstrate that the land use policies support the density and intensity thresholds necessary to compete for federal funding. The current minimum standards in Policy LU-7F are in accordance with the "Low" breakpoint for employment intensity and the "Medium" breakpoint for residential density. The proposed amendment will increase the minimum standards for employment density around rapid transit stations to provide consistency with the FTA "Medium" breakpoint and translate the minimum employment density to floor area ratios based on the FTA Guidance which will make it easier to implement through development standards.

**The proposed amendment designates the unincorporated areas within the Transportation Infrastructure Improvement District as Facilities of Countywide Significance.** On May 1, 2018, the Board of County Commissioners designated unincorporated areas located within the Miami-Dade County Transportation Infrastructure Improvement District (TIID) as defined in Section 2-2363 of the Code as "Areas or Facilities of Countywide Significance" in Sections 20-8.6 and 20-28.1 of the Code. The proposed amendment designates the TIID as a "Facility of

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<sup>3</sup> US DOT. Final Interim Policy Guidance. June 2016. Accessed Online at [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FAST\\_Updated\\_Interim\\_Policy\\_Guidance\\_June%20\\_2016.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FAST_Updated_Interim_Policy_Guidance_June%20_2016.pdf)

Countywide Significance” in the Intergovernmental Coordination Element of the CDMP to provide consistency with the change adopted to Chapter 20 of the Code. Designation of the area as a “Facility of County Significance” will allow the County to retain regulatory control over land use, development and service delivery for these areas.

**The proposed amendment outlines maximum densities and intensities for development of properties along Mixed Use Corridors identified in an area plan accepted by the Board of County Commissioners.** Sections 2-116.2 through 2-116.11 of the County Code provide a process for the preparation of area planning reports including procedures for citizen engagement, review by the Planning Advisory Board and acceptance by the Board of County Commissioners. Area plans are most frequently conducted for urban center areas but may also extend beyond the urban center radius established in the CDMP to include mixed use corridors that support the urban center areas. Examples of area plans that include both urban center areas and supporting mixed use corridors include the North Central Urban Area plan and the Bird Road Corridor Study. The proposed amendment provides for density up to 60 dwelling units per acre and floor area ratio up to 2.0 for mixed use corridors identified in an area plan accepted by the Board of County Commissioners.

**The proposed amendment seeks to establish provisions for horizontal mixed-use projects.**

The Mixed-Use Corridor text of the CDMP currently addresses horizontal mixed use but indicates that specific provisions for allowing horizontal mixed use will be considered at a later time. Further, CDMP Policy LU-9T states that the County “shall consider provisions to allow horizontal mixed-use developments, defined as the horizontal integration of parcels with different primary uses within the same site or block, in appropriate future land use categories in the Urban Development Boundary”. The proposed amendment defines horizontal mixed use to be the horizontal mix of uses, such as single use buildings on the same site or within one-quarter mile. Given the variability in block lengths, the proposed amendment utilizes a “5-minute walk radius” to define horizontal mixed use rather than block length, as is currently proposed in CDMP Policy LU-9T.

Under the proposed amendment, horizontal mixed-use projects could be considered within the SMART Plan Areas, within 660’ of a “Major Roadway” as identified on the CDMP Land Use Plan Map or within a mixed-use corridor identified in an area plan that has been accepted by the Board. Horizontal mixed-use projects would be permitted within these areas in the following circumstances: 1) a single use building is located on a site that contains a mix of uses or multiple sites containing a mix of uses joined through a unity of title; or 2) where the saturation of a single use, including residential or commercial, does not currently or would not be caused to exceed 70% of the total building area within one-quarter mile of a proposed application site.

**The proposed amendment provides greater flexibility for vertical mixed-use projects.** The current CDMP text related to vertical mixed-use development includes detailed requirements for where the various uses must be located within the building. The proposed amendment simplifies the text by simply requiring that the vertical mixed-use structure contain both residential and non-residential components. In addition, the current CDMP text requires that the residential component of the structure comprise at least 20 percent but no more than 75 percent of the total floor area. The proposed amendment increases the maximum total floor area that can be dedicated to residential uses to 85 percent to provide greater flexibility in the mix of uses.

**The proposed amendment deletes ineffective provisions related to Neighborhood Activity Nodes.** The current text related to mixed use development in neighborhood activity nodes has been found to be ineffective. The text allows for mixed use development within the 40 acre “neighborhood activity node” up to densities of 18 dwelling units per acre. However, the text also

provides that the area within 660' of the neighborhood activity node that is located along the major corridor could be developed at 36 dwelling units per acre. The areas eligible for the greater densities under the major corridor text would include all areas eligible for neighborhood activity node densities making these provisions unnecessary.

### **Existing and Proposed Land Use**

Development and redevelopment along the corridors is expected to occur incrementally over a long-term planning horizon. To assess the potential impact of the proposed amendment, parcels were identified that are more likely to redevelop over this long-term planning horizon ("redevelopment parcels"). The analysis included properties that meet the following criteria:

- 1) the property is currently vacant; or
- 2) the current structure located on the property was built prior to 1980; and the value of the current structure is 0.75 or less of the value of the land.

Development potential for the redevelopment parcels was computed based on the maximum development potential permitted under the proposed amendment, however, actual development that can occur on a given parcel may be significantly less due to land use compatibility, environmental constraints, and other site-related considerations. Development potential along each of the corridors based on this analysis is summarized below.

- ***South Dade Corridor*** – The redevelopment parcels within the Corridor could currently be developed with 2,405,833 square feet of retail, 1,227,739 square feet of industrial, 302,714 square feet of professional office, 1,181 single-family residential units, 659 townhome units, and 397 multi-family residential units. This would be expected to generate 8,613 employees and a resident population of 6,452 people. Under the proposed amendment, the redevelopment parcels could be developed with 3,149,028 square feet of retail, 2,462,266 square feet of professional office, and 13,960 multi-family residential units. This would be expected to generate 16,220 employees and a resident population of 29,637 people.
- ***Metrorail Corridor*** – The redevelopment parcels within the Corridor could currently be developed with 6,144,163 square feet of retail, 13,807,823 square feet of industrial, 157,516 square feet of professional office, 765 single-family residential units, 1,288 townhome units, and 950 multi-family residential units. This would be expected to generate 33,568 employees and a resident population of 7,872 people. Under the proposed amendment, the redevelopment parcels could be developed with 12,605,372 square feet of retail, 9,703,515 square feet of professional office, and 12,278 multi-family residential units. This would be expected to generate 64,408 employees and a resident population of 22,015 people.
- ***Northeast Corridor*** – The redevelopment parcels within the Corridor could currently be developed with 1,285,939 square feet of retail, 17,580 square feet of professional office, 45 single-family residential units, 115 townhome units, and 65 multi-family residential units. This would be expected to generate 3,275 employees and a resident population of 603 people. Under the proposed amendment, the redevelopment parcels could be developed with 673,235 square feet of retail, 365,252 square feet of professional office, and 811 multi-family residential units. This would be expected to generate 2,921 employees and a resident population of 1,366 people.
- ***Kendall Corridor*** – The redevelopment parcels within the Corridor could currently be developed with 5,862,134 square feet of retail, 114,033 square feet of professional office, 86 single-family residential units, 6 townhome units, and 1,115 multi-family residential units. This would be expected to generate 15,042 employees and a resident population of

2,590 people. Under the proposed amendment, the redevelopment parcels could be developed with 4,780,933 square feet of retail, 3,998,883 square feet of professional office, and 1,948 multi-family residential units. This would be expected to generate 25,508 employees and a resident population of 4,025 people.

- **East-West Corridor** – The redevelopment parcels within the Corridor could currently be developed with 5,319,619 square feet of retail, 7,302,485 square feet of industrial, 2,823,988 square feet of professional office, 669 single-family residential units, 428 townhome units, and 390 multi-family residential units. This would be expected to generate 32,219 employees and a resident population of 4,052 people. Under the proposed amendment, the redevelopment parcels could be developed with 12,356,873 square feet of retail, 4,747,839 square feet of professional office, and 4,339 multi-family residential units. This would be expected to generate 46,987 employees and a resident population of 7,615 people.
- **North Corridor** – No redevelopment parcels were identified within the North Corridor.
- **Beach Corridor** – The Beach Corridor is entirely located within incorporated municipal boundaries.

### **Impacts to Facilities and Services**

CDMP Objective CIE-3 states that “CDMP land use decisions will be made in the context of available fiscal resources such that scheduling and providing capital facilities for new development will not degrade adopted service levels”. While the analysis discussed in this Section provides a snapshot of facility and service needs that may occur over a long-term planning horizon, it is impossible to accurately assess the impact the proposed amendment will have on facilities and services since improvements to those facilities and services would also be expected to occur within the same time period. Individual projects will be reviewed for impacts to facilities and services at the time of development approval and the ability to achieve the maximum allowable development on a particular parcel will be contingent upon the ability to meet adopted Level of Service Standards in accordance with the County’s concurrency management requirements.

### **Public Schools**

The adopted Level of Service (LOS) standard for all public schools in Miami-Dade County is 100% utilization of Florida Inventory of School Houses (FISH) capacity with relocatable classrooms (CDMP Policy EDU-2A). This LOS standard, except for magnet schools and public charter schools, shall be applicable in each public school concurrency service area (CSA). The CSA is defined as the public school attendance boundary for each school, as established by Miami-Dade County Public Schools. This school concurrency LOS standard applies to residential development.

This application is a text amendment and the mixed-use development proposed in this application is preliminary and no specific residential development is being proposed at this time under this application. Therefore, a detailed school concurrency analysis has not been performed. Section 9 of the ILA discusses implementation of school concurrency, indicating the test for school concurrency is at the time of a final subdivision, site plan or functional equivalent, not at the time of CDMP amendment application for land use. A school concurrency analysis, is conducted based on the adopted LOS standard for public schools, as established in the Interlocal Agreement (ILA) for Public Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, and current available capacity and school attendance boundaries. If capacity is not available at the school of impact, the developments impact can be shifted to one or more contiguous CSA

that have available capacity, located either in whole in part within the same Geographic Area, as defined in CDMP Policy EDU-2C. Miami-Dade County Public Schools is required to maintain the adopted LOS standard throughout the five-year planning period. In the event that there is not sufficient capacity at the time of final subdivision, site plan or functional equivalent, the ILA and the Educational Element of the CDMP describe a proportionate share mitigation process.

### **Historic Preservation**

The Office of Historic Preservation has no objections to the subject application. It should be noted, however, that the proposed text amendment is likely to result in future applications for individual parcels. This could potentially impact historic and/or archaeological resources and such applications would require review by the Office of Historic Preservation.

### **Aviation**

Miami-Dade Aviation Department does not object to the proposed request provided that all uses comply with federal, state and local aviation regulations, including the Code of Miami-Dade County, Chapter 33 as it pertains to airport zoning. Development will be reviewed for compliance with these requirements at the time of development approval.

### **Parks and Recreation**

Recreation and Open Space Element policies ROS-2a (i); (ii); (iii); (iv); and (v) provide for the establishment of Miami-Dade County's minimum Level of Service standard for the provision of local recreation open space. This application for the SMART corridors spans all three Park Benefit Districts. Collectively the three Park Benefit Districts have a surplus capacity of 779.93 acres. Park Benefit District 1 (PBD1) has a surplus capacity of 126.54 acres, Park Benefit District 2 (PBD2) has a surplus capacity of 473.18 acres and Park Benefit District 3 (PBD3) has a surplus capacity of 180.21 acres, when measured by the County concurrency level-of-services standard for the unincorporated area of 2.75 acres of local recreation open space for 1,000 persons in UMSA.

***South Dade Corridor:*** Total residential population resulting from existing mix of residential types is 6,452. The concurrency analysis for this scenario results in an impact of 17.74 acres based on the minimum Level of Service standard for the provision of local recreation open space. Total residential population resulting from proposed multifamily development is 29,637. The concurrency analysis for this scenario results in an impact of 81.50 acres based on the minimum Level of Service standard for the provision of local recreation open space.

***Metrorail Corridor:*** Total residential population resulting from existing mix of residential types is 67872. The concurrency analysis for this scenario results in an impact of 21.65 acres based on the minimum Level of Service standard for the provision of local recreation open space. Total residential population resulting from proposed multifamily development is 22,015. The concurrency analysis for this scenario results in an impact of 60.54 acres based on the minimum Level of Service standard for the provision of local recreation open space.

***Northeast Corridor:*** Total residential population resulting from existing mix of residential types is 603. The concurrency analysis for this scenario results in an impact of 1.7 acres based on the minimum Level of Service standard for the provision of local recreation open space. Total residential population resulting from proposed multifamily development is 1,366. The concurrency analysis for this scenario results in an impact of 3.76 acres based on the minimum Level of Service standard for the provision of local recreation open space.



**Kendall Corridor:** Total residential population resulting from existing mix of residential types is 2590. The concurrency analysis for this scenario results in an impact of 7.12 acres based on the minimum Level of Service standard for the provision of local recreation open space. Total residential population resulting from proposed multifamily development is 4025. The concurrency analysis for this scenario results in an impact of 11.07 acres based on the minimum Level of Service standard for the provision of local recreation open space.

**East West Corridor:** Total residential population resulting from existing mix of residential types is 4042. The concurrency analysis for this scenario results in an impact of 11.14 acres based on the minimum Level of Service standard for the provision of local recreation open space. Total residential population resulting from proposed multifamily development is 7,615. The concurrency analysis for this scenario results in an impact of 20.94 acres based on the minimum Level of Service standard for the provision of local recreation open space.

**North Corridor:** No redevelopment parcels were identified along the North Corridor.

The total impact of the higher densities for all 5 corridors is 177.81 acres compared to 59.35 acres under the existing potential development scenarios. In summary, the overall increase in impact because of increased densities for the three park benefit districts is 118.46 acres. However, there is an overall surplus acreage in the three park benefit districts of 779.3 acres. Therefore, this application meets concurrency.

### **Solid Waste Management**

The Department of Solid Waste Management does not actively compete for waste collection service for multifamily or commercial establishments that are anticipated to be developed in the SMART Plan corridors. Waste collection and recycling services in the newly developed areas would, therefore, most likely be provided by a private waste hauler. If the requested amendment is approved, it will have no impact on Miami-Dade County's solid waste collection and disposal services and facilities.

### **Emergency Management**

The land area subject to the proposed amendment is not located within the Coastal High Hazard Area which includes areas vulnerable to storm surge from a Category One hurricane. However, portions of the area may be subject to evacuation orders from more extreme storm events. In the event of a large-scale disaster such as a hurricane, Miami-Dade County will order residents to evacuate the impacted storm surge planning zones. Figure 2 includes a map of the five storm surge planning zones that were developed in concert with the National Hurricane Center. The five planning zones currently have a resident population of 1.9 million people. This amendment application may increase the residential population in several areas of the County that are located within storm surge planning zones.

Miami-Dade County government in cooperation with the Miami-Dade School Board have designated 84 schools as general population evacuation centers and five as medical evacuation centers. The general population centers encompass 1.7 million square feet and can accommodate 97,855 residents. The medical evacuation centers encompass 198,480 square feet and can accommodate 3,308 residents. According to the State of Florida there is currently an evacuation center deficit in Miami-Dade County. A deficit is declared when the County has more residents that would likely stay in an evacuation center than space available. As of 2018 the evacuation deficit for Miami-Dade County is 13,269. Depending on the timing of shelter capacity improvements, the potential increase in population associated with the amendment application

may further impact this deficit and require the identification and allocation of additional evacuation centers throughout the county. This would be addressed by planning for new educational facilities that are constructed to also serve as public shelters.

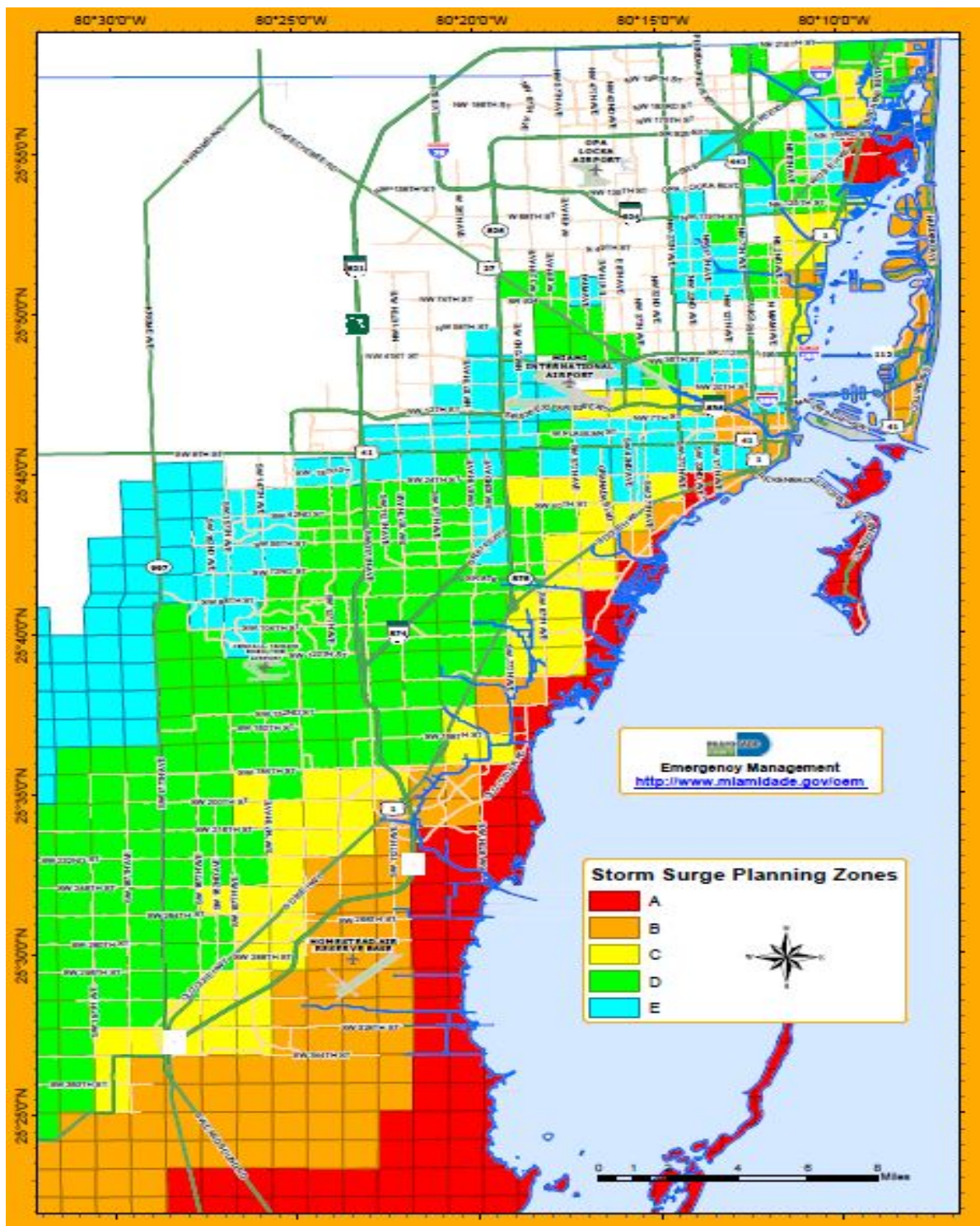


Figure 2: Miami-Dade Storm Surge Planning Zones  
 Source: Miami-Dade Office of Emergency Management

## **Environmental Conditions**

### Pollution Remediation

For sites with records of contamination identified by DERM and with potential contamination based on current or previous use, DERM requires that a Phase 1 and Phase 2 Environmental Site Assessment be conducted on the site prior to development in accordance with ASTM Standards be conducted. Any construction, development, drainage and dewatering to take place on sites with identified records of contamination will also require approval from DERM Environmental Monitoring and Restoration Division as it relates to environmental contamination issues.

### Water Management

Any amendment to the Land Use Element that allows the increase in density, or the reduction of permeable areas, may impact the Stormwater Management Level of Service (Drainage Element), and it should be considered for evaluation due to possible impacts. Any proposed drainage/water management system shall comply with the regulations from all the permitting agencies having jurisdiction.

### Environmentally Endangered Lands

The South Dade Corridor encompasses multiple public conservation areas owned or managed by the Miami-Dade County Environmentally Endangered Lands (EEL) Program. The South Dade Corridor extending from SW 88th Street south to SW 344th Street contains Rockdale Pineland Preserve at SW 144th Street and U.S. 1; Goulds Pineland Preserve at SW 120th Avenue & SW 224th Street; Black Creek Forest at SW 214th Street & SW 112th Avenue, and Seminole Wayside Addition Preserve at SW 300th Street & U.S. 1. These preserves are also County-designated Natural Forest Communities (NFC) and are subject to NFC regulations (Section 24-49 of the Code) and EEL Ordinance for preservation and management consistent with the purposes set forth in Section 24-50 of the Code. Development on parcels adjacent to NFC/EEL properties must avoid adverse impacts to the preserve associated with the placement of buildings, construction of infrastructure, storage of construction materials and equipment, final grade, drainage and erosion. Heavy machinery may not be parked alongside or inside the NFC/EEL property in order to avoid impacts.

These pine rockland preserves will be maintained by the use of periodic ecological prescribed burning. This land management technique reduces the wildfire threat and is beneficial to the ecosystem the EEL Program is charged with protecting and managing. Such burning is generally performed every three to five years. The South Dade Corridor lies within the potential smoke dispersion corridor of these preserves. Consequently, the corridor may be affected by the periodic smoke events from prescribed burns or unexpected wildfires. According to the Landscape Code for Miami-Dade County, controlled species may not be planted within 500 feet of the native plant community. Please refer to the Miami-Dade County Landscape Manual for a list of these controlled landscaping plants.

EEL preserves are publicly-owned, designated Natural Forest Communities with the following requirements from the Conservation Element of the CDMP:

- CON-8C: Development in the forested portions of publicly owned Natural Forest Communities designated by the Board of County Commissioners pursuant to Resolution No. R-1764-84, as may be amended from time to time, shall be permitted only if it is clearly in the public interest, there is no feasible alternative, and such development does not adversely impact other remaining natural forest resources on-site.

- CON-8D: Where hammocks or pinelands are contained within prospective development sites, they shall be given priority for designation as landscape and open space areas and left intact. The extent of hammock and pineland area destroyed shall be minimized by the use of native plant buffers, clustering, large lot zoning, and/or reduced roadway widths. Care shall be exercised when developing adjacent land to minimize root damage and filling. Disturbance to the forest canopy and understory shall be minimized and confined to the least viable areas. Preservation areas shall be located and configured to protect rare, threatened and endangered species and to allow for prescribed burning, where applicable. In the protected forest areas, understory vegetation and associated geologic features shall be protected and maintained in perpetuity.
- CON-8E: The destruction of environmentally sensitive Natural Forest Communities shall be kept to a minimum; a long-term mitigation and management plan shall be developed to assure the continued maintenance of the remaining forest lands and the restoration or creation of at least an equal amount of forest lands to those destroyed.

EEL preserves contain threatened and endangered species and Critical Habitat with the following requirements from the Conservation Element of the CDMP:

- CON-9A: All activities that adversely affect habitat that is critical to federal or State designated, endangered or threatened species shall be prohibited unless such activity(ies) are a public necessity and there are no possible alternative sites where the activity(ies) can occur.
- CON-9B: All nesting, roosting and feeding habitats used by federal or State designated endangered or threatened species, shall be protected and buffered from surrounding development or activities and further degradation or destruction of such habitat shall not be authorized.
- CON-9E: Conservation of upland wildlife habitats shall be taken into consideration during development evaluation and permitting processes.
- CON-9F: The County's planning for the future development of open space and wetland mitigation areas shall include the protection, conservation and/or restoration of wildlife habitats.

#### Wellfield Protection

The South Dade Corridor area traverses the Alexander Orr, South Miami Heights, Naranja Park, Leisure City, Wittkop Park, Harris Park and Florida City Wellfield Protection Areas. The Metrorail Corridor area traverses the Hialeah Preston and the Alexander Orr Wellfield Protection Areas. The Kendall Corridor Buffer area traverses the West, Southwest, Snapper Creek and the Alexander Orr Wellfield Protection Areas. The East West Corridor one-mile buffer area traverses the West, Northwest and Hialeah Preston Wellfield Protection areas. The location of the wellfield protection areas in relation to the SMART Plan Corridors is depicted on Figures 3 through 6.

In accordance with the Code, DERM may only approve development orders within a wellfield protection area that complies with the regulations established in Section 24-43 of the Code. There are specific development restrictions within certain portions of a wellfield protection area including but not limited to prohibition of storing hazardous materials, prohibition of generating hazardous wastes, type of drainage systems allowed, and sewage loading restrictions into sanitary sewers.

Pursuant to CON-3A of the CDMP Conservation Element, hazardous materials and hazardous wastes are prohibited within the wellfield protection areas. Any non-residential land uses proposed within a wellfield protection area will require the owner of the property to submit a properly executed covenant in accordance with Section 24-43(5) of the Code which provides that



hazardous materials shall not be used, generated, handled, discharged, disposed of or stored on the subject property.



Figure 3: South Dade Corridor Wellfield Protection Areas  
Source: Miami-Dade County, Division of Environmental Resource Management

[illegible]

Source: Miami-Dade County, Division of Environmental Resource Management

Source: Miami-Dade County, Division of Environmental Resource Management



## KENDALL CORRIDOR – WELLFIELD PROTECTION AREA



Figure 5: Kendall Corridor Wellfield Protection Areas

Source: Miami-Dade County, Division of Environmental Resource Management

## EAST WEST CORRIDOR – WELLFIELD PROTECTION AREA



Figure 6: East-West Corridor Wellfield Protection Areas

Source: Miami-Dade County, Division of Environmental Resource Management



## Water and Sewer

### Water Treatment Plant Capacity

The County's adopted LOS standard for potable water treatment facilities requires that the regional water treatment system, consisting of MDWASD Hialeah Reverse Osmosis, Hialeah, Preston, and Alexander Orr District Treatment Plants, shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. The water must also meet all applicable federal, state, and county primary drinking water standards.

The rated treatment capacity of the Miami-Dade Water and Sewer Department regional water treatment system is 449.74 million gallons per day (MGD). To maintain sufficient capacity in accordance with the level of service standard outlined in CDMP Policy WS-2A, the regional system shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. Therefore, the total available water treatment plant capacity based on CDMP Policy WS-2A is 72.35 MGD. This is calculated using the available plant capacity (449.74 MGD), subtracting 102% of the maximum day flow (343.44 MGD) and subtracting the water that is reserved through development orders (33.95 MGD).

The "Estimated Water Demand/Sewer Flow" table below identifies the estimated water demand associated with the proposed amendment. A Water Supply Certification Letter will be required at the time of development, at which time the proposed project will be evaluated for water supply availability and a water supply reservation will be made.

**South Dade Corridor  
Estimated Water Demand/Sewer Flow**

Estimated Water Demand Growth				
Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami- Dade Code)	Projected Water Demand (gpd)
Current CDMP Potential				
	Retail	2,405,833 sq. ft.	10 gpd/100 sq.ft.	240,583
	Industrial	1,227,739 sq. ft.	4 gpd/100 sq. ft.	49,110
	Office	302,714 sq. ft.	5 gpd/100 sq. ft.	15,136
	Single Family Res	1,181 unit	210 gpd/unit	248,010
	Townhouse	659 units	165 gpd/unit	108,735
	Multi-family	397 units	135 gpd/unit	53,595
	SUBTOTAL			715,169
Requested CDMP Designation				
	Retail	3,149,028 sq. ft.	10 gpd/100 sq.ft.	314,903
	Office	2,462,266 sq. ft.	5 gpd/100 sq. ft.	123,113
	Multi-family	13,960 units	135 gpd/unit	1,884,600

	<b>SUBTOTAL</b>	<b>2,322,616</b>
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Source: Miami-Dade Water and Sewer Department; September 2018

**Metrorail Corridor  
Estimated Water Demand/Sewer Flow**

Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
Current CDMP Potential				
	Retail	6,144,163 sq. ft.	10 gpd/100 sq.ft.	614,416
	Industrial	13,807,823 sq. ft.	4 gpd/100 sq. ft.	552,313
	Office	157,516 sq. ft.	5 gpd/100 sq. ft.	7,876
	Single Family Res	765 unit	210 gpd/unit	160,650
	Townhouse	1,288 units	165 gpd/unit	212,520
	Multi-family	950 units	135 gpd/unit	128,250
	SUBTOTAL			1,676,025
Requested CDMP Designation				
	Retail	12,605,372 sq. ft.	10 gpd/100 sq.ft.	1,260,537
	Office	9,703,515 sq. ft.	5 gpd/100 sq. ft.	485,176
	Multi-family	12,278 units	135 gpd/unit	1,657,530
	SUBTOTAL			3,403,243

Source: Miami-Dade Water and Sewer Department; September 2018

**Northeast Corridor  
Estimated Water Demand/Sewer Flow**

Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami- Dade Code)	Projected Water Demand (gpd)
<b>Current CDMP Potential</b>				
	Retail	1,285,939 sq. ft.	10 gpd/100 sq.ft.	128,594
	Office	17,580 sq. ft.	5 gpd/100 sq. ft.	879
	Single Family Res	45 units	210 gpd/unit	9,450
	Townhouse	115 units	165 gpd/unit	18,975
	Multi-family	65 units	135 gpd/unit	8,775
	<b>SUBTOTAL</b>			<b>166,673</b>

Requested CDMP Designation				
	Retail	673,235 sq. ft.	10 gpd/100 sq.ft.	67,324
	Office	365,252 sq. ft.	5 gpd/100 sq. ft.	18,263
	Multi-family	811 units	135 gpd/unit	109,485
	<b>SUBTOTAL</b>			<b>195,072</b>

Source: Miami-Dade Water and Sewer Department; September 2018

**Kendall Corridor  
Estimated Water Demand/Sewer Flow**

Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami- Dade Code)	Projected Water Demand (gpd)
Current CDMP Potential				
	Retail	5,862,134 sq. ft.	10 gpd/100 sq.ft.	586,213
	Office	114,033 sq. ft.	5 gpd/100 sq. ft.	5,702
	Single Family Res	86 unit	210 gpd/unit	18,060
	Townhouse	6 units	165 gpd/unit	990
	Multi-family	1,115 units	135 gpd/unit	150,525
	SUBTOTAL			761,490
Requested CDMP Designation				
	Retail	4,780,933 sq. ft.	10 gpd/100 sq.ft.	478,093
	Office	3,998,883 sq. ft.	5 gpd/100 sq. ft.	199,944
	Multi-family	1,948 units	135 gpd/unit	262,980
	SUBTOTAL			941,017

Source: Miami-Dade Water and Sewer Department; September 2018

**East-West Corridor  
Estimated Water Demand/Sewer Flow**

Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami- Dade Code)	Projected Water Demand (gpd)
<b>Current CDMP Potential</b>				
	Retail	5,319,619 sq. ft.	10 gpd/100 sq.ft.	531,962
	Industrial	7,302,485 sq. ft.	4 gpd/100 sq. ft.	292,099
	Office	2,823,988 sq. ft.	5 gpd/100 sq. ft.	141,199

	Single Family Res	669 unit	210 gpd/unit	140,490
	Townhouse	428 units	165 gpd/unit	70,620
	Multi-family	390 units	135 gpd/unit	52,650
	SUBTOTAL			1,229,020
Requested CDMP Designation				
	Retail	12,356,873 sq. ft.	10 gpd/100 sq.ft.	1,235,687
	Office	4,747,839 sq. ft.	5 gpd/100 sq. ft.	237,392
	Multi-family	4,339 units	135 gpd/unit	585,765
	SUBTOTAL			2,058,844

Source: Miami-Dade Water and Sewer Department; September 2018

- \* No redevelopment parcels were identified within the North Corridor. The Beach Corridor is located entirely within incorporated municipal boundaries.

Water Supply and Connectivity:

**South Dade Corridor** - The water supply within WASD's service area will be provided by the Alexander-Orr Water Treatment Plant (WTP) and by the South Dade System WTPs. At the present time, there is adequate treatment and water supply capacity for the proposed potential development within the unincorporated areas of the Corridor that are served by WASD, consistent with Policy WS-2A(1) of the CDMP. Within WASD's service area, there are water mains within the South Dade Corridor, with the exception of the areas approximately between SW 226th Street and SW 248th Street, and from approximately SW 264th Street to SW 280th Street, where there is limited or no infrastructure. Pursuant to Chapter 24 of the Code any new development or re-development within the South Dade Corridor will be required to connect to public water. At the time of development, the proposed projects will be analyzed on a one-to-one basis. New infrastructure or infrastructure improvements to accommodate the proposed development may be required. Also, the Downtown Kendall System Betterment Construction Connection Charge Basin is within the South Dade Corridor, in the Unincorporated area of Miami-Dade County. WASD will collect a special water connection charge of \$0.53 per gallon, for the future development within this Basin, for the expansion of the water facilities in the Basin.

**Metrorail Corridor** - The water supply for the areas of the Corridor north of Flagler Street will be provided by the Hialeah-Preston WTP, and the water supply for the areas of the Corridor south of Flagler Street will be provided by the Alexander-Orr WTP. At the present time, there is adequate treatment and water supply capacity for the proposed potential development, consistent with Policy WS-2A(1) of the CDMP. There are water mains within the unincorporated areas of the Corridor that are served by WASD. Pursuant to Chapter 24 of the Code any new development or re-development within the Corridor will be required to connect to public water. At the time of development, the proposed potential development in the Corridor will be analyzed on a one-to-one basis and new infrastructure or infrastructure improvements to accommodate the proposed development may be required.

**Northeast Corridor** – The water supply within WASD's service area north of Flagler Street will be provided by the Hialeah-Preston WTP. The water supply for the area of the Corridor south of Flagler Street will be provided by the Alexander-Orr WTP. At the present time, there is adequate treatment and water supply capacity for the proposed potential development, within the unincorporated areas of

the Corridor that are served by WASD, consistent with Policy WS-2A(1) of the CDMP. There are water mains within the unincorporated areas of the Corridor that are served by WASD. Pursuant to Chapter 24 of the Code any new development or re-development within the corridor will be required to connect to public water. At the time of development, the proposed potential development in the Corridor will be analyzed on a one-to-one basis and new infrastructure or infrastructure improvements to accommodate the proposed development may be required.

**Kendall Corridor** – The Kendall Corridor is within WASD's service area. The water supply will be provided by the Alexander-Orr WTP. At the present time, there is adequate treatment and water supply capacity for the proposed potential development within the unincorporated areas of the corridor, consistent with Policy WS-2A(1) of the CDMP. Pursuant to Chapter 24 of the Code any new development or re-development within the corridor will be required to connect to public water. In general, there are water mains within the unincorporated areas of the Kendall Corridor. The proposed potential development in the Corridor will be analyzed on a one-to-one basis and new infrastructure or infrastructure improvements to accommodate the proposed development might be required.

**East-West Corridor** – The water supply north of Flagler Street will be provided by the Hialeah-Preston WTP and south of Flagler Street by the Alexander-Orr WTP. At the present time, there is adequate treatment and water supply capacity for the proposed potential development, consistent with Policy WS-2A(1) of the CDMP. In general, there are water mains within the East West Corridor. Pursuant to Chapter 24 of the Code any new development or re-development within the corridor will be required to connect to public water. At the time of development, the proposed potential development in the Corridor will be evaluated on a one-to-one basis and new infrastructure or infrastructure improvements for the proposed development may be required.

**North Corridor** – For areas within WASD's service area, the water supply will be provided by the Hialeah-Preston WTP. At the present time, there is adequate treatment and water supply capacity for the proposed potential development, consistent with Policy WS-2A(1) of the CDMP. In general, there are water mains in the unincorporated areas of the North Corridor that are within WASD's service area. At the time of development, the future projects in the Corridor will be evaluated on a one-to-one basis and new infrastructure or infrastructure improvements for the proposed development may be required.

#### Sewer Treatment Plant Capacity

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system, consisting of North, Central, and South District Wastewater Treatment Plants, operate with a capacity that is two percent above the average daily flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow.

The Miami-Dade County Water and Sewer Department regional wastewater treatment system capacity is the sum of the daily treatment capacity of the three wastewater treatment plants. The regional wastewater treatment system can treat up to 375.5 MGD. The Sanitary Sewer Level of Service (LOS) standard presented in the CDMP requires the regional system to have sufficient capacity to treat 102% of the average daily sewage demand of the preceding 5 years. The available capacity is calculated by subtracting 102% of the annual average flow for the preceding 5 years (310.69 MGD) and the capacity reserved for development orders (39.71 MGD) from the system capacity (375.5 MGD). Therefore, the available wastewater treatment plant capacity is 25.1 MGD.

#### Sewer System Connectivity:

**South Dade Corridor** - The wastewater flows within WASD's service area will be transmitted to the South District Wastewater Treatment Plant (SDWWTP) for treatment and disposal. This WWTP is currently operating under a permit from the Florida Department of Environmental Protection. Currently, there is adequate sewer treatment and disposal capacity for the proposed potential development consistent with Policy WS-2 A(2) of the CDMP. There are several areas within the South Dade Corridor that have limited or no sewer infrastructure. These areas are mostly between SW 96<sup>th</sup> Street to SW 128<sup>th</sup> Street, SW 220<sup>th</sup> Street to SW 248<sup>th</sup> Street, SW 264<sup>th</sup> Street to SW 280<sup>th</sup> Street, and from SW 288<sup>th</sup> Street to approximately SW 304<sup>th</sup> Street. New development or redevelopment in these areas will be required to extent and connect to the public sanitary sewer system pursuant to Chapter 24 of the Code. Feasibility of connecting to sanitary sewer lines, availability and capacity are evaluated by DERM during the review of development orders in accordance with the mandated criteria set forth in the Consent Decree Case: NO. 1:12-cv-24400-FAM, effective Dec 6, 2013. At the time of development, the proposed projects will be analyzed on a one-to-one basis. New infrastructure or infrastructure improvements to accommodate the proposed development may be required. In addition, there are sanitary sewer projects planned in the subject Corridor along South Dixie Highway. On July 2, 2013, the Board of County Commissioners (BCC) approved Resolution R-597-13 directing WASD to develop a plan to extend sewer service to certain unsewered commercial and industrial areas within WASD's service area. Subsequently, a technical report was prepared by WASD's consultant Black & Veatch, and a prioritization of the projects was developed for projects that could be funded by \$126 million of General Obligation Bonds. There are two planned sewer corridor projects within the South Dade Corridor. The projects are as follows:

- Project No. D8-A: Along South Dixie Highway, from SW 304<sup>th</sup> Street to SW 296<sup>th</sup> Street, from SW 154<sup>th</sup> Terrace to SW 148<sup>th</sup> Street, and from SW 145<sup>th</sup> Street to SW 140<sup>th</sup> Terrace, and along SW 134<sup>th</sup> Avenue, from South Dixie Highway to SW 248<sup>th</sup> Street.
- Project No. D9-A: Along South Dixie Highway, from SW 280<sup>th</sup> Street to SW 272<sup>nd</sup> Street, and from SW 270<sup>th</sup> Street to SW 264<sup>th</sup> Street, along SW 120<sup>th</sup> Avenue from SW 220<sup>th</sup> Street to SW 218<sup>th</sup> Street, and along SW 99<sup>th</sup> Road, from W. Hibiscus Street to W. Evergreen Street.

**Metrorail Corridor** - The wastewater flows for the proposed potential development will be transmitted to WASD's North District, Central District and South District's WWTPs for treatment and disposal, depending on the location within the Corridor. All three WWTPs are operating under a permit from the Florida Department of Environmental Protection. Currently, there is adequate sewer treatment and disposal capacity for the proposed potential development consistent with Policy WS-2 A (2) of the CDMP. There are pockets within the Metrorail Corridor in unincorporated areas served by WASD that do not have sewer infrastructure. The area south of NW 87<sup>th</sup> Street, north of NW 71<sup>st</sup> Street, west of NW 22<sup>nd</sup> Avenue, and east of NW 37<sup>th</sup> Avenue is mostly on septic. New development or redevelopment in these areas will be required to connect to public sewer system pursuant to Chapter 24 of the Code. Feasibility of connecting to sanitary sewer lines, availability and capacity are evaluated by DERM during the review of development orders in accordance with the mandated criteria set forth in the Consent Decree Case: NO. 1:12-cv-24400-FAM, effective Dec 6, 2013. Within this area, there are planned sewer corridor projects to address deficiencies within the commercial corridors. The projects include the Green Tech Corridor Project Nos. S-3, S-4, and S-5, and Sewer Corridor Project No. D2-A.

- Project Nos. S-3 and S-4 are under property negotiations for the Pump Station site and are estimated to be completed by 2022. Project S-5 is under design status and it is anticipated to be completed by the end of 2022.

- Project D2-A extends along NW 27<sup>th</sup> Avenue from NW 135<sup>th</sup> Street to NW 82<sup>nd</sup> Street. Currently, there are five design contracts underway for the entire sewer corridor project. The projects are anticipated to be completed between October 1, 2019 and May 1, 2020.

At the time of development, the proposed potential development in the Corridor will be analyzed on a one-to-one basis and new infrastructure or infrastructure improvements to accommodate the proposed development may be required.

**Northeast Corridor** - The wastewater flows within the Corridor will be transmitted to the North and Central District WWTPs for treatment and disposal. These WWTPs are operating under a permit from the Florida Department of Environmental Protection. Currently, there is adequate sewer treatment and disposal capacity for the proposed potential development, consistent with Policy WS-2 A (2) of the CDMP. Some areas of the Corridor that are served by WASD are lacking sewer. The area east of Biscayne Blvd from NE 105<sup>th</sup> Street to NE 108<sup>th</sup> Street, the area from NE 174<sup>th</sup> Terrace to NE 193<sup>rd</sup> Street, the area east of the Oleta River from NE 193<sup>rd</sup> Street to NE 203<sup>rd</sup> Street, and the area North of NE 203<sup>rd</sup> Street have limited sewer. Also, the unincorporated area east of Biscayne Blvd, north of NE 87<sup>th</sup> Street, south of NE 90<sup>th</sup> Street, and west of the Corridor buffer is lacking sewer. It shall be noted that a small portion of this area is within WASD's Construction Connection Charge Biscayne Basin. This Basin has a sanitary sewer special connection charge of \$4.24 per gallon. At the time of development, WASD will collect this special connection charge from property owners for the expansion of the sewer facilities in the Basin Area. The proposed potential development in the Corridor will be analyzed on a one-to-one basis, and new infrastructure or infrastructure improvements to accommodate the proposed development may be required.

**Kendall Corridor** – The Kendall Corridor is within WASD's service area. The wastewater flows will be transmitted mainly to the South District WWTP and a small area to the Central District WWTP for treatment and disposal. These WWTPs are operating under a permit from the Florida Department of Environmental Protection. Currently, there is adequate sewer treatment and disposal capacity for the proposed project consistent with Policy WS-2 A (2) of the CDMP. The unincorporated areas within the Corridor are mostly connected to sewer. Any new development or re-development within the Kendall Dade Corridor will be required to connect to the public sanitary sewer system pursuant to Chapter 24 of the Code. The proposed potential development in the Corridor will be analyzed on a one-to-one basis and new infrastructure or infrastructure improvements to accommodate the proposed development may be required.

**East-West Corridor** – The wastewater flows in the unincorporated areas will be transmitted to the Central and South District WTPs for treatment and disposal. These WWTPs are operating under a permit from the Florida Department of Environmental Protection. Currently, there is adequate sewer treatment and disposal capacity for the proposed development consistent with Policy WS-2 A (2) of the CDMP. In general, there is sewer infrastructure within the East West Corridor. Any new development or re-development within the East West Corridor will be required to connect to the public sanitary sewer system pursuant to Chapter 24 of the Code. At the time of development, the proposed potential development in the Corridor will be evaluated on a one-to-one basis and new infrastructure or infrastructure improvements required for the proposed development may be required. Also, a small portion of this Corridor is within WASD's Doral Construction Connection Charge Basin. This Basin has a sanitary sewer special connection charge of \$7.03 per gallon. At the time of development, WASD will collect this special connection charge from property owners for the expansion of the sewer facilities in the Basin Area.

**North Corridor** – The wastewater flows in the unincorporated areas will be transmitted to the North District WTPs for treatment and disposal. This WWTP is operating under a permit from the Florida Department of Environmental Protection. Currently, there is adequate sewer treatment and disposal capacity for the proposed development consistent with Policy WS-2 A (2) of the CDMP. There is no

sewer infrastructure in the unincorporated area within WASD's service area, south of NW 135<sup>th</sup> Street to the southern boundary of the Corridor. Within this area, there is a sewer corridor Project No. D2-A to bring sewer to the commercial areas along NW 27<sup>th</sup> Avenue. Project D2-A extends along NW 27<sup>th</sup> Avenue from NW 135<sup>th</sup> Street to NW 82<sup>nd</sup> Street. Currently, there are five design contracts underway for the entire sewer corridor project. The projects are anticipated to be completed between October 1, 2019 and May 1, 2020. At the time of development, the future projects in the Corridor will be evaluated on a one-to-one basis and new infrastructure or infrastructure improvements required for the proposed development may be required.

### **Transportation/Transit**

By pairing the SMART Plan with higher density land uses that better support transit, the proposed transit investments made in each corridor would be more successful and better utilized. Many of these proposed premium rapid transit investments plan to request federal funding for their implementation. The Federal Transit Administration (FTA) rates projects based on various merits for determining whether federal funding is allocated. The proposed CDMP text amendment would further bolster ridership, which is a major criterion FTA examines when determining funding allocations. Therefore, the proposed CDMP text amendment would serve to make the County's SMART Plan investments more competitive for federal funding. Based on the proposed CDMP text amendment, population and employee densities within the SMART Plan corridors would significantly increase, thus requiring and justifying the planned rapid transit service.

The land use within the County has a significant impact on the success and vitality of transit. Increasing the land use density along the transit corridors combined with locating the trip generators and attractors closer to the transit nodes increases the ridership for transit. There are a number of changes proposed in this CDMP amendment applicable to the areas surrounding the smart plan corridors which includes intensification of transit-supportive land uses.

Land use changes within the SMART Plan Areas were reviewed for potential impact on the proposed transit system. Since land uses within the SMART Plan Areas are transit supportive it would encourage more trips to shift to the transit mode, and provide the potential for good pedestrian, bike, and feeder commuter transit connections. The maximum development potential scenarios under the existing and proposed CDMP Land Use Plan designations were analyzed for transit ridership impacts.

***East-West Corridor*** - The current CDMP land use designation allows for a variety of individual land uses along the proposed corridor. Under the proposed amendment, mixed use projects within one-quarter mile of the corridor would be eligible for 60 dwelling units per acre and up to 2.0 Floor Area Ratio (FAR). Mixed use projects within the area between one-quarter and one-half mile of the SMART Plan corridors would be eligible for 36 dwelling units per acre and up to 1.5 FAR. Mixed use projects located in the portion of the East-West SMART Plan Corridor between one-half mile and one mile would be eligible for 18 dwelling units per acre and up to 1.25 FAR. The existing land uses due to lack of land use integration both horizontally and vertically, would not have much internalization of trips. The internal capture is assumed to be 10 percent for the proposed mixed-use land uses. The potential development under the current CDMP land use designation is expected to generate approximately 141,208 average daily trips and under the proposed amendment, it is expected to generate approximately 153,716 average daily trips, which is approximately 12,508 more average daily trips than the current CDMP designation. The potential development under the current CDMP land use designation is expected to generate approximately 134,614 daily vehicle trips and under the proposed amendment, it is expected to generate approximately



92,230 daily vehicle trips, which is approximately 42,384 less daily vehicle trips than the current CDMP designation. Regarding transit trips for the existing land uses which are not exactly transit supportive, it is assumed that 4.67 percent of the total trips would use transit based on the 2017 American Community Survey 1-Year Estimates for Miami Dade County. Regarding transit trips for the proposed transit supportive mixed-use land uses, it is assumed that 30 percent of the total trips would use transit, pedestrian and bike mode based on studies published in the Journal of Public Transportation. The potential development under the current CDMP land use designation is expected to generate approximately 6,594 average daily transit trips and under the proposed CDMP amendment, it is expected to generate approximately 46,115 average daily transit trips, which is approximately 39,521 more average daily transit trips than the current CDMP designation. See “Estimated Average Daily Vehicle and Transit Trip Generation” Table below.

**Kendall Corridor** – The current CDMP land use designation allows for a variety of individual land uses along the proposed corridor. Under the proposed amendment, mixed use projects within one-quarter mile of the SMART Plan corridors would be eligible for 60 dwelling units per acre and up to 2.0 Floor Area Ratio (FAR). Mixed use projects within the area between one-quarter and one-half mile of the SMART Plan corridors would be eligible for 36 dwelling units per acre and up to 1.5 FAR. The existing land uses due to lack of land use integration both horizontally and vertically, would not have much internalization of trips. The internal capture is assumed to be 10 percent for the proposed mixed-use land uses. The potential development under the current CDMP land use designation is expected to generate approximately 74,008 average daily trips and under the proposed amendment, it is expected to generate approximately 88,944 average daily trips, which is approximately 14,936 more average daily trips than the current CDMP designation. The potential development under the current CDMP land use designation is expected to generate approximately 70,552 daily vehicle trips and under the proposed amendment, it is expected to generate approximately 53,366 daily vehicle trips, which is approximately 17,185 less daily vehicle trips than the current CDMP designation. Regarding transit trips for the existing land uses which are not exactly transit supportive, it is assumed that 4.67 percent of the total trips would use transit mode based on the 2017 American Community Survey 1-Year Estimates for Miami Dade County. Regarding transit trips for the proposed transit supportive mixed-use land uses, it is assumed that 30 percent of the total trips would use transit, pedestrian and bike mode based on studies published in the Journal of Public Transportation. The potential development under the current CDMP land use designation is expected to generate approximately 3,456 average daily transit trips and under the proposed amendment, it is expected to generate approximately 26,683 average daily transit trips, which is approximately 23,227 more average daily transit trips than the current CDMP designation. See “Estimated Average Daily Vehicle and Transit Trip Generation” Table below.

**Metrorail Corridor** – The current CDMP land use designation allows for a variety of individual land uses along the proposed corridor. Under the proposed amendment, mixed use projects within one-quarter mile of the SMART Plan corridors would be eligible for 60 dwelling units per acre and up to 2.0 Floor Area Ratio (FAR). Mixed use projects within the area between one-quarter and one-half mile of the SMART Plan corridors would be eligible for 36 dwelling units per acre and up to 1.5 FAR. The existing land uses due to lack of land use integration both horizontally and vertically, would not have much internalization of trips. The internal capture is assumed to be 10 percent for the proposed mixed-use land uses. The potential development under the current CDMP land use designation is expected to generate approximately 188,706 average daily trips and under the proposed amendment, it is expected to generate approximately 220,970 average daily trips, which is approximately 32,263 more

average daily trips than the current CDMP designation. The potential development under the current CDMP land use designation is expected to generate approximately 179,893 daily vehicle trips and under the proposed amendment, it is expected to generate approximately 132,582 daily vehicle trips, which is approximately 47,311 less daily vehicle trips than the current CDMP designation. Regarding transit trips for the existing land uses which are not exactly transit supportive, it is assumed that 4.67 percent of the total trips would use transit mode based on the 2017 American Community Survey 1-Year Estimates for Miami Dade County. Regarding transit trips for the proposed transit supportive mixed-use land uses, it is assumed that 30 percent of the total trips would use transit, pedestrian and bike mode based on studies published in the Journal of Public Transportation. The potential development under the current CDMP land use designation is expected to generate approximately 8,813 average daily transit trips and under the proposed amendment, it is expected to generate approximately 66,291 average daily transit trips, which is approximately 52,478 more average daily transit trips than the current CDMP designation. See “Estimated Average Daily Vehicle and Transit Trip Generation” Table below.

**Northeast Corridor** - The current CDMP land use designation allows for a variety of individual land uses along the proposed corridor. Under the proposed amendment, mixed use projects within one-quarter mile of the SMART Plan corridors would be eligible for 60 dwelling units per acre and up to 2.0 Floor Area Ratio (FAR). Mixed use projects within the area between one-quarter and one-half mile of the SMART Plan corridors would be eligible for 36 dwelling units per acre and up to 1.5 FAR. The existing land uses, due to lack of land use integration both horizontally and vertically, would not have much internalization of trips. The internal capture is assumed to be 10 percent for the proposed mixed-use land uses. The potential development under the current CDMP land use designation is expected to generate approximately 25,675 average daily trips and under the proposed amendment, it is expected to generate approximately 24,033 average daily trips, which is approximately 1,642 less average daily trips than the current CDMP designation. The potential development under the current CDMP land use designation is expected to generate approximately 24,476 daily vehicle trips and under the proposed amendment, it is expected to generate approximately 14,420 daily vehicle trips, which is approximately 10,056 less daily vehicle trips than the current CDMP designation. Regarding transit trips for the existing land uses which are not exactly transit supportive, it is assumed that 4.67 percent of the total trips would use transit mode based on the 2017 American Community Survey 1-Year Estimates for Miami Dade County. Regarding transit trips for the proposed transit supportive mixed-use land uses, it is assumed that 30 percent of the total trips would use transit, pedestrian and bike mode based on studies published in the Journal of Public Transportation. The potential development under the current CDMP land use designation is expected to generate approximately 1,199 average daily transit trips and under the proposed amendment, it is expected to generate approximately 7,210 average daily transit trips, which is approximately 6,011 more average daily transit trips than the current CDMP designation. See “Estimated Average Daily Vehicle and Transit Trip Generation” Table below.

**South Dade Corridor** – The current CDMP land use designation allows for a variety of individual land uses along the proposed corridor. Under the proposed amendment, mixed use projects within one-quarter mile of the SMART Plan corridors would be eligible for 60 dwelling units per acre and up to 2.0 Floor Area Ratio (FAR). Mixed use projects within the area between one-quarter and one-half mile of the SMART Plan corridors would be eligible for 36 dwelling units per acre and up to 1.5 FAR. The existing land uses due to lack of land use integration both horizontally and vertically, would not have much internalization of trips. The internal capture is assumed to be 10 percent for the proposed mixed-use land uses. The

potential development under the current CDMP land use designation is expected to generate approximately 63,539 average daily trips and under the proposed amendment, it is expected to generate approximately 141,904 average daily trips, which is approximately 78,365 more average daily trips than the current CDMP designation. The potential development under the current CDMP land use designation is expected to generate approximately 60,572 daily vehicle trips and under the proposed amendment, it is expected to generate approximately 85,142 daily vehicle trips, which is approximately 24,571 more daily vehicle trips than the current CDMP designation. Regarding transit trips for the existing land uses which are not exactly transit supportive, it is assumed that 4.67 percent of the total trips would use transit mode based on the 2017 American Community Survey 1-Year Estimates for Miami Dade County. Regarding transit trips for the proposed transit supportive mixed-use land uses, it is assumed that 30 percent of the total trips would use transit, pedestrian and bike mode based on studies published in the Journal of Public Transportation. The potential development under the current CDMP land use designation is expected to generate approximately 2,967 average daily transit trips and under the proposed amendment, it is expected to generate approximately 42,571 average daily transit trips, which is approximately 39,604 more average daily transit trips than the current CDMP designation. See “Estimated Average Daily Vehicle and Transit Trip Generation” Table below.

**Estimated Average Daily Trip Generation  
By Current and Requested CDMP Land Use Designations\***

**EAST-WEST CORRIDOR**

	<b>Current CDMP Designation</b>	<b>Requested CDMP Designation</b>
<b>Maximum Development Potential</b>	Retail <sup>1</sup> : 5,319,619 sq. ft. Industrial <sup>2</sup> : 7,302,485 sq. ft. Professional Office <sup>3</sup> : 2,823,988 sq. ft. Single Family Residential <sup>4</sup> : 669 Units Townhome Residential <sup>5</sup> : 428 Units Multi-Family Residential <sup>6</sup> : 390 Units	Retail: 12,356,873 sq. ft. Professional Office: 4,747,839 sq. ft. Multi-Family Residential: 4,339 Units

	<b>Estimated No. Of Trips (Current CDMP Designation)</b>	<b>Estimated No. Of Trips (Requested CDMP Designation)</b>	<b>Estimated Trip Difference</b>
<b>Total Trips Generated</b>	141,208	153,716	+12,508
<b>Vehicle Trips Generated</b>	134,614	92,230 <sup>7</sup>	- 42,384
<b>Transit, Ped, Bicycle Trips Generated</b>	6,594 <sup>8</sup>	46,115 <sup>9</sup>	+39,521

**KENDALL CORRIDOR**

	<b>Current CDMP Designation</b>	<b>Requested CDMP Designation</b>
<b>Maximum Development Potential</b>	Retail <sup>1</sup> : 5,862,134 sq. ft. Professional Office <sup>3</sup> : 114,033 sq. ft. Single Family Residential <sup>4</sup> : 86 Units Townhome Residential <sup>5</sup> : 6 Units Multi-Family Residential <sup>6</sup> : 1,115 Units	Retail: 4,780,933 sq. ft. Professional Office: 3,998,883 sq. ft. Multi-Family Residential: 1,948 Units

	Estimated No. Of Trips (Current CDMP Designation)	Estimated No. Of Trips (Requested CDMP Designation)	Estimated Trip Difference
<b>Total Trips Generated</b>	74,008	88,944	+14,936
<b>Vehicle Trips Generated</b>	70,552	53,366 <sup>7</sup>	-17,185
<b>Transit, Ped, Bicycle Trips Generated</b>	3,456 <sup>8</sup>	26,683 <sup>9</sup>	+23,227

### METRORAIL CORRIDOR

	Current CDMP Designation	Requested CDMP Designation
<b>Maximum Development Potential</b>	Retail <sup>1</sup> : 6,144,163 sq. ft. Industrial <sup>2</sup> : 13,807,823 sq. ft. Professional Office <sup>3</sup> : 157,516 sq. ft. Single Family Residential <sup>4</sup> : 765 Units Townhome Residential <sup>5</sup> : 1,288 Units Multi-Family Residential <sup>6</sup> : 950 Units	Retail: 12,605,372 sq. ft. Professional Office: 9,703,515 sq. ft. Multi-Family Residential: 12,278 Units

	Estimated No. Of Trips (Current CDMP Designation)	Estimated No. Of Trips (Requested CDMP Designation)	Estimated Trip Difference
<b>Total Trips Generated</b>	188,706	220,970	+32,263
<b>Vehicle Trips Generated</b>	179,893	132,582 <sup>7</sup>	-47,311
<b>Transit, Ped, Bicycle Trips Generated</b>	8,813 <sup>8</sup>	66,291 <sup>9</sup>	+52,478

### NORTHEAST CORRIDOR

	Current CDMP Designation	Requested CDMP Designation
<b>Maximum Development Potential</b>	Retail <sup>1</sup> : 1,285,939 sq. ft. Professional Office <sup>3</sup> : 17,580 sq. ft. Single Family Residential <sup>4</sup> : 45 Units Townhome Residential <sup>5</sup> : 115 Units Multi-Family Residential <sup>6</sup> : 65 Units	Retail: 673,235 sq. ft. Professional Office: 365,252 sq. ft. Multi-Family Residential: 811 Units

	Estimated No. Of Trips (Current CDMP Designation)	Estimated No. Of Trips (Requested CDMP Designation)	Estimated Trip Difference
<b>Total Trips Generated</b>	25,675	24,033	-1,642
<b>Vehicle Trips Generated</b>	24,476	14,420 <sup>7</sup>	-10,056
<b>Transit, Ped, Bicycle Trips Generated</b>	1,199 <sup>8</sup>	7,210 <sup>9</sup>	+6,011

### SOUTH DADE CORRIDOR

	<b>Current CDMP Designation</b>	<b>Requested CDMP Designation</b>
<b>Maximum Development Potential</b>	Retail <sup>1</sup> : 2,405,833 sq. ft. Industrial <sup>2</sup> : 1,227,739 sq. ft. Professional Office <sup>3</sup> : 302,714 sq. ft. Single Family Residential <sup>4</sup> : 1,181 Units Townhome Residential <sup>5</sup> : 659 Units Multi-Family Residential <sup>6</sup> : 397 Units	Retail: 3,149,028 sq. ft. Professional Office: 2,462,266 sq. ft. Multi-Family Residential: 13,960 Units

	<b>Estimated No. Of Trips (Current CDMP Designation)</b>	<b>Estimated No. Of Trips (Requested CDMP Designation)</b>	<b>Estimated Trip Difference</b>
<b>Total Trips Generated</b>	63,539	141,904	+78,335
<b>Vehicle Trips Generated</b>	60,572	85,142 <sup>7</sup>	+24,571
<b>Transit, Ped, Bicycle Trips Generated</b>	2,967 <sup>8</sup>	42,571 <sup>9</sup>	+39,604

Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012; Miami-Dade County Department of Regulatory and Economic Resources, July 2017.

**Notes:**

- <sup>1</sup> – ITE Land Use Code used for Retail is 820.
- <sup>2</sup> – ITE Land Use Code used for Industrial is 110.
- <sup>3</sup> – ITE Land Use Code used for Professional Office is 710.
- <sup>4</sup> – ITE Land Use Code used for Single Family Residential is 210.
- <sup>5</sup> – ITE Land Use Code used for Townhome Residential is 230.
- <sup>6</sup> – ITE Land Use Code used for Multi-Family Residential is 220.
- <sup>7</sup> – For the proposed mixed-use land uses, 10% internalization was assumed.
- <sup>8</sup> – 2017 American Community Survey 1-Year Estimates for Miami Dade County
- <sup>9</sup> – Journal of Public Transportation, Vol. 11, No.3, 2008: Vehicle Trip Reduction Impacts of Transit Oriented Housing by Robert Cervero and G.B. Arrington.

\* No redevelopment parcels were identified within the North Corridor. The Beach Corridor is located entirely within incorporated municipal boundaries.

### **Economic Impact**

Miami-Dade County is expected to keep growing its population and employment for the foreseeable future. The proposed amendment aims to create the necessary conditions to encourage a fraction of this future growth to be directed to the vicinity of the transit corridors in order to promote overall transportation efficiency. The timing and intensity of this growth, however, will ultimately be market driven. This proposed amendment will serve to ensure that the appropriate land use will be in place to absorb future growth.

It is in the best interest of the county to see this growth occur in an efficient and cost-effective manner that will benefit all residents of the county as well as to contribute to the county's fiscal and economic wellbeing. As this growth takes place, there will be some indirect benefits as a result of the proposed amendment. First, there could be a fiscal benefit to the County from the improved cost-effectiveness of the operation of the Rapid Transit system that results from higher ridership rates. Fiscal savings could also accrue from reduced costs of congestion and maintenance of roadways as commuters are redirected from cars to transit. Additional commuting

time savings could be realized by the remaining car-commuters in the corridors. Secondly, residents in these areas will realize, due to their proximity to the corridors, transportation cost savings which could increase their disposable income and promote further economic growth.

## **Consistency Review with CDMP Goals, Objectives, Policies, Concepts and Guidelines**

The following CDMP goals, objectives, policies, concepts and guidelines would be furthered if the proposed text amendment is approved:

**Objective LU-7.** Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services.

**Policy LU-7A.** Through its various planning, regulatory and development activities, Miami-Dade County shall encourage development of a wide variety of residential and non-residential land uses and activities in nodes around rapid transit stations to promote mobility, produce short trips, minimize transfers, attract transit ridership, and promote travel patterns on the transit line that are balanced directionally and temporally to promote transit operational and financial efficiencies. Land uses that may be approved around transit stations shall include housing, shopping and offices in moderate to high densities and intensities, complemented by compatible entertainment, cultural uses and human services in varying mixes. The particular uses that are approved in a given station area should, a) respect the character of the nearby community, b) strive to serve the needs of the community for housing and services, and, c) promote a balance in the range of existing and planned land uses along the subject transit line. Rapid transit station sites and their vicinity shall be developed as "urban centers" as provided in this plan element under the heading Urban Centers.

**Policy LU-7B.** It is the policy of Miami-Dade County that both the County and its municipalities shall accommodate new development and redevelopment around rapid transit stations that is well designed, conducive to pedestrian, bicycle and transit use, and architecturally attractive. In recognition that many transit riders begin and end their trips as pedestrians or bicyclists, pedestrian and bicycle accommodations shall include, as appropriate, continuous sidewalks to the transit station, cross walks and pedestrian signals, bicycle lanes/paths, bicycle parking facilities, small blocks and closely intersecting streets, buildings oriented to the street or other pedestrian/bicycle paths, parking lots predominantly to the rear and sides of buildings, primary building entrances as close to the street or transit stop as to the parking lot, shade trees, awnings, and other weather protection for pedestrians and bicyclists.

**Policy LU-7F.** Residential development around rail rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development intensities around rail stations should produce at least 75 employees per acre within 1/4 mile walking distance from the station, 100 employees per acre within 700 feet, and minimum of 50 employees per acre between 1/4 and 1/2 mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy.

**Policy LU-7G.** Miami-Dade County should partner with the Metropolitan Planning Organization (MPO) and affected municipalities to establish a systematic program that will produce transit-oriented development (TOD) plans for the areas within ¼ to ½ mile around all Metrorail, the Miami Intermodal Center (MIC) and South Dade Busway stations. Transit-oriented development is a mix of land uses that promotes transit use and decreases the dependence on automobiles. A phasing program shall also be established as part of this effort to initiate and formulate updated or new station area plans based on the overall priority categories for urban centers established by the Board of County Commissioners. Within each priority category, the factors for individual area plans may include such conditions as locations and amounts of undeveloped and underutilized land providing development and redevelopment opportunities, ownership, land use patterns, infrastructure and service levels, recent and nearby development activity, and expressions of interest in cooperating by the municipalities.

**Policy LU-7I.** Miami-Dade County will continue to review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors, and continue to update its land development regulations to remove impediments and promote transit-oriented development.

**Policy LU-9U.** By 2015, Miami-Dade County shall evaluate and propose update(s) to the Guidelines for Urban Form, Mixed Use Development and Urban Center provisions of this plan in coordination with the “Complete Streets” program to be developed pursuant to Transportation Element Objective TE-4. The updates shall address, as appropriate, the maximum allowable FARs, intensity and density of development, allowances that facilitate transit supportive mixed developments, and shall enhance and further the implementation of the County Area Planning Program and support the intent of the Complete Streets Program.

**Policy 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.

**Policy 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<sup>1</sup> 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.

**Policy 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.

**Policy 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.

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# APPENDICES

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# **Appendix A**

## **Amendment Application**

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

**1. APPLICANT**

Miami-Dade County Department of Regulatory and Economic Resources  
111 NW 1<sup>st</sup> Street, 12<sup>th</sup> Floor  
Miami, Florida 33128-1972  
(305) 375-2835

**2. APPLICANT'S REPRESENTATIVE**

Jack Osterholt, Deputy Mayor/Director  
Miami-Dade County Department of Regulatory and Economic Resources  
111 NW 1<sup>st</sup> Street, 29<sup>th</sup> Floor  
Miami, Florida 33128-1972

By:  August 2018

**3. DESCRIPTION OF REQUESTED CHANGES**

**1) Amend the policies of the Land Use Element in the County's adopted Comprehensive Development Master Plan as follows<sup>1</sup>:**

LU-7F. Residential development around >>existing and proposed<<[[rail]] rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development [[intensities]] around rail stations should >>have a minimum intensity of 1.5 FAR<< [[produce at least 75 employees per acre]] within 1/4 mile walking distance from the station, >>2.0 FAR<< [[400 employees per acre]] within 700 feet, and [[minimum of 50 employees per acre]]>>1.0 FAR<< between 1/4 and 1/2 mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification

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

that will conform with this policy.

LU-7G. Miami-Dade County should partner with the [[Metropolitan]]>>Transportation<< Planning Organization [[(MPO)]]>>[(TPO)]<< and affected municipalities to establish a systematic program that will produce transit-oriented development (TOD) plans for the areas within ¼ to ½ mile around all Metrorail, the Miami Intermodal Center (MIC)>>, and Strategic Miami Area Rapid Transit (SMART) Plan rapid transit corridor<< [[and South Dade Busway]] stations. Transit-oriented development is a mix of land uses that promotes transit use and decreases the dependence on automobiles. A phasing program shall also be established as part of this effort to initiate and formulate updated or new station area plans based on the overall priority categories for urban centers established by the Board of County Commissioners. Within each priority category, the factors for individual area plans may include such conditions as locations and amounts of undeveloped and underutilized land providing development and redevelopment opportunities, ownership, land use patterns, infrastructure and service levels, recent and nearby development activity, and expressions of interest in cooperating by the municipalities. >>Priority for station development or improvement shall be for those municipalities that have established zoning standards that ensure minimum average residential density and non-residential intensity in accordance with Policy LU-7F.<<

\* \* \*

LU-9F. Miami-Dade County shall formulate and adopt zoning or other regulations to implement the policies for development and design of Metropolitan and Community Urban Centers established in the CDMP through individual ordinances for each urban center. >>By 2030, Miami-Dade County shall complete area plans for station locations along the six rapid transit corridors identified in the Strategic Miami Area Rapid Transit (SMART) Plan.<<

**2) Amend the interpretive text of the Land Use Element of the County's adopted Comprehensive Development Master Plan (page I-23 in the October 2013 edition) as follows:**

This text, which is adopted as County policy, describes each land use category shown on the Land Use Plan (LUP) map, and explains how each category and the Map are to be interpreted and used. Adherence to the LUP map and this text is a principal, but not the sole, vehicle through which many of the goals, objectives and policies of all elements of the CDMP are implemented. The LUP map illustrates where development of various types and densities, including agriculture, is encouraged and areas where natural resource-based development and environmental protection are encouraged. The LUP map also depicts the general location of physical features such as roadways, railways, canals, manmade lakes and ponds. >>Additional density and uses may be allowed pursuant to the Mixed Use Development text and other policies set forth in this Plan.<<

3) Amend the interpretive text of the Land Use Element of the County's adopted Comprehensive Development Master Plan (page I-44 in the October 2013 edition) as follows:

**Mixed Use Development.** Mixed-use development allows a mix of compatible uses in a high quality pedestrian-oriented street environment. This form of development includes permitted uses mixed within the same building (vertical) or in separate buildings on the same site or ~~[[in the same block]]~~ >>within a 5-minute walk (one-quarter mile)<< (horizontal). ~~[[As stated in Policy LU-9U, the County will consider at a later time provisions for allowing horizontal mixed-use development in various land use categories.]]~~ The section of this element, entitled "Urban Centers," addresses mixed-use development occurring within designated urban centers. The purpose of this section is to address the mixed-use projects that are to be located outside of the designated urban centers >>and outside of areas otherwise addressed by the Rapid Transit Zone Development Standards pursuant to Chapter 33C of the Code of Miami-Dade County<<.

>>Horizontal mixed-use development is hereby defined as the horizontal mix of uses, such as single use buildings on the same site or within one-quarter mile. Such uses may only be permitted in accordance with the following:

- 1) a single use building is located on a site that contains a mix of uses or multiple sites containing a mix of uses joined through a unity of title; or
- 2) where the saturation of a single use, including residential or commercial, does not currently or would not be caused to exceed 70% of the total building area within one-quarter mile of the application site.<<

Vertical mixed-use development is hereby defined as ~~[[the vertical integration of primary uses, with business and office uses located on the ground floor and residential and/or office uses on the upper floors. These mixed-use]]~~ projects ~~[[shall]]~~ >>that<< contain both residential and non-residential components, such as live-work spaces, neighborhood and specialty retail, convenience services, entertainment, other businesses providing for day-to-day living needs, institutional and civic uses, and professional offices. The residential component must be at least 20 percent of the total floor area but no more than ~~[[75]]~~ >>85<< percent of the total floor area. Hotels and apartment hotels, governmental offices, civic uses, and schools may be exempt from these mix requirements.

Vertical >>and horizontal<< mixed-use development may be allowed within the Urban Development Boundary (UDB) ~~[[in areas designated Residential Communities, with the exception of Estate Density and Low Density; Business and Office; and Office/Residential.]]~~ provided that ~~[[these areas are]]~~ >>the development is<< located in:

~~[[1. "Neighborhood activity nodes" of 40 gross acres which, as shown in Figure 2 of the Land Use Element, Generalized Neighborhood Development Pattern, are located at the intersections of section line roads; or]]~~

~~[[2.]]~~ >>1.<< Corridors with a maximum depth of 660 feet that are located along 'Major Roadways' as identified on the adopted Land Use Plan map >>and in

areas designated Residential Communities (with the exception of Estate Density and Low Density), Business and Office, and Office/Residential<< or  
 >>2.<< Corridors designated as mixed-use corridors in an area plan that has been accepted by the Board of County Commissioners>>; or<<  
 >>3. Rapid Transit Activity Corridors which includes the areas within one-half mile of the existing Metrorail corridor and the following proposed SMART Plan corridors: Kendall Drive, Beach Corridor, North Corridor, Northeast Corridor, and the South Dade Transitway Corridor. It also includes the area within one mile of the proposed East-West SMART Plan Corridor.<<

Appropriate design standards are essential to ensure that the uses permitted in mixed-use developments are compatible with each other and adjacent properties and contribute to the character of the street and the surrounding community. A specific objective in designing mixed-use developments is that the development should be compatible with any existing, or zoned, or Plan-designated adjoining or adjacent uses. The exact residential density that can be achieved on a particular property will depend upon the intensity permitted, the average size of the residential units, the residential percentage of the project and land development regulations concerning building envelopes, parking and open space. Intensities are generally measured as floor area ratios (FARs), which for a particular property is the square footage of the buildings (not counting parking structures or covered pedestrian walkways that are open to the street), divided by the net land area of the parcel. The maximum intensities and densities shall be the greater of those provided in the table below or the maximum intensities and densities of the underlying land use designation. However, the entire development must fit within the building envelope established by the floor area ratio.

Mixed-Use Developments Located Within:	Floor Area Ratio [[Range]]	Maximum Residential Density (dwelling units)
Major Corridors	from 1.0 to 1.5	36
>>Mixed-use Corridors identified in an area plan<<	>>Up to 2.0<<	>>60<<
[[Neighborhood Activity Nodes]]	[[from 0.75 to 1.0]]	[[18]]
>>Rapid Transit Activity Corridors		
Within one-quarter mile	Up to 2.0	60
Between one-quarter and one-half mile	Up to 1.5	36
Between one-half and one mile (East-West Corridor)	Up to 1.25	18<<

### Urban Centers

Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central



business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.

The locations of urban centers and the mix and configuration of land uses within them are designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than recent suburban development forms, and to create identifiable "town centers" for Miami-Dade's diverse communities. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.

The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and areawide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour.

Urban Centers are identified on the LUP map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the intensification of development at these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the Community Center policies established below.

#### **Policies for Development of Urban Centers**

Following are policies for development of Urban Centers designated on the Land Use Plan (LUP) map. Where the provisions of this section authorize land uses or development intensities or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern.

All development and redevelopment in Urban Centers shall conform to the guidelines provided below.

\* \* \*

**Density and Intensity.** The range of average floor area ratios (FARs) and the maximum allowed residential densities of development within the Regional, Metropolitan and Community Urban Centers are shown in the table below.

	Average Floor Area Ratios (FAR)	Max. Densities Dwellings per Gross
Regional Activity Centers	greater than 4.0 in the core not less than 2.0 in the edge	500
Metropolitan Urban Centers	greater than 3.0 in the core not less than 0.75 in the edge	250
Community Urban Centers	greater than 1.5 in the core not less than 0.5 in the edge	125

In addition, the densities and intensities of developments located within designated Community Urban Centers and around [[rail]] rapid transit stations should not be lower than those provided in Policy LU-7F. Height of buildings at the edge of Metropolitan Urban Centers adjoining stable residential neighborhoods should taper to a height no more than 2 stories higher than the adjacent residences, and one story higher at the edge of Community Urban Centers. However, where the adjacent area is undergoing transition, heights at the edge of the Center may be based on adopted comprehensive plans and zoning of the surrounding area. Densities of residential uses shall be authorized as necessary for residential or mixed-use developments in Urban Centers to conform to these intensity and height policies.

As noted previously in this section, urban centers are encouraged to intensify incrementally over time. Accordingly, in planned future rapid transit corridors, these intensities may be implemented in phases as necessary to conform with provisions of the Transportation Element, and the concurrency management program in the Capital Improvement Element, while ensuring achievement of the other land use and design requirements of this section and Policy LU-7F.

\* \* \*

**4) Amend the Intergovernmental Coordination Element of the County's adopted Comprehensive Development Master Plan as follows:**

ICE-3G. Maintain and utilize the authority provided in the Miami-Dade County Home Rule Charter for the County to maintain, site, construct and/or operate public facilities in incorporated and unincorporated areas of the County. Furthermore, in order to protect and promote the health, safety, order, convenience, and welfare of the residents, the County shall retain regulatory control over land use, development and service delivery for all facilities of countywide significance as listed in Table 3. While the County reserves all rights provided by the Miami-Dade County Home Rule Charter, when siting facilities of countywide significance within the boundaries of an incorporated

municipality, the County will consider the municipal comprehensive plan and development regulations, as well as the need for the public facility and suitable alternative locations. The County shall at a minimum retain the authority to enforce covenants accepted in connection with Comprehensive Development Master Plan (CDMP) or Zoning approvals to provide facilities of countywide significance in areas subsequently incorporated, or annexed into existing municipalities.

**Table 3**  
**Facilities of Countywide Significance**

Department/Facility	Address	Municipality If Applicable
	* * *	
<b>Miami-Dade Transit</b>		
Miami Intermodal Center		Miami
Current and future Metrorail station facilities as identified by Miami-Dade Transit Miami-Dade County bus depots, Transit Centers, rail terminals, and transportation maintenance facilities as may be identified by Miami-Dade Transit		
>>Unincorporated areas located within the Miami-Dade County Transportation Infrastructure Improvement District as defined in Section 2-2363 of the Code.<<		>>Miami-Dade<<
	* * *	

#### 4. REASONS FOR AMENDMENT

The proposed amendment allows for transit-supportive densities and intensities for mixed-use projects located along the SMART Plan corridors. On April 21, 2016, the TPO Governing Board endorsed the Strategic Miami Area Rapid Transit (SMART) Plan which identified six rapid transit corridors. The SMART Plan corridors are envisioned to be rapid transit corridors that operate on an exclusive transitway. The specific technology for each corridor will be determined as project development advances. The Miami-Dade County Board of County Commissioners further endorsed the SMART Plan by Resolution No. R-523-16 adopted on June 7, 2016.

On February 6, 2018, the County created a Transportation Infrastructure Improvement District (TIID) which pledges future ad valorem tax revenue increases within a defined area along the SMART Plan corridors to help fund the rapid transit projects. The defined area includes the area within one-half mile of the existing Metrorail corridor and the SMART Plan rapid transit corridors, except for the East-West Corridor which includes areas within one mile of the proposed alignment ("SMART Plan Areas"). The Mayor's memo accompanying the TIID agenda item

noted the importance of transit oriented zoning along the corridors for the TIID to be effective.

The proposed amendment seeks to establish transit-supportive densities and intensities for mixed-use projects located within the Transportation Infrastructure Improvement District. The proposed density and intensity standards are applicable to the unincorporated portion of the SMART Plan Areas that are not located within a zoned Urban Center and not otherwise governed by standards established in the Rapid Transit Development Zone (Chapter 33C of the Code).

Under the proposed amendment, mixed use projects within one-quarter mile of the SMART Plan corridors would be eligible for 60 dwelling units per acre and up to 2.0 Floor Area Ratio (FAR). Mixed use projects within the area between one-quarter and one-half mile of the SMART Plan corridors would be eligible for 36 dwelling units per acre and up to 1.5 FAR. Mixed use projects located in the portion of the East-West SMART Plan Corridor between one-half mile and one mile would be eligible for 18 dwelling units per acre and up to 1.25 FAR. The maximum allowable intensity and density would be the greater of those provided in the Mixed-Use Development text or the maximum of the underlying land use designation. The specific development standards for mixed use development within these corridors will be established through a forthcoming zoning ordinance that will address issues such as compatibility with adjacent land uses. These policies will work in conjunction with the urban center policies which establish development standards around rapid transit stations. Figure 1 includes a map of the area subject to the proposed amendment.

**The proposed amendment outlines densities and intensities for properties along Mixed Use Corridors identified in an area plan accepted by the Board of County Commissioners.** Sections 2-116.2 through 2-116.11 of the County Code provide a process for the preparation of area planning reports including procedures for citizen engagement, review by the Planning Advisory Board and acceptance by the Board of County Commissioners. Area plans are most frequently conducted for urban center areas but often extend beyond the urban center radius to include mixed use corridors that support the urban center areas. Examples of area plans that include both urban center areas and supporting mixed use corridors include the North Central Urban Area plan and the Bird Road Corridor Study. The proposed amendment provides for density up to 60 dwelling units per acre and floor area ratio up to 2.0 for mixed use corridors identified in an area plan accepted by the Board of County Commissioners.

**The proposed amendment seeks to establish provisions for horizontal mixed-use projects.** The Mixed Use Corridor text of the CDMP currently addresses horizontal mixed use but indicates that specific provisions for allowing horizontal mixed use will be considered at a later time. Further, CDMP Policy LU-9T states that the County "shall consider provisions to allow horizontal mixed-use developments, defined as the horizontal integration of parcels with different primary uses within the same site or block, in appropriate future land use categories in the Urban Development Boundary". The proposed amendment defines horizontal mixed use to

be the horizontal mix of uses, such as single use buildings on the same site or within one-quarter mile. Given the variability in block lengths, the proposed amendment utilizes a "5-minute walk radius" to define horizontal mixed use rather than the block length, as proposed in CDMP Policy LU-9T.

Under the proposed amendment, horizontal mixed-use projects could be considered within the SMART Plan Areas, within 660' of a "Major Roadway" as identified on the CDMP Land Use Plan Map or within a mixed-use corridor identified in an area plan that has been accepted by the Board. Horizontal mixed use projects would be permitted within these areas in the following circumstances: 1) a single use building is located on a site that contains a mix of uses or multiple sites containing a mix of uses joined through a unity of title; or 2) where the saturation of a single use, including residential or commercial, does not currently or would not be caused to exceed 70% of the total building area within one-quarter mile of a proposed application site.

**The proposed amendment deletes ineffective provisions related to Neighborhood Activity Nodes.** The current text related to mixed use development in neighborhood activity nodes has been found to be ineffective. The text allows for mixed use development within the 40 acre "neighborhood activity node" up to densities of 18 dwelling units per acre. However, the text also provides that the area within 660' of the neighborhood activity node that is located along the major corridor could be developed at 36 dwelling units per acre.

**The proposed amendment provides greater flexibility for vertical mixed-use projects.** The current CDMP text related to vertical mixed-use development includes detailed requirements for where the various uses must be located within the building. The proposed amendment simplifies the text by simply requiring that the vertical mixed-use structure contain both residential and non-residential components. In addition, the current CDMP text requires that the residential component of the structure comprise at least 20 percent but no more than 75 percent of the total floor area. The proposed amendment increases the maximum total floor area that can be dedicated to residential uses to 85 percent to provide greater flexibility in the mix of uses.

**The proposed amendment provides a timeline for completion of Urban Center area plans for rapid transit stations located in unincorporated Miami-Dade County and encourages municipalities to establish transit-supportive densities and intensities near rapid transit stations.** The proposed amendment establishes as County policy that area plans be completed for station locations identified along the SMART Plan corridors by 2030. The proposed amendment also establishes as County policy that station development and improvements be prioritized for those municipalities that have established zoning standards that ensure minimum average residential density and non-residential intensity in accordance with CDMP Policy LU-7F. As discussed in the following paragraphs, adherence to the minimum standards established in CDMP Policy LU-7F is essential to ensuring adequate transit ridership

to support the transit investment as well as allowing the County to compete for federal funding.

**The proposed amendment establishes minimum non-residential floor area ratios that support transit ridership and are consistent with the "Medium" breakpoints for FTA funding and expands the applicability of the minimum standards to all rapid transit corridors.** In accordance with the County's Home Rule Authority and the Legislative Intent of the CDMP, the CDMP defines minimum standards for development of Urban Centers countywide. These standards are to be implemented through municipal comprehensive plans and land development regulations. CDMP Policy LU-7F currently establishes minimum residential and employment densities within ½ mile of rail rapid transit stations. The proposed amendment seeks to revise the minimum standards for development around rapid transit stations in CDMP Policy LU-7F to provide consistency with the "Medium" breakpoint used by the Federal Transit Administration (FTA) to evaluate projects for federal funding and expand the applicability of the minimum standards to apply to all rapid transit corridors.

The U.S. Department of Transportation, Federal Transit Administration has issued Final Interim Policy Guidance related to funding through the Capital Investment Grant Program which includes the New Starts, Small Starts and Core Capacity Programs.<sup>2</sup> The guidance provides breakpoints used to evaluate applications requesting funding through the Capital Investment Grant Program which includes consideration of population and employment densities within ½ mile of proposed station areas. It is important for the County to be able to demonstrate that the land use policies support the density and intensity thresholds necessary to compete for Federal funding. The current minimum standards in Policy LU-7F are in accordance with the "Low" breakpoint for employment intensity and the "Medium" breakpoint for residential density (US DOT, 2016). The proposed amendment will increase the minimum standards for employment density around rapid transit stations to provide consistency with the FTA "Medium" breakpoint and translate the minimum employment density to floor area ratios based on the FTA Guidance which will make it easier to implement through development standards.

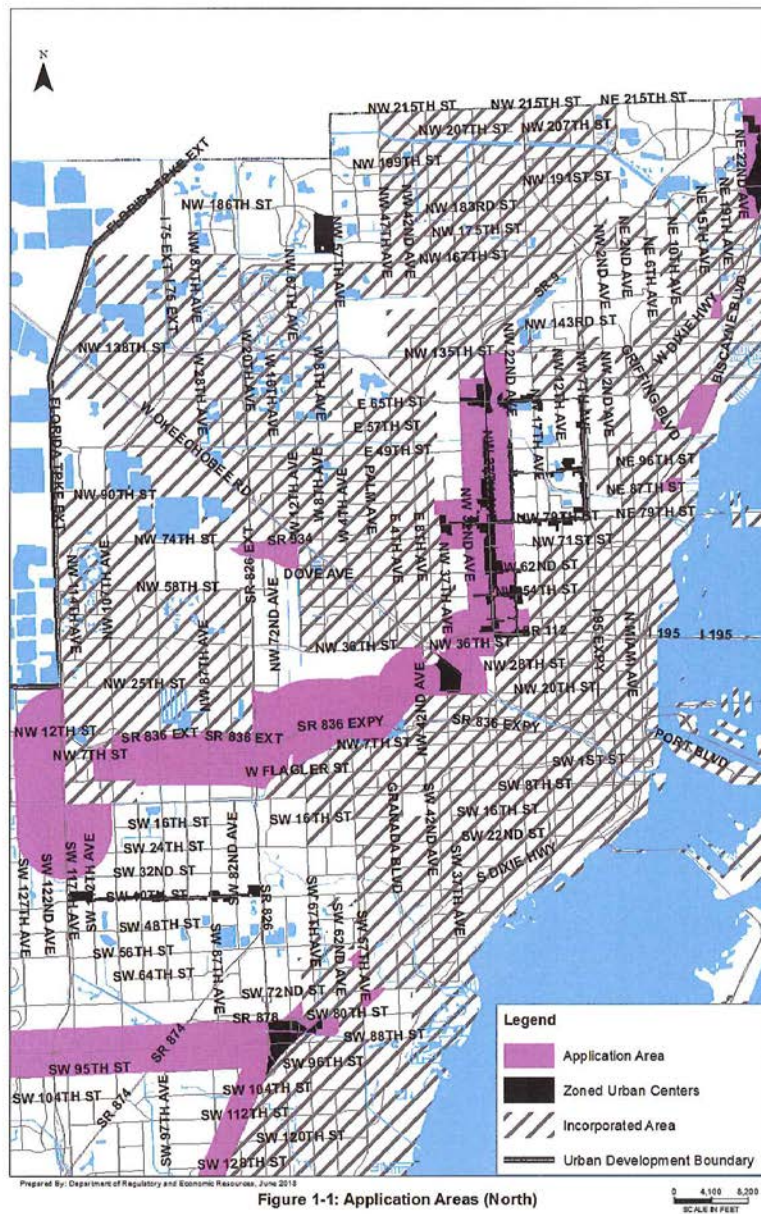
**The proposed amendment designates the unincorporated areas within the Transportation Infrastructure Improvement District as Facilities of Countywide Significance.** On May 1, 2018, the Board of County Commissioners designated unincorporated areas located within the Miami-Dade County Transportation Infrastructure Improvement District (TIID) as defined in Section 2-2363 of the Code as "Areas or Facilities of Countywide Significance" in Sections 20-8.6 and 20-28.1 of the Code. The proposed amendment designates the TIID as a "Facility of Countywide Significance" in the Intergovernmental Coordination Element of the CDMP to provide consistency with the change adopted to Chapter 20 of the Code. Designation of the area as a "Facility of County Significance" will allow the County to

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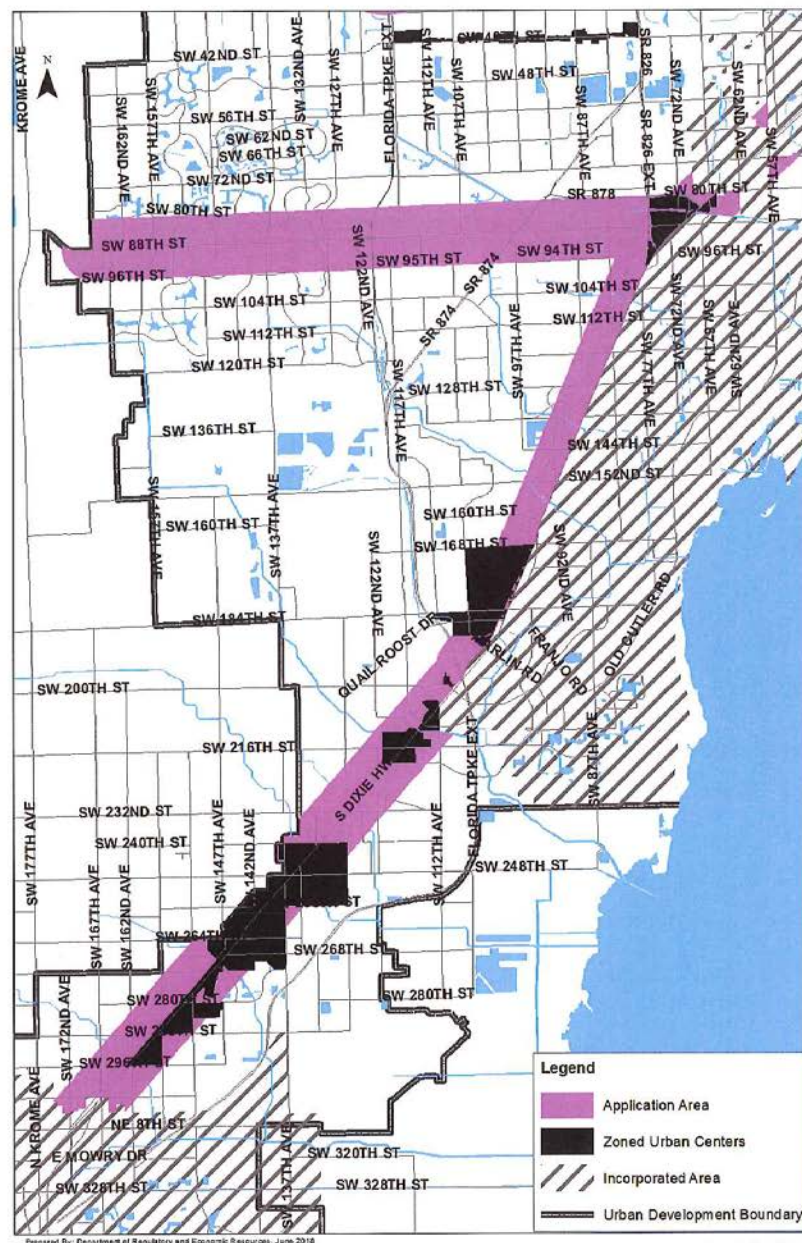
<sup>2</sup> US DOT. Final Interim Policy Guidance. June 2016. Accessed Online at [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FAST\\_Updated\\_Interim\\_Policy\\_Guidance\\_June%20\\_2016.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FAST_Updated_Interim_Policy_Guidance_June%20_2016.pdf)

retain regulatory control over land use, development and service delivery for these areas.







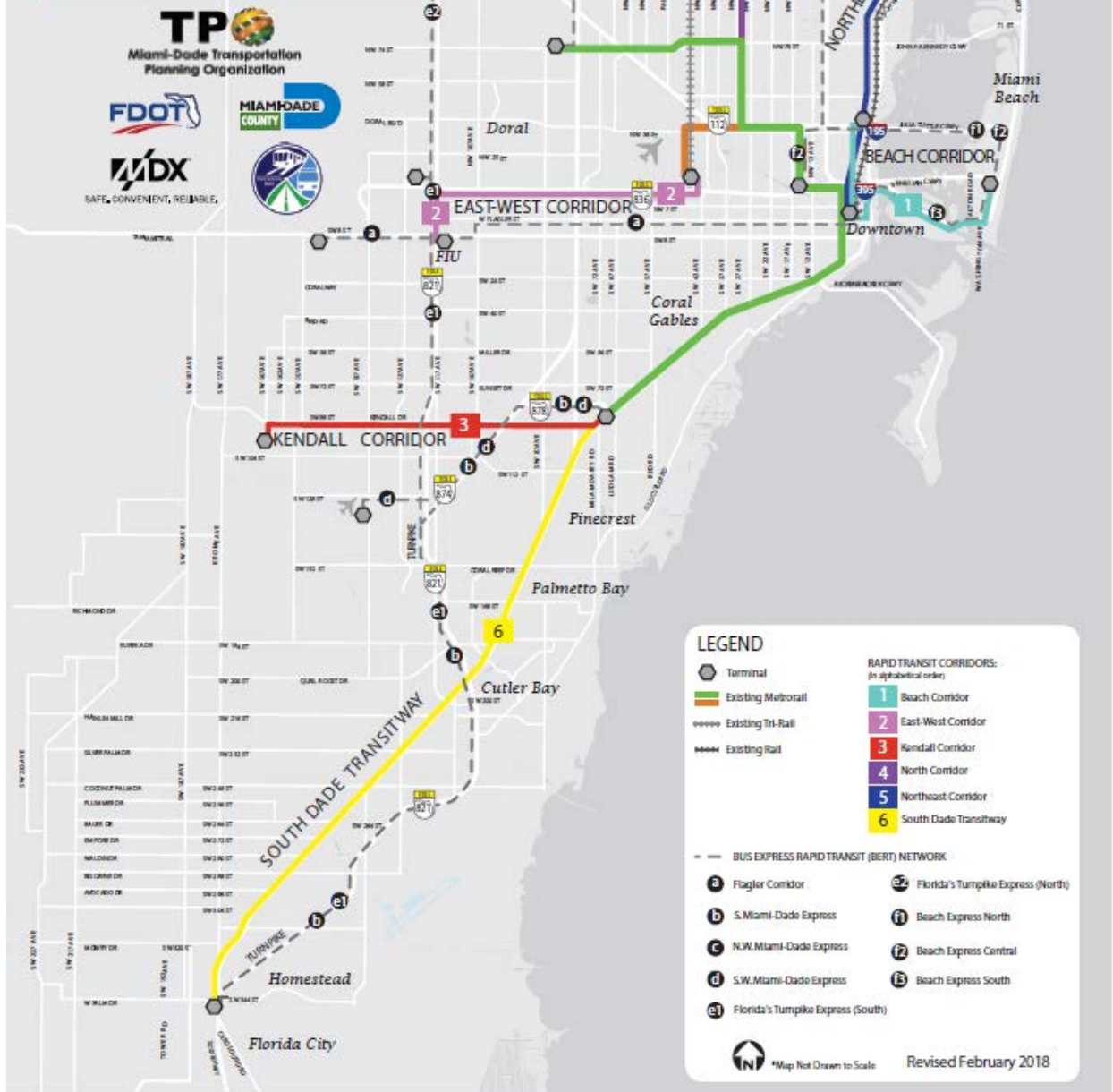


**Figure 1-2: Application Areas (South)**

# **Appendix B**

## **SMART Plan Corridors**

# Strategic Miami Area Rapid Transit (SMART) Plan



Appendix B: SMART Plan Corridors

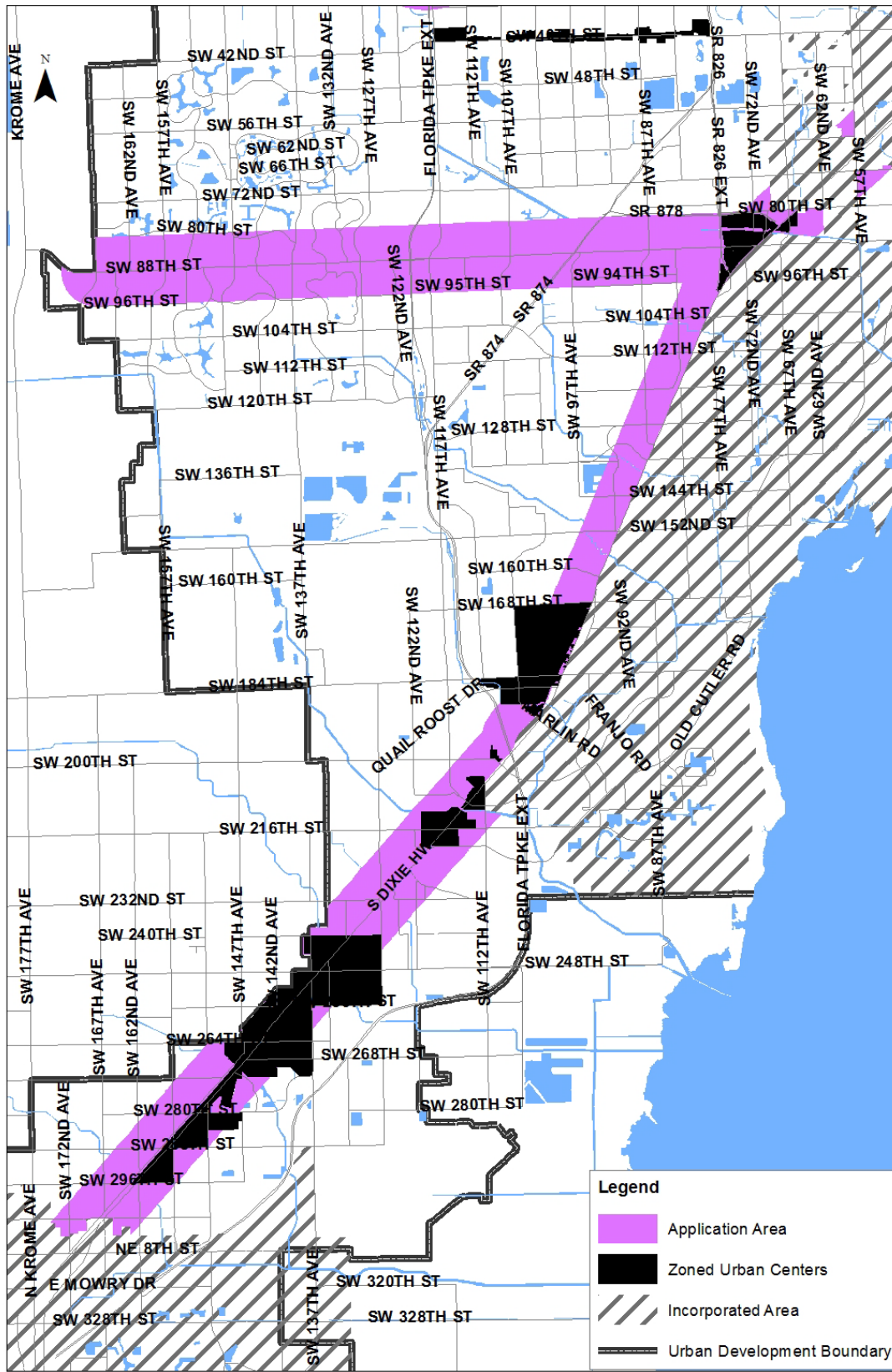
Source: Miami-Dade Transportation Planning Organization

## **Appendix C**

# **SMART Plan Application Areas**







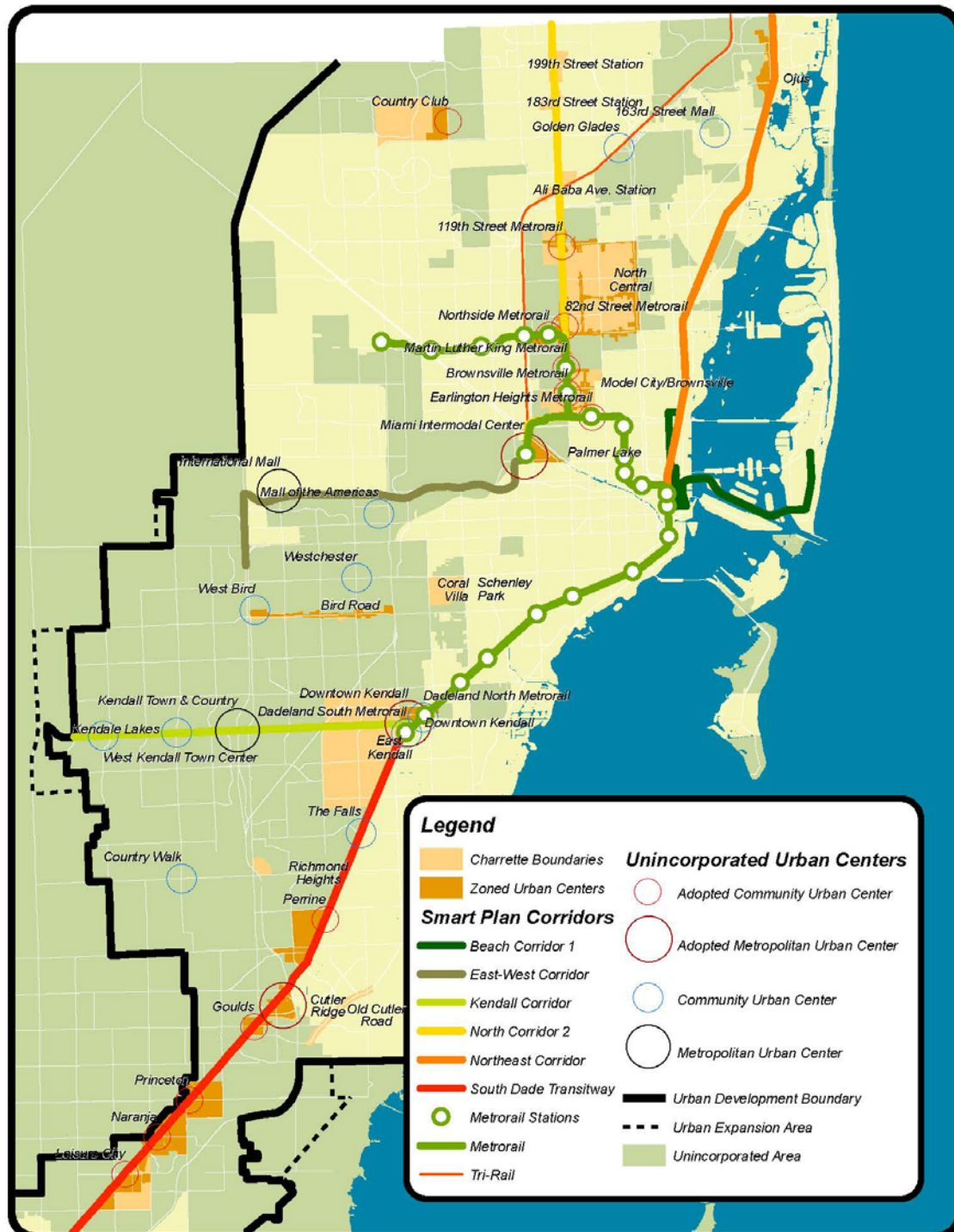
Appendix C: Application Areas (South)

Source: Miami-Dade County, Planning Division

# **Appendix D**

## **Zoned Urban Centers and Charrette Boundaries**

## Unincorporated Charrette Area Plans and Rail



Appendix D: Zoned Urban Centers and Charrette Boundaries

Source: Miami-Dade County, Development Services Division



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