

Table 7-1 (Continued): IMPLEMENTATION STRATEGIES TABLE

Implementation Strategies Toolbox				
Category	Strategy	Next Steps	Station	Responsible Party
Affordable Housing	Add language to RTZ regulations to establish Affordable Housing Inclusive Zoning	Residential construction of more than 4 units is required to include Legally Binding Affordability Restricted (LBAR) housing, or pay a the Affordable Housing Fee (in lieu of construction). The appropriate quantity is to be determined for each station area by a study at the time of the transit station development. Funds should be directed to PHCD, and designated as money to be used for the express purpose of developing additional affordable housing along future or existing rapid transit station areas.	All	RER Commissioner-sponsored BCC ordinance to amend Chapter 33C
	Encourage municipalities to develop affordable housing supportive policies near transit stations	Develop BCC resolution to encourage municipalities to promote affordable housing near station areas	All	Commissioner-sponsored BCC resolution
	Implement a mixed-income housing policy on future county land development projects	Ensure that all relevant county stakeholders are involved in the drafting of P3 development orders. Any project intended to include affordable housing should be vetted by PHCD.	All	Mayor Administrative Directive
	Lower barriers and reduce risk for Affordable Housing development near transit	Develop a new policy which waives the water impact fee for affordable housing projects within the half mile station area buffer.	All	Mayor Administrative Directive with WASD, PHCD, and RER
Value Capture	Form a cost sharing relationship with developments to offset circulator service costs	Engage developers to provide in-kind support (construction of transit stops) and recurring support for operations costs in exchange for circulator service.	All	Local transit operator (DTPW, Municipalities) and Developers
	Sell Station Naming Rights	Sell right to re-name transit stations	All	Miami-Dade OMB
	Implement an Affordable Housing Fee	PHCD to develop a rough fee schedule for RTZ developers who do not wish to build the required 12.5% LBAR housing. The exact amount of these fees should be adjusted according to an individual study performed on a case-by-case basis. These revenues should go PHCD to build housing at rapid tranist corridor stations	All	Miami-Dade County Ordinance
Bicycle Pedestrian	Incorporate recommended bicycle / pedestrian projects into other ongoing planning and design efforts.	Determine which projects align with the East-West corridor PD&E effort, then use LRTP prioritization & TIP process to identify funding for individual projects and assign funding responsibility.	All	DTPW, TPO, FDOT District 6, Municipalities
		Review other planned roadway projects to see where recommended bicycle / pedestrian projects can be incorporated to expedite implementation, maximize efficiency, and minimize re-work		
	Centralize bicycle/pedestrian planning in Miami-Dade County	Designate a person to oversee Countywide bike/ped projects and programs. Allocate funding to ensure projects are funded and built	All	Mayor Administrative Directive, DTPW
		Create a SMART Streets program which integrates existing plans and initiatives. Request that the TPO develop a list of existing projects and programs throughout the County which provide first and last mile mobility to SMART Plan corridors, including Complete Streets, Neat Streets, SMART Trails, Safe Routes to School, and assorted Bicycle/Pedestrian initiatives.	All	DTPW, TPO, FDOT District 6, and partner agencies
Formalize the prioritization of active transportation near rapid transit stations	Add language to county regulations that requires all road construction projects which connect a rapid transit station to an RTZ parcel to include bicycle and pedestrian facilities.	All	RER, DTPW (Highway Division)	
	Draft a resolution for the Miami-Dade BCC to designate all station areas and a half mile radius around rapid transit stations as Pedestrian Priority Zones (PPZs).	All	Commissioner-sponsored BCC resolution	

7.1 ZONING & LAND USE STRATEGIES

To promote the coordinated development of land and maximize the benefits from proximity to rapid transit service throughout Miami-Dade County, this plan identifies a set of recommendations that can help prepare stations areas for TOD along the East-West SMART Corridor. Recently updated Federal Transit Administration (FTA) guidance on joint development states that certain strategies in transit oriented development can “improve land use around transit stations.” By ensuring that this takes place, the E-W Corridor improves its strength in competing for federal grant funds. Recent amendments to the CDMP (2019) and the Rapid Transit Zone ordinance (2021) recognize the county-wide importance of development around rapid transit stations, and create tools which can be used to promote development in rapid transit station areas for TOD. Vesting zoning jurisdiction with the County allows for a holistic approach and unified vision across the transit environment. These updated policies provide avenues to coordinate land use and zoning changes when needed to implement TOD around rapid transit stations.

7.1.1 MODIFY EXISTING MUNICIPAL POLICIES TO BETTER ACCOMMODATE TOD

It is in the best interest of Miami-Dade County and local municipalities to coordinate a TOD vision for each station site and work to ensure local zoning supports that vision. The zoning & land use policies of some municipalities are still in the process of adapting to the county-wide strategy of promoting TOD. The CDMP has established certain land use objectives, most notable LU-7F which states:

"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..."

It is recommended that a BCC resolution be passed to encourage municipalities to amend their zoning codes to align with CDMP Objective LU-7, including minimum densities in LU-7F, by a date certain. It is also recommended that municipalities should use the guidelines in the Urban Center District Regulations as minimum standards, to ensure that a relatively uniform development environment is in place along the corridor.