

Memorandum



Date: July 17, 2013

To: Board of County Commissioners

From: Developmental Impact Committee
Executive Council

Subject: Developmental Impact Committee Recommendation

APPLICANT: Department of Regulatory and Economic Resources (Z13-092)

SUMMARY OF REQUEST:

The applicant is requesting a district boundary change from multiple zoning districts to Bird Road Corridor Urban Area District (BRCUAD).

LOCATION: Bird Road, SW 40 Street between the Palmetto Expressway and the Florida Turnpike Homestead Extension, Miami-Dade County, Florida

COMMENTS:

This application went before the Developmental Impact Committee due to the size of the application. Section 33-303.1(D)(7) of the Code of Miami-Dade County charges the Developmental Impact Committee (DIC) to address applications with respect to: (I) conformance with all applicable plans; (II) environmental impact; (III) impact on the economy; (IV) impact on essential services; and (V) impact on public transportation facilities and accessibility.

The meeting of the DIC Executive Council was held on July 2, 2014 and the attached Department memoranda were reviewed and considered by said Committee.

DIC RECOMMENDATION:

Approval, as set forth in the Department of Regulatory and Economic Resources' recommendation.

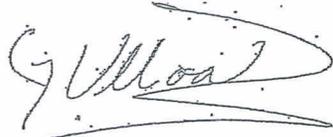
The Executive Council is of the opinion that this application will be in keeping with the Comprehensive Development Master Plan designation for the subject property. In addition, the Council found that the approval of this application will not be contrary to the public interest, is in keeping with the spirit of the regulations, and will permit the reasonable use of the premises. As such, the Executive Council finds that approval of this application will be **consistent** with the CDMP and **compatible** with the surrounding area.

APPLICATION NO. Z13-92
DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES

Respectfully Submitted,

DIC Executive Council
July 02, 2014

Giovannie Ulloa, Fire Chief
Miami-Dade Fire Rescue Department



AYE

Eric Silva, AICP
Sustainability, Planning and Economic Enhancement
Department



AYE

Antonio Cotárelo, Assistant Director
Public Works Department



AYE

Jose Gonzalez, P.E., Assistant Director
Department of Environmental Resources Mgmt



AYE

Bertha M. Goldenberg, Assistant Director
Miami-Dade Water and Sewer Department



AYE

David Henderson, Bicycle/Pedestrian Specialist
Metropolitan Planning Organization



AYE

Albert A. Hernandez, Deputy Director, Engineering
Miami-Dade Transit

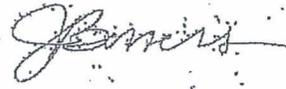


AYE

APPLICATION NO. Z13-92
DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES

July 02, 2014

John Bowers, Parks Property Management Supervisor
Parks, Recreation and Open Spaces



AYE

**Miami-Dade County Department of Regulatory and Economic Resources
Developmental Impact Committee (DIC)
Recommendation to the Board of County Commissioners**

PH: Z13-092

DIC Date: July 2, 2014

Recommendation Summary	
Commission District	10
Applicant	Miami-Dade County Department of Regulatory and Economic Resources
Summary of Requests	The applicant is seeking to rezone the Bird Road Corridor area to BRCUAD (Bird Road Corridor Urban Area District).
Location	Properties along Bird Road between the Palmetto Expressway and the Florida Turnpike, Miami-Dade County, Florida
Property Size	248.8 acres
Existing Zoning	BU-1, BU-1A, BU-2, BU-3, EU-1, GU, IU-1, RU-1, RU-2, RU-3M, RU-4, RU-4L, RU-4M and RU-5A
Existing Land Use	Commercial, Office, Residential, Institutional, Vacant Land
2015-2025 CDMP Land Use Designation	Community Urban Center, Low Density, Low-Medium Density, Medium Density, Business and Office, Office/Residential, Parks and Recreation <i>(see attached Zoning Recommendation Addendum)</i>
Comprehensive Plan Consistency	Consistent with interpretative text, goals, objectives and policies of the CDMP
Applicable Zoning Code Section(s)	Section 33-311 District Boundary Change Section 33-303.1(D)(7) Developmental Impact Committee <i>(see attached Zoning Recommendation Addendum)</i>
Recommendation	Approval

REQUEST:

DISTRICT BOUNDARY CHANGE from BU-1, BU-1A, BU-2, BU-3, EU-1, GU, IU-1, RU-1, RU-2, RU-3M, RU-4, RU-4L, RU-4M, RU-5A to BRCUAD (Bird Road Corridor Urban Area District)

PROJECT DESCRIPTION: N/A

NEIGHBORHOOD CHARACTERISTICS:

The subject property is generally located along Bird Road (SW 40th Street) between the Palmetto Expressway and the Florida Turnpike. Commercial, office, institutional and residential uses characterize the area.

	Zoning and Existing Use	Land Use Designation
Subject Property	BU-1, BU-1A, BU-2, BU-3, EU-1, GU, IU-1, RU-1, RU-2, RU-3M, RU-4, RU-4L, RU-4M, RU-5A; commercial, office, residential, institutional, vacant land	Community Urban Center, Low Density (2.5-6 DU/AC), Low-Medium Density (6-13 DU/AC), Medium Density (13-25 DU/AC), Business and Office, Office/Residential, Parks and Recreation
North	RU-1, RU-2, RU-3, RU-3B, RU-3M, RU-4, RU-4L, RU-5A; office, residential and	Business and Office, Low Density (2.5-6 DU/AC), Low-

	Zoning and Existing Use	Land Use Designation
	institutional	Medium Density (6-13 DU/AC), Medium-High Density (25-60 DU/AC),
East	GU, None; transportation	Transportation
South	BU-1, GU, RU-1, RU-2, RU-5, RU-5A; commercial, residential, institutional, parks and recreation, vacant land	Low Density (2.5-6 DU/AC), Parks and Recreation
West	None; transportation	Transportation

SUMMARY OF THE IMPACTS:

The approval of this application will allow for the development of a mixed-use commercial-residential district that provides additional housing/mixed-use development opportunities and implements the Comprehensive Development Master Plan’s (CDMP) Urban Center development concepts.

COMPREHENSIVE DEVELOPMENT MASTER PLAN ANALYSIS:

The area is designated **Low Density, Low-Medium Density, Medium Density, Business and Office, Office/Residential** and **Low-Density Residential** on the Comprehensive Development Master Plan (CDMP) Land Use Plan (LUP) map. A Community Urban Center is located at the west end of the corridor, adjacent to the Florida Turnpike. The CDMP Land Use Element interpretive text for Community Urban Centers (CUC) states that a variety of uses is allowed, including retail, office, service, restaurant, hotel, institutional, recreational, cultural, entertainment, and residential uses. The Bird Road Corridor Urban Area District (BRCUAD) allows retail, office, residential and institutional uses consistent with these provisions. The BRCUAD development standards also implement the CDMP Urban Centers requirements for streets, open spaces, parking, and buildings.

As shown in the table below, anticipated development in the application area is within the limits of the CDMP. In Community Urban Centers and mixed use development, the CDMP provides for tiered development intensities with a Floor Area Ratio (FAR) greater than 1.5 in the core and not less than 0.5 FAR at the edge; residential development is limited to a maximum of 125 units per acre. The distribution of uses is based on those permitted by the BRCUAD.

Comprehensive Development Master Plan (CDMP) and Proposed BRCUAD Zoning Development Density/Intensity

Use	CDMP Permitted Density/Intensity	Proposed BRCUAD Zoning
Residential	8,075 units	7,484 units
Commercial/Office	5,190,391 sq. ft.	4,820,239 sq. ft.

The CDMP permitted density and intensity in the above table was estimated by allocating 125 residential units per acre to the area within the CUC, 36 residential units per acre to areas within 660 feet of the designated Major Corridor and the density permitted by the LUP

designation in other areas; for non-residential intensity 1.25 FAR was allocated to areas within 660 feet of the designated Major Corridor and 0.5 FAR in other areas.

Service Provider Comments

The proposed rezoning has been reviewed by all of the service providers. Review comments provided at this time are primarily for information regarding the long term build-out of the Urban Center as there is no specific development proposal associated with this application. Development approval and impacts will be assessed as plats and site plans are submitted. A description of the development intensities analyzed and a summary of each department's comments are provided below.

Comparison of Existing Zoning and Proposed BRCUAD Zoning

Use	Existing Zoning	Proposed BRCUAD Zoning	Difference (Existing Zoning minus BRCUAD)
Industrial	8,494 sq. ft.	0 sq. ft.	-8,494 sq. ft.
Retail	2,379,338 sq. ft.	2,405,600 sq. ft.	+26,262 sq. ft.
Office	2,419,587 sq. ft.	2,414,639 sq. ft.	-4,948 sq. ft.
Residential	3,283 units	7,484 units	+4,201 units

It should be noted that all of the department reviews were conducted at the projected build-out, which would require a significant amount of redevelopment of existing uses and buildings. Over the years, it is anticipated that new development will occur mainly on currently developed land, land that is occupied by commercial strips, shopping centers, big box development and multi-family residences.

Staff opines that approval of this application is **compatible** with the surrounding area and **consistent** with the CDMP LUP Map, Land Use Element interpretative text and relevant CDMP policies.

ZONING ANALYSIS:

When analyzing the request to rezone the Bird Road Corridor area from BU-1, BU-1A, BU-2, BU-3, EU-1, GU, IU-1, RU-1, RU-2, RU-3M, RU-4, RU-4L, RU-4M, RU-5A to BRCUAD, under Section 33-311 of the Code, staff opines that the approval of this request would be **compatible** with commercial, residential, institutional and public facility uses in the surrounding area and be **consistent** with the CDMP. **The proposed rezoning to BRCUAD is necessary to implement the Board of County Commissioners-accepted Bird Road Corridor Study Charrette Area Plan, the adopted Bird Road Corridor Urban Area District zoning regulations (Ordinance No. 13-58) and applicable CDMP policies.** Specific provisions in the BRCUAD that implement the aforementioned Bird Road Corridor Study Charrette Area Plan and CDMP policies allow or require: mixed uses, including retail, office and residential uses; building standards that will require new buildings to be developed in an attractive pedestrian and transit supportive manner; street standards that will require future right-of-way improvements to provide for ample sidewalk areas and bicycle facilities, as well as encourage on-street parking areas and landscaping; and reduced parking requirements for developments providing mixed uses and workforce housing units; landscape and open space standards.

The BRCUAD zoning regulations require that the Department of Regulatory and Economic Resources review plans for compliance with the site plan review criteria provided in Section 33-284.88 of the Zoning Code as part of the Administrative Site Plan Review (ASPR) process. Additionally, as part of the ASPR review process, the following departments of Miami-Dade County and other public entities shall review development plans for potential impacts on infrastructure and other services: the Public Works and Waste Management Department (PWWM); the Miami-Dade Fire Rescue Department (MDFR); the Miami-Dade County Public Schools (MDCPS); the Park and Recreation Department; and any other applicable agency. In the event the ASPR application indicates impacts on services and infrastructure provided by the above mentioned departments, the developer shall meet with the affected department or entity to discuss potential mitigation of the impacts and shall submit evidence of such discussion to the Department of Regulatory and Economic Resources. **Therefore, staff recommends approval of the request under Section 33-311 Standards for District Boundary Change.**

ACCESS, CIRCULATION AND PARKING: N/A

NEIGHBORHOOD SERVICES PROVIDER REVIEW:

Regulatory and Economic Resources

The Department of Regulatory and Economic Resources (RER) Division of Environmental Resources Management (DERM) **does not object** to this application and has approved it for compliance with the requirements of Chapter 24 of the Code of Miami-Dade County.

Its memorandum indicates that portions of the application area is located within the Alexander Orr Wellfield protection area; therefore, development on the properties within the wellfield shall be in accordance with the regulations established in Section 24-43 of the Code.

The RER Building and Neighborhood Compliance Division **has no objections** to this application.

Miami-Dade Fire Rescue

The Miami-Dade Fire Rescue Department (MDFR) **has no objections** to this application. The department states that it provides adequate emergency and fire service to the residences and businesses along the corridor and that in addition to Station No. 3, there are four MDFR stations within close proximity to the corridor which are capable of rendering additional emergency and fire service.

MDFR is requesting that in the event of a significant increase of population, residential units or commercial area, MDFR be notified accordingly in an effort to evaluate the impact on existing service and determine the need for an additional fire station or service to absorb the additional number of alarms.

Parks, Recreation and Open Spaces

The Miami-Dade Parks, Recreation and Open Spaces Department (MDPROS) **has no objections** to this application. Approximately 23.1 acres of additional local park space need would be generated by the estimated future development in the application area. This park space need can be accommodated by Park Benefit District 2 which has a surplus capacity of 504.72 acres.

Miami-Dade Police Department

The Miami-Dade Police Department (MDPD) **has no objections** to this application. Additional sworn personnel, support staff, and equipment will be required to maintain current levels of service as future development occurs in the application area.

Public Works and Waste Management Department

The Public Works and Waste Management Department (PWWM) Traffic Engineering Division **does not object** to this application. Its memorandum indicates that concurrency for individual projects will be evaluated during the development review process for each parcel. Therefore, traffic impact studies will be required when Administrative Site Plan Review (ASPR) or plat applications are submitted.

The PWWM Waste Operations Division **has no objections** to this application. Future development in the application area will be required to contract with a private waste collection service for subsequent waste disposal.

Water and Sewer Department

The Miami-Dade County Water and Sewer Department (MDWASD) **does not object** to this application. Public water mains and sanitary sewers exist in most of the area. As requested by the Board of County Commissioners, the Water and Sewer Department prepared a preliminary estimate of the water and sewer infrastructure improvements necessary to support development along the corridor. As future development occurs in the application area, existing water and sewer infrastructure may need to be upgraded. All development will be evaluated on a case-by-case basis to determine the water main, fire hydrant, and sewer infrastructure needs for each individual project.

Miami-Dade Transit Department

The Miami-Dade Transit Department (MDT) **has no objections** to this application. Its memorandum indicates that Metrobus routes 40, 71 and 87 run within the corridor and currently provide bus service with a 30 minute or better AM/PM peak-hour headway. Therefore, this application meets the adopted mass transit level of service standards as prescribed by the CDMP Mass Transit Sub-element Policy MT-1A.

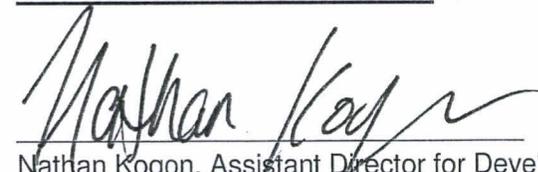
Miami-Dade County Public Schools

Miami-Dade County Public Schools **does not object** to this application. A final determination of Public School Concurrency and capacity reservation will be made as individual developments are submitted for final plat, site plan, or functional equivalent.

OTHER: Not applicable.

RECOMMENDATION: Approval

CONDITIONS FOR APPROVAL: None



Nathan Kogon, Assistant Director for Development Services
Miami-Dade County Department of Regulatory and Economic Resources

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District
Z13-092

NEIGHBORHOOD SERVICES PROVIDER COMMENTS*	
Division of Environmental Resources Management (RER)	No objection
Fire Rescue	No objection
Parks, Recreation and Open Spaces	No objection
Police	No objection
Public Works and Waste Management	No objection
Water and Sewer	No objection
Transit	No objection
Schools	No objection
*Subject to conditions in their memorandum	

COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) OBJECTIVES, POLICIES AND INTERPRETATIVE TEXT

Land Use Element Goal (Pg. I-2)	<i>Provide the best possible distribution of land use and services to meet the physical, social, cultural, and economic needs of the present and future populations in a timely and efficient manner that will maintain or improve the quality of the natural and man-made environment and amenities, and preserve Miami-Dade County's unique agricultural lands.</i>
Land Use Element Objective LU-1 (Pg. I-2)	<i>The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.</i>
Land Use Element Policy LU-1A (Pg. I-2)	<i>High intensity, well designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multi-modal accessibility.</i>
Land Use Element Policy LU-1C (Pg. I-2)	<i>Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.</i>
Land Use Element Policy LU-1D (Pg. I-3)	<i>In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of residential areas as neighborhoods which include recreational, educational and other public facilities, houses of worship, and safe and convenient circulation of automotive, pedestrian and bicycle traffic.</i>
Land Use Element Policy LU-1F (Pg. I-3)	<i>To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.</i>
Land Use Element Policy LU-1G (Pg. I-3)	<i>Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.</i>
Land Use Element Policy LU-2A (Pg. I-5)	<i>All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvement Element (CIE).</i>

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District
Z13-092

Land Use Element Objective LU-5 (Pg. I-12)	Upon the adoption of this plan, all public and private activities regarding the use, development and redevelopment of land and the provision of urban services and infrastructure shall be consistent with the goal, objectives and policies of this Element, with the adopted Population Estimates and Projections, and with the future uses provided by the adopted Land Use Plan (LUP) map and accompanying text titled "Interpretation of the Land Use Plan Map", as balanced with the Goals, Objectives and Policies of all Elements of the Comprehensive Development Master Plan.
Land Use Element Objective LU-7 (Pg. I-14)	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 pedestrian-friendly environment that promotes the use of rapid transit services.
Land Use Element Policy LU-7D (Pg. I-15)	Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done in a manner that reduces walking distances and is comfortable and attractive to pedestrians.
Land Use Element Policy LU-7I (Pg. I-16)	Miami-Dade County will review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors.
Land Use Element Policy LU-8A (Pg. I-17)	Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities Density patterns should reflect the Guidelines for Urban Form contained in this Element.
Land Use Element Policy LU-8B (Pg. I-17)	Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.
Land Use Element Objective LU-9 (Pg. I-19)	Miami-Dade County shall continue to maintain, update and enhance the Code of Miami-Dade County, administrative regulations and procedures, and special area planning program to ensure that future land use and development in Miami-Dade County is consistent with the CDMP, and to promote better planned neighborhoods and communities and well designed buildings.
Land Use Element Policy LU-9D (Pg. I-20)	Miami-Dade County shall continue to investigate, maintain, and enhance methods, standards and regulatory approaches, which facilitate sound, compatible mixing of uses in projects and communities.
Land Use Element Policy LU-9F (Pg. I-20)	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.
Land Use Element Policy LU-9G (Pg. I-20)	Miami-Dade County shall review and revise its development regulations to promote building designs in multi-family residential zoning districts which are more compatible with, and sensitive to, surrounding neighborhoods, and to establish minimum densities for development in multifamily residential zoning districts.
Land Use Element Policy LU-9I (Pg. I-20)	Miami-Dade County shall continue to update and enhance its land development regulations and area planning program to facilitate development of better planned neighborhoods and communities, and well designed buildings, and shall encourage and assist municipalities to do the same.
Land Use Element Policy LU-9P (Pg. I-21)	Miami-Dade County shall revise land development regulations to allow live-work units and structures in urban centers and all land use categories that permit the mixture of residential and non-residential uses. Live-work refers to one or more individuals living in the same building where they earn their livelihood usually in professional, artisanal or light industrial activities. The quiet enjoyment expectations of the residential neighbors take precedence over the work needs in a live-work unit or building. Toward this end, the occupational use of the unit shall not include nonresident employees or walk-in trade. No outdoor activity; noise, vibration, odor, electric interference or other effect of the occupation shall be detectable outside the

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District
Z13-092

	work-live unit. The regulations should provide for disclosure of neighboring industrial and commercial activities to prospective residential tenants and purchasers.
Land Use Element Policy LU-9Q (Pg. I-22)	Miami-Dade County shall revise land development regulations to allow work-live units in the Business and Office and Industrial and Office land use categories. The term work-live means that the needs of the work component takes precedence over the quite expectations of residents, in that there may be noise, odors, or other impacts of the business, as well as employees, walk-in trade or sales. The predominant use of a work-live unit is industrial or commercial work activity and residential activity is secondary.
Land Use Element Objective LU-10 (Pg. I-23)	Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multimodal transportation systems.
Land Use Element Policy LU-10A (Pg. I-23)	Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation.
Land Use Element Policy LU-12D (Pg. I-25)	The County shall consider developing strategies that promote infill development in specific areas.
Mass Transit Subelement Goal (Pg. II-29)	Maintain, operate and develop a mass transit system in Miami-Dade County that provides efficient, convenient, accessible, and affordable service to all residents and tourists.
Mass Transit Subelement Objective MT-2 (Pg. II-30)	Coordinate the provision of efficient transit service and facilities with the location and intensity of designated future land use patterns as identified on the Land Use Plan Map, and the goal, objectives and policies of the Land Use Element.
Mass Transit Subelement Policy MT-2A (Pg. II-30)	Transit system improvements shall be coordinated with, and support the staging and shaping of development as planned in the Land Use Element, through Miami-Dade County's transportation planning process.
Mass Transit Subelement Objective MT-4 (Pg. II-31)	Provide convenient, accessible and affordable mass transit services and facilities.
Mass Transit Subelement Policy MT-4A (Pg. II-31)	Miami-Dade County, with private sector assistance, shall provide mass transit service appropriate for the mix and intensity of development of urban centers identified in the Land Use Element.
Mass Transit Subelement Policy MT-4B (Pg. II-31)	Miami-Dade County, with appropriate private sector contributions shall provide a network of regular and/or special services to facilitate access to major centers of employment, commercial, medical, educational, governmental, and recreational activity.
Land Use Element Urban Centers (Pg. I-46)	<p>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.</p> <p>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 nearby expressway or major roadways to ensure a high level of countywide accessibility.</p> <p>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.</p>

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District
Z13-092

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 that 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 area wide 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 both 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 and 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 of 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.

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.

Urban Centers - Uses and Activities

Regional and Metropolitan Centers shall accommodate a concentration and variety of uses and activities which will attract large numbers of both residents and visitors while Community-scale Urban Centers will be planned and designed to serve a more localized community. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces. Incorporation of residential uses are encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. Residential uses may be required in areas of the County and along rapid transit lines where there exists much more commercial development than residential development, and creation of employment opportunities will be emphasized in areas of the County and along rapid transit lines where there is much more residential development than employment opportunity. Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activities and amenities at street level; and connectivity of places through creation of a system of pedestrian linkages. Existing public water bodies shall also be incorporated by design into the public spaces within the center.

Urban Centers - Radius

The area developed as an urban center shall extend to one mile radius around the core or central transit station of a Regional Urban Center designated on the LUP map. Designated Metropolitan Urban Centers shall extend not less than one-quarter mile walking distance from the core of the center or central transit stop(s) and may extend up to one-half mile from such core or transit stops major roads and pedestrian linkages. Community Centers shall have a radius of 700 to 1800 feet but may be extended to a radius of one-half mile where recommended in a professional area plan for the center, consistent with the guidelines herein, which plan is approved by the Board of County Commissioners after an advertised public hearing. Urban Center development shall not extend beyond the UDB.

Urban Centers - Streets and Public Spaces

Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas. The street system should have frequent

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District
Z13-092

connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian access ways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edged landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixture and bus shelters. Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity. They should be located next to public streets, residential areas, and commercial uses, and should be established in these places during development and redevelopment of streets and large parcels, particularly parcels 10 acres or larger. The percentage of site area for public open spaces, including squares, greens and pedestrian promenade, shall be a minimum of 15 percent of gross development area. This public area provided outdoor, at grade will be counted toward satisfaction of requirements for other common open space. Some or all of this required open space may be provided off-site but elsewhere within the subject urban center to the extent that it would better serve the quality and functionality of the center.

Urban Centers - Parking

Shared parking is encouraged. Reductions from standard parking requirements shall be authorized where there is a complementary mix of uses on proximate development sites, and near transit stations. Parking areas should occur predominately in mid-block, block rear and on-street locations, and not between the street and main building entrances. Parking structures should incorporate other uses at street level such as shops, galleries, offices and public uses.

Urban Centers - Buildings

Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have a human scale, abundant windows and doors, and design variations at short intervals to create interest for the passing pedestrian. Continuous blank walls at street level are prohibited. In areas of significant pedestrian activity, weather protection should be provided by awnings, canopies, arcades and colonnades.

Urban Centers - 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 Acre
Regional Activity Centers	greater than 4.0 in the core not less than 2.0 in the edge	500
Metropolitan Urban Centers (PLMUC)	greater than 3.0 in the core	250
Community Urban Centers	greater than 1.5 in the core not less than 0.5 in the edge	125

In addition, 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.

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District
Z13-092

PERTINENT ZONING REQUIREMENTS/STANDARDS

<p>33-303.1(D)(7) Developmental Impact Committee</p>	<p><i>Review and make recommendations concerning County zoning actions, with the exception of applications which seek only non-use variances and/or a modification of a condition(s) or covenant(s) and which do not approve a change of use or an increase in the floor area for any and all nonresidential use(s), which are:</i></p> <p style="padding-left: 40px;"><i>(a) Required by the regulations to be taken after public hearing, and which would allow individually, or cumulatively within an independent development parcel:</i></p> <ol style="list-style-type: none"> <i>1. Residential developments involving in excess of two hundred fifty (250) dwelling units.</i> <i>2. Business uses involving in excess of ten (10) acres or one hundred thousand (100,000) square feet of retail floor area, or one thousand (1,000) vehicle off-street parking space capacity.</i> <i>3. Recreational, cultural, or entertainment facilities involving in excess of one thousand (1,000) vehicle off-street parking space capacity for single performance or twenty (20) acres.</i> <i>4. Office buildings or office complexes involving in excess of one hundred twenty-five thousand (125,000) square feet of floor space, or one thousand (1,000) vehicle off-street parking space capacity.</i> <i>5. Industrial, processing or manufacturing activity involving fifty (50) acres, or five hundred (500) vehicle off-street parking space capacity.</i> <i>6. Hotel and/or motel developments involving in excess of two hundred fifty (250) units.</i> <i>7. All planned area developments.</i> <i>8. Mixed-use developments with two (2) or more of the land use types specified in 1. through 6. above where none of the individual land uses in the development meet or exceed the thresholds listed in 1. through 6. above and where the sum of the percentages of the appropriate thresholds listed in 1. through 6. above for each applicable land use in the development is greater than one hundred thirty (130) percent. Where a development addresses more than one (1) threshold within a particular land use type listed in 1. through 6. above, then the threshold in that land use type which generates the highest percentage shall be utilized in the calculation of the total mixed-use percentage for the subject development.</i>
<p>Section 33-311 District Boundary Change</p>	<p><i>(A) The Community Zoning Appeals Boards are advised that the purpose of zoning and regulations is to provide a comprehensive plan and design to lessen the congestion in the highways; to secure safety from fire, panic and other dangers, to promote health, safety, morals, convenience and the general welfare; to provide adequate light and air; to prevent the overcrowding of land and water; to avoid undue concentration of population; to facilitate the adequate provisions of transportation, water, sewerage, schools, parks and other public requirements, with the view of giving reasonable consideration among other things to the character of the district or area and its peculiar suitability for particular uses and with a view to conserving the value of buildings and property and encouraging the most appropriate use of land and water throughout the County.</i></p> <p><i>(F) Section 33-311 provides that the Board shall take into consideration, among other factors the extent to which:</i></p> <ol style="list-style-type: none"> <i>(1) The development permitted by the application, if granted, conforms to the Comprehensive Development Master Plan for Miami-Dade County, Florida; is consistent with applicable area or neighborhood studies or plans, and would serve a public benefit warranting the granting of the application at the time it is considered;</i> <i>(2) The development permitted by the application, if granted, will have a favorable or unfavorable impact on the environmental and natural resources of Miami-Dade</i>

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District

Z13-092

	<p><i>County, including consideration of the means and estimated cost necessary to minimize the adverse impacts; the extent to which alternatives to alleviate adverse impacts may have a substantial impact on the natural and human environment; and whether any irreversible or irretrievable commitment of natural resources will occur as a result of the proposed development;</i></p> <p>(3) <i>The development permitted by the application, if granted, will have a favorable or unfavorable impact on the economy of Miami-Dade County, Florida;</i></p> <p>(4) <i>The development permitted by the application, if granted, will efficiently use or unduly burden water, sewer, solid waste disposal, recreation, education or other necessary public facilities which have been constructed or planned and budgeted for construction;</i></p> <p>(5) <i>The development permitted by the application, if granted, will efficiently use or unduly burden or affect public transportation facilities, including mass transit, roads, streets and highways which have been constructed or planned and budgeted for construction, and if the development is or will be accessible by public or private roads, streets or highways.</i></p>
--	--