Miami-Dade County Department of Regulatory and Economic Resources
Staff Report to the Board of County Commissioners

PH: Z14-139 (15-2-CC-1) **February 19, 2015**

Item No. 1

Recommendation Summary	
Commission District	1
Applicant	Miami-Dade County Department of Regulatory and Economic Resources
Summary of Requests	The applicant is seeking to rezone the Country Club Town center area to Country Club Urban Area District (CCUAD).
Location	Lying generally north of State Road 826 (Palmetto Expressway), east of theoretical extension of NW 62nd Avenue, west of NW 57th Avenue (Red Road) and south of NW 183rd Street (Miami Gardens Drive).
Property Size	Approximately 278 acres
Existing Zoning	IU-1, IU-2 and IU-3
Existing Land Use	Commercial, Industrial, Residential, Vacant Land
2020-2030 CDMP Land Use Designation	Community Urban Center, Industrial and Office, Business and Office
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 *(see attached Zoning Recommendation Addendum)*
Recommendation	**Approval**

REQUEST:

DISTRICT BOUNDARY CHANGE from RU-4L, BU-1, BU-1A, BU-2, BU-3 and IU-C to CCUAD (Country Club Urban Area District)

PROJECT DESCRIPTION: N/A

NEIGHBORHOOD CHARACTERISTICS:

The subject property is generally located north of State Road 826 (Palmetto Expressway), east of theoretical extension of NW 62nd Avenue, west of NW 57th Avenue (Red Road) and south of NW 183rd Street (Miami Gardens Drive). Residential multi-family, Industrial and business uses characterize the area.

	Zoning and Existing Use	Land Use Designation
Subject Property	RU-4L, BU-1, BU-1A, BU-2, BU-3 and IU-C; occupied by various business uses, industrial uses, auto-related uses, residential multi-family uses, and vacant land.	Community Urban Center, Industrial and Office, and Business and Office.
North	IU-C, BU-2; commercial development, office development	Business and Office
East	RU-1, BU-1A, BU-2; single-family	Low Density Residential (2.5

	Zoning and Existing Use	Land Use Designation
	residences, multi-family residences, commercial development, auto-related uses	to 6 du/a Business and Office
South	Within Town of Miami Lakes: BU-1A, BU- and IU-C; auto-related uses, commercial development and vacant land.	Town of Miami Lakes: Business and Office, Industrial and Office
West	RU-1, RU-TH, RU-3M, and IU-1	Low medium density residential, medium density residential, Industrial and Office

SUMMARY OF THE IMPACTS:

The approval of this application will allow for the development of a mixed-use commercial-residential-industrial 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 subject property is designated as a **Community Urban Center** and portions thereof designated **Industrial and Office and Business and Office** on the Comprehensive Development Master Plan (CDMP) Land Use Plan (LUP) map. 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 Country Club Urban Area (CCUA) district allows retail, office, hotel, residential and industrial uses consistent with these provisions. The CCUA district 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 Urban Centers, the CDMP provides for tiered development intensities with an average minimum FAR of 1.5 in the core and 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 CCUA.

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

Use	CDMP Permitted Density/Intensity	Proposed Country Club Zoning
Residential	20,557 units	5,202 units
Commercial/Office	6,349,951 sq. ft.	364,559 sq. ft.
Industrial	1,093,914 sq. ft.	-

The CDMP permitted density and intensity in the above table was estimated by allocating 125 residential units/acre to the core and center areas and from 25 to 60 units/acre to the edge area; for non-residential intensity 1.25 FAR was allocated to most of the core and center areas and 0.5 to the balance.

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 buildout 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 Country Club Zoning

Use	Existing Zoning	Proposed Country Club Zoning	Difference (Country Club minus Existing)
Residential	628 Units	5,202 Units	+4,564 Units
Commercial/Office	1,083,639 sq. ft.	364,559 sq. ft.	-719,080 sq. ft.
Industrial	3,854,434 sq. ft.	-	-3,854,434 sq. ft.

It should be noted that the projected buildout estimate would require a significant amount of redevelopment of existing uses and buildings. This is an estimated buildout based on trends in other urban centers and redevelopment of the entire urban center. It is anticipated that most new development in the near term will occur mainly on currently vacant land (approximately 10.9 acres).

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 Country Club urban area from RU-4L, BU-1, BU-1A, BU-2, BU-3 and IU-C to CCUAD, under Section 33-311 of the Code, staff opines that the approval of this request would be **compatible** with commercial, industrial, and residential uses in the surrounding area and be **consistent** with the CDMP. **The proposed rezoning to CCUAD is necessary to implement the Board of County Commissioners-accepted Country Club/Palm Springs North Charrette Area Plan (Resolution R-870-06), the adopted Country Club Urban Area zoning district regulations (Ordinance No. 14-64) and applicable CDMP policies.** Specifically, the Country Club/Palm Springs North Charrette Area Plan Report designates the subject area as the "Town Center" and recommended the incorporation of mixed-use buildings (commercial, office and residential) for most of the Town Center and the integration of commercial and industrial uses for the balance. The CCUAD implements those recommendations along with a recommendation limiting the number/areas designated for auto-related uses. CCUAD also implements 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; a network of new designated open spaces; and increased pedestrian and vehicular connectivity.

The CCUA district 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 (Division of Environmental Resources Management)
The Department of Regulatory and Economic Resources Division of Environmental Resources Management (DERM) **does not object** to this application and has determined that it meets the minimum requirements of Chapter 24 of the Code of Miami-Dade County.

Its memorandum indicates that there is currently adequate public water and public sanitary sewers capacity to serve the subject area. It also indicates that capacity would be reviewed on a case by case basis as development is proposed.

Miami-Dade Fire Rescue
The Miami-Dade Fire Rescue Department (MDFR) **does not object** to this application. The department states that it provides adequate emergency and fire service to the subject area from Stations No. 1, 11, 44, 51 and 64.

Parks, Recreation and Open Spaces
The Miami-Dade Parks, Recreation and Open Spaces Department (MDPROS) **has no objections** to this application.

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 (TED) **does not object** to this application as the traffic generated by the projected buildout will result in a reduction from that generated by the current zoning.

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 throughout the area. 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 there is transit service in the immediate vicinity of the application area provided by Metrobus routes 75, 95 (Golden Glades), 183 (183rd local), and 286 (North Pointe Circulator). Three of the four routes that serve the area operate 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.

OTHER: Not applicable.

RECOMMENDATION: Approval and exclusion of the following folios, located on the south side of the Golden Glades Canal:

30-2012-047-0001
30-2013-030-0010
30-2013-020-0010
30-2013-029-0010
30-2013-001-0161
30-2013-016-0001
30-2013-009-0012
30-2013-010-0001
30-2013-018-0001
30-2013-023-0001
30-2013-001-0020
32-2013-000-0020

CONDITIONS FOR APPROVAL: None

ES:GL

Eric Silva, AICP, Senior Division Chief
Development Services Division

2/18/2015

ZONING RECOMMENDATION ADDENDUM

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NEIGHBORHOOD SERVICES PROVIDER COMMENTS*	
Division of Environmental Resources Management (RER)	No objection
Neighborhood Compliance (RER)	No objection
Public Works & Waste Management	No objection
Parks, Recreation and Open Space	No objection
Fire Rescue	No objection
Police	No objection
Miami-Dade Transit	No objection
*Subject to conditions in the Department's attached memorandum.	

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

Land Use Element Goal	*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 the man-made environment and amenities, and preserve Miami-Dade County's unique agricultural lands.*
Land Use Element Objective LU-1	*The location and configuration of Miami-Dade County's urban growth through the year 2030 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.*
Land Use Element Policy LU-1A	*High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.*
Land Use Element Policy LU-1C	*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.*
Land Use Element Policy LU-1F	*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.*
Land Use Element Policy LU-1G	*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.*
Land Use Element Objective LU-5	*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	*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 and bicycle friendly environment that promotes the use of rapid transit services.*
Land Use Element Policy LU-7D	*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 by establishing blocks of walkable scale that form an interconnected network of streets, maximizing connectivity with existing streets and*

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	promoting a comfortable and attractive environment for pedestrians.
Land Use Element Policy LU-8A	*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 Objective LU-9	*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-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.*
Land Use Element Policy LU-9G	*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-9H	*Miami-Dade County shall continue its special area planning program with emphasis on the preparation of physical land use and urban design plans for strategic and high-growth locations, such as urban centers and certain transportation corridors as defined in the CDMP.*
Land Use Element Policy LU-9I	*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	*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 quiet 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 Policy LU-9Q	*The County shall coordinate with affected municipalities to prepare plans for areas designated as "urban centers" on the Land Use Plan Map, and other small area and neighborhood plans as needed and appropriate. These plans shall formulate a vision for the development and redevelopment of these areas in order to identify appropriate locations for higher density development, recommend area specific design requirements, and produce working and living environments that reflect community goals.*
Land Use Element Policy LU-10	*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	*Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, moderate to high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation. To facilitate and promote such development Miami-Dade County shall orient its public facilities and infrastructure planning efforts to minimize and reduce deficiencies and establish the service capacities needed to support such development.*
Land Use Element Objective LU-12	*Miami-Dade County shall take specific measures to promote infill development that are located in the Urban Infill Area (UIA) as defined in Policy TC-1B or in an built-up area with urban services that is situated in a Community Development Block Grant (CDBG)-eligible area, a Targeted Urban Area identified in the Urban Economic Revitalization Plan for Targeted Urban Areas, an Enterprise Zone established pursuant to state law.*
Land Use Element Policy LU-12D	*The County shall consider developing strategies that promote infill development in specific areas.*
Mass Transit Subelement Goal	*Maintain, operate and develop a mass transit system in Miami-Dade County that provides efficient, convenient, accessible, and affordable service to all residents and visitors.*
Mass Transit Subelement	*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,*

Objective MT-2	*objectives and policies of the Land Use Element.*
Mass Transit Subelement Policy MT-2A	*Transit system improvements shall be coordinated with, and support the staging and shaping of development as planned in the Land Use Element, through Miami-Dade County's transportation planning process.*
Mass Transit Subelement 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.*
Mass Transit Subelement Objective MT-4	*Provide convenient, accessible, affordable, and safe mass transit services and facilities.*
Mass Transit Subelement Policy MT-4A	*Miami-Dade County, with appropriate private sector contributions shall provide a network of regular mass transit and special services to facilitate access to major centers of employment, commercial, medical, educational, governmental, and recreational activity, and planned urban centers identified in the Land Use Element.*
Land Use Element Urban Centers	*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.

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 is 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.*

Radius. *The area developed as an urban center shall extend to a 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 along major roads and pedestrian linkages. Community Centers shall have a radius of 700 to 1,800 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.*
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 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 accessways 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-edge 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 fixtures 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 promenades, 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.

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 predominantly 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.*

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.*

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)

	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 Activity 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.

PERTINENT ZONING REQUIREMENTS/STANDARDS

33-303.1(E)(2) Developmental Impact Committee	*Developmental Impact Committee (DIC) Duties.* *(2) Except for 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),* ***review County zoning actions which are:***

	(A) Required by the regulations to be taken after public hearing, and which would allow individually, or cumulatively within an independent development parcel: *(1) Residential developments involving in excess of two hundred fifty (250) dwelling units.* *(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.* *(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.* *(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.* *(5) Industrial, processing or manufacturing activity involving fifty (50) acres, or five hundred (500) vehicle off-street parking space capacity.* *(6) Hotel and/or motel developments involving in excess of two hundred fifty (250) units.* *(7) All planned area developments.* *(8) Mixed-use developments with two (2) or more of the land use types specified in Subsections (E)(2)(a) 1 through 6 above where none of the individual land uses in the development meet or exceed the thresholds listed in Subsections (E)(2)(a) 1 through 6 above and where the sum of the percentages of the appropriate thresholds listed in Subsections (E)(2)(a) 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.*
Section 33-311 District Boundary Change	(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.* *(F)* ***Section 33-311*** *provides that the Board shall take into consideration, among other factors the extent to which:* *(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;* *(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 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;* *(3) The development permitted by the application, if granted, will have a favorable or unfavorable impact on the economy of Miami-Dade County, Florida;* *(4) 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; *(5) 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.*