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I. Future Land Use Element Goals, Objectives, and Policies

Goal 1

Encourage redevelopment and development to enhance the economic base of the City, improve the aesthetic quality of the commercial corridors and existing neighborhoods, and provide a range of housing and employment opportunities to accommodate, serve and employ the projected population, while protecting established single-family neighborhoods.

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Policy 1.2.7

The City shall encourage redevelopment in proximity to transit stops and hubs through the implementation of activities and programs (i.e. density bonuses, park and ride, establishing a land use category for transit hub areas...) that promote redevelopment in targeted areas.

A. As part of this effort the City shall implement a Rapid Transit Zone Ordinance for the land area identified in the County's Northeast Strategic Miami Area Rapid Transit (SMART) Corridor and shown on the City's Rapid Transit Zone Map consistent with the intensity and density allowed in Policy 1.8.2. The following design principles and procedures shall apply to all development and redevelopment of parcels identified within the Rapid Transit Zone on the City's Rapid Transit Zone Map, and shall be implemented as part of the Rapid Zone ordinance:

1. Complement and support adjacent existing land uses and/or adopted Future Land Use Plan designations through the effective use of massing, building setbacks, height standards, and other design elements that increase compatibility between proposed and existing development.
2. Where a proposed development or redevelopment is adjacent to existing single-family or two-family residential property or a property having lower density than the proposed development there shall be compatible building height transitions.
3. Compatibility of adjacent uses must be addressed by incorporating landscape buffers, fences, walls or other appropriate edge treatments along with building design elements that respect existing development and infrastructure.

ATTACHMENT III – EXHIBIT A

4. Building typology and placement diagrams shall be provided as a schematic representation of the various building typologies permitted in the Rapid Transit Zone to demonstrate the required lot standards and profiles of structures in order to ensure a pedestrian oriented environment.
5. The City shall further encourage development and redevelopment within the Rapid Transit Zone by allowing for a reduction of required off-street parking requirements in exchange for alternative modes of transportation facilities such as transit shelters, covered bicycle spaces or bicycle lockers, ride share hubs, or further connectivity of pedestrian walkways.

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Policy 1.6.3

The City shall facilitate and encourage development of the City's designated Mixed-Use Districts. Land area included in a Mixed-Use District shall be excluded from City's Rapid Transit Zone map unless the parcel is located within the Community Urban Center as identified by Miami-Dade County, and these lands shall follow the Community Urban Center density and intensity allowances in Policy 1.8.2. The City shall explore incentives for maximum land utilization, including proportions of mixed-use, which may include the following, and shall amend the land development regulations as necessary to implement these incentives:

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Policy 1.8.2

The following land use densities, intensities and approaches shall be incorporated in the Land Development Code. Building height is defined as the vertical distance above the centerline of the adjacent fronting road to the highest point of the building, except that in a Special Flood Hazard Area (SFHA) the building height shall be measured from the minimum finished flood elevation required in the SFHA, less those structures permitted elsewhere in these regulations to extend beyond the height of the building. Home occupation uses are ~~conditionally~~ allowed with conditions consistent with Florida Statute in all residential categories. The land area identified on the City's Rapid Transit Zone map, including the lands surrounding the future transit station and the location of the Community Urban Center as identified by Miami-Dade County, shall follow the land use density and intensity as prescribed in this policy.

Residential Low Density: Single-family detached units at a density up to 8.0 units per acre.

- A. ~~For lands A parcel of land located within ¼ mile of the Northeast Corridor (FEC Railway)~~ as identified within the Miami-Dade County's Strategic Miami Area

ATTACHMENT III – EXHIBIT A

Rapid Transit (SMART) Corridors and shown on the City's Rapid Transit Zone map residential densities (units per acre) and ~~non-residential~~ intensities (floor to area ratio – FAR) shall be permitted:

1. Within ¼ mile of the FEC Railway Corridor a density up to 60 units per acre with a maximum Floor-Area Ratio [FAR] of 1.0.
2. Between ¼ to ½ mile of the Northeast Corridor, a density up to 36 units per acre with a maximum FAR of 1.0.

Residential Medium Density: Single-family units up to 8.0 units per acre and duplex units up to 17.0 units per acre.

A. For lands ~~A parcel of land located within ¼ mile of the Northeast Corridor (FEC Railway)~~ as identified within the Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Corridors and shown on the City's Rapid Transit Zone map residential densities (units per acre) and ~~non-residential~~ intensities (floor to area ratio – FAR) shall be permitted:

1. Within ¼ mile of the FEC Railway Corridor a density up to 60 units per acre with a maximum Floor-Area Ratio [FAR] of 1.0.
2. Between ¼ to ½ mile of the Northeast Corridor, a density up to 36 units per acre with a maximum FAR of 1.0.

Residential High Density: In addition to the above housing types and densities, multifamily units up to 32 units per acre.

A. For lands ~~A parcel of land located within ¼ mile of the Northeast Corridor (FEC Railway)~~ as identified within the Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Corridors and shown on the City's Rapid Transit Zone map residential densities (units per acre) and ~~non-residential~~ intensities (floor to area ratio – FAR) shall be permitted:

1. Within ¼ mile of the FEC Railway Corridor a density up to 60 units per acre with a maximum Floor-Area Ratio [FAR] of 1.0.
2. Between ¼ to ½ mile of the Northeast Corridor, a density up to 36 units per acre with a maximum FAR of 1.0.

Business: A range of zoning districts from a) the residential-office district with nonresidential uses limited to offices, institutions and community facilities to b) arterial highway districts with automotive and entertainment uses at an intensity with a Floor to Area Ratio of 1.5 ~~whereby the maximum Impervious Surface Area is eighty percent (80%)~~ and the maximum Building Height is fifteen (15) stories and ~~maximum building height of one hundred fifty (150) feet~~ whichever is less.

ATTACHMENT III – EXHIBIT A

A. For lands ~~A parcel of land located within ¼ mile of the Northeast Corridor (FEC Railway)~~ as identified within the Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Corridors and shown on the City's Rapid Transit Zone map residential densities (units per acre), ~~non-residential~~ intensities (floor to area ratio – FAR), and building heights (stories and feet) shall be permitted:

1. Within ¼ mile of the FEC Railway Corridor
 - i. ~~a density up to 125 60-units per acre, with a maximum~~ Floor-Area Ratio [FAR] range of ~~1.0-1.5~~ to 5.0, and building heights of up to 25 stories / 315 feet or
 - ii. Density up to 175 units per acre, Floor-Area Ratio [FAR] range of 2.5 to 6.0, and building heights up to 30 stories / 375 feet with bonuses as defined in the Zoning and Land Development Code.
2. Between ¼ to ½ mile of the Northeast Corridor, a density up to 36 units per acre and ~~with~~ a maximum Floor Area Ratio [FAR] of 1.5 and a maximum building height of 15 stories/150 feet.

Industrial: Intensive business uses such as construction companies and wholesale/warehouse uses plus selected light industrial uses as well as retail and office at an intensity that shall not exceed a Floor to Area Ratio of 1.0 ~~whereby the maximum Impervious Surface Area is eighty-five percent (85%) and the maximum Building Height is four (4) stories and maximum building height of forty-five (45) feet whichever is less.~~

A. For lands ~~A parcel of land located within ¼ mile of the Northeast Corridor (FEC Railway)~~ as identified within the Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Corridors and shown on the City's Rapid Transit Zone map residential densities (units per acre) and non-residential intensities (floor to area ratio) shall be permitted:

1. Within ¼ mile of the FEC Railway Corridor ~~a density up to 60 units per acre and with~~ a maximum Floor-Area Ratio [FAR] of 1.0.
2. Between ¼ to ½ mile of the Northeast Corridor, a density up to 36 units per acre and ~~with~~ a maximum FAR of 1.0.

Community Urban Center: A parcel of land located within the Community Urban Center, as identified by Miami-Dade County and shown on the City's Rapid Transit Zone map, may be allowed:

ATTACHMENT III – EXHIBIT A

- A. Density up to 125 dwelling units per acre and with a maximum Floor-Area Ratio [FAR] range of 1.5 to 5.0, and building heights of up to 25 stories / 315 feet.
- B. Density up to 175 units per acre, Floor-Area Ratio [FAR] range of 2.5 to 6.0 and building heights up to 30 stories / 375 feet with bonuses as defined in the Zoning and Land Development Code.

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Policy 1.8.5

A Mixed-Use District Master Plan to establish the maximum number of residential units and maximum square footage of nonresidential uses, must be created prior to the adoption of any Future Land Use Map amendment for a Mixed-Use future land use designation. The master plan will specify building height, building placement, building use, public open space and street and pedestrian connectivity. Once placed on the Future Land Use Map, development regulations for the mixed-use district will be prepared and shall include a regulatory framework that may include regulating plans, building placement diagrams, building typologies and other similar types of standards that address building height, building placement, building use, parking standards, street standards and open space requirements. Land area included in a Mixed-Use Master Plan shall be excluded from City's Rapid Transit Zone map unless the parcel is located within the Community Urban Center as identified by Miami-Dade County, and these lands shall follow the Community Urban Center density and intensity allowances in Policy 1.8.2.

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Policy 1.8.6

Mixed-Use District Regulatory Framework. In order to support the vision of the mixed-use district, the development regulations for each mixed-use district shall provide a series of controlling regulating plans and/or diagrams. The regulating plans and/or diagrams demonstrate development standards in both words and images and include maps designating the locations where the various standards apply. Land area included in a Mixed-Use District shall be excluded from City's Rapid Transit Zone map unless the parcel is located within the Community Urban Center as identified by Miami-Dade County, and these lands shall follow the Community Urban Center density and intensity allowances in Policy 1.8.2. The regulating plans and/or diagrams for each mixed-use district shall be adopted at the time of rezoning and will include the Master Plan as well as the following when applicable:

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