

PINECREST



Rapid Transit Zone (RTZ)
Ordinance

Agenda

Introduction

Proposed RTZ Ordinance

Analysis of Proposal

Case Study of Proposal In
Practice

What To Do About It

Introduction

Facilitate Discussion on Topic

Develop a Common Set of Facts About the Ordinance

So Each City Can Make The Best Decision For Their Constituents

What Can We All Agree On

What's Our Ultimate Role

Recommendations

Next Steps

The Proposal

Approved _____ Mayor

Agenda Item No.

Veto _____

Override _____

ORDINANCE NO. _____

ORDINANCE RELATING TO THE FIXED-GUIDEWAY RAPID TRANSIT SYSTEM-DEVELOPMENT ZONE IN THE INCORPORATED AND UNINCORPORATED AREAS; AMENDING CHAPTER 33C OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA (CODE); PROVIDING FOR EXPANSION OF THE RAPID TRANSIT ZONE TO INCLUDE ALL EXISTING METRORAIL CORRIDORS, THE EXISTING PALMETTO AND DOLPHIN METRORAIL STATIONS, THE MIAMI INTERMODAL CENTER, THE SOUTH DADE BUSWAY, ALL PLANNED SMART PLAN CORRIDORS, AND CERTAIN PROPERTIES ADJACENT OR NEARBY THERETO; CREATING THE SMART CORRIDOR SUBZONE OF THE RTZ DISTRICT; PROVIDING USES, REGULATORY FRAMEWORK, SITE PLAN REVIEW STANDARDS, AND PROCEDURES FOR ZONING APPROVAL IN THE SMART CORRIDOR SUBZONE; AMENDING PROCEDURES FOR OTHER SUBZONES AND NON-METRORAIL DEVELOPMENT AREAS BASED ON SMART CORRIDOR SUBZONE PROCEDURES; AMENDING SECTION 33-314; PROVIDING FOR COUNTY COMMISSION JURISDICTION OVER SMART CORRIDOR SUBZONE APPLICATIONS; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

Legality

- They Can Do It – To A Certain Extent
- MDC Code, Chapter 33C
- Originally Implemented in 1979
- Most Recently Amended in 2020
- Ordinance As Written Is Very Confusion
 - This is Not Fully Cooked

Chapter 33C – RAPID TRANSIT SYSTEM— DEVELOPMENT ZONE

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Sec. 33C-2. Rapid Transit Zone: definitions; designation of lands included; County jurisdiction; municipal services; occupational license taxes >>; municipal impact fees<<.

Analysis

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Their Purpose

- The purpose of the draft ordinance as currently written is to give authority to the *“central metropolitan government”* to *“maintain greater regulatory control over development”*.
- Jurisdiction is vested in Miami-Dade County regardless of any municipal code for all zoning approvals, historic preservation, issuance of building permits, building inspections, issuance of certificates of occupancy, subdivision approvals and all other types of planning, zoning, subdivision, or building functions within the designated areas of the corridor.

Land Use and Zoning

Density (maximum allowed, no minimums currently stated, tiered, all increased with workforce housing bonuses by 25%)

- Corridor (These are minimums)

- 1st ¼ Mile: 60 Du/A
- 2nd ¼ Mile: 36 Du/A
 - East/West
 - ½ Mile – 1 Mile 18 DU/A

- Urban Centers (Stations?)

(have moved over time without approval)

(These are maximums)

- Community: 125 Du/A
- Metropolitan: 250 Du/A
- Regional: 500 Du/A



Land Use and Zoning

Actual Intent:

Limited to zoning code as exists.

If zoning were to change this would be the only thing we could rezone to.

Once this is adopted all is status quo, until a rezoning is sought. Then it can only go to this.

It skips many levels of density, provides no buffers, and isn't done in this manner very often in local government planning.



Land Use and Zoning

Height

- Corridor

- 1st ¼ Mile: 6 Stories
- 2nd ¼ Mile: 6 Stories

- Urban Centers

- Community: 15 Stories
- Metropolitan: 25 Stories
- Regional: Limited By MDAD



Land Use and Zoning

Floor Area Ratio

- Corridors:
 - 1st ¼ Mile: 2.0
 - 2nd ¼ Mile: 1.5
 - East/West
 - ½ Mile – 1 Mile 1.25
- Urban Centers: Unlimited



Corridors

<u>Mixed-Use Developments Located Within:</u>	<u>Maximum Allowed Density (Units per Acre)</u>	<u>Floor Area Ratio Range</u>	<u>Maximum Allowed Height (Stories)</u>
<u>One-quarter mile of RTAC</u>	<u>60</u>	<u>Up to 2.0</u>	<u>6</u>
<u>Between one-quarter mile and one-half mile of RTAC</u>	<u>36</u>	<u>Up to 1.5</u>	<u>6</u>
<u>Between one-half mile and one mile of RTAC</u>	<u>18</u>	<u>Up to 1.25</u>	<u>6</u>

Urban Centers

<u>CDMP Urban Center Designation</u>	<u>Maximum Allowed Density (Units per Acre)</u>	<u>Maximum Allowed Height (Stories)</u>
<u>Community</u>	<u>125</u>	<u>15</u>
<u>Metropolitan</u>	<u>250</u>	<u>25</u>
<u>Regional</u>	<u>500</u>	<u>Note 1</u>
<u>Note 1: Maximum allowed height determined by Miami-Dade Aviation (MDAD)</u>		

Preemptions: Workforce Housing

Work Force Housing

- Requires 12.5% of new dwelling units to be constructed and provided as “Workforce Housing”, defined as housing that is affordable for families whose incomes are within 60 to 140 percent of the County's area median income as reported by the United States Department of Housing and Urban Development and adjusted for family size (\$42,600 to \$99,400, respectively, for a family of four).

Preemption: Signs

Signs

- Preempting municipal sign ordinances

Preemption: Zoning Authority

- Cities May Adopt Their Own Standard
 - County Standard is Minimum
- If Not They Must Follow County Ordinance

Preemption: Zoning Authority

The proposed ordinance essentially takes local planning, zoning, and building authority from municipalities and gives it to Miami-Dade County

(c) The Board of County Commissioners may affirm, modify, or reverse the decision of the municipality.

(20) Applications >>for development in the RTZ District, or appeals of municipal decisions regarding such applications, as<< ~~[[for special exception for a general site development plan within the Government Center Subzone or Metromover Subzone of the Rapid Transit Zone, or as otherwise]]~~ provided in chapter 33C.

(C) The County Commission shall have jurisdiction to directly hear other applications as follows:

Preemption: Review and Approval

- Cities Can Maintain Authority to Review and Approve
- Can Be Overturned By The County Commission Upon Appeal

(1) Initial review by municipality. An application for special exception for a general development plan, or modification to an approved plan or conditions thereto, shall be reviewed in accordance with the procedures set forth in subsection (D) for initial review.

(2) Appeal to the Board of County Commissioners initial review.

(a) Notwithstanding any provision of chapter 33, this chapter, or applicable municipal regulation to the contrary, any aggrieved or adversely affected party may appeal the municipality's final decision on initial review of an application for special exception for a general development plan to the Board of County Commissioners.

Financing

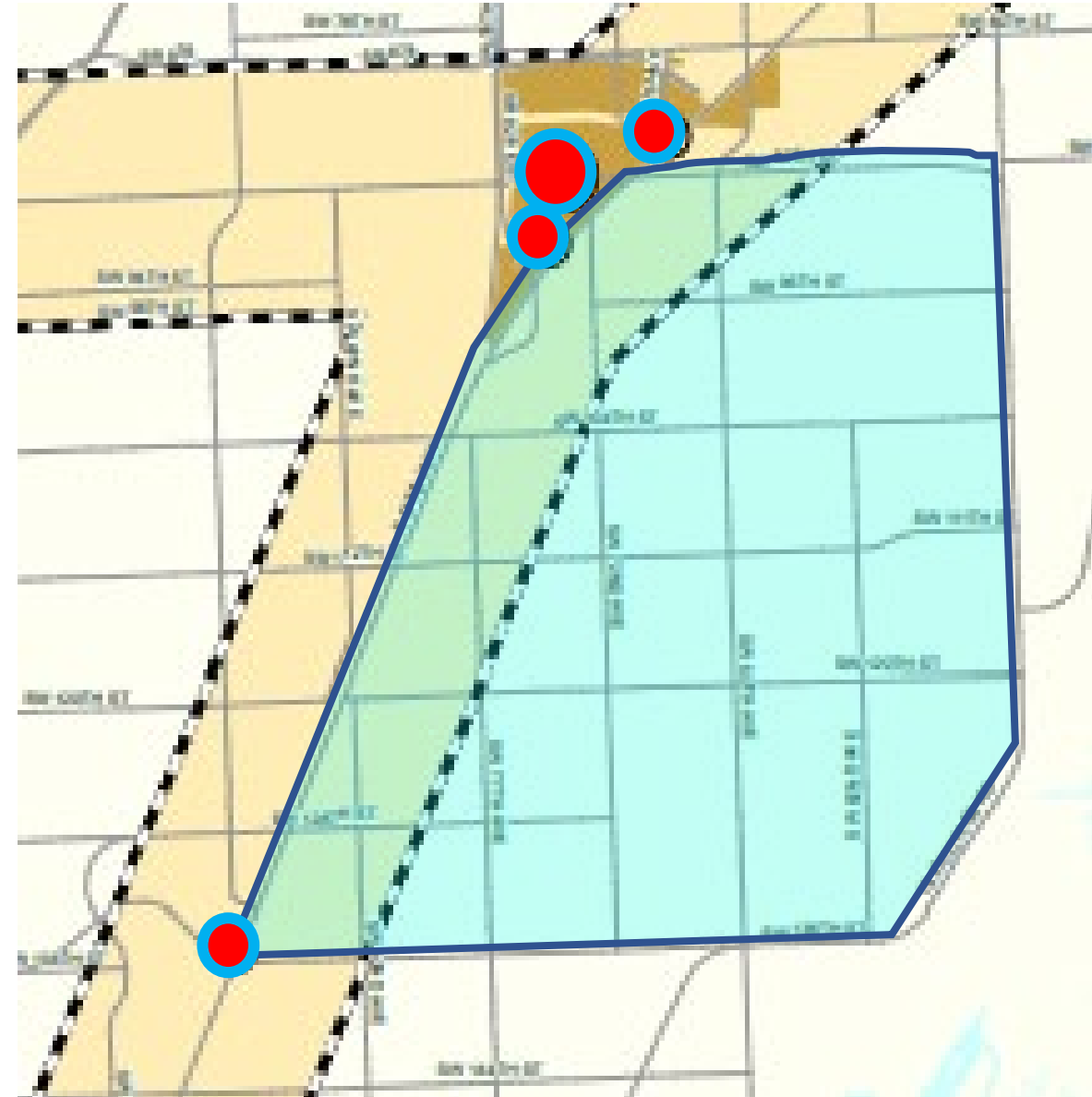
- Impact Fees Can Be Collected By The Cities

>>(F) Reservation of municipal impact fees. The uses provided in this chapter shall, where established within a municipality, be subject to payment of impact fees established by municipal ordinance and collected by a municipality for such uses, to the extent such municipal impact fees are not duplicative of impact fees collected by Miami-Dade County.<<

In Practice - Pinecrest

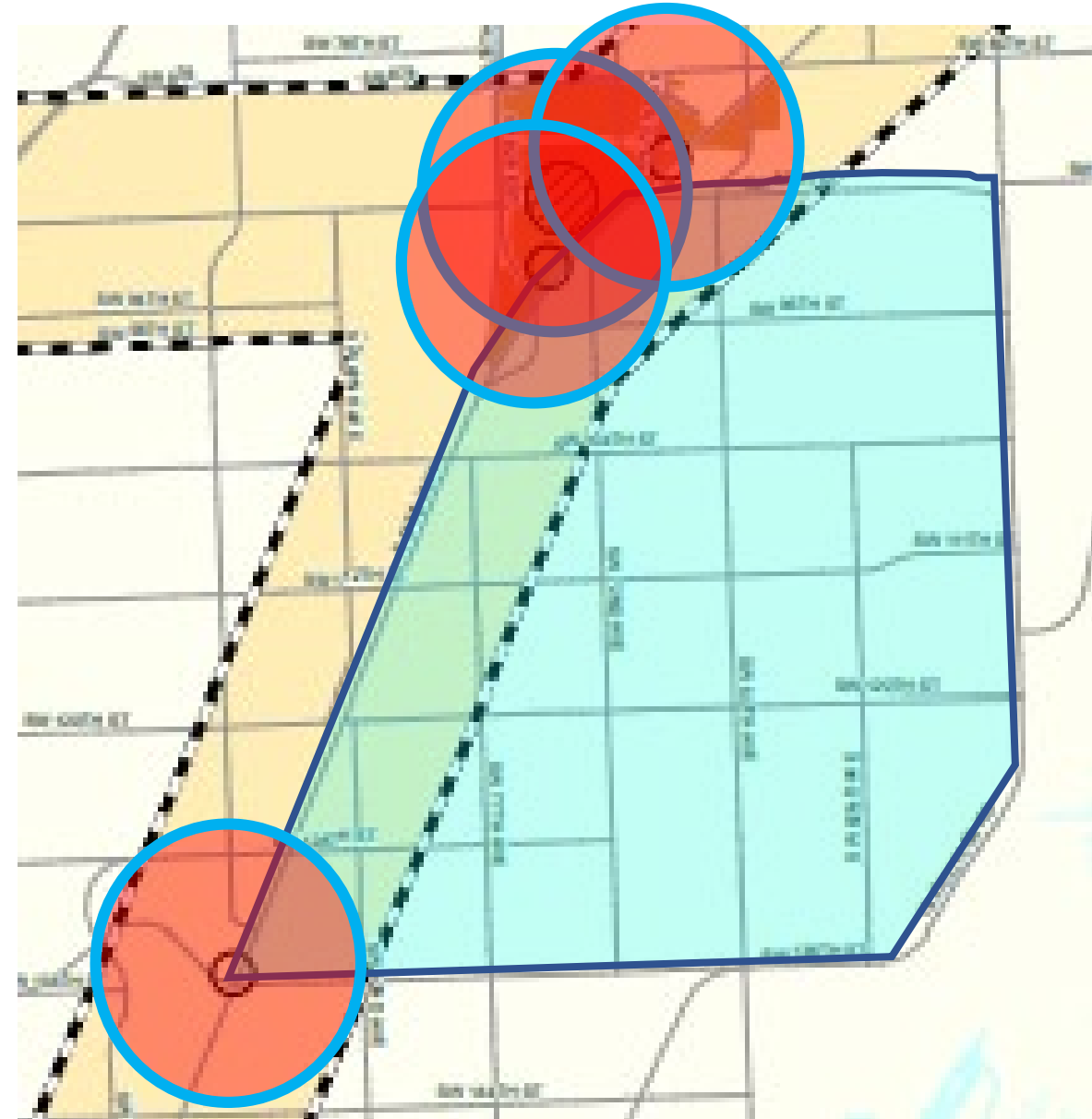
Impacted By 4 Urban Center Districts

- 1 Metropolitan Center (Dadeland)
 - 250 DU/A
 - 25 Stories
- 3 Community Centers
 - 125 DU/A
 - 15 Stories



In Practice - Pinecrest

Proposed Size:



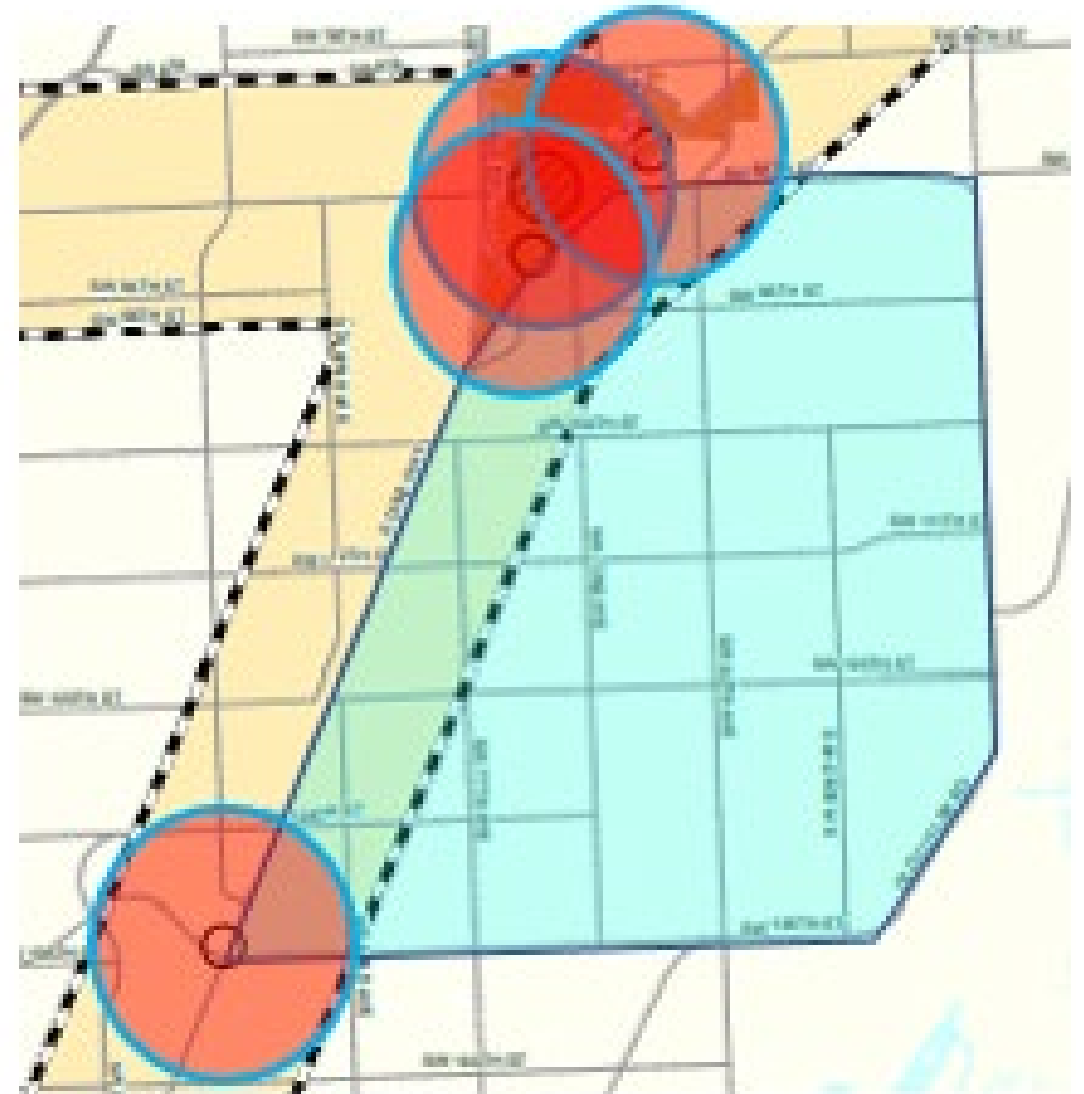
In Practice - Pinecrest

Rapid Transit Activity Center (RTAC)

The corridor within the Village of Pinecrest is 3.80 miles long.

The proposed ordinance allows for residential density of development within the RTAC corridor as follows:

- 60 Dwelling Units (DU) per acre within $\frac{1}{4}$ mile of the busway
- 36 Dwelling Units (DU) per acre within $\frac{1}{4}$ and $\frac{1}{2}$ mile of the busway



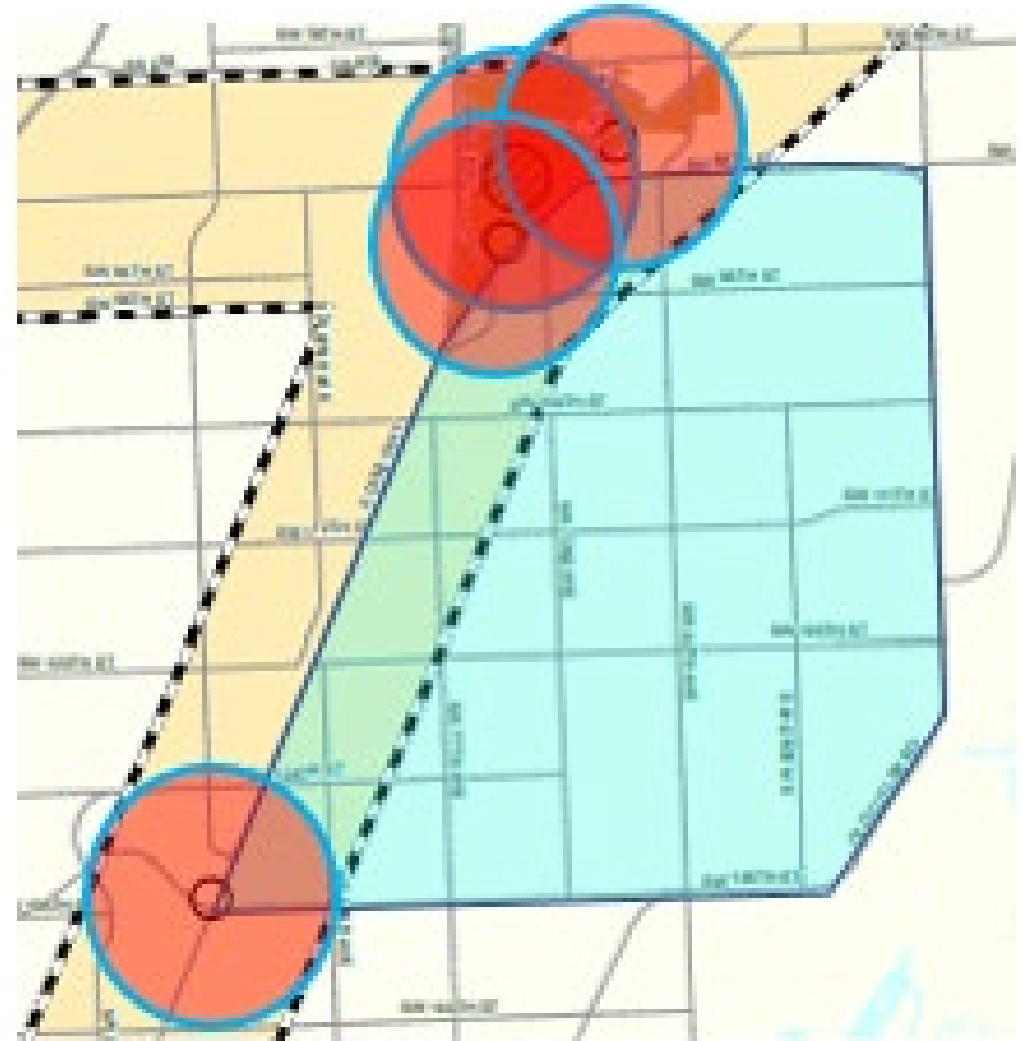
In Practice - Pinecrest

60 DU/Acre Within ¼ Mile of Busway

- 3.80 miles X .25 miles = 0.95 square miles
- 0.95 square miles X 640 acres per square mile = 608 acres
- 608 acres X 60 DU/Acre = 36,480 Dwelling Units

36 DU/Acre Between ¼ and ½ Mile of Busway

- 3.80 miles X .25 Miles = 0.95 square miles
- 0.95 square miles X 640 acres per square mile = 608 acres
- 608 acres X 36 DU/acre = 21,888 Dwelling Units



In Practice - Pinecrest

Dwelling Units - Impact within Corridor

- $21,888 \text{ Dwelling Units} + 36,480 \text{ Dwelling Units} = 58,368 \text{ Dwelling Units}$
- Current Estimate = 1,672 Dwelling Units
- Increase in Dwelling Units from 1,672 to 58,368 (56,696) = 3,391% Increase

Dwelling Units - Remainder of Village

- $4,800 \text{ Acres Total} - 1,216 \text{ Acres in } \frac{1}{2} \text{ Mile RTAC} = 3,584 \text{ Acres}$
- $3,584 \text{ Acres} \times 1.375 \text{ DU/Acre} = 4,928 \text{ Dwelling Units}$

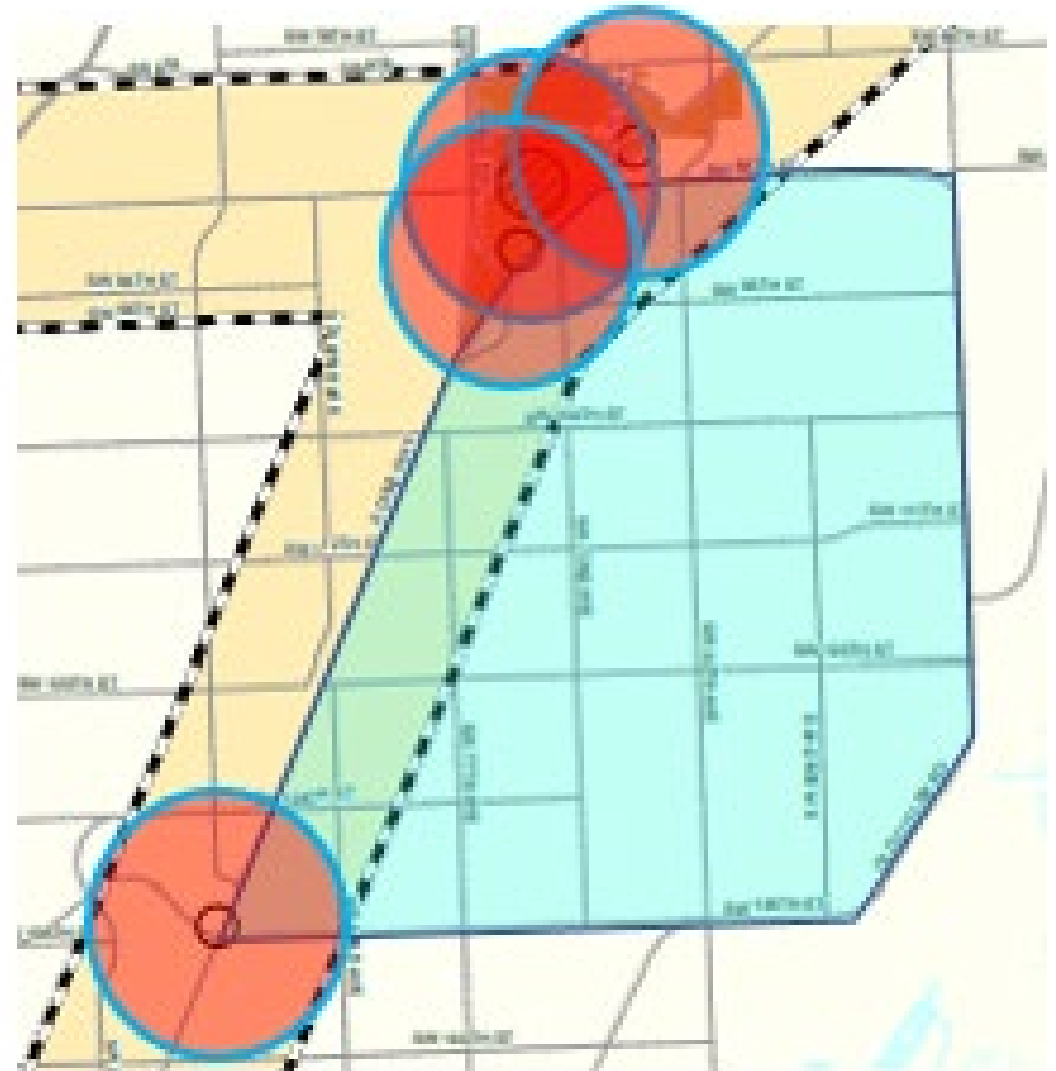
Dwelling Units - Impact Village Wide

- $58,368 \text{ DU in RTAC} + 4,928 \text{ Remainder} = 63,296 \text{ Dwelling Units}$
- Increase in Dwelling Units from 6,600 to 63,296 = 56,696 DU Increase (859% Increase)

Population

- Increase in Population from 18,619 (2020) to 178,495 = 159,876

Population Increase (859% Increase) - Note: $63,296 \text{ DU} \times 2.82 \text{ persons per DU} = 178,495 \text{ Persons}$



What's Their Goal?

- Cities to Adopt Their Zoning Rules
- To Fund Rapid Operations and Maintenance of Rapid Transit
- To Increase Ridership to Support Rapid Transit, and Justify Metrorail

Things To Think About

- Does We Want to Be Transit Supportive?
 - To What Extent?
- If Not, What Then?

MDCLD Recommendations

- Drop the Initiative and Work With Municipalities to Develop Municipal Transit Oriented Land Use and Zoning, that Fit the Character of the Individual Cities.
- Focus on Station Areas, not Corridors
- Work to Contribute Edits
 - Currently broad concepts, since there is much confusion.
 - Next round potentially more substantive actual language
- County to Assist with Funding the Studies for the Comp Plan and Zoning Code Rewrites

What's Our Reaction

- No Preemption?
- Individual Density Increases in Station Areas, and Not On Corridors?
- If a TIF, Only From County Portion?

Next Steps

- Agree on the Facts
- Continue the work on our Zoning Code