

# THE BUSINESS CASE FOR TRANSIT-ORIENTED DEVELOPMENT WITH AFFORDABLE AND WORKFORCE HOUSING

September 11, 2025



# Welcome



The Honorable Michelle Lincoln  
Chair

South Florida Regional Planning Council  
Mayor Pro Tem and Monroe County  
Commissioner, District 2; President, Florida  
Association of Counties; Member, 2055 Florida  
Transportation Plan Steering Committee

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The logo for Freebee, featuring the word "Freebee" in a stylized, blue, italicized sans-serif font.

# Thank You To Our Bronze Sponsors!



**TYLin**



# Thank You To Our Partner!



# Housekeeping Items:

- Bios and CEDS Report: Scan the QR codes on the agenda.
- Presentations: Will be posted on the SFRPC website after the event.
- AICP Credits: Sign-in sheets for 4.0 hrs. CM are available at the registration desk.
- Speaker Questions: Staff will be available with a microphone for questions from the audience at the end of each session.

# Welcome



**The Honorable Steve Geller**

Broward County Commissioner, District 5; Former  
State Senator; Immediate Past Chair, SFRPC;  
Chair, SFRPC CEDS Strategy Committee

# Regional Overview



**Randy Deshazo**

Deputy Director & Director of Economic Development  
South Florida Regional Planning Council

# An Overview of *“The Business Case for TOD with Affordable and Workforce Housing”*

September 11, 2025  
Broward Center for the Performing Arts

Randy Deshazo, Deputy Director, Director of  
Economic Development and Research.  
[rdeshazo@sfrpc.com](mailto:rdeshazo@sfrpc.com)



## Challenges facing the South Florida's Economy and Residents

- South Florida has the Nation's # 6 highest rate of traffic congestion
- Congested driving time in South Florida = 1.8X the National Average
- Traffic Congestion and extended commute times are compounded by a critical shortage of attainable, affordable housing near employment centers
- Two-worker households face distant workplaces and the “missing-middle” housing problem and often “drive until they qualify” increasing travel time and expense, stress, time away from their families and communities, and increased likelihood of traffic accidents
- Workers are calling it **Quits**: Since 2019, the 20-34 year old resident population has declined 5.3% (-62.5K) and 45-59 year-old residents by 3.5% (-45.7K)

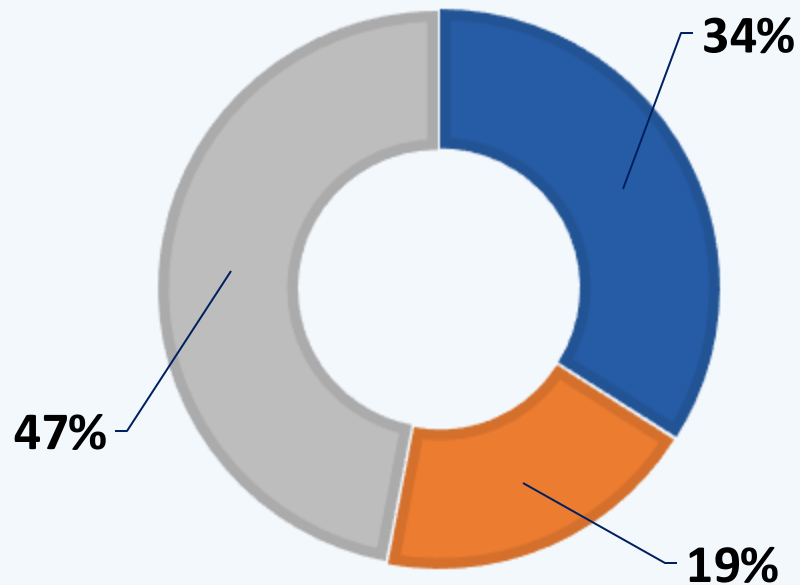




## Existing Conditions

### Southeast Florida Area Median Income (AMI) Spending

■ Housing ■ Transportation ■ Remaining Income



According to national benchmarks, housing costs should not exceed 30% of Median Household Income (MHI) and transportation should not exceed 15% of Median Household Income (MHI)

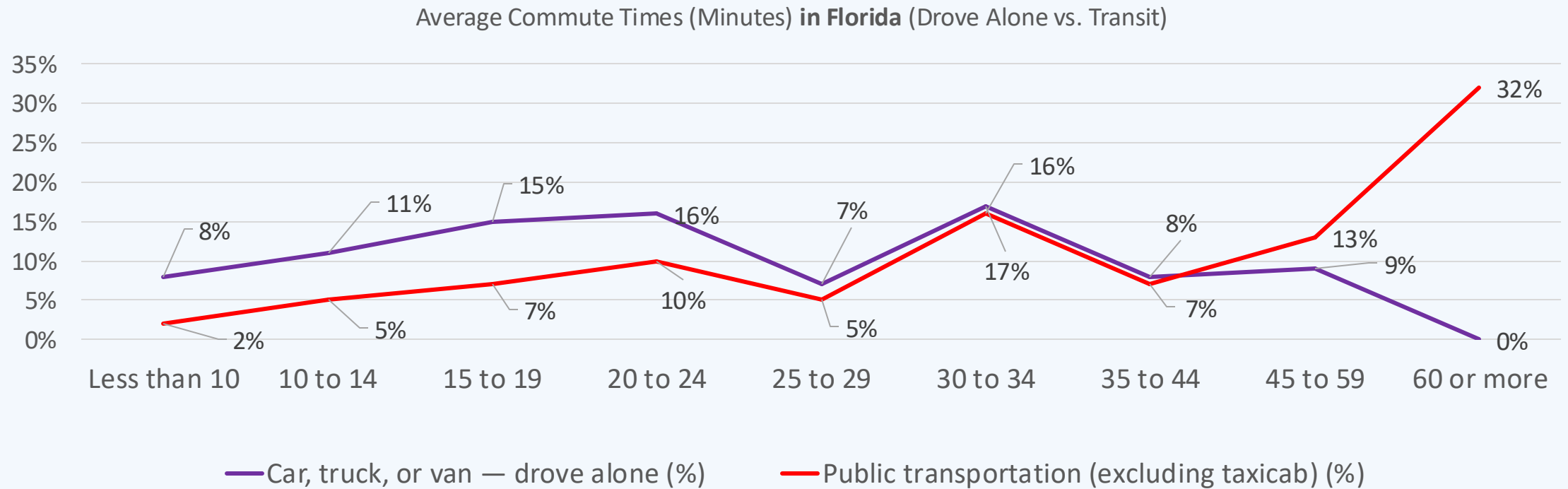
### What if...

The typical household in the region spent 30% on housing and 15% on transportation? Then the typical household would see other pre-tax income increases of **\$6,100 per year** from \$35.8K to \$41.9K a year.

If realized this represents = an additional **\$14.3 billion** in household income per year in Southeast Florida.

Reaching the national benchmark may be a stretch...

A 1% rise in jobs within commutable time of South Florida homes could boost annual household income by \$1.3 billion a year by improving job access for workers—especially lower-income ones—and expanding employers' access to a broader, more skilled talent pool.



Source: [FDOT 2023-commuting-trends-report.pdf](#), 2023.



## Labor Market Access

Transit-Oriented Development and Communities reduces commute times, improves job access, and fosters economic mobility; impacts which grow with a **critical mass of jobs**



## Property Values & Tax

Transit-Oriented Investments raise land values and open new funding opportunities through value capture and new induced development

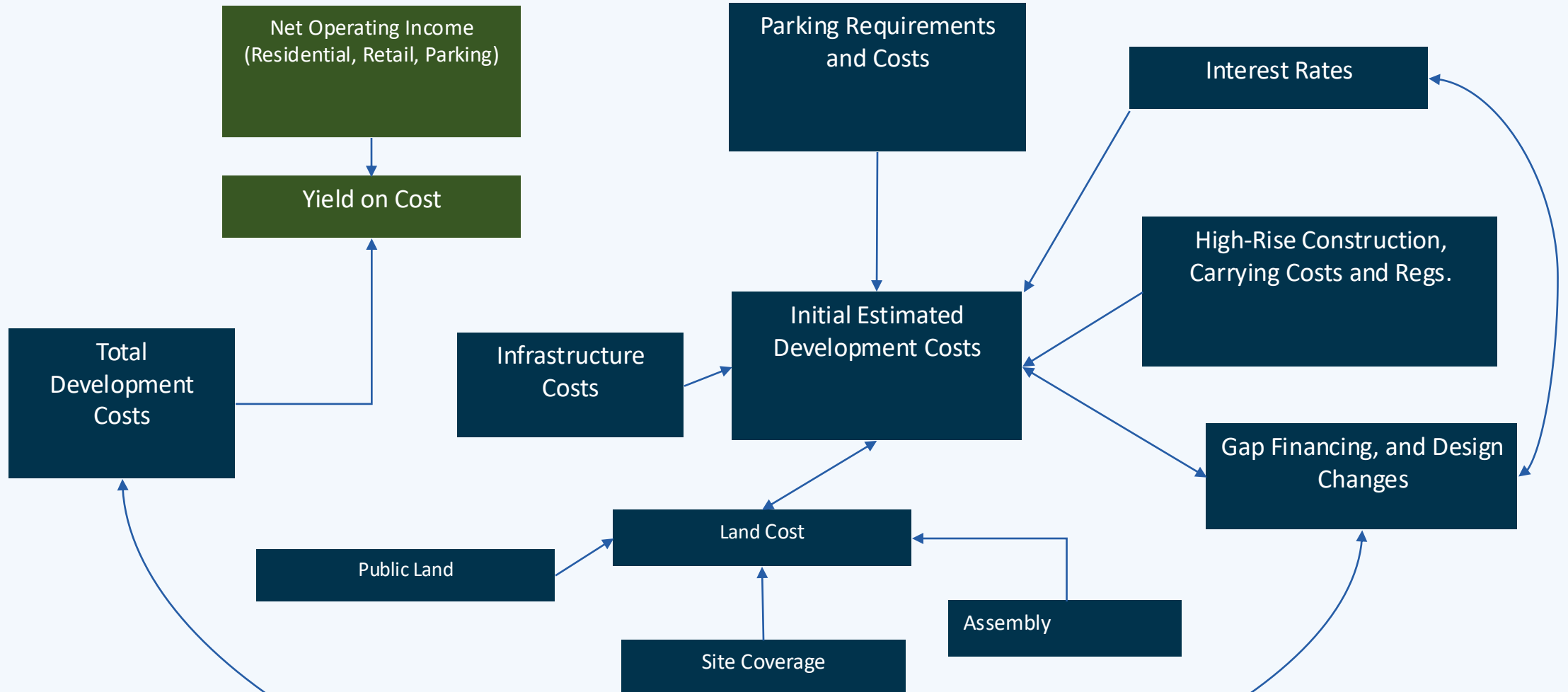
Rail stations and Bus Rapid Transit (BRT) can add up to **5-10% premium on property values based on transit network effects**



## Jobs & Business Growth

Transit-Oriented Investments stimulate employment in construction, retail, and services while creating more vibrant communities

# TOD is Complicated and Developers Expect High Yield on Cost



**Yield on Cost:** the annual return on investment based on the total cost of a project rather than its market value.

- Rents must offset high land and construction costs
- Higher interest rates elevate required yields – TOD projects often need 6–7% yield-on-cost
- Site design efficiency (net-to-gross) influences returns – optimize layouts for rentable space

# Ground Rent Leases: Trade-Offs with Costs and Community Benefits

Ground Rent Tier	Likely Business Types	Street Activity	Local Retailer Feasibility
Very High	Flagship banks, luxury boutiques, large anchors, Prime urban food malls	High (Food Malls), Low (Banks)	Very low
High	Fast-casual chains, convenience stores, pharmacies, urgent care	Moderate to high day and evening	Low
Moderate	Cafés, wellness stores, local service providers, co-working and hybrid office-retail, neighborhood grocery and specialty, fitness and gyms	Moderate/high in walkable areas	Selective affordability
Low	Independent restaurants, convenience stores, neighborhood retail, barbers, laundromats, discount stores	High local foot traffic frequency	High
Subsidized / Nominal	Nonprofits, mission-serving services (daycare community grocers, community health care)	Very high if activated	Very high

Sources: [Matthews Report, 2024](#). [Brickell](#), Miami, FL Retail Space for Lease. Retail Space for Lease in [Brickell](#), Miami, FL. [Fort Lauderdale](#) Retail Space for Lease. Retail Space for Lease in [Fort Lauderdale](#), FL. [Fort Lauderdale](#) Office & Retail Space Listings. Retail Space for Lease in [Lake Worth](#), FL. LoopNet. “Retail Space for Lease in [Lake Worth Beach](#), FL.” [Lake Worth](#), FL Retail Space for Lease. Miami-Dade County Department of Transportation and Public Works. *Delivering Transit-Oriented Communities: Presentation to MPO Board*. March 2023. <https://www.miamidade.gov/transit/library/delivering-TOCs-presentation-mar-23.pdf>. McDonald, Rainer. “3Q24 Shopping Centers Market Report: Miami, FL.” *Matthews Real Estate Investment Services*, September 25 2024. Accessed August 5 2025.



## Density & Upzoning

- Higher Floor Area Ratio (FAR)\* unlocks more units and revenue
- More market rate units, the more the project is likely to pencil out



## Land Cost & Assembly

- Transit-proximate land commands a premium
- Competition drives up acquisition costs
- Public Private Partnerships help projects pencil out



## Parking & Regulation

- Structured parking is costly and consumes leasable space
- Flexible parking and mixed-use zoning are critical

\*The Floor Area Ratio (FAR) defines the balance between a building's usable floor space and the lot size it occupies





**Funding & Tax Incentives:** Fully funds state housing programs (SAIL/SHIP) and introduces property tax exemptions for missing-middle units



**Geller Amendment (Broward County Land Use Plan Policy 2.16.3 and Policy 2.16.4):** Provides density bonuses that allow additional residential units in exchange for long-term affordable housing and extends the program to parcels in Commerce or Activity Center areas near major roads or transit.



**Rapid Transit Zone (Miami-Dade County):** grants the County, rather than municipalities, exclusive authority over development within designated areas around Metrorail and other rapid transit corridors to encourage higher-density, transit-oriented development.



## Local Trust & Surtax



- Miami-Dade's Documentary Surtax (0.5% on real estate transactions) finances loans for affordable housing
- Funds provide gap financing for TOD projects and boost Low Income Housing Tax Credits (LIHTC) applications

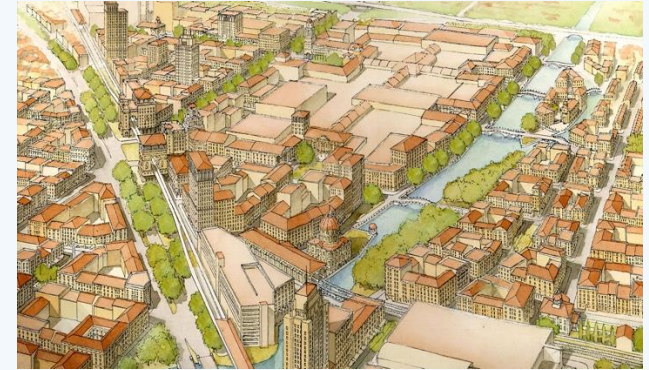
## Case Study: Dadeland South and North **Eastward Ho! Planning Project** SFRPC, Florida DCA, Miami-Dade County

### Overview

Through strategic zoning, joint development, catalytic mixed-use projects, intermodal infrastructure upgrades, and market-driven high-density builds, Dadeland South's master planning has effectively cultivated a robust transit-oriented landscape.

### Process and Strategies

- Metropolitan Urban Center zoning around Metrorail (since 1999)
- Joint development and revenue-sharing to support station-area growth
- Downtown Dadeland project as a mixed-use anchor (completed 2005)
- Transit intermodal hub enhancements to integrate modes (begun 2024)
- Emergence of high-rise, walkable building stock near transit



## Case Study: Fort Lauderdale Uptown Village

### Context & Components

**Public-private “Envision Uptown”  
initiative** (beginning in 2014)

**Master plan with form-based code to foster  
TOD** (late 2019)

**Rezoning to an “activity center” with  
streamlined approvals**

**Street-level mixed-use development with  
pedestrian orientation**

**Connectivity upgrades and mobility hub  
integration**

**Cypress Creek Mobility Hub Study**, which links  
regional transit, buses, and multi-modal  
amenities

### Example of 2025 Project

**Construction On ‘Mayla Cypress’ To Start Soon  
At 6261 NW 6th Way, Fort Lauderdale, FL**





## P3 Case Study: Boca Raton Tri-Rail Station

The Colony Project in Boca Raton is a landmark initiative that builds strong momentum for a transit-oriented community

**Strategic Location Near Transit:** Boca Raton Tri-Rail Station

**Mixed-Income Housing:** workforce and market rate

**Transit Incentives:** Residents receive a 50% Tri-Rail discount

**Commuter-Friendly Infrastructure:** Additional parking spaces

**Federal Backing for Sustainable Growth:** US DOT

**Part of TOC- Supportive Regional Activity** - Proximate to Florida Atlantic University, the Boca Raton Innovation Campus (BRIC) and “University Village”, a 77-acre mixed-use development (plans revised in 2024)



## Manage Parking



- Reducing minimum requirements where appropriate may encourage transit use
- Implement shared parking and hide parking structures

## Active Transportation



- Provide comprehensive bicycle infrastructure and secure parking
- Enhance pedestrian pathways with shade, seating, and wayfinding
- Design transit-supportive densities to encourage walking and cycling

## Sense of Place



- Promote architectural cohesion reflecting local identity
- Prioritize human-scale design with narrow streets and active facades
- Integrate landmark features and public art to aid wayfinding



## Targeted Transit & TOD Investments

- BRT lines on SR-7/US-441, SR-817 & NW 27th Ave
- Develop TOD around Brightline & Tri-Rail including MiamiCentral, Fort Lauderdale, Aventura, Boca Raton, and West Palm Beach



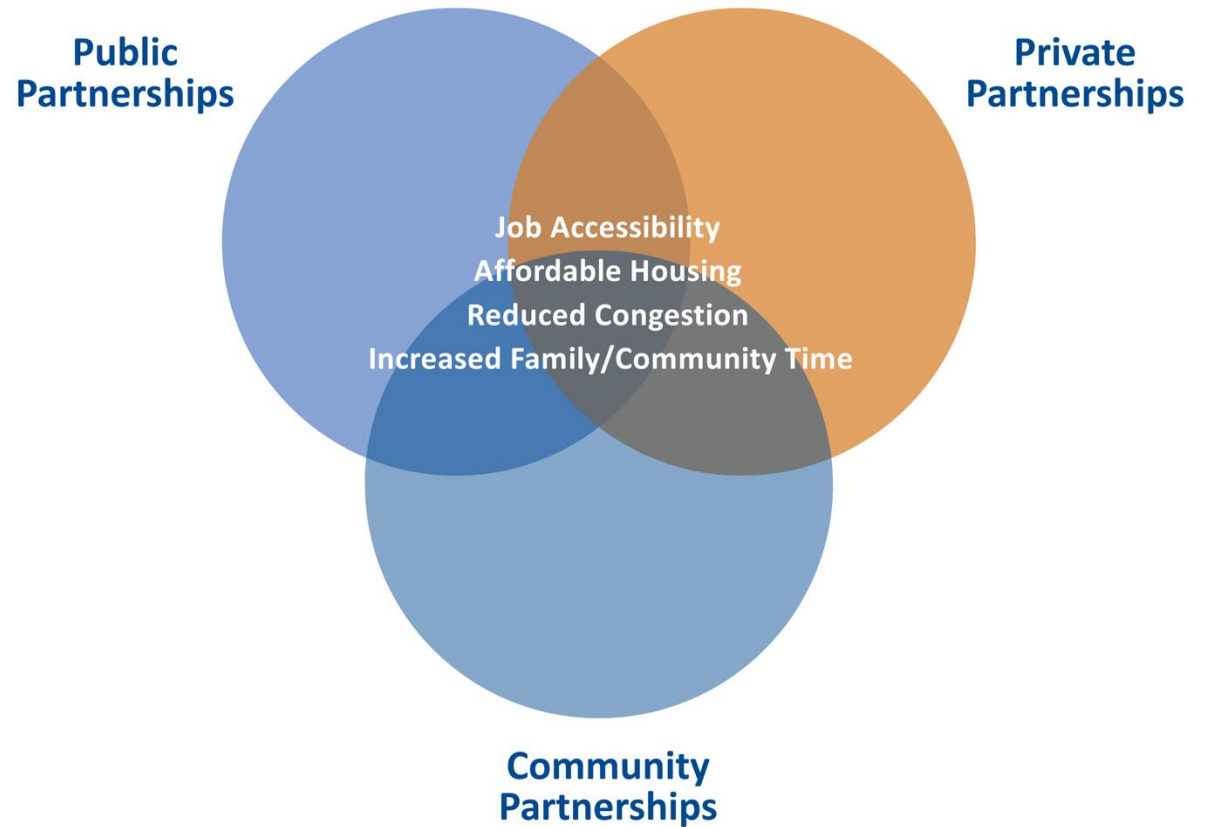
## First & Last Mile Solutions

- Improve access with pedestrian pathways, bike lanes, and bike share
- Develop buffered multi-use paths and local circulators

**Equip Public Officials, Business Leaders, and Community Leaders with the information needed to enhance collaboration these stakeholders on the vital issue of reducing housing and transportation costs to:**

- **Increase affordable and workforce housing within TOD corridors;**
- **Make transit as attractive and more convenient than single-occupancy vehicles;**
- **Promote funding and regulatory reforms supporting TOD and affordable housing; and**
- **Enhance job accessibility through integrated transit and housing opportunities**

## **Our Goal Today**







Questions?

Randy Deshazo, Deputy Director, Director of  
Economic Development and Research.

[rdeshazo@sfrpc.com](mailto:rdeshazo@sfrpc.com)





**Q&A**

**Regional Overview**

# Building the Regional Economy: Development Around Transit



*Moderator:*

**Sandra Veszi Einhorn**  
Chair, Florida Housing  
Finance Corporation;  
Executive Director,  
The Coordinating  
Council of Broward



**Teddy Lhoutellier**  
Director of  
Sustainability  
University of Miami



**Juan Carlos Liscano**  
Vice President,  
Miami, American  
Airlines



**Rodrick T. Miller**  
President and CEO  
Miami-Dade Beacon  
Council



**Bob Swindell**  
President and CEO  
Greater Fort  
Lauderdale Alliance

# Transportation Options

## Campus Transportation

[Public Transit](#)
[Carpool](#)
[Micromobility](#)
[Freebee](#)
[Walking Canes](#)
[Hurry 'Cane Shuttle](#)
[Zipcar](#)
[Event Day Parking](#)


**Freebee**

Freebee provides after-hour transportation service to your car within the Coral Gables campus.

[Learn more >](#)



**Zipcar**

Zipcar is here to help compliment and meet your transportation alternatives.

[Learn more >](#)



**Public Transit**

Receive reduced fares for Metrorail/Metrobus, and Tri-Rail as a member of the university's public transit program.

[Learn more >](#)





BREAK

# Is the Market Compatible with Vision?



*Moderator:*

**Chad Maxey**

Vice President

Diversified Companies



**Kim Briesemeister**

Principal

RMA



**Lindsay Lecour**

Executive Vice President

Development,  
Atlantic|Pacific  
Companies



**Albert Milo, Jr.**

President

Related Urban



**Tim Wheat**

Partner

Pinnacle Communities





ATLANTIC  
SQUARE

ATLANTIC  
PACIFIC

COMPANIES





# MAGNUS BRICKELL





# MAGNUS BRICKELL





# MAGNUS BRICKELL





# MAGNUS BRICKELL



# MAGNUS BRICKELL







**Pinnacle 441** is a vibrant, multi-phase, mixed-use development designed to enhance community living and commercial opportunity. With **213 total affordable apartment homes** and thoughtfully planned spaces, this development also offers:

- **6,780 square feet of commercial space**, ideal for retail with State Road 7 frontage along with an **additional live/work unit**
- **Luxury amenities** including a covered outdoor patio and "virtual reality" gaming room

Additionally, the development includes a **large, welcoming public plaza with sculpture art** located at the intersection of SR 7 and Johnson Street. **This area features bike racks and enhanced bus shelters served by multiple routes, including express bus service, making Pinnacle 441 a true transit-oriented community.**

Pinnacle 441 was selected as the **"Structures Award" winner for the Best Affordable Housing Community in South Florida** by the South Florida Business Journal in 2024.





**Q&A**

**Is the Market  
Compatible with  
Vision?**





LUNCH

# Creating TOCs and TODs: Executive Updates from Miami-Dade and Broward Counties



*Moderator:*

**The Honorable  
Michelle Lincoln**  
Chair, SFRPC

Mayor Pro Tem and  
Monroe County  
Commissioner,  
District 2



**Aileen Bouclé, AICP**  
Executive Director  
Miami-Dade TPO



**Javier Bustamante**  
Assistant Director  
Miami-Dade County  
Department of  
Transportation & Public Works



**Coree Cuff Lonergan**  
General Manager/Director  
Broward County  
Transportation  
Department



**Greg Stuart**  
Executive Director  
Broward MPO





Miami-Dade Transportation  
Planning Organization

# Laying the Foundation: Advancing TOCs in Miami-Dade

Aileen Bouclé, AICP  
Miami-Dade TPO Executive Director  
September 11, 2025

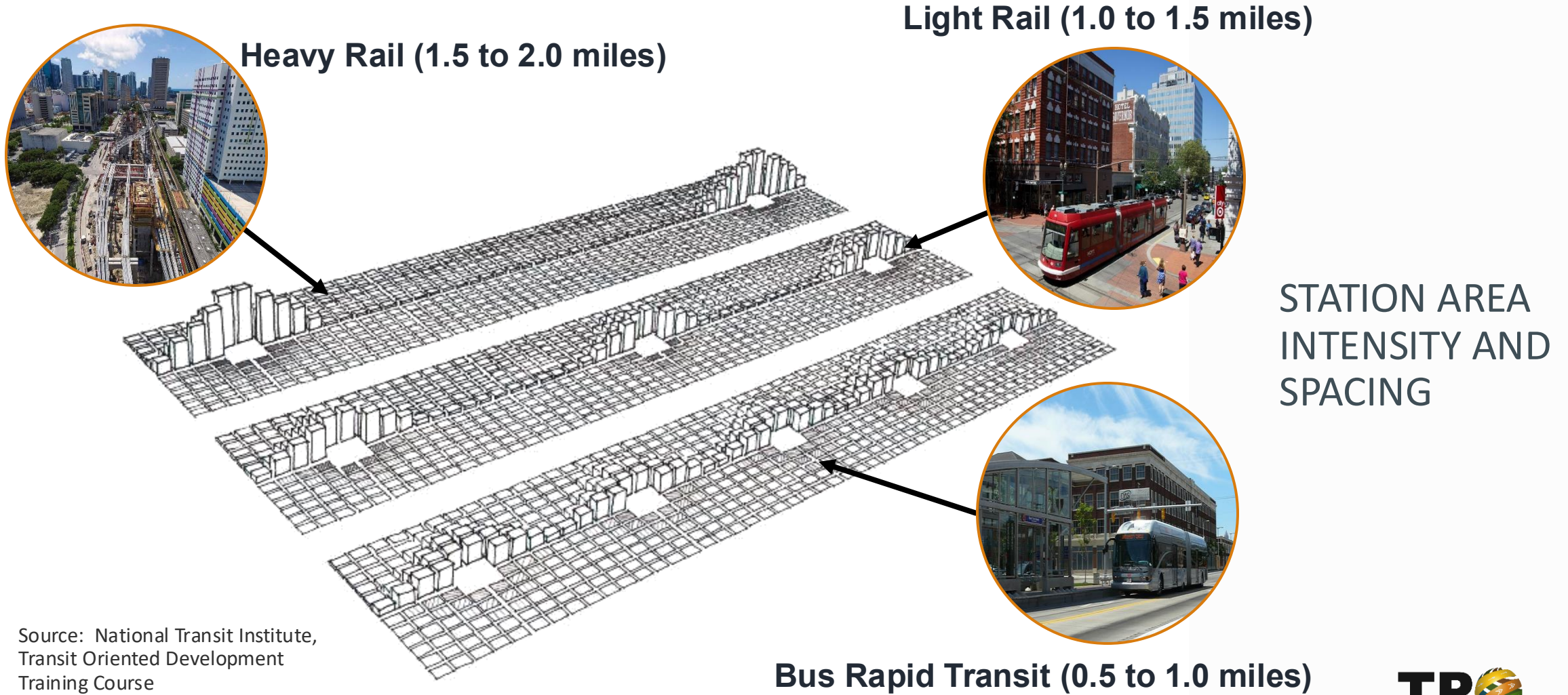


# Laying the Foundation for Today's TOC

## The Process



# Transit-Oriented Communities – Station Area



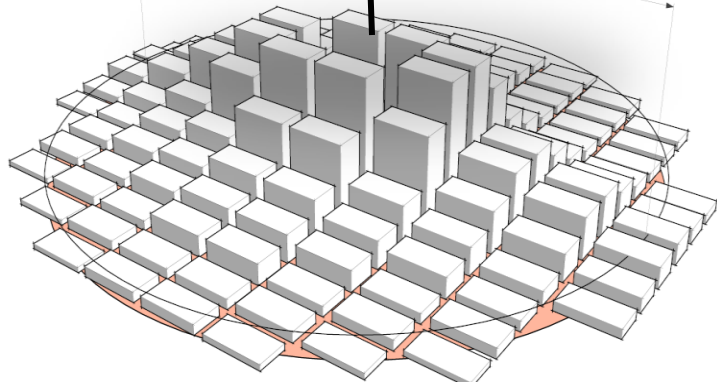


# Transit-Oriented Communities – Station Typologies

## REGIONAL



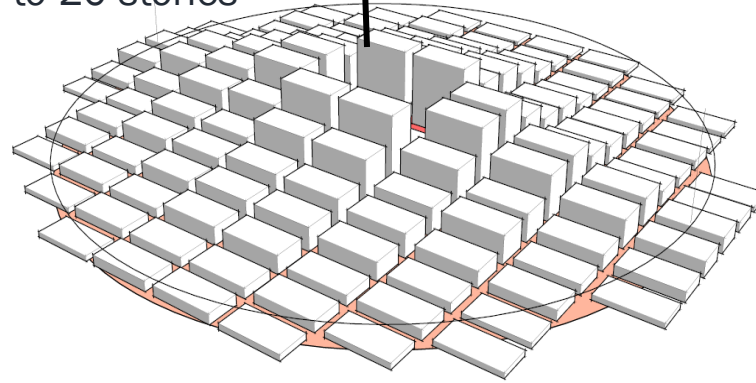
~20+ stories



## METROPOLITAN



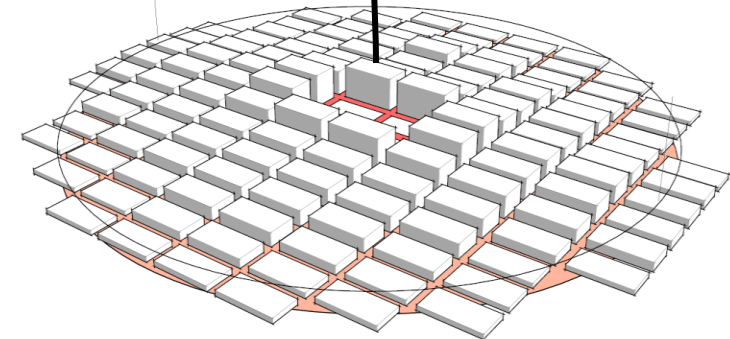
~10 to 20 stories



## COMMUNITY



~6 to 12 stories





### North Corridor Preferred Land Use Scenario



An increase of **13,600** in Population  
**10%** higher than in 2040



An increase of **45,800** in employment  
Over **2x** higher than in 2040

### Northeast Corridor Preferred Land Use Scenario



An increase of **44,500** in population  
**16%** higher than in 2040



An increase of **30,000** in employment  
**18%** higher than in 2040



# Land Use and Transportation

- ✓ Integration of land use and transportation serve as the foundation of a sustainable community
- ✓ Expansion of RTZ – BCC Ordinance No. 22-106

Approved _____	Mayor _____	Amended Agenda Item No. 7(C)
Veto _____		9-1-22
Override _____		

ORDINANCE NO. O-22-106

ORDINANCE RELATING TO THE 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 METRORAIL CORRIDORS NOT ALREADY INCORPORATED THEREIN, THE PALMETTO METRORAIL STATION, THE MIAMI INTERMODAL CENTER, THE SOUTH DADE TRANSITWAY, ALL PLANNED SMART PLAN CORRIDORS, AND CERTAIN COUNTY-OWNED AND PRIVATE PROPERTIES ADJACENT OR NEARBY THERETO; PROVIDING APPLICABILITY TO INCORPORATED AREAS; REVISING PERMITTED USES IN THE RAPID TRANSIT ZONE ("RTZ") DISTRICT TO PERMIT ADDITIONAL RECREATIONAL AND SUPPORT FACILITY USES AND MICROMOBILITY FACILITIES; CREATING STANDARD PROCEDURES SECTION TO CONSOLIDATE PROVISIONS THAT ARE COMMON TO ALL SUBZONES AND NON-METRORAIL DEVELOPMENT AREAS; CREATING SMART CORRIDOR SUBZONE AND PALMETTO STATION SUBZONE OF THE RTZ DISTRICT AND PROVIDING USES, REGULATORY FRAMEWORK, SITE PLAN REVIEW STANDARDS, AND PROCEDURES FOR ZONING APPROVAL; REVISING REQUIREMENTS







Miami-Dade Transportation  
Planning Organization



# Thank you!

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**Aileen Bouclé, AICP**

**Executive Director**

**MiamiDadeTPO.org**

**#MiamiSMARTProgram**

**#MiamiDadeTPO**





## Executive Update

# The Strategic Importance of TOD's for Regional Development and Connectivity

Javier Bustamante, Assistant Director  
Miami-Dade County Department of Transportation and Public Works  
September 11, 2025

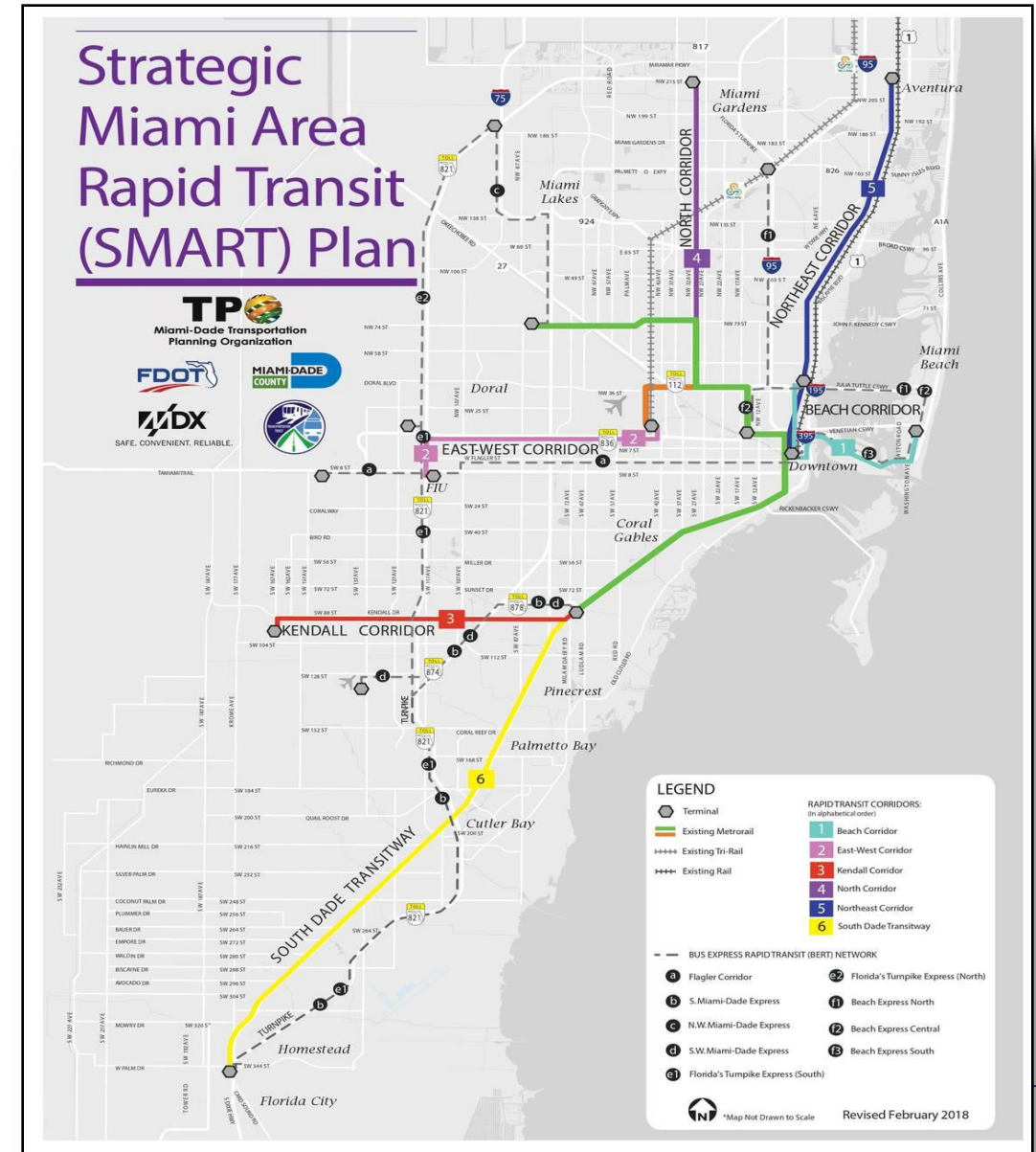




# SMART PROGRAM

Advances six rapid corridors and aims to promote transportation mobility.

- 1) Beach Corridor
- 2) East-West Corridor
- 3) Kendall Corridor
- 4) North Corridor
- 5) Northeast Corridor
- 6) South Dade Transitway

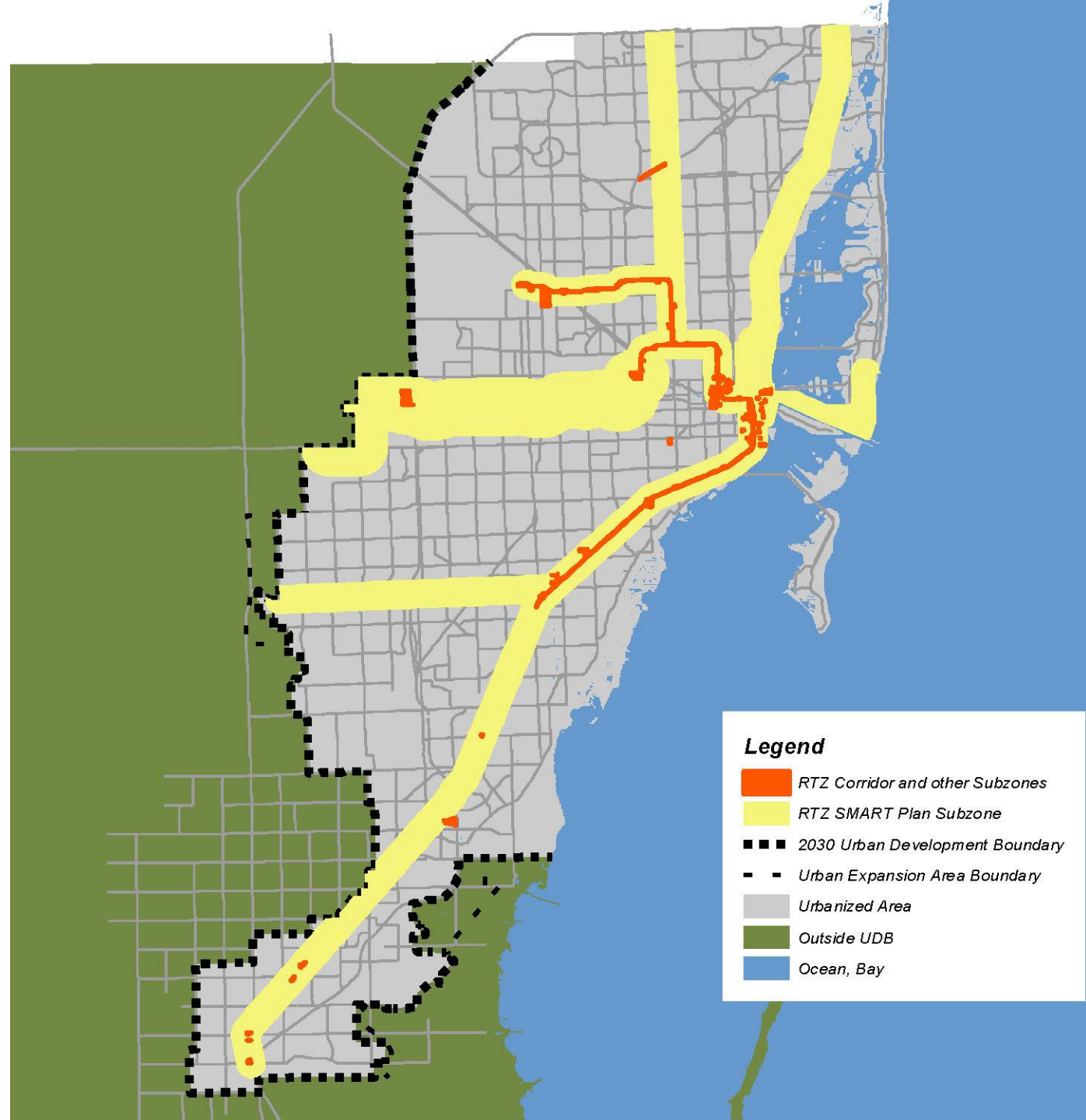




TOD Policy in Miami-Dade County

## RTZ SMART Corridor Subzone

The RTZ was expanded to include all areas within 1/2 or 1 mile of the SMART corridors



# TOD Policy in Miami-Dade County

## RTZ SMART Corridor Subzone

RTZ Intensity Standards for SMART Corridor outside of Urban Centers or other RTZ subzones

SMART Corridor proximity	Maximum Allowed Density	Floor Area Ratio Range	Maximum Height (Stories)
1/4 mile	60	1.0 to 2.0	8
Between 1/4 mile and 1/2 mile	36	1.0 to 1.5	6
Between 1/2 mile and 1 mile	18	0.5 to 1.25	4



The applicable Urban Center CDMP intensity applies to Urban Centers that coincide with the SMART Corridor subzone



# TOC/TOD in Miami-Dade County

- Transit Oriented Communities/Development (TOC/TOD) - type of mixed-use, mixed-income development that focuses on creating high-density residential, commercial, and leisure spaces within walking distance of public transport.
- TOC/TOD benefits include:
  - Increasing Transit Ridership
  - Reducing traffic congestion and greenhouse gas pollution
  - Encouraging walkable communities
  - Encouraging communities where you can live, work, and play
  - Providing affordable housing
  - Providing access to jobs
  - Increasing revenues to the County
  - Sustainable and environmentally friendly developments (LEED, Envision, Sea Level Rise)





# DTPW Total TOC/TOD Projects

- 32 TOC/TODs
- 10,289 total units
- 5,061 public housing units







## DTPW TOC/TODs - Completed

- 15 total projects completed
- 3079 total units
- 1535 total public housing units





# DTPW TOC/TODs - In Progress

- 14 total projects
- 6610 total units
- 3226 total public housing units





# Future DTPW TOC/TODs

- 3 future projects
- Approximately 600 total units
- Approximately 300 total public housing units







# Thank You!

**Javier Bustamante, Assistant Director**  
**Project Management & Project Support Division**  
**Miami-Dade County Department of Transportation and Public Works**  
**[Javier.Bustamante@miamidade.gov](mailto:Javier.Bustamante@miamidade.gov)**

# Broward County Connects

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Live, Learn, Work, and Play

South Florida Regional Planning Council  
Sept. 2025

Premium Mobility Plan





An aerial photograph of a city skyline, likely Miami, featuring several prominent high-rise buildings. In the foreground, there's a waterfront area with boats docked and palm trees. The sky is blue with some light clouds. The right side of the image is faded to accommodate text.

# Strategy

*To invest in a countywide network of premium transit services that provide modern convenient mobility that is attractive, safe, reliable, and frequent.*



# GOALS



**Improve Mobility for All**



**Implement Equitable  
Transit Solutions**



**Integrate and Serve  
Communities**



**Enhance Economic  
Development and Ensure  
Financial Stability**



**Improve Safety, Security, and  
Ensure Environmental  
Stewardship**



# What we gain?

- Over 200 miles of new premium service
- Approximately 23 million annual ridership
- 100% low emission bus fleet
- New Intelligent Transportation Systems (ITS) technology
- Localized aesthetic and architectural enhancements





# Connecting Activity Centers

With direct connections to the Airport, Seaport, and Convention Center; Broward County will be one of the leading intermodal transit providers in the country.

Through PREMO we have a unique opportunity to connect Broward County's three major economic engines with fast, reliable and convenient transit service.





*According to the American Public Transportation Association, investing in public transportation can create 49,700 jobs for one billion dollars invested and for every one dollar spent yields a five to one economic return.*

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- New construction and related jobs
- Catalyst for economic development
- A foundation for transit oriented development and affordable housing
- Expanded small business opportunities



# PREMO Network

Mode	Miles
Commuter Rail	26
Light Rail Transit (LRT)	23.3
Bus Rapid Transit (BRT)	76
High Frequency Bus	100







# Broward County Connects

Live, Learn, Work, and Play

Premium Mobility Plan





# Targeting Growth



- Activity Centers
- Infill Areas
- Commerce
- Redevelopment Areas
- Corridor Oriented Growth

A blurred background image showing a person standing at a podium, addressing a group of people. The scene appears to be a formal meeting or presentation. The text is overlaid on the left side of the image.

# Q&A

**Creating TOCs and  
TODs: Executive  
Updates from Miami-  
Dade and Broward  
Counties**



# Bricks, Mortar, and Design: The Public Return on Investment



*Moderator:*  
**Michael Marshall**  
Partner  
Nelson Mullins



**Darby Delsalle, AICP**  
Director  
Urban Planning  
Division, Broward  
County



**Anthony Fajardo**  
Director, Development  
Services  
City of Fort Lauderdale



**Nathan Kogon**  
Director, Housing  
and Community  
Development Miami-  
Dade County



**Brandon Schaad**  
Director of Planning  
City of Boca Raton



[miamidade.gov/housing](https://miamidade.gov/housing)

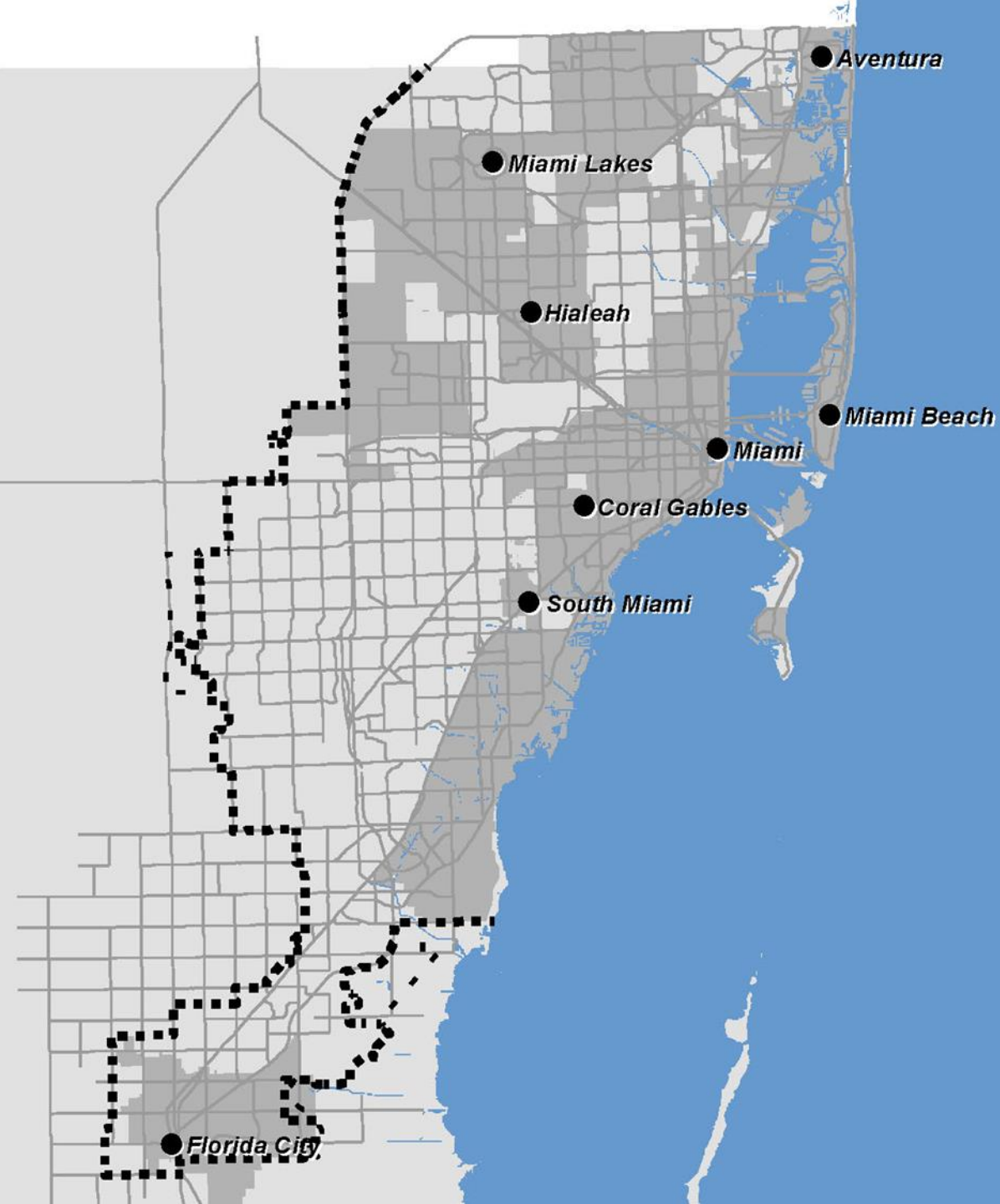
# TOD POLICY IN MIAMI-DADE COUNTY

[Learn More](#)



TOD POLICY IN MIAMI-DADE COUNTY  
INCORPORATED AND  
UNINCORPORATED AREAS

2020 POPULATION  
2.7 million total  
1.5 million incorporated areas  
1.2 million unincorporated areas



**Legend**

- ■ ■ 2030 Urban Development Boundary
- - - Urban Expansion Area Boundary
- Incorporated Area
- Unincorporated Area
- Ocean, Bay

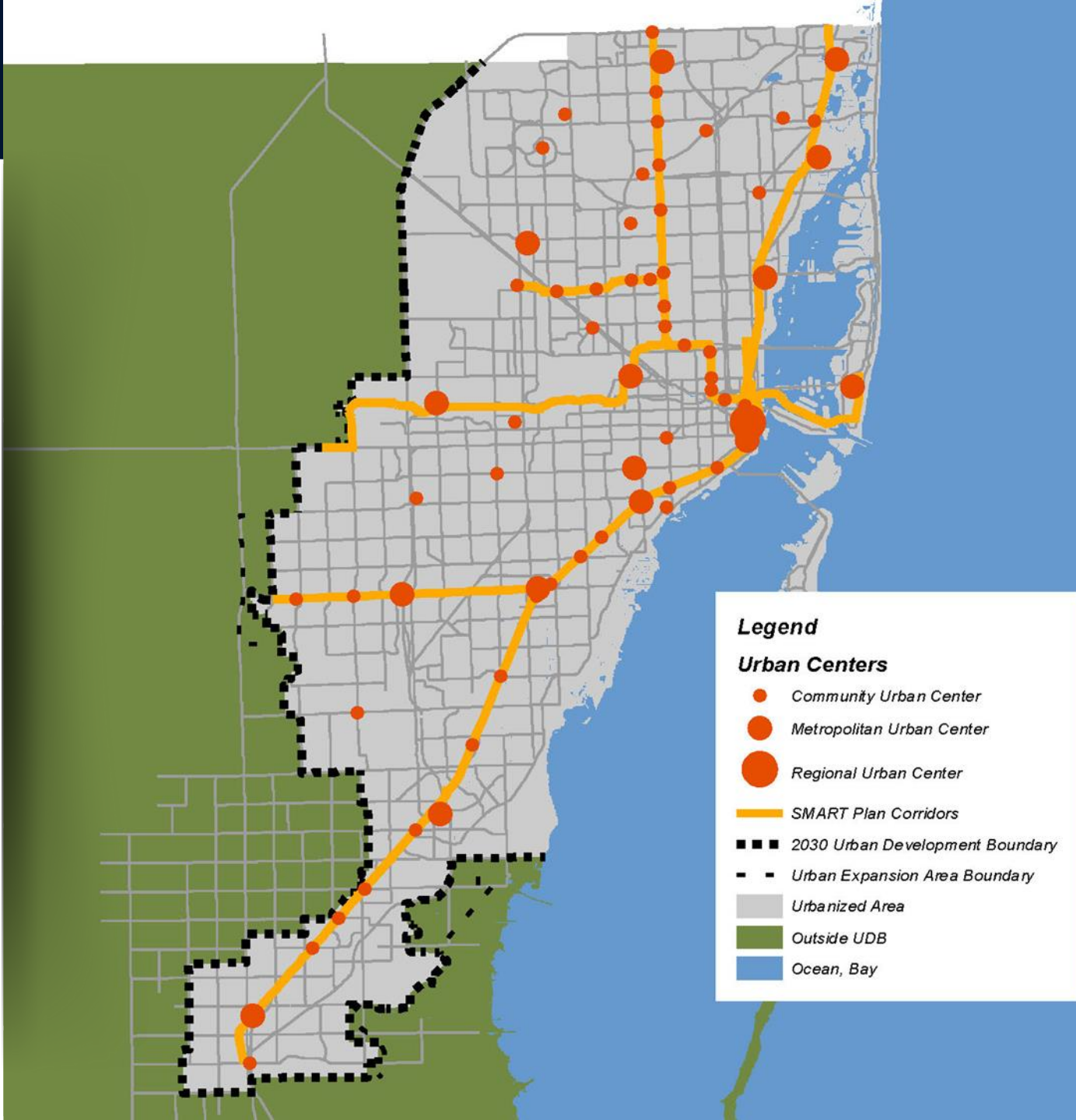
TOD POLICY IN MIAMI-DADE COUNTY

URBAN CENTERS

INTENSITY STANDARDS FOR URBAN CENTERS

Urban Center Type	Maximum Allowed Density	Minimum Required FAR	Maximum Height (Stories)
Community	125	>1.5 in the core* >0.5 in the edge*	15
Metropolitan	250	>3.0 in the core* >0.75 in the edge*	25
Regional	500		Airport zoning controls

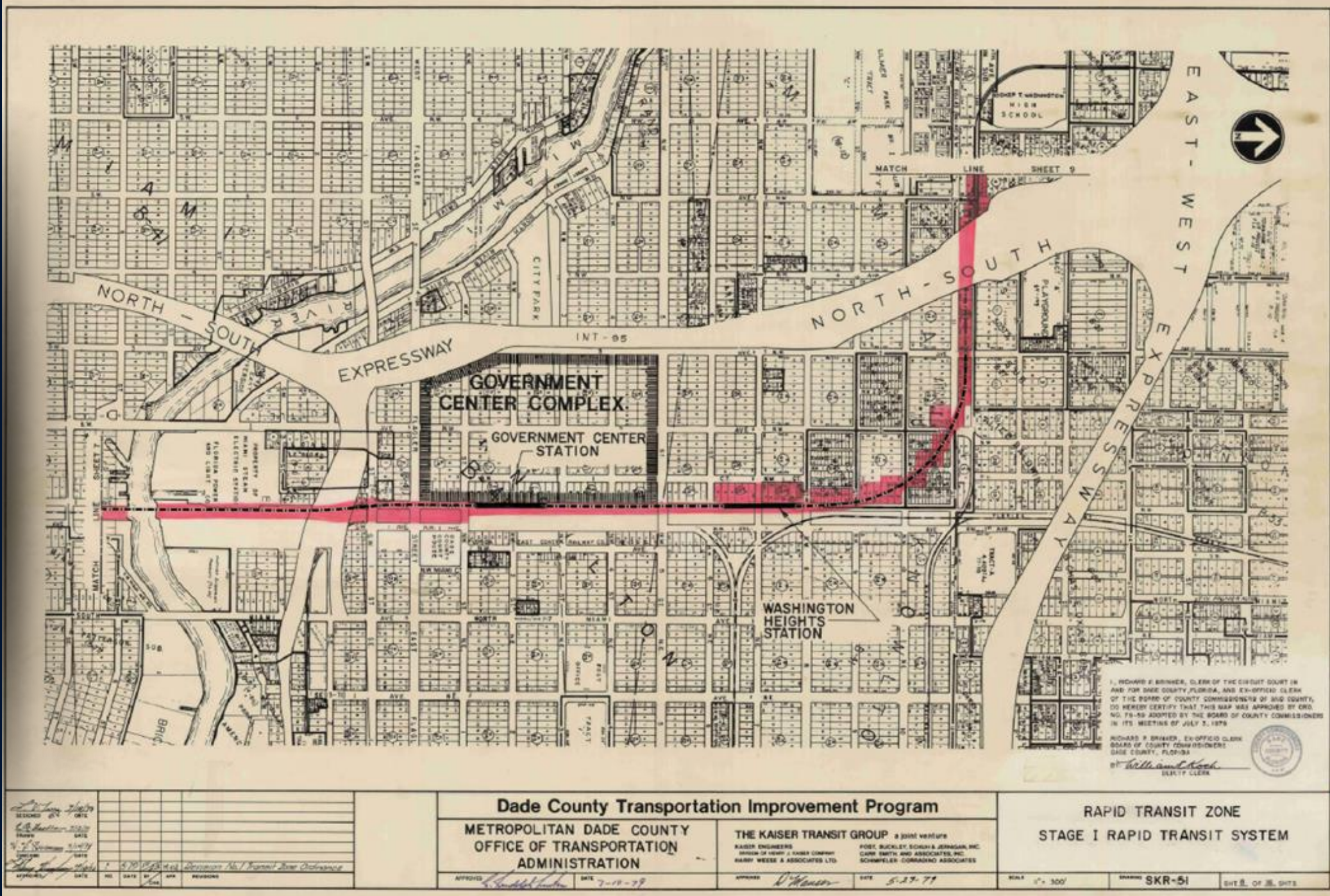
\* Core and edge areas established by CDMP policy





TOD POLICY IN MIAMI-DADE COUNTY

RAPID TRANSIT ZONE (RTZ)  
ESTABLISHED IN THE 1970S  
ALONG WITH THE  
CONSTRUCTION OF THE  
METRORAIL SYSTEM  
ALLOWS TRANSIT FACILITIES  
AND USES INCLUDING RETAIL,  
OFFICE AND RESIDENTIAL



I, RICHARD F. BRINKER, CLERK OF THE CIRCUIT COURT IN AND FOR DADE COUNTY, FLORIDA, AND EX-OFFICIO CLERK OF THE BOARD OF COUNTY COMMISSIONERS OF SAID COUNTY, DO HEREBY CERTIFY THAT THIS MAP WAS APPROVED BY ORD. NO. 78-50 ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS IN ITS MEETING OF JULY 3, 1978.

RICHARD F. BRINKER, EX-OFFICIO CLERK  
BOARD OF COUNTY COMMISSIONERS  
DADE COUNTY, FLORIDA

*[Signature]*  
CLERK

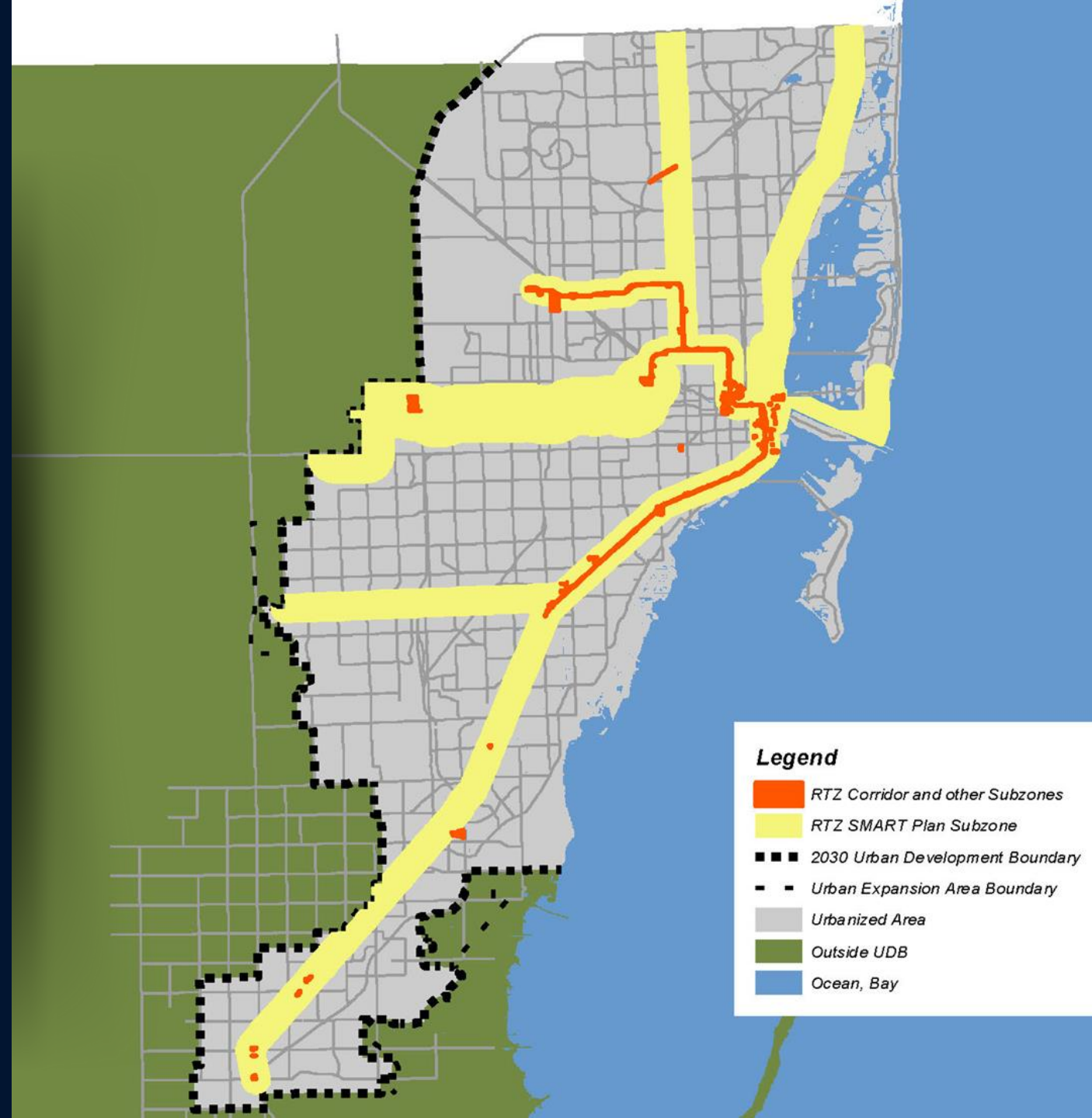
<b>Dade County Transportation Improvement Program</b>				<b>RAPID TRANSIT ZONE</b>			
<b>METROPOLITAN DADE COUNTY</b>				<b>STAGE I RAPID TRANSIT SYSTEM</b>			
<b>OFFICE OF TRANSPORTATION ADMINISTRATION</b>							
APPROVED: <i>[Signature]</i>	DATE: 7-18-79	APPROVED: <i>[Signature]</i>	DATE: 5-27-79	SCALE: 1" = 300'	SPACING: SKR-51	SHEET 2 OF 2	



## TOD POLICY IN MIAMI-DADE COUNTY

### 2022 RTZ SMART CORRIDOR SUBZONE

- THIS YEAR, THE RTZ WAS EXPANDED TO INCLUDE ALL AREAS WITHIN 1/2 OR 1 MILE OF THE SMART CORRIDORS
- THE SMART CORRIDOR SUBZONE APPLIES TO BOTH INCORPORATED AND UNINCORPORATED AREAS WITHIN TWO YEARS, MUNICIPALITIES ARE REQUIRED TO ADOPT LAND DEVELOPMENT REGULATIONS THAT IMPLEMENT THE APPLICABLE SMART CORRIDOR MINIMUM DEVELOPMENT INTENSITY





## TOD POLICY IN MIAMI-DADE COUNTY

### URBAN CENTERS

ADDITIONAL URBAN CENTERS WERE DESIGNATED CONCURRENTLY WITH THE PLANNING FOR THE SOUTH MIAMI-DADE TRANSITWAY BRT DEVELOPMENTS WITH MORE THAN 4 RESIDENTIAL UNITS ARE REQUIRED TO PROVIDE 12.5% WORKFORCE HOUSING, THE OF PRICING WHICH IS RESTRICTED TO HOUSEHOLDS WHOSE INCOME IS UP TO 140% OF THE MOST RECENT MEDIAN FAMILY INCOME FOR THE COUNTY



GOULDS COMMUNITY URBAN CENTER  
DEVELOPMENT ADJACENT TO THE  
SOUTHWEST 216TH STREET BRT  
STATION

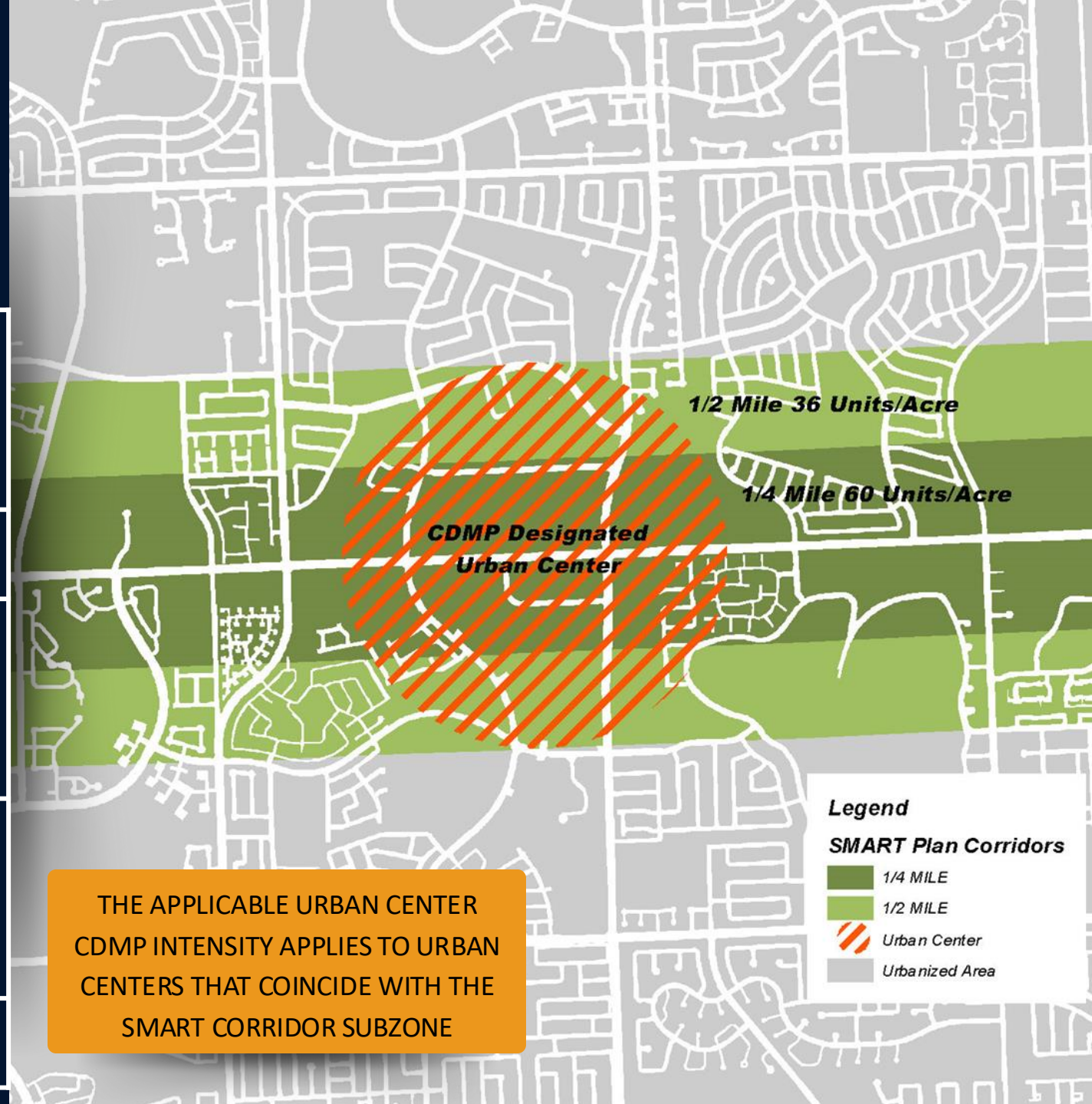
# TOD POLICY IN MIAMI-DADE COUNTY

## 2022 RTZ SMART CORRIDOR SUBZONE

### RTZ INTENSITY STANDARDS FOR SMART CORRIDOR OUTSIDE OF URBAN CENTERS OR OTHER RTZSUBZONES

SMART Corridor proximity	Maximum Allowed Density	Floor Area Ratio Range	Maximum Height (Stories)
1/4 mile	60	1.0 to 2.0	8
Between 1/4 mile and 1/2 mile	36	1.0 to 1.5	6
Between 1/2 mile and 1 mile	18	0.5 to 1.25	4

\* Core and edge areas established by CDMP policy



THE APPLICABLE URBAN CENTER  
CDMP INTENSITY APPLIES TO URBAN  
CENTERS THAT COINCIDE WITH THE  
SMART CORRIDOR SUBZONE



# TOD POLICY IN MIAMI-DADE COUNTY

## URBAN CENTERS

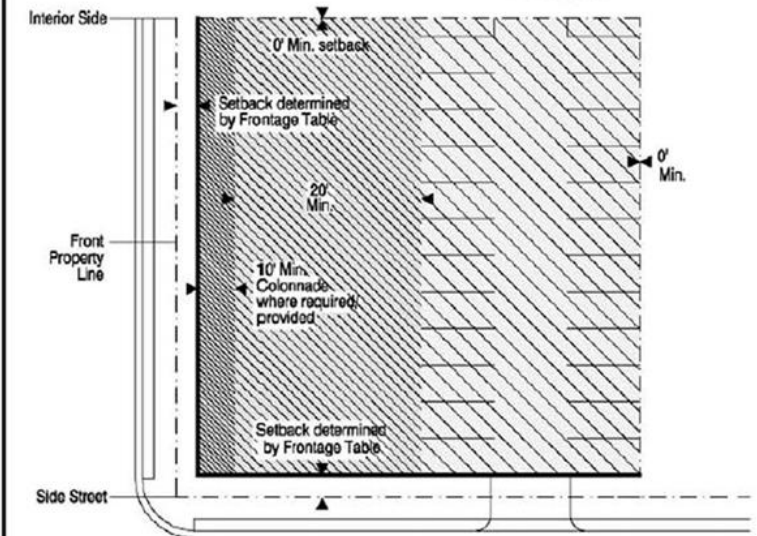
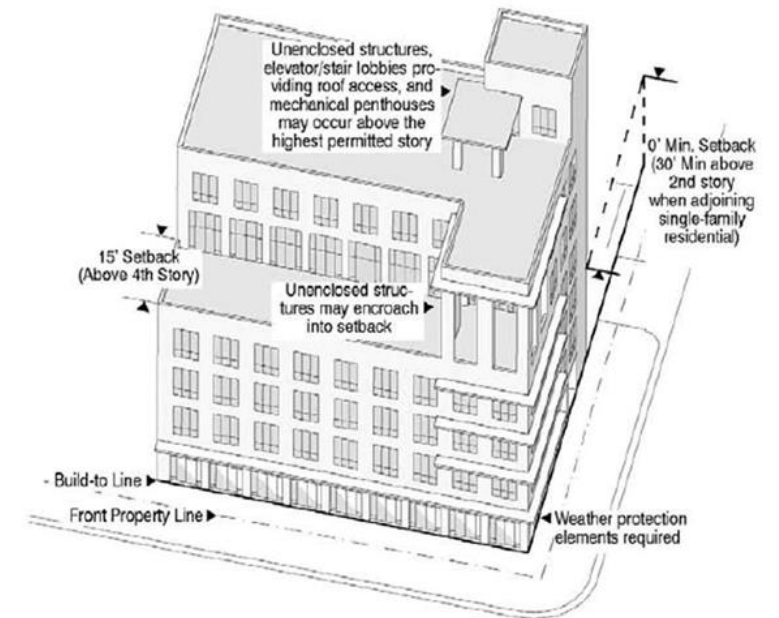
### THE STANDARD URBAN CENTERS ARTICLE WITHIN THE COUNTY ZONING CODE CONTAINS COMMONS REGULATIONS FOR BUILDING SETBACK, MASSING, PARKING, AND OTHER ELEMENTS

## 2. MIXED-USE MULTI-FAMILY

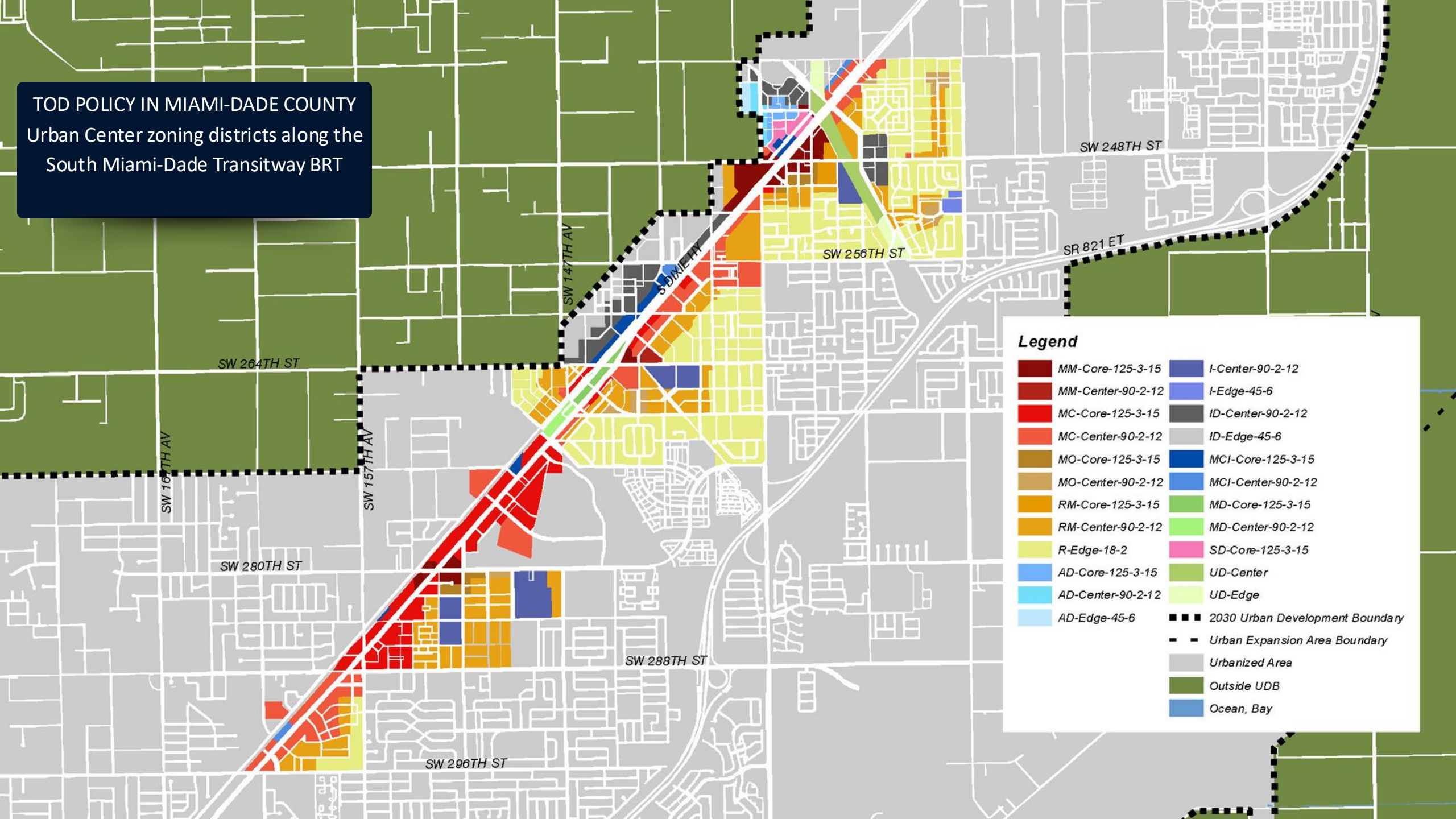
Min: Minimum  
Max: Maximum  
Req: Required

- Build to Line
- - - Property Line
- ▨ Colonnade
- ▨ Habitable Space
- ▨ Parking and / or allowable building area

- a. Building Frontage Required: Seventy (70) percent minimum at build-to line in all Sub-districts. Minimum frontage requirement applies along the front property line only.
- b. Build-to-lines or street setback requirements shall be measured from the edge of sidewalk.
- c. The interior side/rear setbacks shall be as shown above.
- d. When provided, the front setback shall be hard surfaced and finished to match the adjoining sidewalk. A minimum of five (5) feet clear width within the setback shall be kept unobstructed for pedestrians.
- e. All on-site parking shall be accessed from the service road or lowest ranking street.
- f. Where a wall or fence is used to screen parking areas along streets, a five (5) foot landscape strip with a hedge shall be required in front of the wall or fence.
- g. Above the fourth story the setback shall be from the property line.



**TOD POLICY IN MIAMI-DADE COUNTY**  
Urban Center zoning districts along the  
South Miami-Dade Transitway BRT



**Legend**

MM-Core-125-3-15	I-Center-90-2-12
MM-Center-90-2-12	I-Edge-45-6
MC-Core-125-3-15	ID-Center-90-2-12
MC-Center-90-2-12	ID-Edge-45-6
MO-Core-125-3-15	MCI-Core-125-3-15
MO-Center-90-2-12	MCI-Center-90-2-12
RM-Core-125-3-15	MD-Core-125-3-15
RM-Center-90-2-12	MD-Center-90-2-12
R-Edge-18-2	SD-Core-125-3-15
AD-Core-125-3-15	UD-Center
AD-Center-90-2-12	UD-Edge
AD-Edge-45-6	
	■ ■ ■ 2030 Urban Development Boundary
	— — — Urban Expansion Area Boundary
	Urbanized Area
	Outside UDB
	Ocean, Bay



TOD POLICY IN MIAMI-DADE COUNTY

2022 RTZ SMART CORRIDOR SUBZONE

DEVELOPMENTS WITH MORE THAN 4 RESIDENTIAL  
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UP TO 140% OF THE MOST RECENT MEDIAN  
FAMILY INCOME FOR THE COUNTY





**Q&A**

**Bricks, Mortar, and  
Design: The Public  
Return on Investment**



# Innovative Partnerships and Financing Strategies



*Moderator:*

**Joseph M. Yesbeck, PE**  
Senior Vice President  
Practice Leader,  
Advisory + Planning,  
TYLin

**David Dech**  
Executive Director  
SFRTA

**Nathan Perlmutter**  
Market Leader, South  
Florida, TD Bank

**Aaron Stolear**  
President of  
Development  
13th Floor Investments

**Ralph Stone**  
Director Housing  
Finance Division,  
Executive Director  
Housing Finance  
Authority



**Q&A**

**Innovative  
Partnerships and  
Financing Strategies**



# Leadership Roundtable: Aligning Vision, Policy, and Action



**The Honorable  
Steve Geller**

Broward County  
Commissioner, District 5;  
Former State Senator;  
Immediate Past Chair,  
SFRPC; Chair, SFRPC  
CEDS Strategy Committee



**The Honorable  
Lamar Fisher**

Broward County  
Commissioner, District 4;  
Member, SFRTA



**The Honorable  
Oliver G. Gilbert, III**

Miami-Dade County  
Commissioner, District 1;  
Council Member, SFRPC



**The Honorable  
Marci Woodward**

Palm Beach County  
Commissioner, District 4,  
Chair, SFRTA; Council  
Member, TCRPC



**Q&A**

**Leadership  
Roundtable: Aligning  
Vision, Policy, and  
Action**



**Thank You!**