

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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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



Challenges facing the South Florida's Economy and Residents

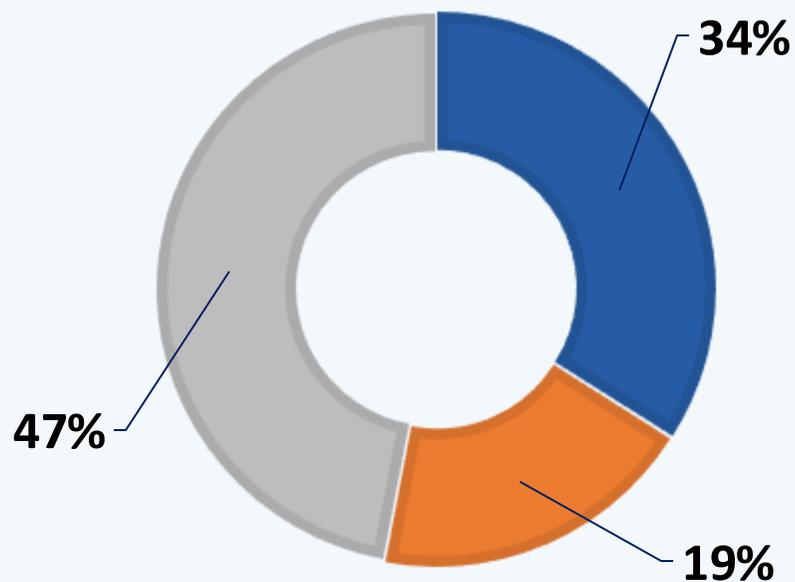
- South Florida has the Nation's # 6 highest rate of traffic congestion
- Congested driving time in South Florida = 1.8X the National Average
- Traffic Congestion and extended commute times are compounded by a critical shortage of attainable, affordable housing near employment centers
- Two-worker households 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...

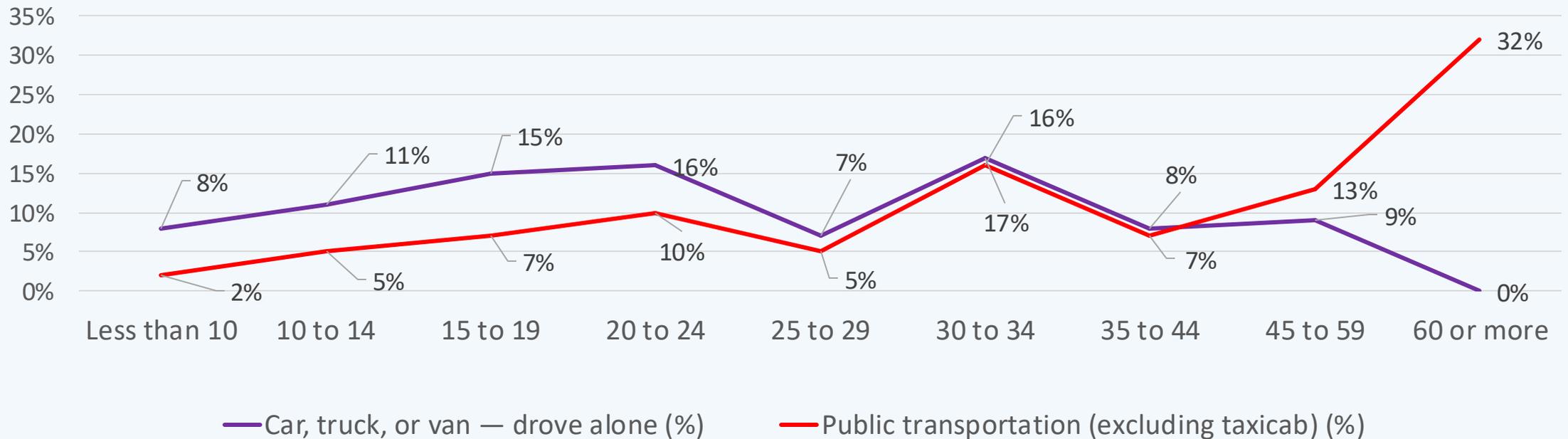
The typical household in the region spent 30% on housing and 15% on transportation? Then the typical household would see other pre-tax income increases of **\$6,100 per year** from \$35.8K to \$41.9K a year.

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.

Average Commute Times (Minutes) in Florida (Drove Alone vs. Transit)



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

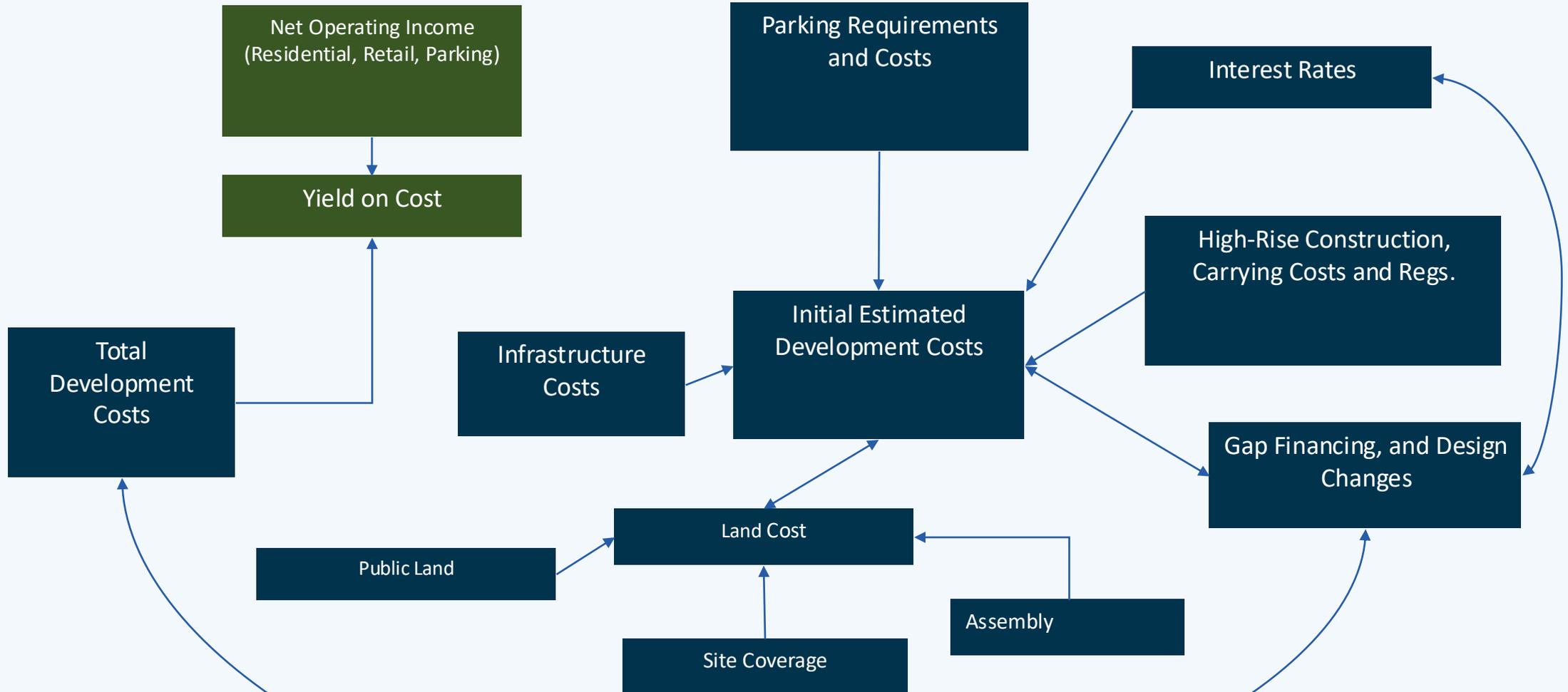
Rail stations and Bus Rapid Transit (BRT) can add up to **5-10% premium on property values based on transit network effects**



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

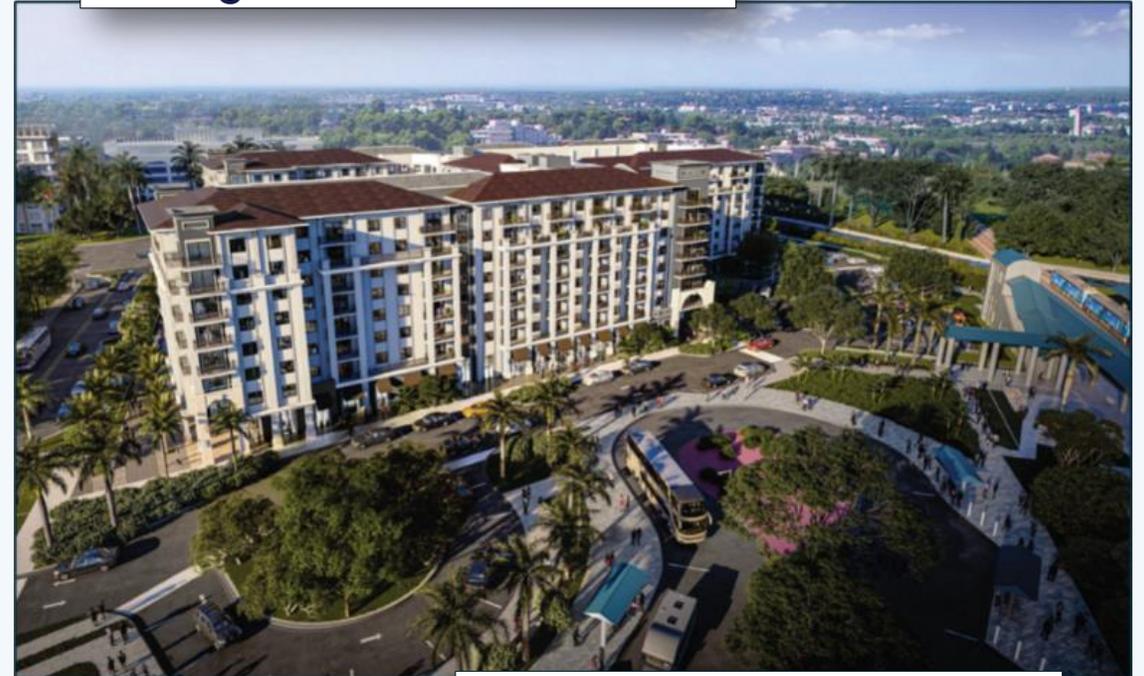
Federal Backing for Sustainable Growth: US DOT

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)

FRONT PAGE | MUNICIPAL | 1 min. Read

JANUARY 14, 2025

Boca OKs First ‘Transit-Oriented Housing’



25 WPTV NEWS

JANUARY 22, 2025

DOT's first-ever transit-oriented development loan lands in Boca Raton to add housing near Tri-Rail

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

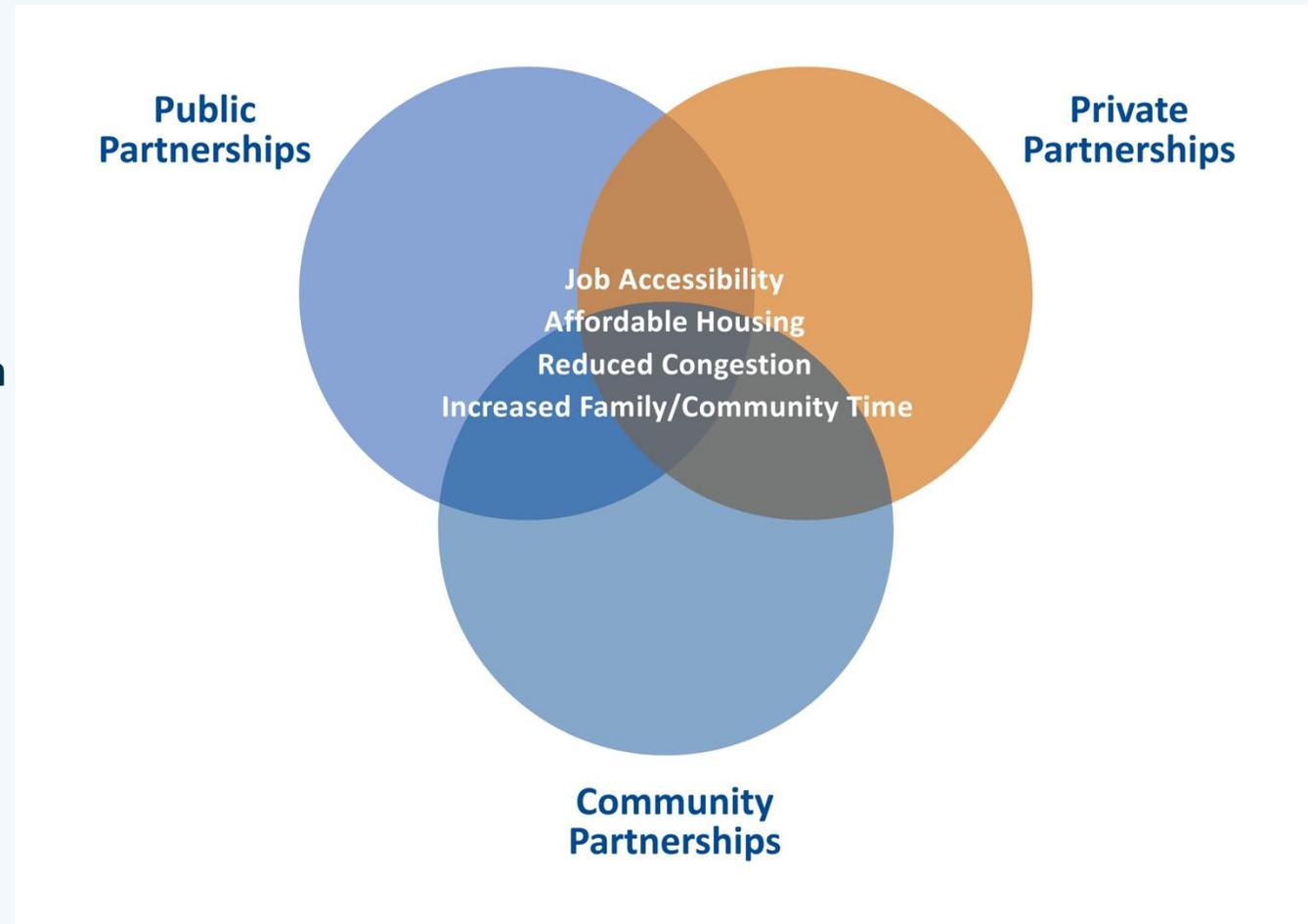


- Improve access with pedestrian pathways, bike lanes, and bike share
- Develop buffered multi-use paths and local circulators

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



South Florida Regional Planning Council

Proudly serving South Florida since 1974



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

FIND YOUR RIDE

Free and discounted transportation options exclusively for 'Canes

Freebee Zipcar MIAMI DADE COUNTY TRI-RAIL brightline Hurry 'Cane Shuttle



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 >](#)

A blurred background image of a busy event, likely a conference or networking gathering. Numerous people in business attire are seen interacting, standing around tables laden with food and drinks. The scene is brightly lit, suggesting an indoor or well-lit outdoor setting. The overall atmosphere is professional and social.

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



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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

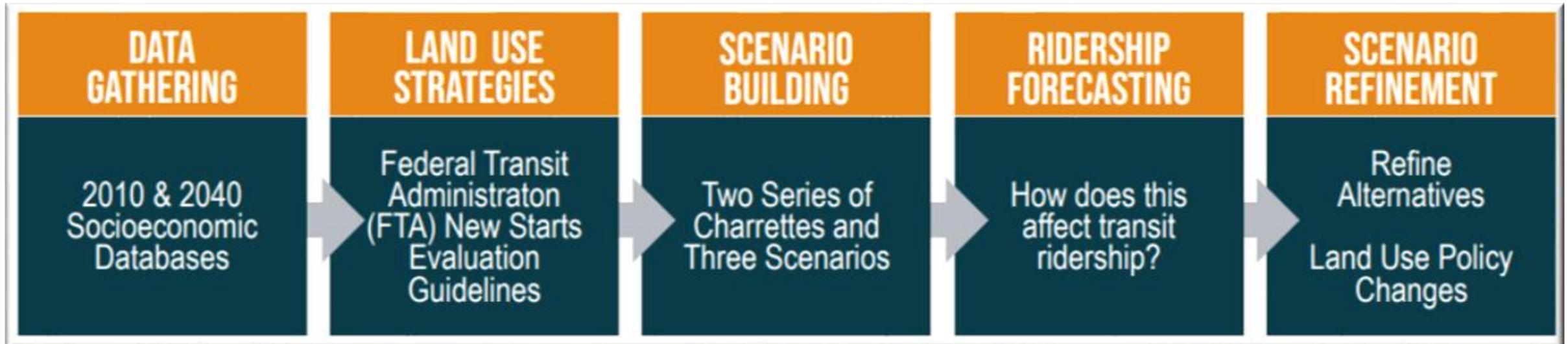
Aileen Bouclé, AICP

Miami-Dade TPO Executive Director

September 11, 2025

Laying the Foundation for Today's TOC

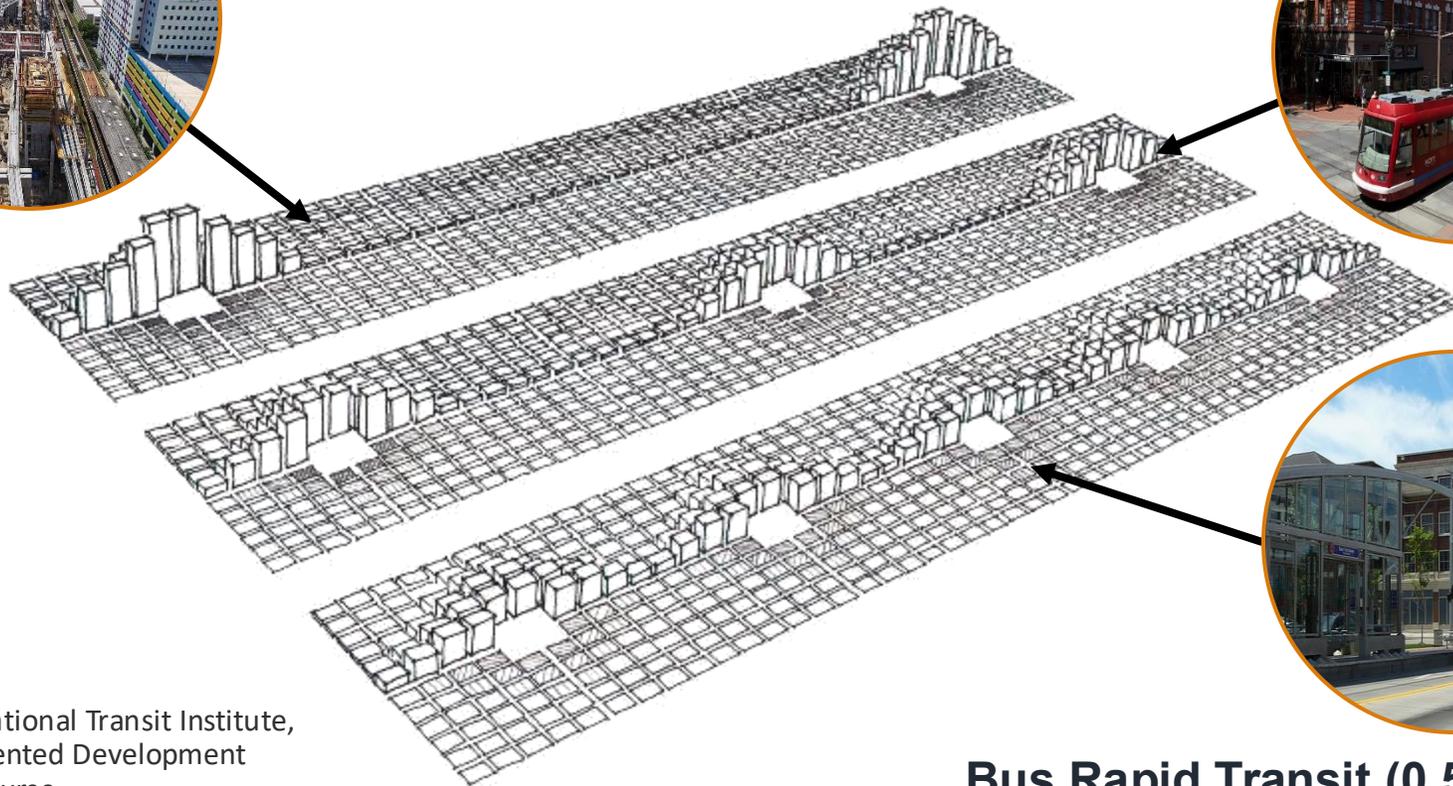
The Process



Transit-Oriented Communities – Station Area



Heavy Rail (1.5 to 2.0 miles)



Light Rail (1.0 to 1.5 miles)



Bus Rapid Transit (0.5 to 1.0 miles)

STATION AREA
INTENSITY AND
SPACING

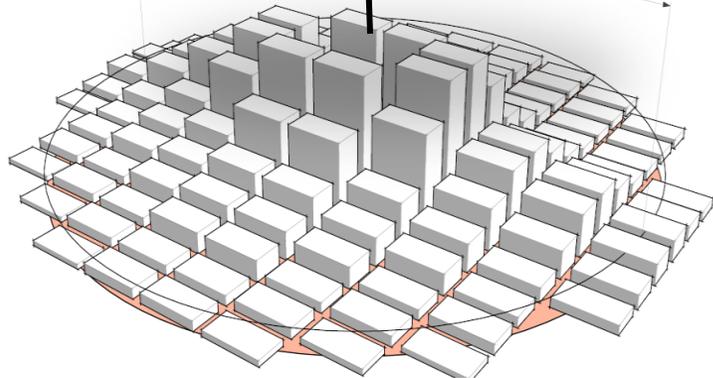
Source: National Transit Institute,
Transit Oriented Development
Training Course

Transit-Oriented Communities – Station Typologies

REGIONAL



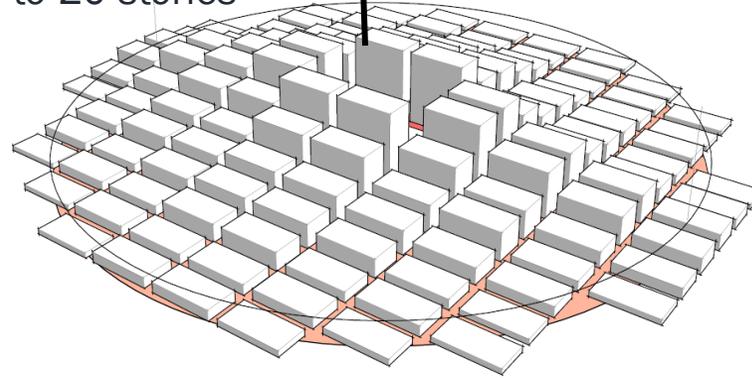
~20+ stories



METROPOLITAN



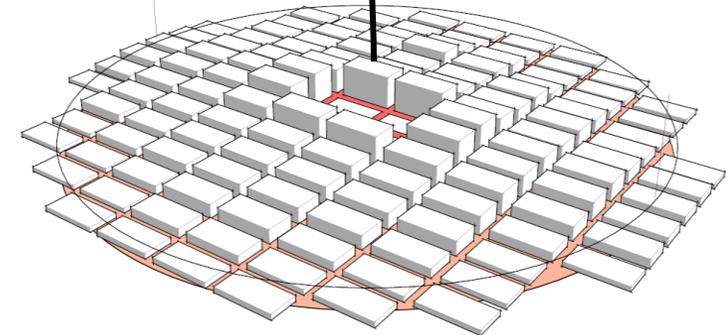
~10 to 20 stories



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
Veto _____
Override _____

Amended
Agenda Item No. 7(C)
9-1-22

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!

Aileen Bouclé, AICP

Executive Director

MiamiDadeTPO.org

#MiamiSMARTProgram

#MiamiDadeTPO



Executive Update

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

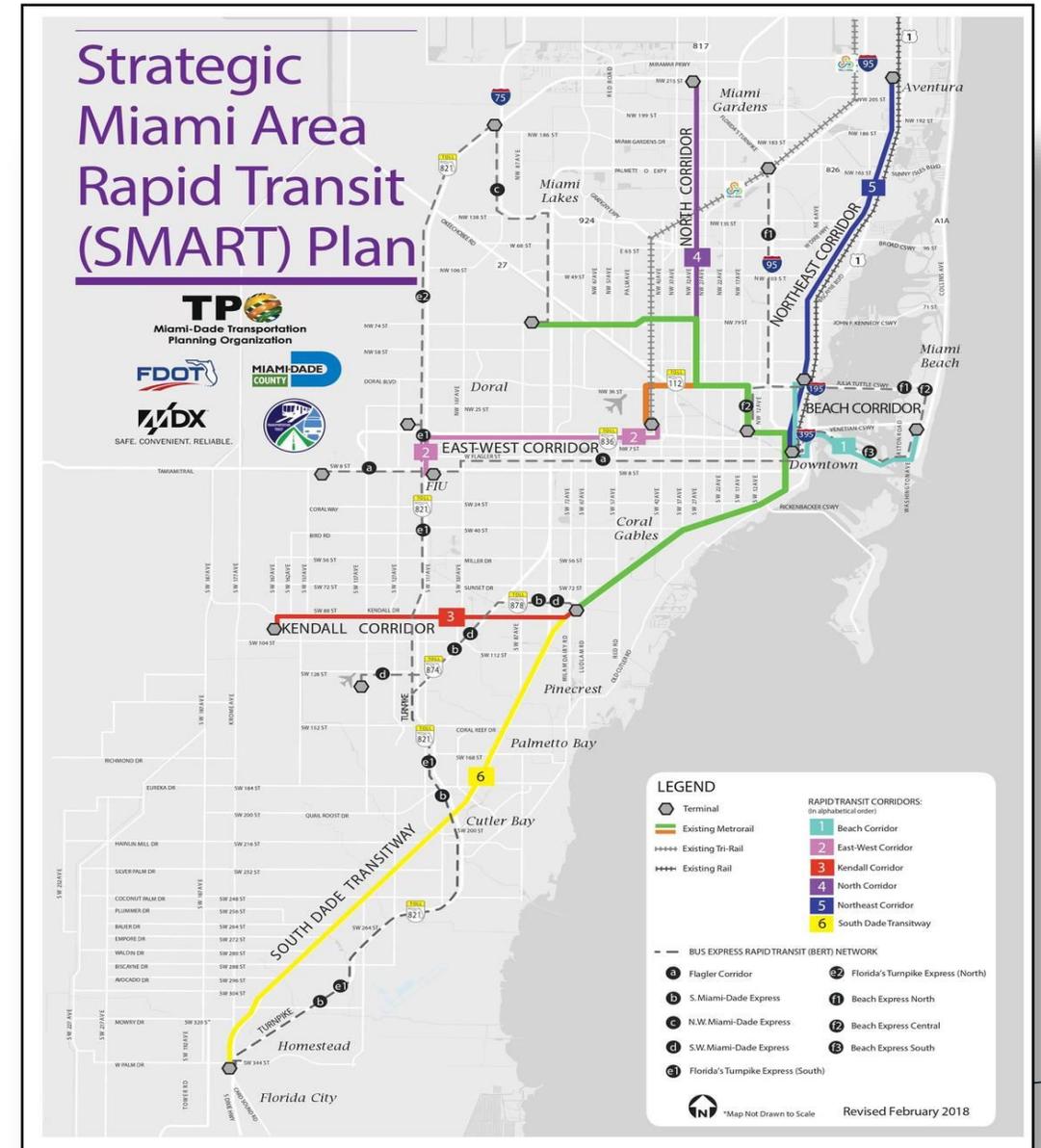
Javier Bustamante, Assistant Director
Miami-Dade County Department of Transportation and Public Works
September 11, 2025



SMART PROGRAM

Advances six rapid corridors and aims to promote transportation mobility.

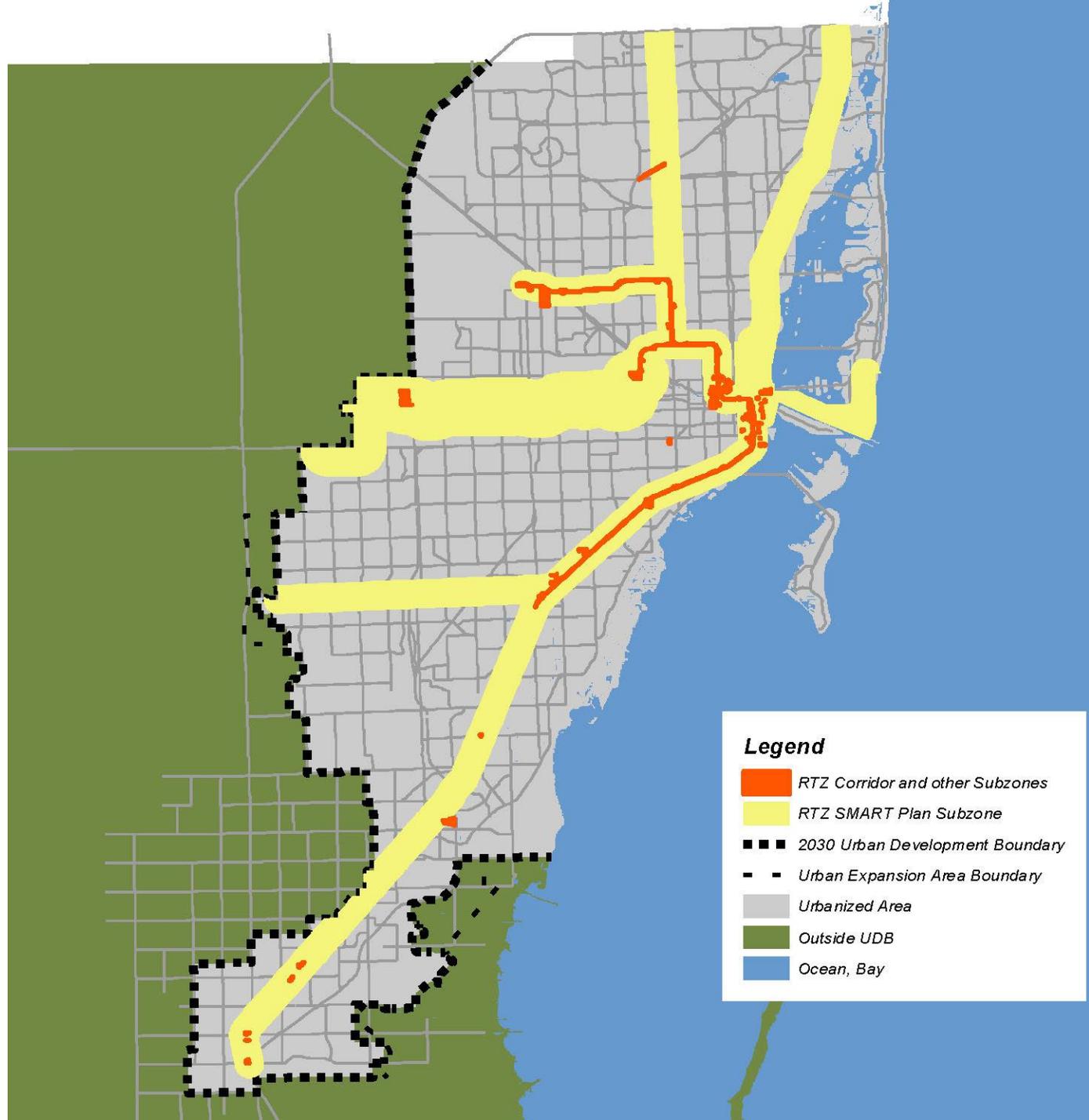
- 1) Beach Corridor
- 2) East-West Corridor
- 3) Kendall Corridor
- 4) North Corridor
- 5) Northeast Corridor
- 6) South Dade Transitway



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

Broward County Connects

Live, Learn, Work, and Play

South Florida Regional Planning Council
Sept. 2025

Premium Mobility Plan





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.

- 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

Map Legend

-  Broward Commuter Rail South
-  Light Rail Transit
-  Bus Rapid Transit
-  High Frequency Corridors
-  Future Light Rail West Extension Options
-  Future Commuter Rail Extension
-  Tri-Rail
-  Fort Lauderdale Hollywood International Airport
-  Port Everglades
-  Broward County Convention Center
-  Sawgrass Mills





Broward County Connects

Live, Learn, Work, and Play

Premium Mobility Plan



Targeting Growth



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



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



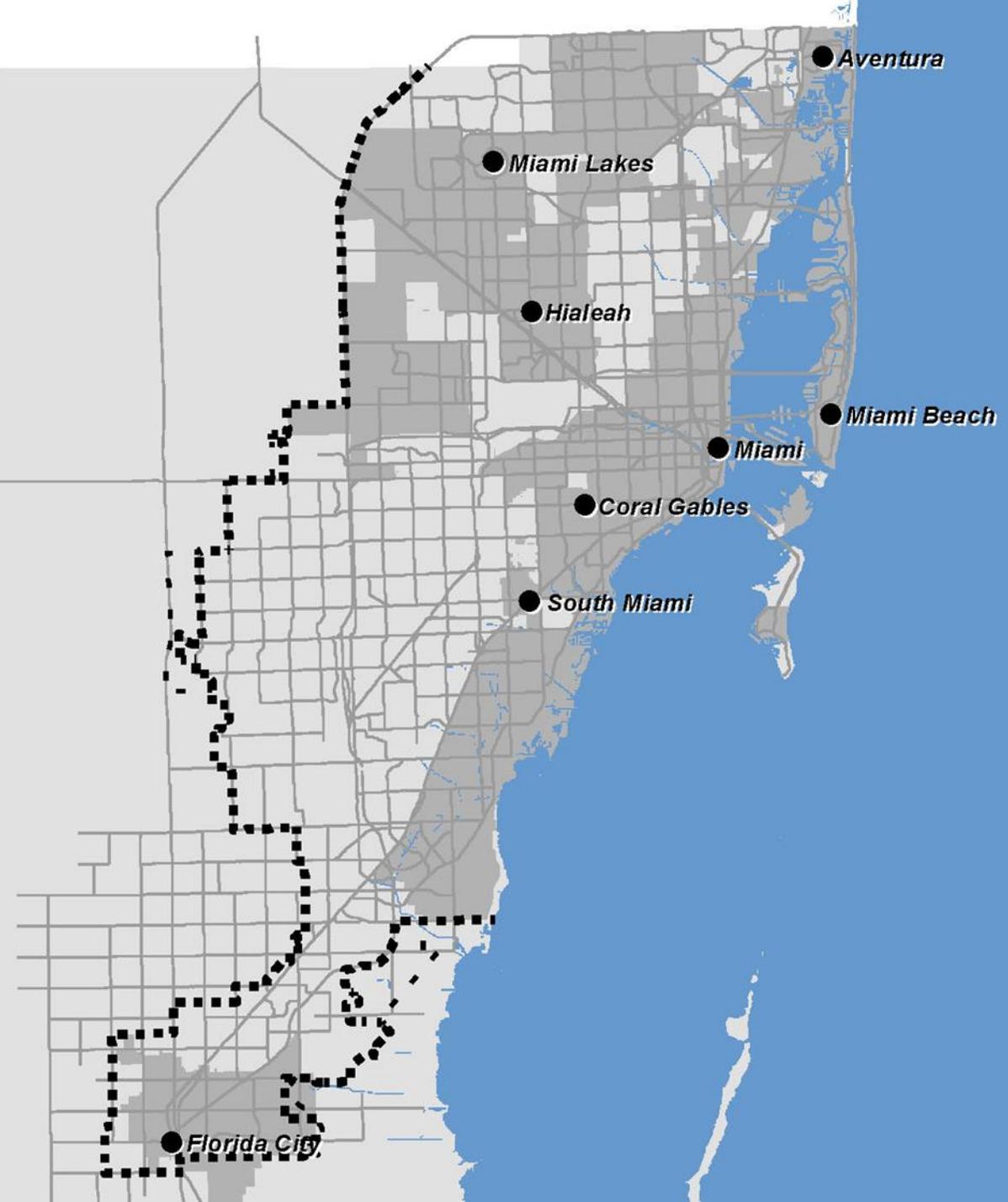
Brandon Schaad
Director of Planning
City of Boca Raton

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



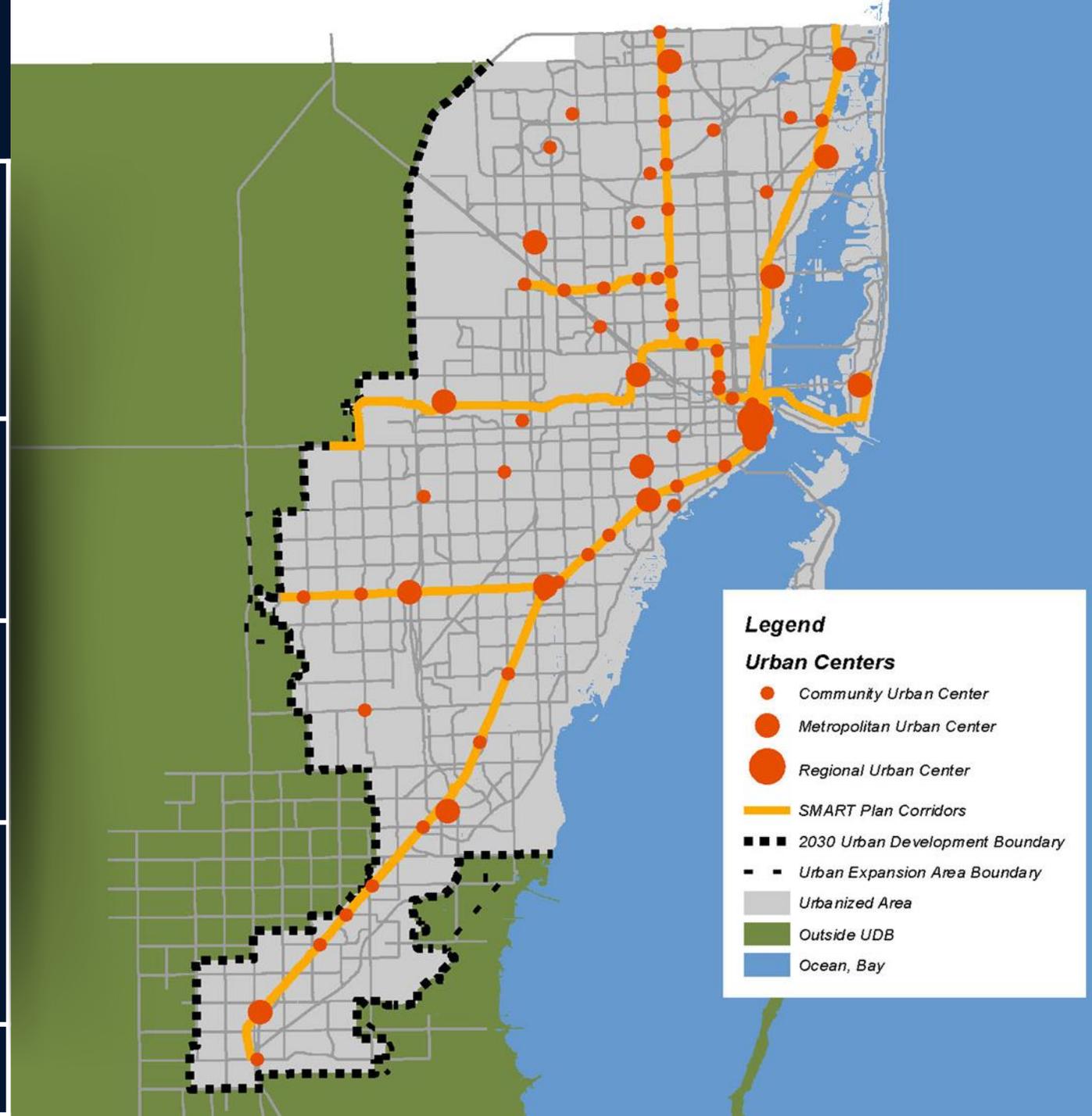
Legend

- ■ ■ 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



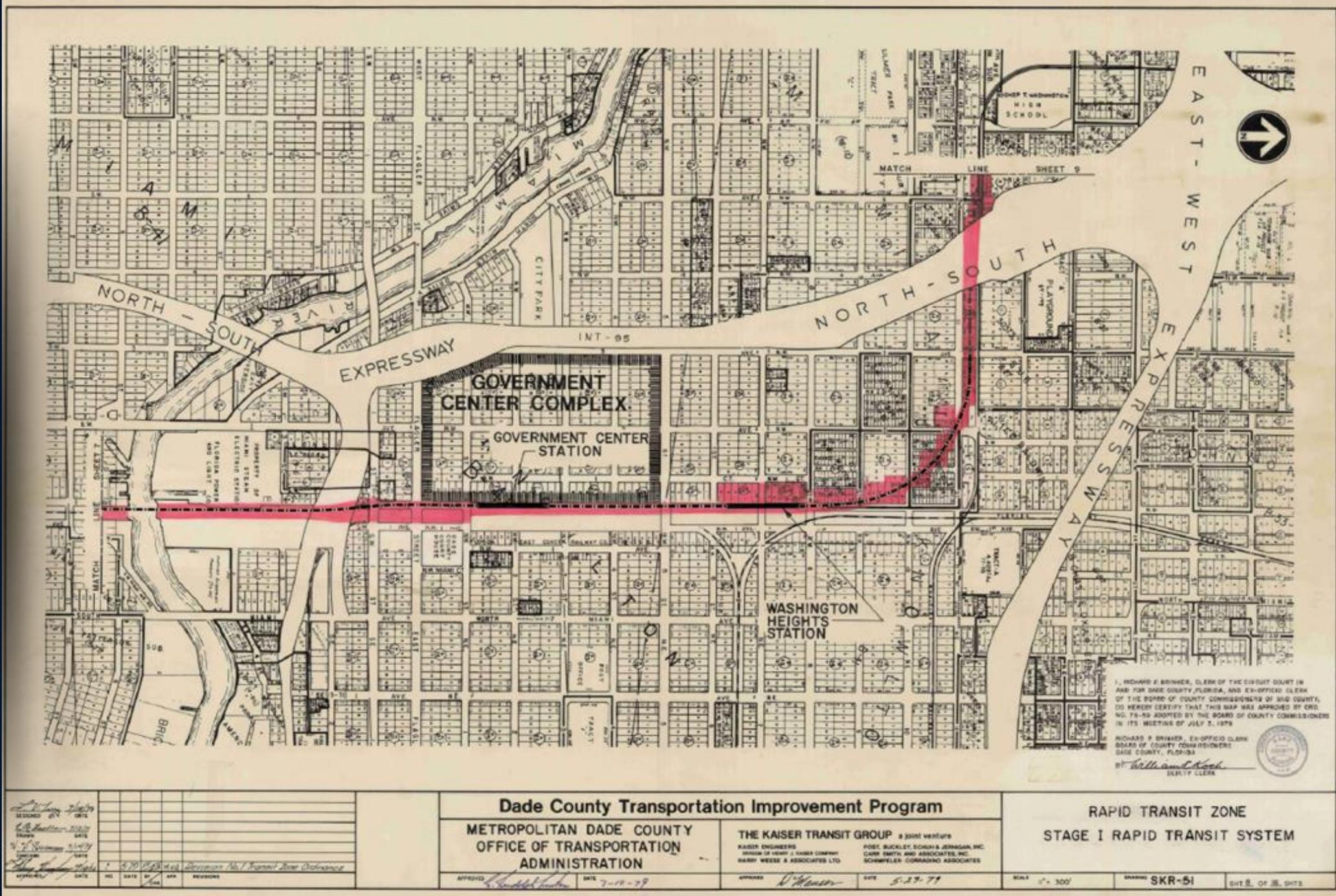
Legend

Urban Centers

- Community Urban Center
- Metropolitan Urban Center
- Regional Urban Center
- SMART Plan Corridors
- 2030 Urban Development Boundary
- Urban Expansion Area Boundary
- Urbanized Area
- Outside UDB
- Ocean, Bay

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. BRINER, 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. 78-58 ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS IN ITS MEETING OF JULY 3, 1978.

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

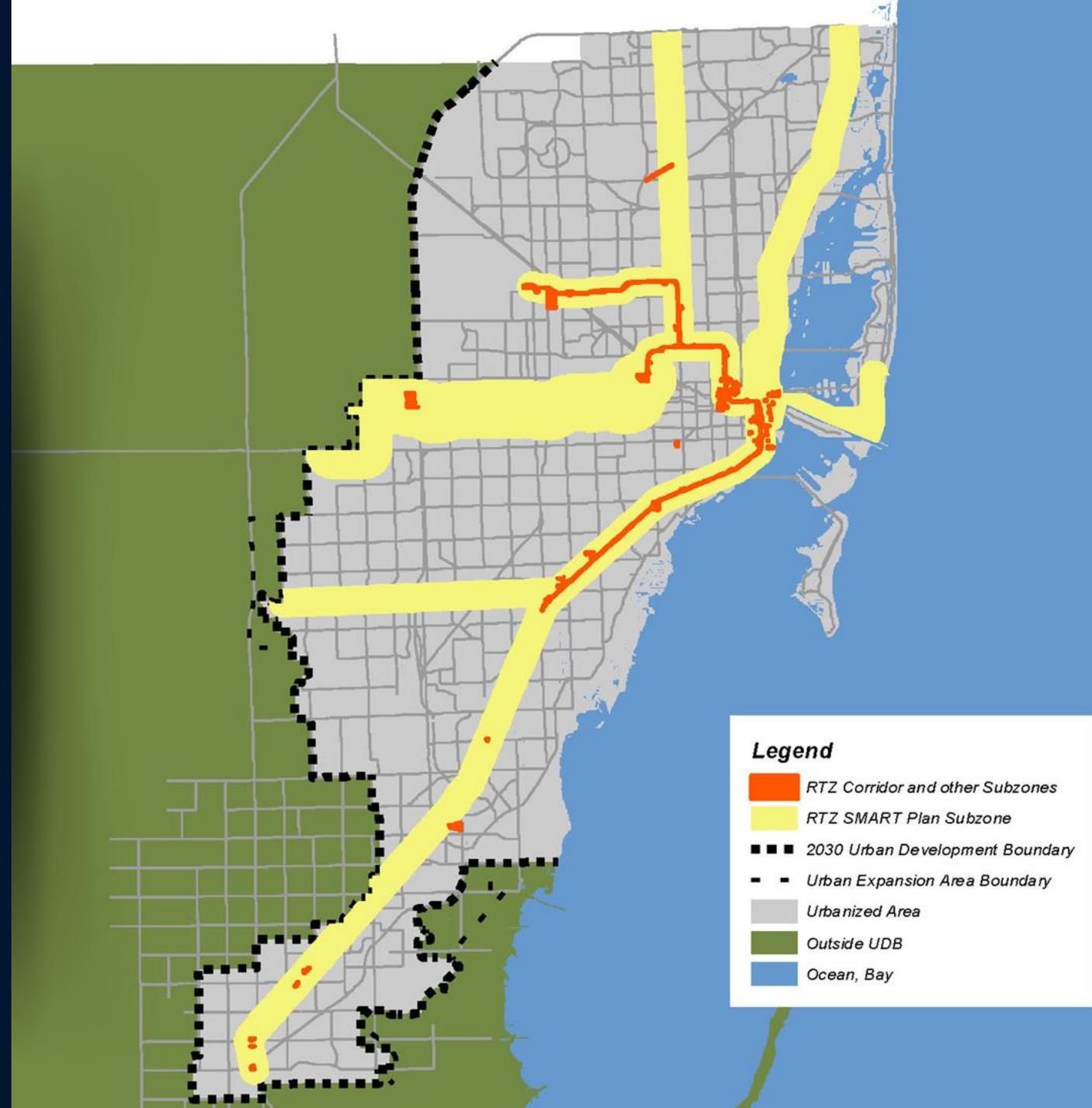
William A. Beck
CLERK

<p><i>Richard F. Briner</i> REVISION NO. DATE</p> <p><i>W. A. Beck</i> DATE</p> <p><i>W. A. Beck</i> DATE</p> <p><i>W. A. Beck</i> DATE</p> <p><i>W. A. Beck</i> DATE</p>				<p>Dade County Transportation Improvement Program</p> <p>METROPOLITAN DADE COUNTY OFFICE OF TRANSPORTATION ADMINISTRATION</p>				<p>RAPID TRANSIT ZONE STAGE I RAPID TRANSIT SYSTEM</p>			
<p>APPROVED: <i>Richard F. Briner</i> DATE: 7-18-78</p>				<p>THE KAISER TRANSIT GROUP a joint venture</p> <p>KAISER ENGINEERS BRINSON DE WENTZ / KAISER COMPANY HARRY WESSE & ASSOCIATES LTD.</p>				<p>POST: BUCKLEY, SCOTCH & JERGAN, INC. CARR SMITH AND ASSOCIATES, INC. SCHWIMMEL-GORRADO ASSOCIATES</p>			
<p>APPROVED: <i>W. A. Beck</i> DATE: 5-27-78</p>				<p>SCALE: 1" = 300'</p> <p>SPACING: SKR-51</p> <p>SHT 8. OF 18. SHTS</p>							

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

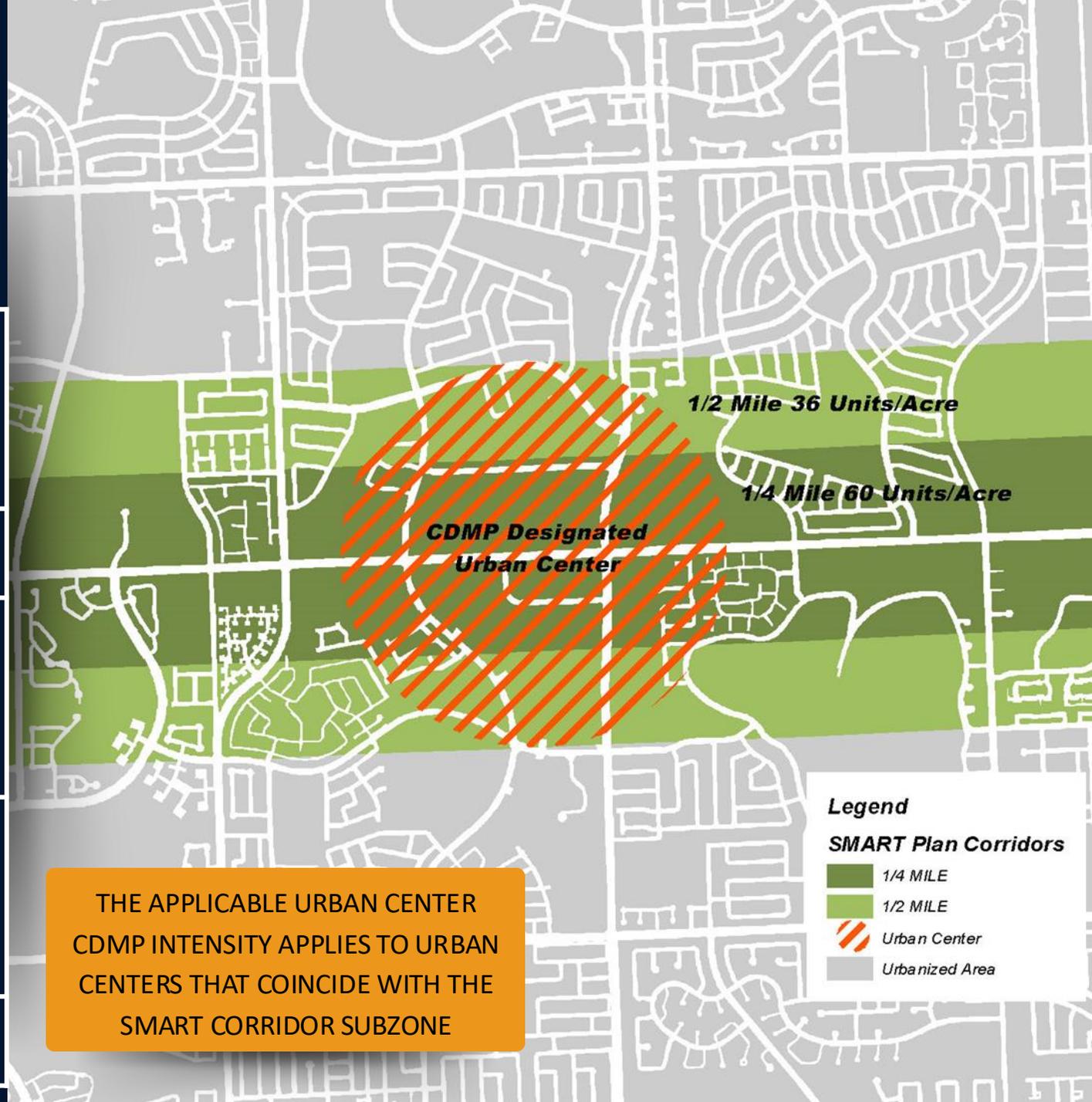
TOD POLICY IN MIAMI-DADE COUNTY

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

Legend

SMART Plan Corridors

- 1/4 MILE
- 1/2 MILE
- Urban Center
- Urbanized Area

TOD POLICY IN MIAMI-DADE COUNTY

URBAN CENTERS

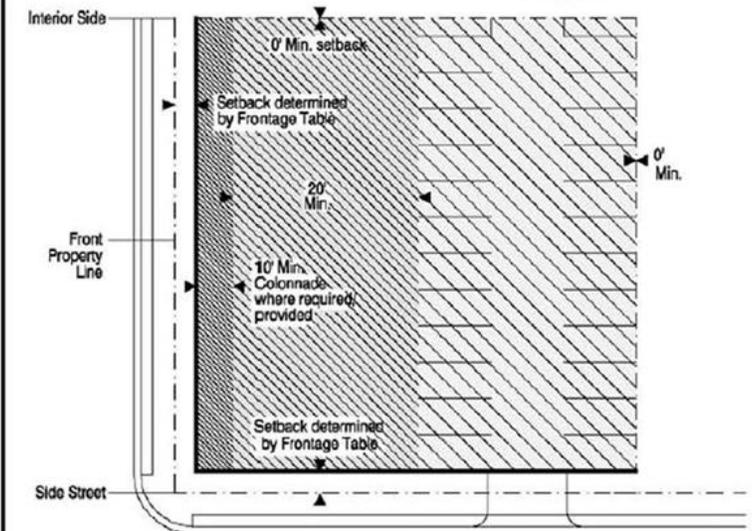
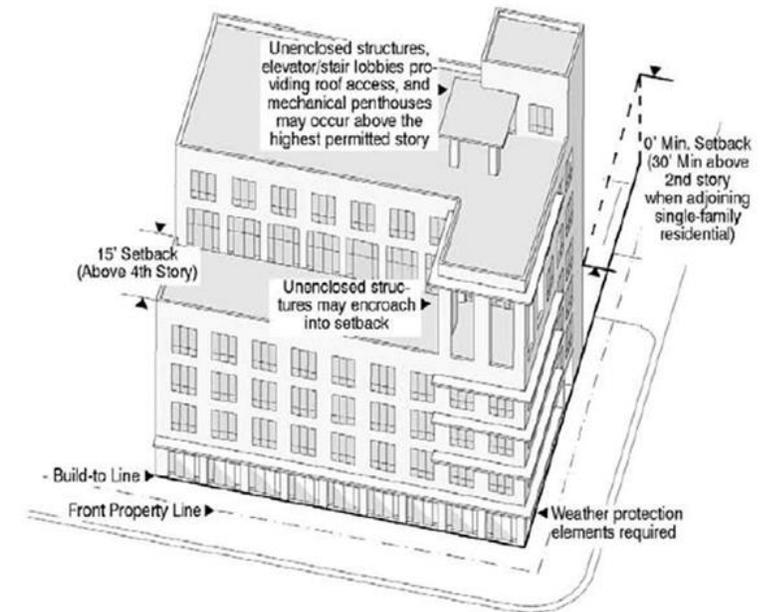
THE STANDARD URBAN CENTERS ARTICLE WITHIN THE COUNTY ZONING CODE CONTAINS COMMONS REGULATIONS FOR BUILDING SETBACK, MASSING, PARKING, AND OTHER ELEMENTS

2. MIXED-USE MULTI-FAMILY

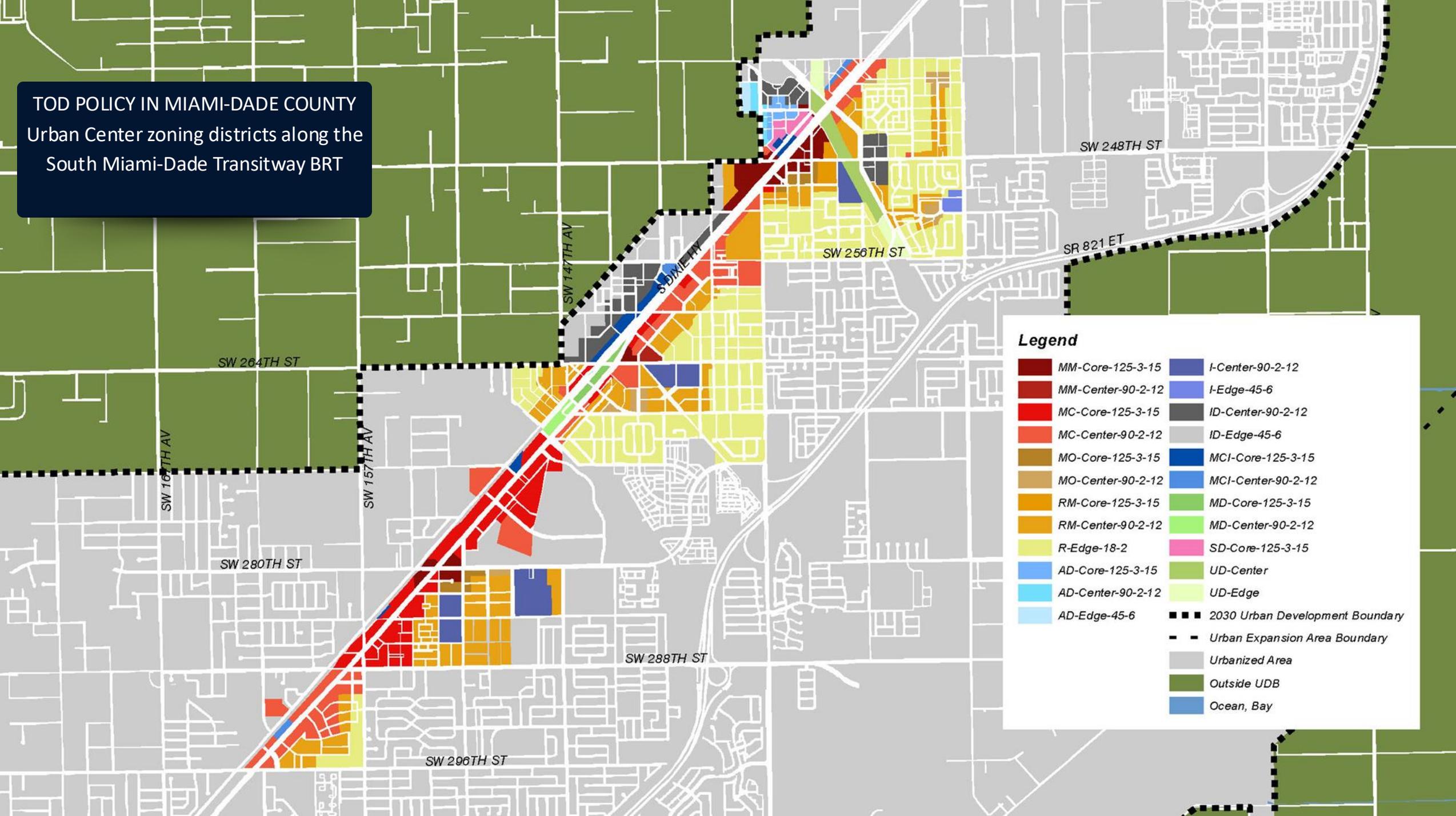
Min: Minimum
Max: Maximum
Req: Required

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

- 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.
- Build-to-lines or street setback requirements shall be measured from the edge of sidewalk.
- The interior side/rear setbacks shall be as shown above.
- 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.
- All on-site parking shall be accessed from the service road or lowest ranking street.
- 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.
- 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 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





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!