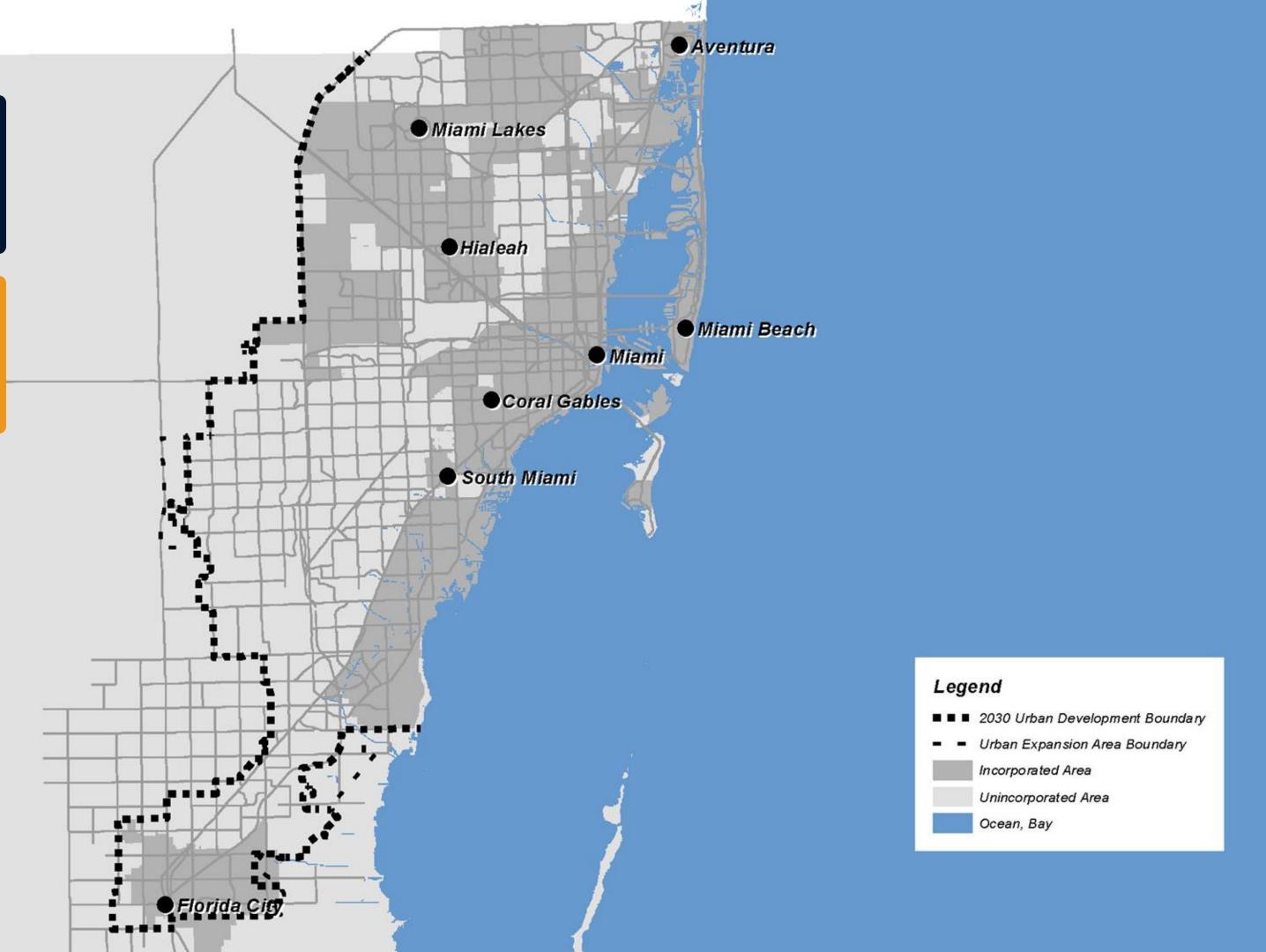


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## TOD POLICY IN MIAMI-DADE COUNTY INCORPORATED AND UNINCORPORATED AREAS

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

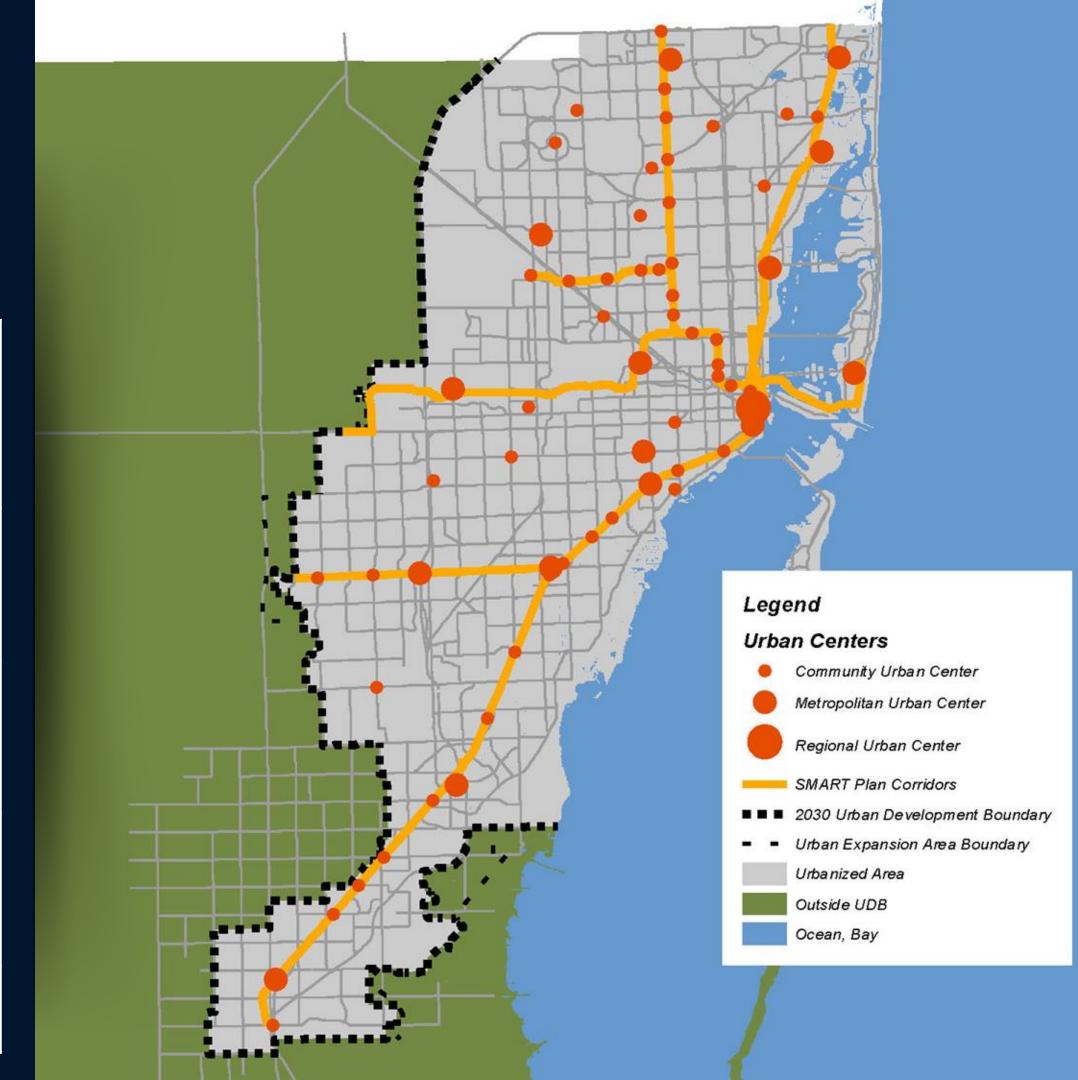


#### **URBAN CENTERS**

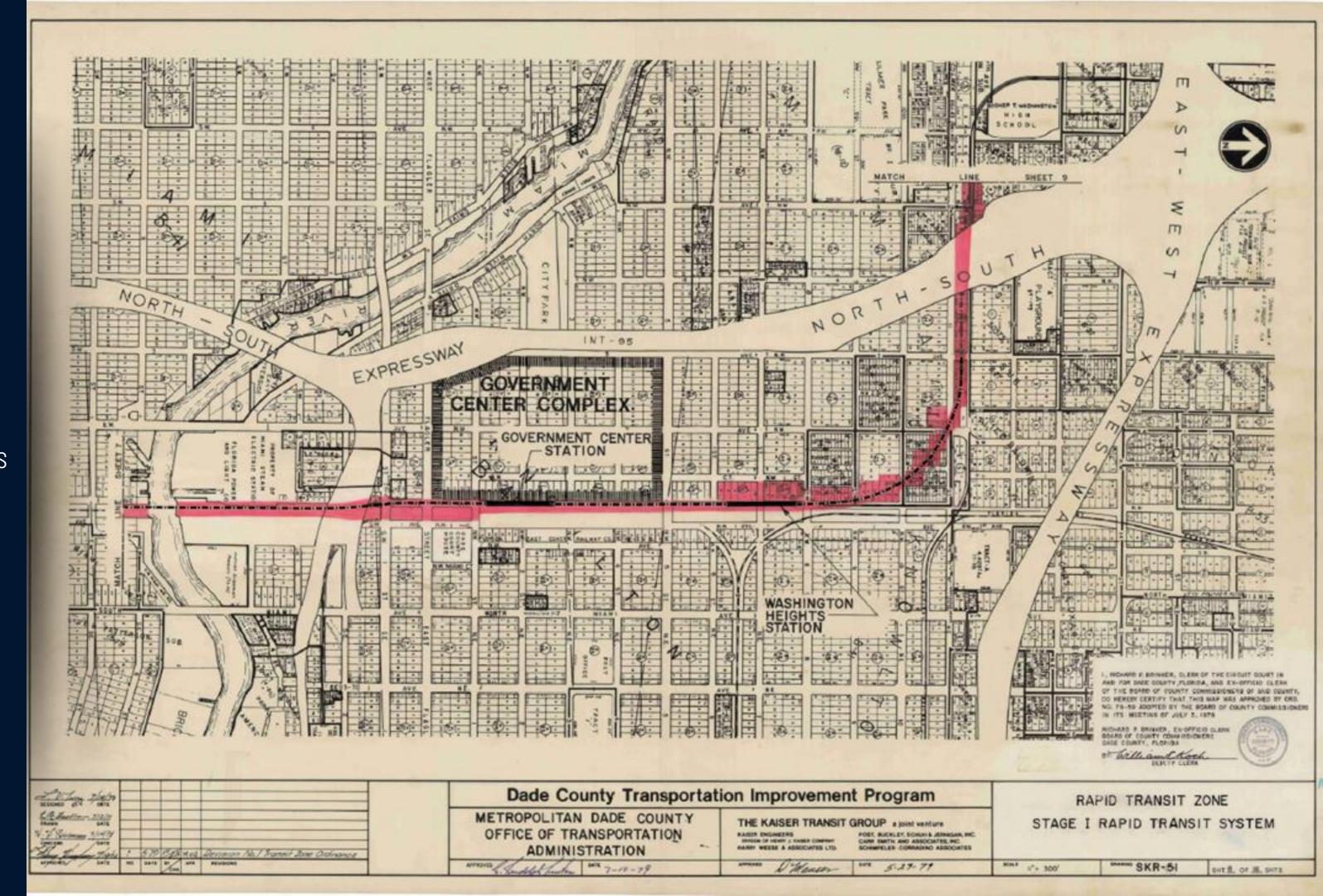
#### INTENSITY STANDARDS FOR URBAN CENTERS

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

<sup>\*</sup> Core and edge areas established by CDMP policy

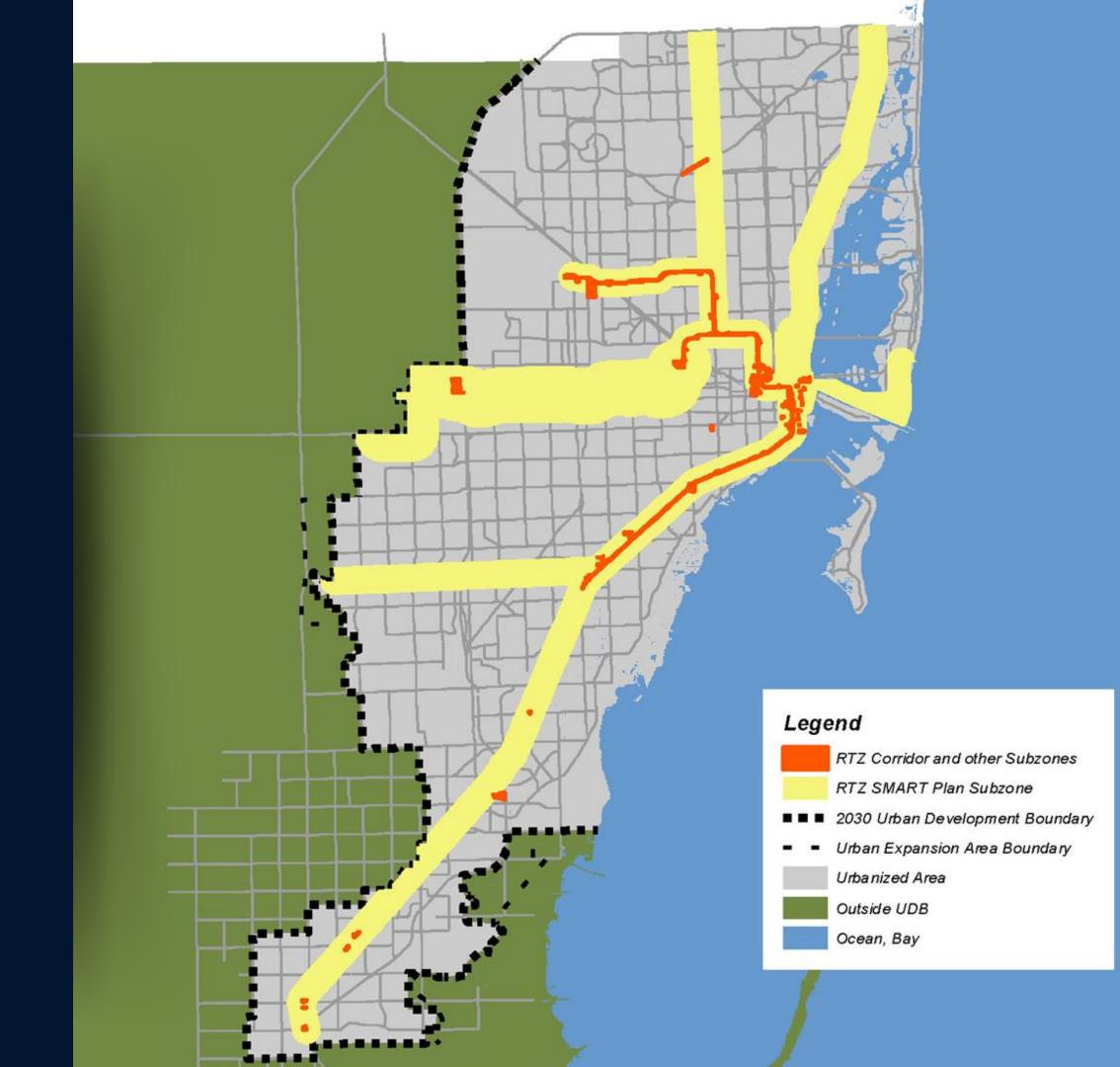


RAPID TRANSIT ZONE (RTZ)
ESTABLISHED IN THE 1970S
ALONG WITH THE
CONSTRUCTION OF THE
METRORAIL SYSTEM
ALLOWS TRANSIT FACILITIES
AND USES INCLUDING
RETAIL, OFFICE AND
RESIDENTIAL



#### **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



#### **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

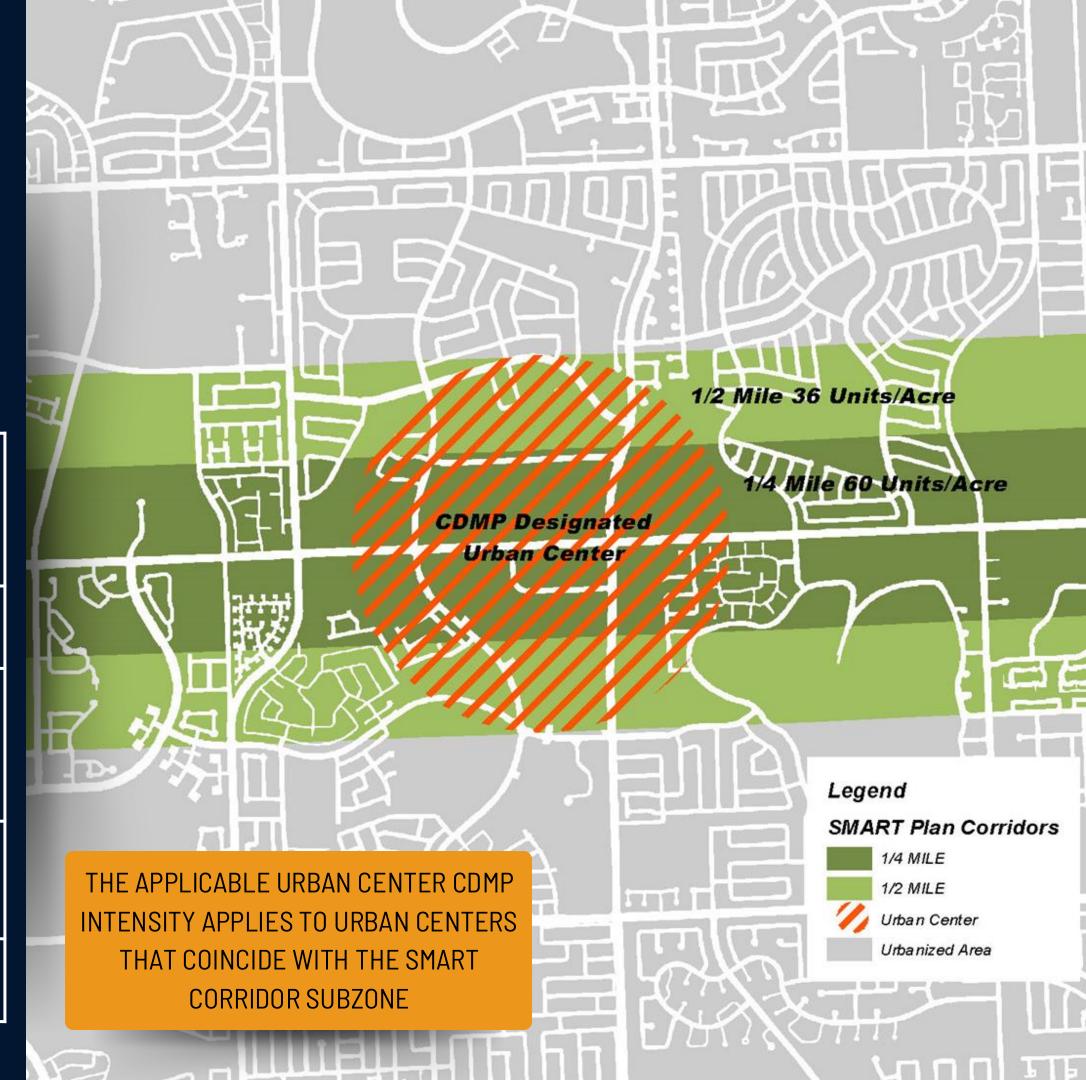


#### **2022 RTZ SMART CORRIDOR SUBZONE**

## 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

<sup>\*</sup> Core and edge areas established by CDMP policy



#### **URBAN CENTERS**

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

Standard Urban Centers Sec. 33-284.85 Building Placement

#### 2. MIXED-USE MULTI-FAMILY

Max: Maximum
Req: Required

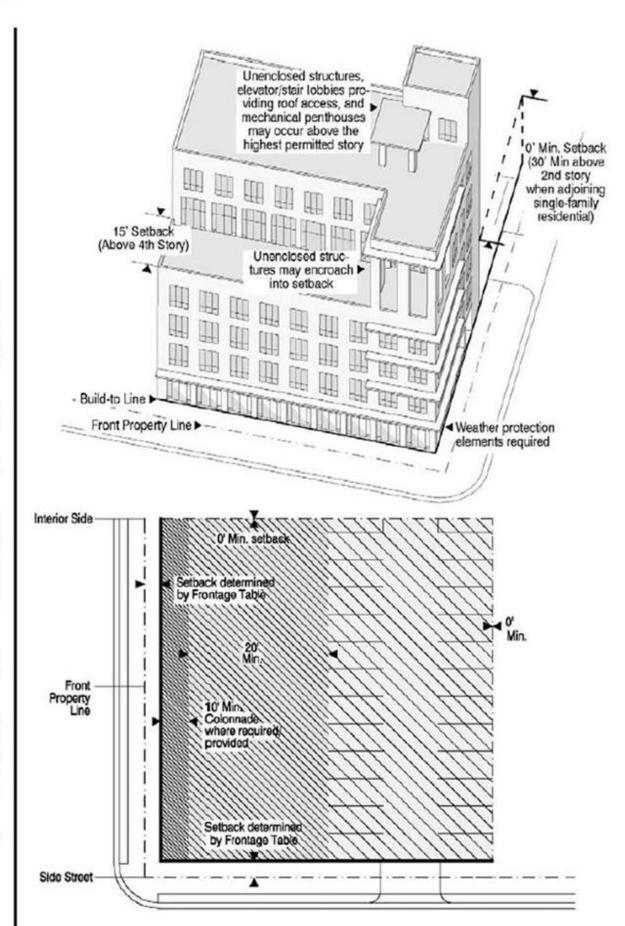
Build to Line
Property Line

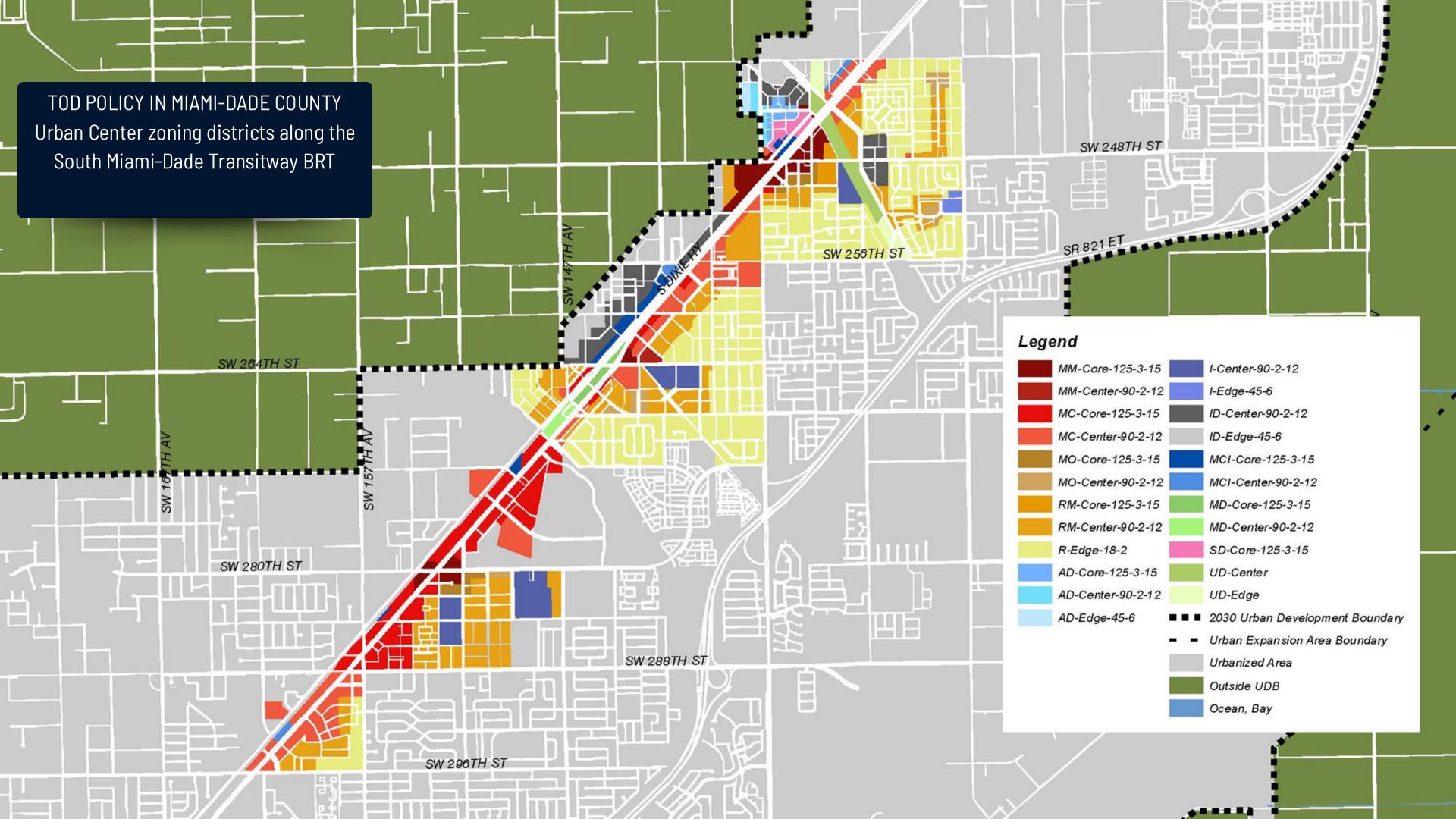
Colonnade
Habitable Space
Parking and / or allowable building area

Minimum

Min:

- 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.
- 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.





#### **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

