

Miami: Envisioning 2035 Calls for Residential Density Increase Areas to Support Future Transit Stations

The City of Miami is conducting an Evaluation & Appraisal Review (EAR) of the Miami Comprehensive Neighborhood Plan (MCNP), branded aptly as ***Miami: Envisioning 2035***. The EAR Process requires – every seven (7) years – that each municipality in Florida evaluate its comprehensive plan and bring forward a set of plan amendments to reflect and address new state legislation and requirements.¹

The EAR process gives the City of Miami an opportunity to examine the MCNP and amend it to reflect the evolving needs and demands facing Miami. At a time of unprecedented change, the City of Miami is seizing an opportunity to plan intently to serve Miami's growing urban core, particularly around expanding transit corridors and new stations slated for construction. This includes significant updates to targeted goals, objectives and policies within the MCNP's Housing, Future Land Use & Transportation Elements.



Miami: Envisioning 2035 sets forth the community's vision with a lens towards action, incorporating recommendations from the City's Miami 21 Task Force convened during 2020-2021. The four overarching themes of *Transportation, Parks and recreation, Housing, and Economy* guide the more specific updates. Goals, policies, and objectives support expansion on the City's Transit Oriented Development (TOD) and Transit Shed areas, the concept of a 15-minute community, expansion and retaining of park land, and promoting housing solutions including zoning reforms to facilitate Accessory Dwelling Units (ADUs) in residential neighborhoods.

While many of the updates to the MCNP guide investment in City infrastructure and operations, there are key components that will have significant impact on the development community, including changes to the City's Residential Density Increase Areas and updates to the City's TOD maps to further promote mixed-use projects and a boost in housing units centered around transit corridors and rail stations.

1. Northeast Residential Density Increase Area (RDIA) Increases Max Density to 350 Units/Acre around Future Wynwood/Edgewater Transit Station

The Future Land Use Map (contained in Appendix LU-1 of the MCNP) is a planning instrument designed to guide future distribution of land uses, densities, and intensities within

¹ See Rule Chapter 73C-49, Florida Administrative Code.

the City of Miami in a manner consistent with the goals, objectives and policies of the MCNP and supported by adequate public facilities and services. *Envisioning 2035* introduces a new Northeast Residential Density Increase Area (RDIA) within the *High Density Multifamily Residential* designation. Centered around the future Wynwood/Edgewater Commuter Rail Station, the Northeast RDIA boundaries include properties west of the FEC Line, north of NE 20th Street to NE 29th Street and west to North Miami Avenue; and properties east of the FEC Rail Line, north of NE 20th Street to NE 36 Street and east to Biscayne Blvd. *See Map LU-3*

RDIA's are areas within the City's Urban Core identified for elevated densities that supersede the underlying transect zone density and are used as tools to direct residential and hotel development to areas supported by the highest transit service capabilities. The Northeast RDIA is proposed at 350 Units/Acre, which would increase the base density of properties within the Northeast RDIA boundaries by over 100% upon adoption of the MCNP revisions.

This Northeast RDIA could bring significant development interest to an area already seeing significant reinvestment, including properties within the Northeast RDIA boundaries west of the FEC rail line, which are also within the incentive-laden Wynwood NRD-1 overlay.

II. New TODs Around Future Fixed-Rail Stations – Beach and Northeast Corridors

In response to advancement of regional transportation infrastructure in Miami-Dade County over the past decade, *Envisioning 2035* seeks to further incentivize development around nodes of transit (Metromover and Metrorail Stations) and future fixed-rail station areas (*Beach and Northeast Corridors*) by amending the City's TOD map to include new TODs. TOD Areas are defined as a "designation established within the Pedestrian Shed or Bicycle Shed area of a convergence of modes of transit, or a train station." A Pedestrian Shed is considered a barrier-free area interconnected by sidewalks and crosswalks with a 1/4 mile travel distance from a common destination (an area generally accessible as a 5-minute walk). A Bicycle Shed is similarly accessible within 5-minutes by bicycle – which ranges from 1/2 mile to one (1) mile, depending on adequacy of adjoining facilities. *See Map LU-13.*

Generally, new TODs identified in the EAR Amendments are centered around the planned Beach Corridor and Northeast Corridor, including parts of Wynwood, Wynwood Norte, Edgewater, Design District, and Little Haiti. Properties located within these TOD Areas will be eligible for various development bonuses and/or flexibilities, including enhanced parking reductions, microunits and co-living, and receiving sites for Transfer of Development Density.

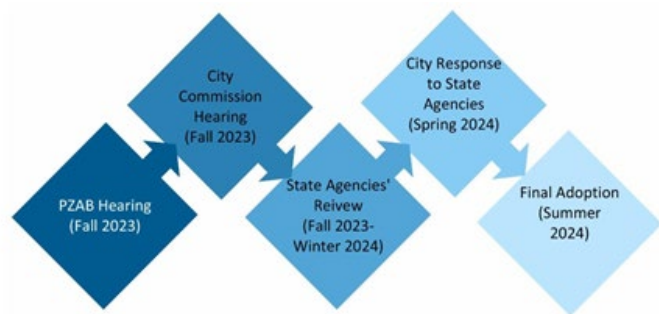
III. Conclusion

With an eye towards Miami's future growth, *Envisioning 2035* promotes development of transit-supportive projects and walkable mixed-use neighborhoods that will help increase transit ridership, reduce automobile trips, and provide enhanced connectivity between land use and transportation improvements. The changes to the RDIA and TOD maps will support

the creation of well-designed, pedestrian-oriented neighborhoods for existing and future residents of Miami. The policy changes establish a regulatory framework for eligible development sites in Edgewater, Wynwood, Little Haiti and other transit-served neighborhoods to access increased density, parking reductions, microunit apartments, and other development incentives in the future.

The EAR Amendments to the MCNP are currently scheduled for presentation to the City's Planning Zoning and Appeals Board on September 6th. Pursuant to Chapter 163, Florida Statutes, the amendments will require two (2) public hearings in front of City Commission, and subject to review by state agencies prior to final adoption – anticipated by Summer 2024.²

Click [here](#) for more information on *Envisioning 2035*.



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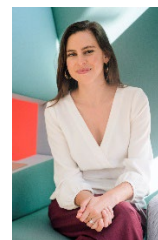
Wernick & Co, PLLC brings you this client alert as part of our efforts to stay on top of legal developments in these times of unprecedented change.



If we can be of assistance or you would like more information about the legislation discussed in this client alert above, please feel free to contact us.



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² These are projected dates based on the City's intended timeline for holding public hearings and are subject to change.

Map LU-3: Residential Density Increase Areas



2035 Future Land Use Map

- | | |
|-----------------------------|------------------------|
| Northeast RDIA (1) | Little Havana RDIA (7) |
| Omni RDIA (2) | Miami River RDIA (8) |
| Park West RDIA (3) | Brightline |
| Southeast Overtown RDIA (4) | MetroRail |
| River RDIA (5) | MetroMover |
| Brickell RDIA (6) | |



0 0.25 0.5 Miles

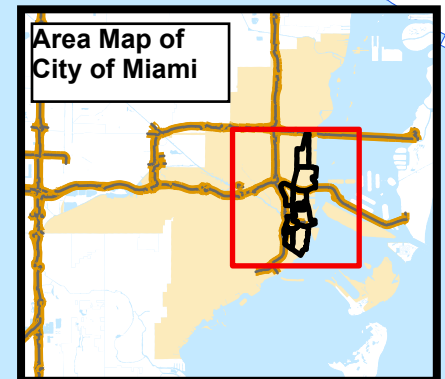
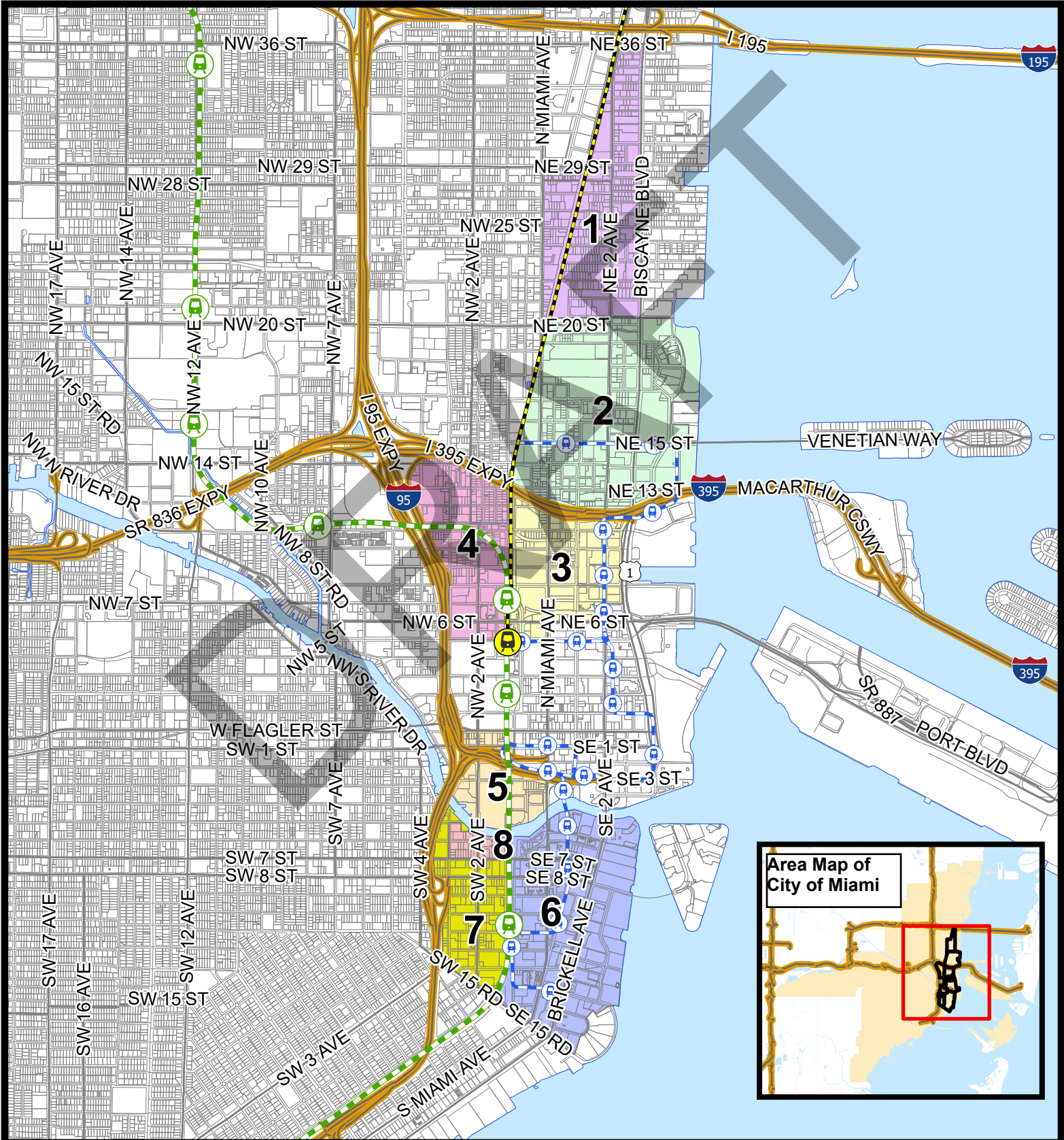
Created by the City of Miami Planning Department

June 2023

Source(s): City of Miami

Location: N:\Planning\GIS\COMP_PLAN Amendments\EAR

Disclaimer: This map is for reference only and is not to be used as a legal document for future land use and/or any other information. Wetland Areas of Concern may not capture all active wetlands. Please contact the City of Miami Planning Department.



Map LU-13: Transit Sheds and Transit Oriented Developments

2035 Future Land Use Map

METRORAIL

METROMOVER

SMART PLAN CORRIDOR

BEACH

NORTHEAST

TRI-RAIL

FIXED-RAIL TRANSIT STATION

 FUTURE FIXED-RAIL STATION - BEACH CORRIDOR

 FUTURE FIXED-RAIL STATION - NORTHEAST CORRIDOR

 METROMOVER

 METRORAIL

 BRIGHTLINE/TRI-RAIL STATION

 BIKE/PED SHED

 ONE-MILE TRANSIT SHED

 HALF-MILE TRANSIT SHED

 QUARTER-MILE PEDESTRIAN SHED

 BUS ROUTES



Created by the City of Miami Planning Department
July 2023

Source(s): City of Miami; Miami Dade County
Location: N:\Planning\GIS\Transportation\WXD

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0 0.5 1 2 Miles

