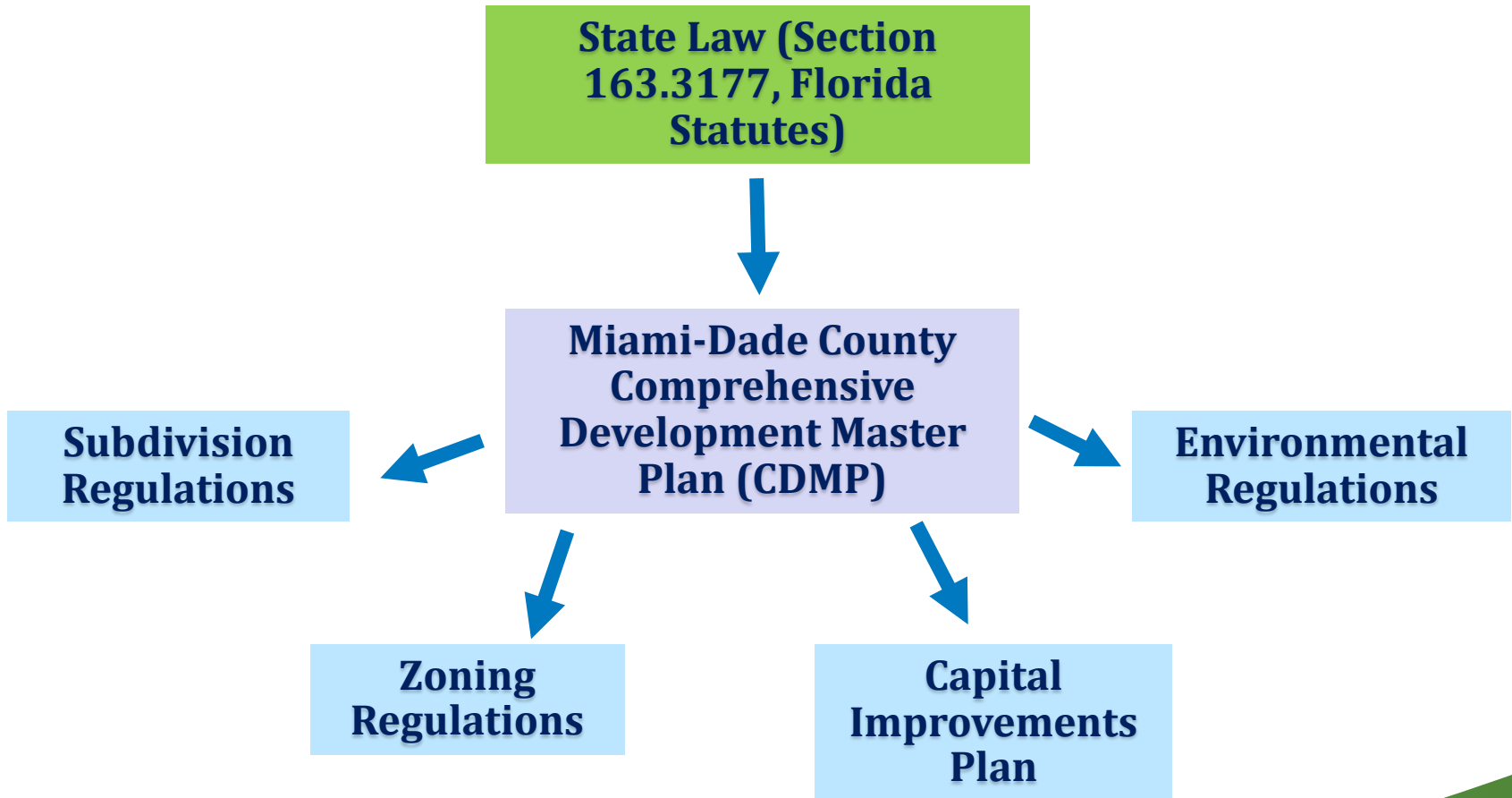




# Comprehensive Planning

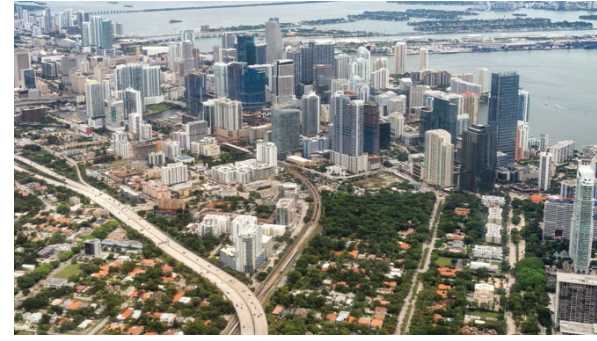


# *CDMP Principles*

- Expresses where and how development and the conservation of land and natural resources is to occur during the next 10 to 20 years, as well as the delivery of County services to support growth.
- Establishes the parameters for government to do detailed land use planning, zoning activities, functional planning and programming of infrastructure/services.
- Establishes Level of Service (LOS) standards, for the delivery of certain County services and facilities including roadways, mass transit, parks, water, sewer, solid waste and drainage.

# CDMP Elements

- I. Land Use;
- II. Transportation ;
- III. Housing ;
- IV. Conservation, Aquifer Recharge, Drainage ;
- V. Water, Sewer and Solid Waste;
- VI. Recreation and Open Space;
- VII. Coastal Management ;
- VIII. Intergovernmental Coordination ;
- IX. Capital Improvements ;
- X. Educational ;
- XI. Economic ;
- XII. Community Health and Design
- XIII. Property Rights



# Concurrency

- As growth occurs, certain services and facilities must be provided. Level of Service (LOS) standards for the following services are outlined in the Capital Improvements Element.
  - Roadways
  - Mass Transit
  - Local Parks
  - Potable Water Supply
  - Sanitary Sewer
  - Solid Waste Disposal
  - Flood Protection
  - Public School Facilities



# CDMP Features

**Capital Improvements Schedule** – The capital projects needed to support growth are listed along with their costs, location, expected revenues and funding sources. This schedule is regularly adjusted to incorporate the latest changes adopted by the BCC and private developer commitments.



*Airport South Terminal*

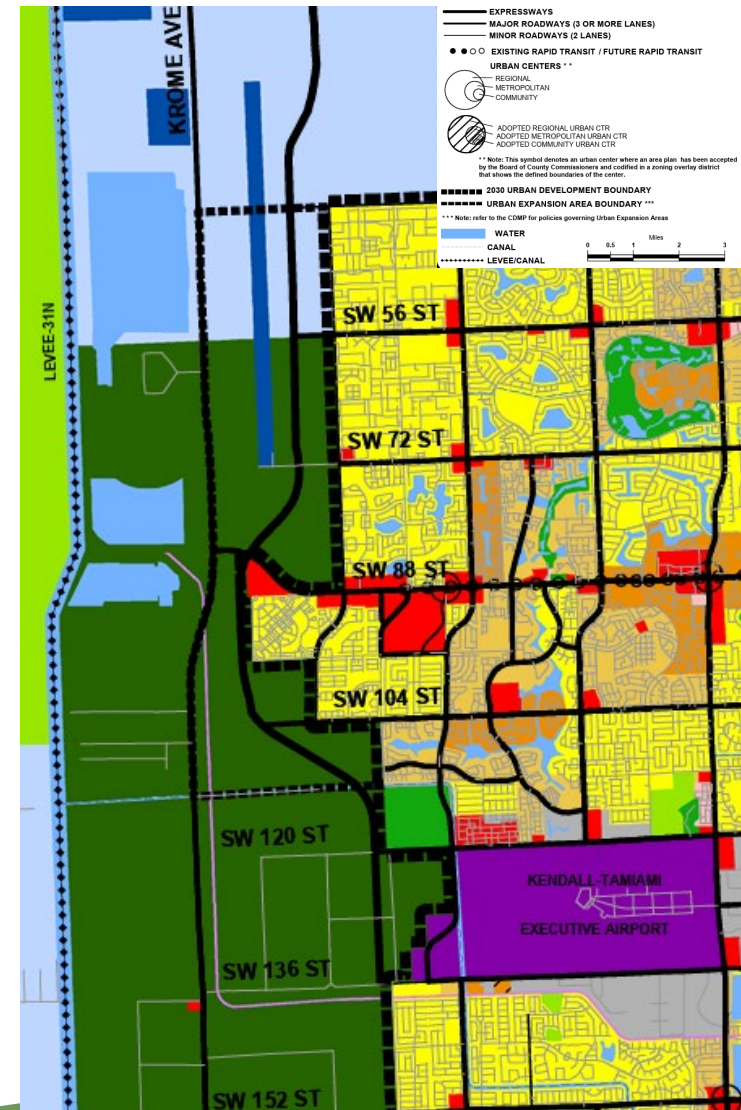


*PortMiami*

# CDMP Features

## Land Use Plan (LUP) Map

- Depicts allowable land uses and densities (UMSA and Municipal)
- Urban Development Boundary (UDB)
- Urban Expansion Areas (UEA)
- Urban Centers (Regional, Metropolitan and Community Urban Centers)
- Current and future transportation network



# Why is the UDB Important?

- The effect of strong UDB policy is to foster economic development, reduce congestion, and improve quality of life by activating our infill areas through the transformation of underdeveloped and underutilized spaces.
- Infill development reduces congestion by adding fewer and/or shorter car trips.
- Infill enhances tax rolls and allows more efficient delivery of public infrastructure and service.
- Protects agricultural land, wellfields, and wetlands.



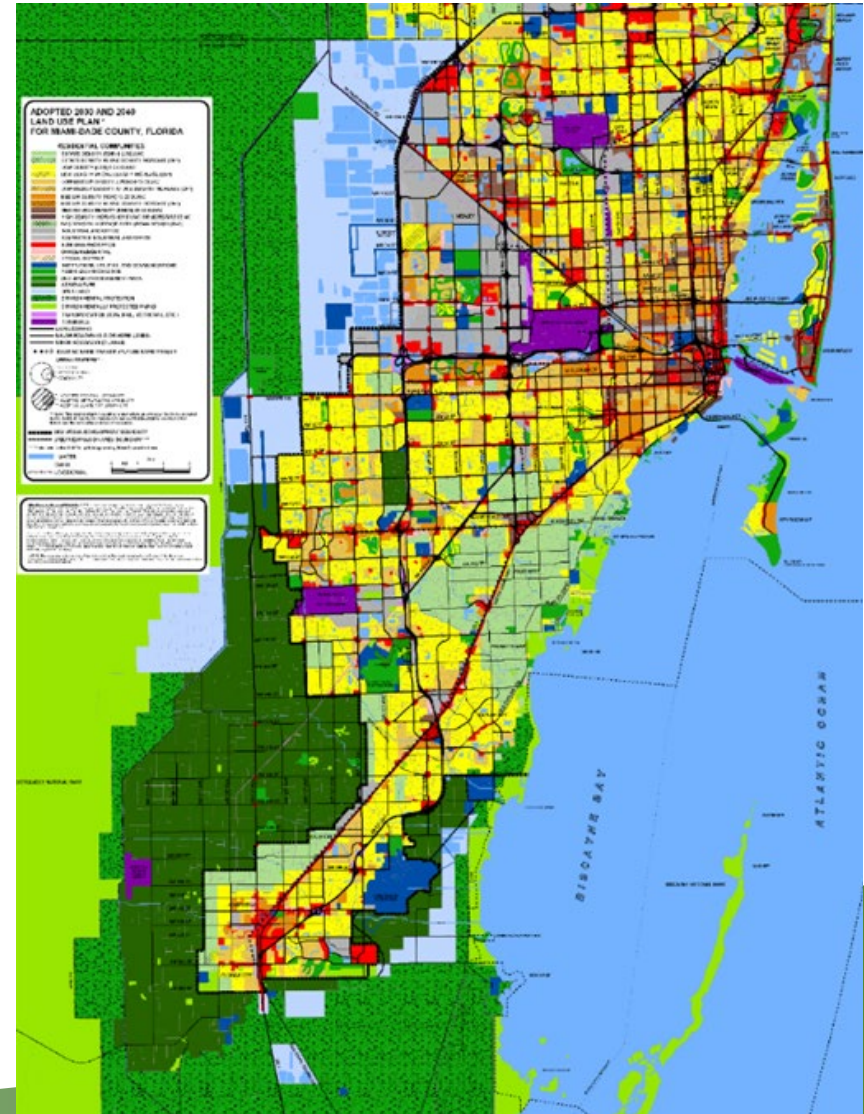
# *Evaluation and Appraisal Report (EAR)*

- **State law requires the County to review and update the CDMP every seven years. The EAR will address:**
  - **Planning Horizons: near-term (2040) & long-term (2050)**
  - **Changes in State Law**
  - **Major Issues**
  - **Assessment of CDMP Goals, Objectives and Policies**
  - **Land Supply/Demand (based on pop. projections)**
  - **Availability of services to accommodate growth**

# How should we grow to 2050?

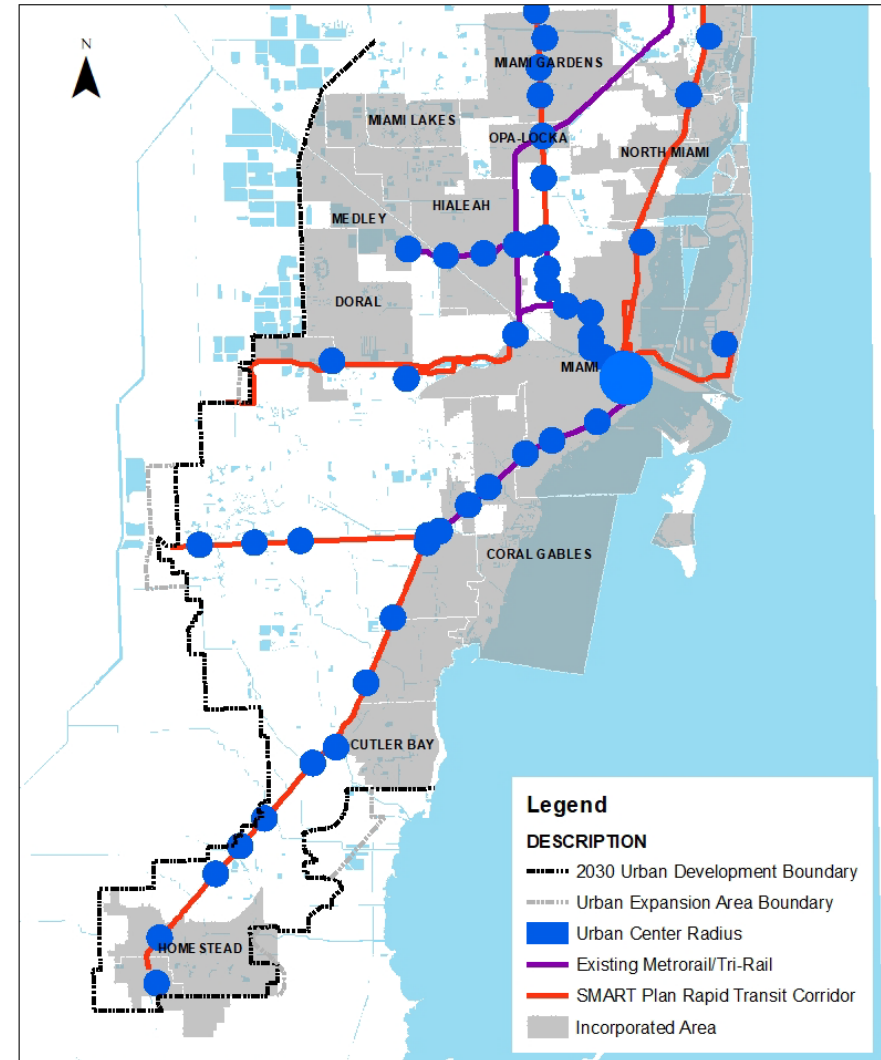
# Where are we now?

- 2% ( $\pm 5,800$  acres) of the urban area is vacant, unprotected, privately-owned land.
- SFR comprises 87% of the residential land area in the County and contributes 52% of units, MFR comprises 13% and contributes 48% of units.
- All urban land use categories are underbuilt, many below minimum density.



# Where are we now?

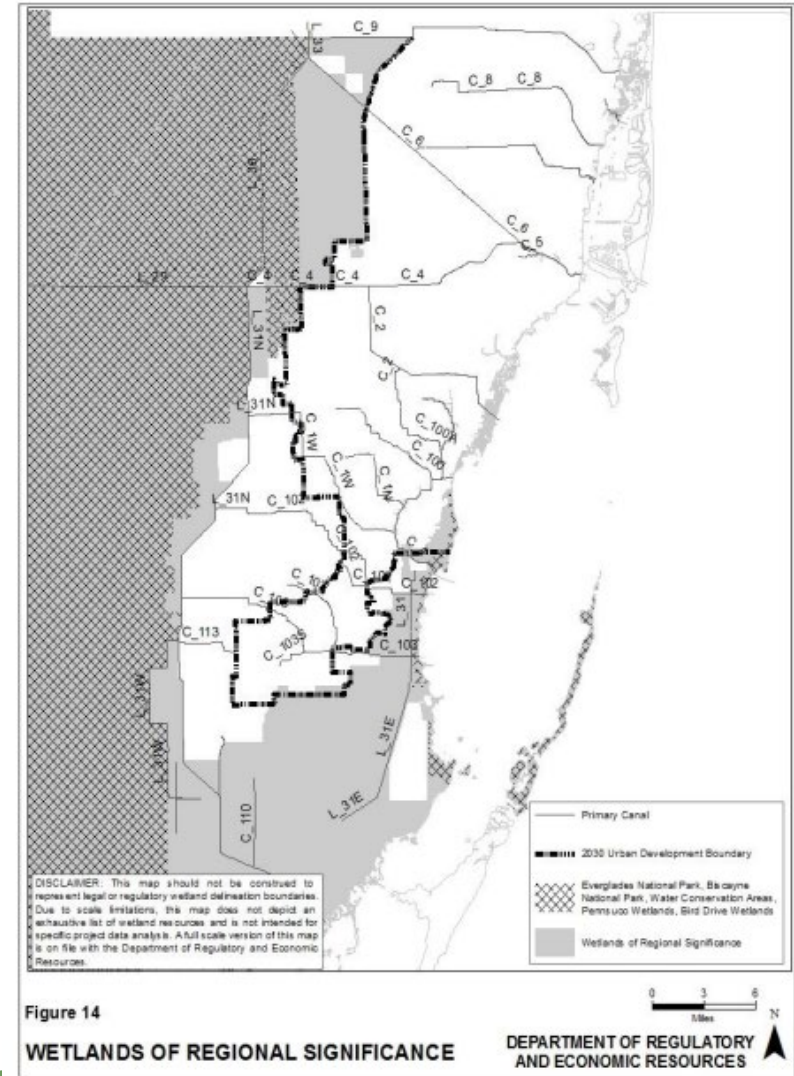
- Population growth between 2000 and 2020 along current or planned transit corridors was 18% compared with 20% for the County as a whole.
- Transit ridership (all modes) increased 3.8% since 2019.
- SMART Corridor land use policies were adopted in 2019.





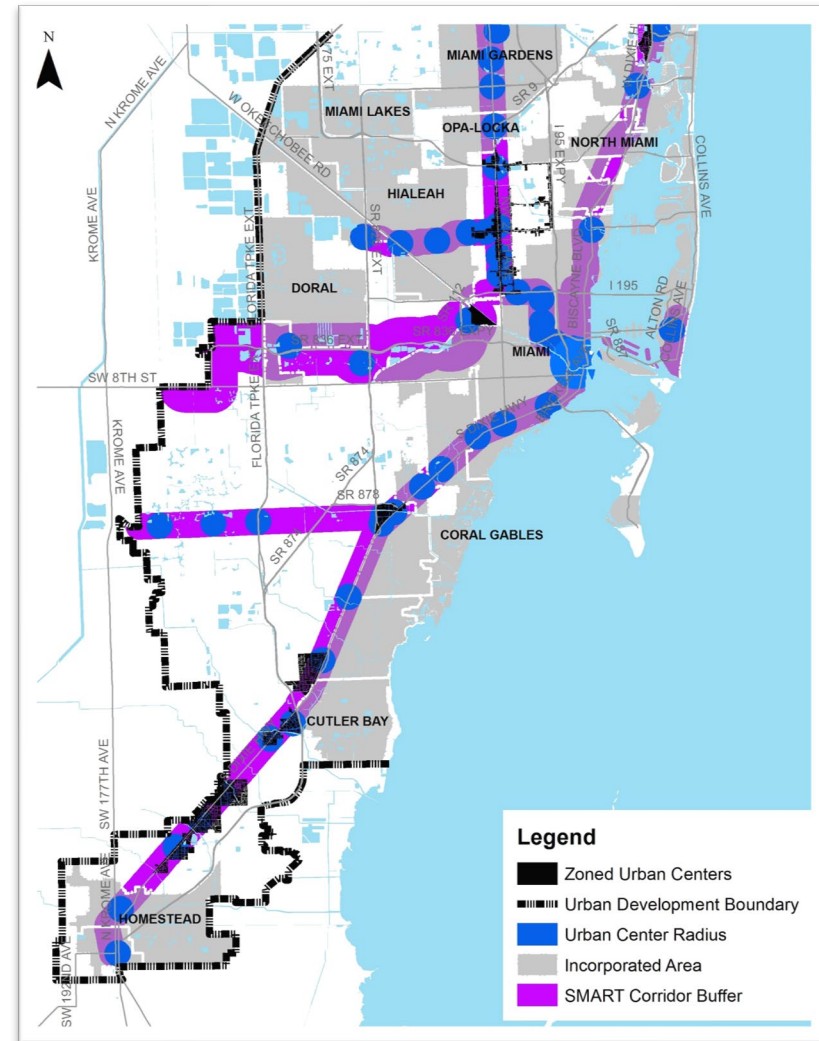
# Where are we now?

- If recent trends of agricultural loss continue, we could be below the acres needed to maintain an economically viable agriculture industry by 2030.
- Since 1990, over 20,700 acres have been purchased through the EEL program. An additional 33,000 acres have been prioritized for acquisition.
- 551 acres have been brought inside of the UDB since 2010 (1,779 acres between 2000 and 2010).



# Recent Legislation

- Transit supportive land uses along the SMART Plan Corridors.
- Accessory Dwelling Units on lots over 7,500 sq. ft.
- Shared parking for joint uses
- Identification of locations for truck parking
- Development Required Infrastructure Policy (DRIP)



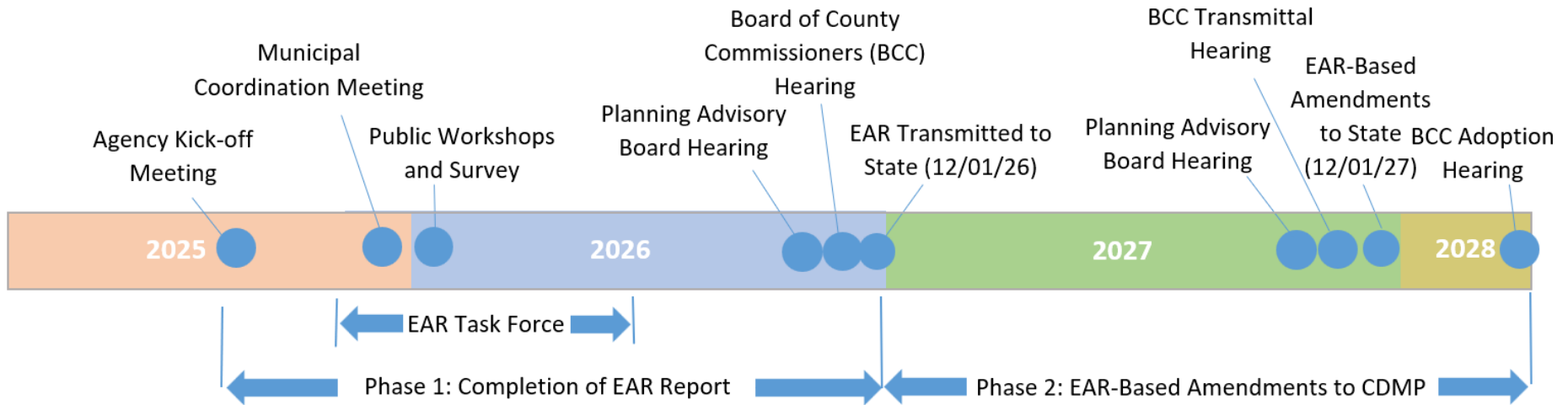
# Role of the EAR Task Force

# *Role of the Task Force*

The EAR Task Force is charged with:

- 1) recommending changes to the CDMP to account for a planning horizon of 2050;
- 2) identifying barriers that prevent the County from achieving the CDMP Vision Statement and associated goals, objectives and policies;
- 3) recommending changes to the CDMP goals, objectives, policies and text that guide growth in the County, specifically including those focused on infill development and future expansion areas; and
- 4) preparing a final report no later than May 2026.

# Anticipated EAR Timeline

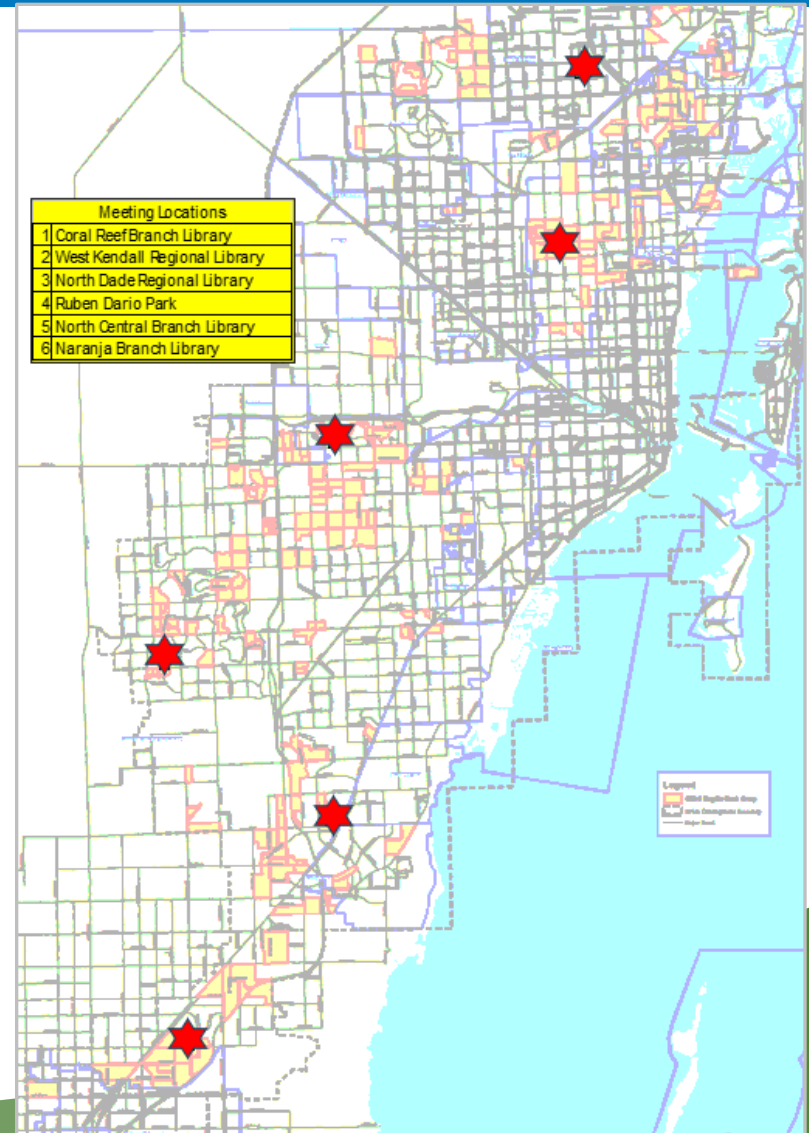


# Public Outreach

The Task Force is charged with:

- holding at least five Town Hall Workshops at various locations throughout the County; and
- facilitating a public survey to elicit community feedback on the EAR effort.

Workshops are anticipated for January 2026.



# Public Outreach



# Discussion