

In general, the Miami International Airport (MIA) zoning ordinance establishes and amends height, use and structure regulations for MIA and in the area surrounding MIA. To denote residential, educational facilities and public assemblage uses in proximity to MIA, restrictive (overlay) zones were created based on mathematical formulas. They are summarized as follows:

Inner Safety Zone : prohibition on residential construction, educational facilities and buildings for public assembly. Hotels, motels, hospital and buildings used for public transportation are permitted. No variances are permitted.

Outer Safety Zone : prohibition on residential construction, schools and buildings for public assembly. Hotels, motels, hospitals and buildings used for public transportation are permitted. No variances are permitted.

Inner Land Use Zone : (75 DNL Noise Contour) residential construction and schools are prohibited. No variances are permitted.

Outer Land Use Zone : (65 DNL Noise Contour) residential construction and schools permitted using noise level reduction materials to achieve a sound reduction of 25 decibels.

Critical Area Approach Zone : the Critical Area Approach Zone (CA) relates to the placement of educational facilities (private schools, traditional public schools, and public charter schools). A summary of the three subzones areas follows:

CA-A: Extends two miles from the end of the runways. No schools are prohibited. There are no variances allowed.

CA-B: Extends one and a half miles after the CA -A. No schools may be permitted pending determination from a zoning hearing (either by county or municipal officials). The applicant is required to submit specific site plans; means of compliance with agency requirements such as Fire, Department of Children and Families, etc.; and provide specific information on administration and operation of the school, i.e., grade levels, hours of operation, number of students, etc. The most important feature is that the schools must comply with a list of specific standards. The developed standards provide zoning boards with the tools necessary when considering the placement of a school within the CA -B, thereby allowing a "balance" between the critical need for educational facilities, potential impacts on MIA operations, and potential impacts on private industry that support and are supported by MIA.

CA-C: Extends one and a half miles after the CA -B. No schools are allowed as a matter of right. The applicant, however, is required to submit specific site plans; means of compliance with agency requirements such as Fire, Health & Rehabilitation Services, etc.; and provide specific information on administration and operation of the school, i.e., grade levels, hours of operation, number of students, etc. The schools must comply with a list of specific standards.

