

# Comments from the EAR 2010 Town Hall Meetings

*The following are comments from the five EAR 2010 Town Hall Meetings held August 24-27 and August 31, 2009, as transcribed by Department of Planning & Zoning staff.*

## Transportation

Rail from 79 Street to Landshark stadium associated with MIC (Miami Intermodal Center).

Transp. route along FEC rail line transit planning.

Work on East side light rail transportation = relieves for west side congestion. [Emergency stations such as fire stations are on east side of the tracks, need some on the west side]

Bike lanes (plans) for MD County

Build a passenger rail system elevated above the current tracks for the FEC that runs along Biscayne/Dixie corridor to address traffic & climate changes.

Rail connection from MIA to POM.

Transit expansion

Better pedestrian crossings and sidewalks

Traffic congestion caused by trains

Need more park-and-ride facilities in West Kendall.

Need to extend Metrorail from West Kendall, and have more hubs for buses

Need Metrorail to airport and other important facilities. Also should locate businesses in or near residential communities to avoid traffic congestion

Need "leg friendly" communities. If we have no vehicle areas (for cars), that would force citizens to walk. Over auto dedication eliminates green areas and walking areas. Major transportation hubs must be in center of government buildings and commercial property, to encourage development around it.

In developing transit opportunities, please avoid proposals for diesel trains. In California, they are hoping to replace their diesel trains with electric trains, which will help the environment and bring passengers from Los Angeles to San Francisco in just two and one-half hours. Let us consider going directly to electric trains as well as guided bus routes.

Need BRT (Bus Rapid Transit), or BRT "light" in these areas: the 8<sup>th</sup> Street east-west corridors; Flagler Street; and Kendall Drive; NW 27 Avenue (North Corridor); and Biscayne Boulevard. Also need park and rides in those areas to support BRTs. Also consider the opportunities with Parks – Transit Department can partner with Parks for park-and-ride locations. Also consider short-term shopping centers and churches.

Need BRT "light" on SW 137 Avenue and feeder bus systems. Must do more to get people out of cars – need safer, more convenient, comfortable bus shelters and waiting areas. BRTs should also go on expressways.

Charrettes should emphasize more connectivity, and hubs.

Need rapid transit down the medium from West Kendall going eastbound – but no need for Metrorail

MDX (Miami-Dade Expressway) should take over development of the Homestead Extension of the Florida Turnpike, as DOT (Department of Transportation) does not have the funds to do the job.

Explore the idea of working from home, rather from community (telecommuting)
Build a traffic “loops” similar to those in Atlanta, Georgia and Charlotte, North Carolina which travels in a circular patterns (north, south, east, west) around the city center which would provide connectivity. We need more efficient roads, not just more roads.
Add roundabouts to control traffic
Need one-way traffic on major roads during major traffic hours
State Road 112 (north of the Miami International Airport) should be changed into going one way going westbound, and a major road south of the airport such as the Dolphin should be changed into going one way eastbound. That way there would be eight lanes traveling in the same direction both east- and westbound which should help with traffic congestion.
Need connectivity with 120th Street to Krome and 152nd Street, and also to regional parks.
Need a dedicated and adequate source to pay for transportation. Citizens should consider paying a one-cent sales tax for transportation.
Need parking garages in West Kendall that are convenient, safe, out of the elements, contain retail, and are connected to transit.
Need more efficient roads, and not just more roads. Look to traffic loops (roundabouts) around the country.
Need convenient transportation from Kendall to the airport and to Miami Beach.
Please, focus on moving people. Please improve continuity – getting through areas (intersections).
Provide transit alternative along I-75, such as Bus Rapid Transit or light rail.
Permanent trolley systems connecting communities to light rail.
In order to achieve sustainable transit, infill and density in transit centers must be incentivized.
Inter gov. coordination should be encouraged between County and Cities on all transportation efforts.
Passenger train service along FEC corridor to serve as alternative to I-95 and US 1.
Provide BRT or enhanced rapid bus on major north / south and east / west corridors such as Flagler, 8 <sup>th</sup> , Kendall, 27 <sup>th</sup> , I-95, park-and-rides.
Bus system to feed into light rail (Metrorail) with feeder to airport and Miami Beach.
Encourage rail – it is more efficient.
Safety of bus stops along the busway. Taxis at transit stations.
Hurricane evacuation coordination with Monroe County.
Public transportation should be the focus – not building new roads – force people out of the car and increase mobility.
Wayfinding signages along greenways, bikeways.
For bicyclists, they don’t feel safe, and issue of maintenance of bike trails.
Need Double Decker highways.
Show accomplishments from 2003 proposal side by side with what was initially proposed.
Replace roadway impact fee with transit / bike / pedestrian impact fee
We need to focus more on intermodal splits as it relates to our land use.

N. Kendall Dr. is empty south of Dadeland. This shows us the lack of desirability of apartments, condos even close to mass transit – is concrete canyons and doesn't produce results. They are ugly.
Buy more rights-of-way to increase width of Coral Way from 87 <sup>th</sup> Avenue to 137 <sup>th</sup> Avenue. Increase number of small buses and run them more frequently. Eliminate standard (large buses).
We need a good, reliable system. Our country should concentrate on this area as a number one priority. North and South corridor – West Kendall to Doral is a must.
No development expansion outside of UDB. Support county section of river walk. Expand public transit. Need much high standards to mitigate traffic impacts of developments – need higher scrutiny of traffic studies paid for by developers.
Traffic - public schools and parks. Traffic intrusion into surrounding residential properties (no curbs on new sidewalks installed), need to have pedestrian friendly around schools and parks. Traffic is a major issue around schools and parks when events are held. Public schools have 1940s infrastructure with 80 parking space for 500 students – where do the parents park? Into the surrounding communities.
Make mass transit reliable – long wait and drivers sometimes are not friendly.
Commuter trains along highways with large parking lots at each stop and bus parking. Train from airport to Miami Beach and downtown. More frequent buses. Bus shelters at every bus stop with complete transit map and bus schedules. More bike lanes, especially to schools and commercial centers. More sidewalks and shade trees.
Transportation must be number one priority. Major nodes and Urban Centers must have a transit system that connects them as a whole.
More county and municipal / private partnerships for transportation.
Problem – commuting from suburbs to downtown. We need more urban centers.
Carrying capacity – what is the maximum capacity that the County has to absorb growth?
Traffic studies for schools on major corridors. School zones slow traffic on major corridors.
Develop a system to mimic successful transit systems nationwide. What system works? Why don't we do the same? Will we ever have a similar system?
West-east pedestrian friendly sidewalks on major roads: 8 <sup>th</sup> street, Coral Way, Bird Road, U.S. 1, etc., also need bikeways. Nonstop buses from west to east, and vice versa. More buses or trolleys to Metrorail, or nonstop east to west.
Language in the plan where the future growth should go. Areas to accommodate trucks or emergency help in times of emergency (i.e. staging areas for trucks, emergency personnel.) Also need better code enforcement. UDB forces development eastward in the UEA and urban centers.
Pursue mass increase in city buses. Increase bus-specific lanes and use in place of rail, if rail is not available.
<b>Environment</b>
Access to water [public access, declining marine industry]
Wastewater release to ocean
Co should work for County as whole not what revenues can be generated. What is the right thing for the entire County.
Implementation of HB 697. FLUM mapping of Energy Conservation Areas

Impact Sea Level. Rise/Impact Land Assets
Ground water run-off. Flooding. Ocean water impact. Potable water reservoir
Flooding will be more a problem as time passes. Flood ins. is a cost factor to housing cost at the present time. What are we planning to do to control this flooding problem as the climate changes?
Designation of an ATV facility to reduce detrimental impact to the environment. This is any 4-wheel vehicle, and can have safety classes and requirements for this. [Currently, only place for this is around Tampa]
We must live with the water we have and not go to expensive potable water production. No desalinization. We should reclaim water as required by federal law, but not more. If there is not enough available water, then building permits should not be issued.
The County should not concern itself with global warming, because this is a national issue. We need to utilize limited resources in availability of good air and water.
How to enforce and foster interagency cooperation between County agencies such as DERM, Public Works, Zoning, CIAB [Community Image Advisory Board] regarding street trees.
Developers are given too much liberty. Planning Department does not dedicate enough green areas. Over-development is destroying our remaining tree canopy. Charettes just maximize land use but not green space. There also should be one code for unincorporated Miami-Dade County and incorporated areas.
Rock mining nuisance / code enforcement (landscaping, road surfacing). Who is doing groundwater monitoring? Enforcing regulation? Truck parking?
Need for a public information system for those who do not have easy access (to computers) for hurricanes, major disasters.
Kids need pedestrian access to schools. Quantify available infill land – there is lots of it, especially in cities. No UEA use.
Contamination concerns. Need more publicity / public awareness with sea level rise issues.
Put / maintain safeguards to hold nuclear energy facility to high standard of safety. Miami Herald article about employee who resigned because he was told to get Turkey Point facility back online quicker than is recommended (repeat of Chernobyl) - Hello!
Incentivize “green” elements in building with density, intensity or other bonuses.
Impacts within CERP footprints should not be permitted. Funding for PDR / TDR must be prioritized. Climate adoption strategies should be required in CDMP.
Post pollution / bacteria levels at beach to increase public awareness. Increase frequency of monitoring for harmful bacteria. Miami tourism does not need any outbreak of fecal coliform. Keep beaches clean, keep public informed.
Stormwater fee not appropriate for ag. area. Recharge area naturally filtered by the open land.
Land use policies should consider climate change impacts such as: sea level rise, and salt water intrusion.
Requirements for new construction: solar panels for electrical use (also would help after power outages, i.e. hurricanes).

Respect UDB and our watershed. We already have water restrictions, we must protect remaining resources. Once gone, they are gone forever.
Saltwater intrusion and groundwater contamination, also for agriculture. Water conservation – drip irrigation. Funding for EEL land program. Climate change and sea level rise. TDR. Crop spraying – use chemicals that do not have negative effects. Green roofs. House gardens.
Obstacle to viability of local agriculture is entry into the market – all local grocery chains want 12-month supply (challenge to small growers).
Give large tax break for property owners to keep as natural wildlife habitat, making sure it doesn't get built on.
Give tax break – it should not be a “taking” when a land owner agrees to have land flooded or “restored” to marsh condition, i.e. restoration projects.
Rock mining is exacerbating salt water intrusion and should be considered not compatible for coastal areas like Biscayne Bay and Fl. bay. Residents will have to pay more for water in the future.
How can the individual help slow global warming – assist in awareness raising: home solutions, business solutions, design buildings for South Florida like white roofs, and home gardens.
Building industry taking away valuable agricultural land. Population ‘projection’ used to build in wrong areas, greenfield development.
Support for viable agricultural does not mean closing down agricultural extension center.
Build on pilings – 7-Mile bridge, Florida Keys (need to build up roads – flooding concerns). Stop building sports complexes i.e. soccer parks, football parks without a natural element (integrate natural environment into the sports complexes). Stop rock mining all over – more requirements, enforcement.
Provide density and intensity bonuses for building to “green” standards.
Promote / require green building standards (LEED).
Maintain the UDB. Identify area of growth for more vertical units per acre. LEED standards.
Stop private development from encroaching into wildlife habitat (Virginia Key). Bring back Watershed study. Maintain, protect aquatic coastal wetlands.
Accept sea level rise and a major core long-term problem. Don't accept just doing enough. Take challenge and opportunity to make Miami the greenest city in America, and change zoning and building requirements to meet this goal. Stop building west – we have enough land.
Accelerate the recycling efforts – it will reduce landfill growth and yield reusable resources in the meantime. Plus, it helps the mentality. Look at Minneapolis' plan.
Require manufacturers to have higher standards that protect the environment with better biodegradable products. We need to stop burying the problem!

Better air quality by reducing car trips and improving public transportation (increase bus frequency, increase elevated train lines). Increase bike lanes. Increase sidewalks. Plant more trees, create more shade. Need more neighborhood parks. Zone to decrease sprawl.

Do not move UDB.

Discourage future development from going up near coastline. We all pay for this reckless development on our insurance fees.

Direct growth away from wetlands. Protect environmentally sensitive land within the urban expansion area.

Aircraft noise mitigation (restrictions on land, old planes, structured improvements for noise mitigation) could help maintain or raise property values / attractiveness in the downtown area.

Protect mangroves that in return protect us from hurricanes.

Plan for natural disasters.

## **Economic Development/Housing**

In "Port of Miami River Subelement" in PMR-2A replace "Initiate a Miami River Corridor Multimodal Trans. Study..." w/ "Implement a Miami River Corridor Multimodal Trans. Study..." which would stimulate economic development & job creation.

Focus on human capital development so the County has skilled labor force

Allow more manufactured homes to supplement HOPE VI process. Expand to Liberty Square Area if possible

Allow infrastructure jobs to be designated to people that live in the district

Cost of doing business is too high

Distribute Aff. Housing evenly throughout County

Business develop if safety exists. Do we plan more community policing? This would help our safety problems

Miami-Dade should put money into empty apts and use them for affordable housing

Jobs should be more diverse and sustainable. Also better distributed throughout county

Affordable housing critically needed.

Need for more family entertainment, such as water parks. Need to connect jobs to youth, Job Co-ops [or Corps].

Better collaboration between the Planning Department and other departments for better areas for affordable housing. Need business attractions, and creation of businesses. Also, allow high-density housing to be with high-density housing, etc.

Must plan for new economic reality – it will take at least five years to recover from current downturn.

Should look to create job centers in the south and west (similar to what we have in Doral and downtown Miami).

Should consider affordable housing for seniors and retirees. Is there any real estate tax relief for retirees?

People are no longer relocating here from the north: taxes are too high; insurance is too expensive; culture and language objections; and weather changes are seen as threats. Must adjust going downward and focus on better facilities for current population. Average economic

recovery takes five and a half years, and this recovery will be three to five years.
Density / Intensity bonus for “affordable housing.”
Build regional strategies. Reuse areas where investments were previously made – warehouses, train infrastructure. Focus investments closer to city center.
Encourage intergov. coordination between local and county govt. to avoid duplication and inefficiency.
We have too many vacant / blighted communities in our urban core to justify sprawl. Overtown communities are in dire need of infrastructure repair which is being ignored.
Affordable housing on the outskirts of western Miami are not truly affordable because of our failure to do infill development which supports transit for our workforce communities.
Put County facilities local to all housing areas – so that people don’t have to travel from north Dade to south Dade to obtain County services. Use abandoned houses / buildings to create affordable housing.
Don’t focus on new construction – maximize rehabilitation of existing housing.
Housing programs in middle income potential homebuyers to assist with down payment – most programs are for first-time or low-income households.
Do we have affordable housing program?
How to assist elderly in keeping residence?
Vacancy rate: 833,199 household in 2007; 971,551 Hsg units in 2007; with high vacancy rate how do we relate it to the # of acreage, i.e. 52,000 acres.
More flexibility for affordable housing in urban infill area. Expand density and intensity bonuses to affordable developments that are not not-for-profits. Some bonuses for green buildings.
In view of limited water resources, do not promote population growth for Miami-Dade County. Our economy should not be based on constant construction, but on services and tech industries.
Diversify economy beyond hospitality industry. Link business community to cultural / educational institutions to boost low literacy levels.
Creating incentives for citizens to move downtown. Examples: 1. Lower property taxes. 2. Bring national companies to Miami. 3. Further develop parks. 4. Create more entertainment downtown (more theater, affordable dining, etc.)
Develop a CDMP that will make it harder and more expensive to develop urban sprawl.
Less density and intensity – more green space.
Expand incentives for affordable / workforce housing. Should not be limited to not-for-profits.
Attract more corporate entities to provide job growth and infrastructure countywide.
Encourage development in parts of town like Overtown that are under development and are still affordable and have the potential to better community life. Avoid sending “poor” communities away from metropolitan high density areas.
Port of Miami River (West of 27 avenue – County) needs economic development and incentives for modernization (possibly special taxing district). Base property taxes on actual use, not “highest and best” (i.e. support and maintain working waterfront). Implement Miami River Corridor transportation study. More affordable housing.

Develop areas that attract major companies and develop housing to accommodate their employees.

Improve quality of life in Dade County instead of quantity and people will come. We have the best weather!

Build new convention center in downtown (Park West).

Develop downtown and create more attractions there.

Recruit major corporations to downtown (not Doral).

Create a headquarters-friendly downtown - banks, law firms, accountants need businesses to support. Attract major companies to support these others, and the young professionals to populate the condos. Beyond land use – raise education levels, and capitalize on existing strengths – financial, international, and medical.

Eco 3I – increase housing density in the suburbs specifically from 87<sup>th</sup> avenue and Coral Way to Turnpike. This must be accompanied by wider streets and better public transportation. Need community centers with housing at 87<sup>th</sup> avenue and Coral Way and 122 Avenue and Coral Way.

Keep up funding for Metrorail east-west and north-south corridors, Facilitate access to Metrorail.

The county should contract with architects directly to develop affordable housing and not go through developers.

Stop gentrification and focus on rehabilitating impoverished areas into livable, safe, mixed-income communities. Direct housing to incorporate all types of housing and prevent income segregation. Focus on growing locally owned businesses and not chains / franchises, which bill the local and transfer profits out of low-income communities.

Focus on demand-side solutions to affordable housing (not just supply side) i.e. education, workforce training.

## **Public Infrastructure and Services**

Increase incentives & infrastructure for treatment of recyclables

NW Miami (redevelopment) 20 St. & 27th Ave. where Miami River is Crossing. An urban development for Public must be implemented. Like a Small Bayside maybe! right now is neglected and the potential is overwhelming.

Ability to get on a bicycle and walk around the various cities in North Dade in the shade.

North Central Dade: More Parks. Few now available. More pocket parks. HOA boundary 103 St. to 111 St., 7 Av to 12 Av.

Aggressive policies and incentives to reduce solid waste

Sidewalk from 27 Av to 32 Av on 50 St. Issue with Lot where ROW is not contemplated. Need to be resolved (to connect with metrorail station). it will be great to implement a Trolley in the near future along with pathways, signs, etc.

Brownsville – there are 4 historic designated sites, including “Hampton House”

Involve communities in the planning of city parks for more sense of belonging



Promote, provide incentives allow for cisterns for other water saving devices.
Desalination of ocean/sea water if possible and economical
Raise landfill height and mine the landfills and reuse
More consistent funding for education & better long-term planning for educational facilities.
Water control? Rationing water here in our County could be avoided. What can we do to prevent row water table? [water conservation].
Municipalities should be limited to commercial development around infrastructure and service areas around county facilities. Limited residential development.
Limit development to areas with existing infrastructure
Develop more drainage sewers within District #2
We must meet all concurrency requirements.
Public buildings and open parks must be designed as central points for citizens to visit, not accidentally find. Should think of New York's Central Park.
Need charrettes on parks in this area (West Kendall).
Open Space Master Plan laid out with West Kendall in mind, by neighborhood.
Maintain level of service (LOS) established, i.e. police and public safety response times when expanding residential communities and land use.
Give consideration to police facilities, public safety provisions when looking at population growth projection, increased housing and land uses.
Need to recycle used appliances and plastics, should have regular pickup / improve existing pickup of such items from homes.
Need legal area for four-wheel and recreational vehicles that is designated.
Impact fees do not pay for actual cost of development (haven't changed in 15 years) – impact fees need to be increased.
Traffic circulation around schools and stacking.
Urban Centers or other areas of desired development, should have infrastructure available – so that development there happens with greater success.
Embrace technologies (and small businesses) to reduce and reuse water and other waste. Work with other counties to address these big issues, Work with cities to address same issues.
Reuse should be prioritized for restoration projects.
North Miami: Connectivity and coordination with planned bike / pedestrian routes. Coordination and partnership regarding the Open Space Master Plan between cities and counties.
Modes of transporting students
Feeder patterns for schools impacting traffic.
In Goulds Park, need tot lot and shaded walking areas (passive recreation).
Implement Open Space Master Plan. Look for opportunities / land to develop community parks.

Recycling of electronics and batteries.
Park quality if not consistent from park to park – some parks better fitted than others. Need new parks / additional parks.
Wellfield preservation – compatible land use to preserve water quality.
Levees to avoid flooding.
Need pedestrian connections, walkable neighborhoods.
Program infrastructure improvements in areas where we want to focus development, including infill development. Developers, especially for affordable housing, may not be able to provide needed development if also have to find improvements. Provide incentives and bonuses to developers that do provide infrastructure improvements. Incentivize intense development in infill.
UEA needs to be revisited, direct growth to appropriate areas. Also need areas or parks where parking and other activities will take place during natural disasters and other emergencies.
Do not sacrifice the suburbs for downtown [create good urban centers in the suburbs].
How much capacity will be needed for specific amount of people. To plan to specify such need to create a maximum capacity for certain population – cannot continue to grow.
Small neighborhood parks needed instead of just large parks. Use Savannah as an example, not Kendall.
Greater emphasis on Flagler Street: beautification: sidewalks, trees, lighting. More emphasis on Flagler west of the Palmetto.
Finish and maintenance: County needs to finish streets, drainage, parks that it had started before new ones.
Allow for essential government infrastructure and facilities outside the UDB.
More government and private partnerships for infrastructure.
The capital improvement investments CDMP GOs (i.e. shift investment to urban core).
Make sure infrastructure projects are developed throughout all communities.
More passive parks – need areas to sit, relax and walk around, attractive green areas.
Re-examine infrastructure required for all county community urban centers. Is the existing and planned infrastructure adequate to support projected growth? If not, reduce projected residential capacity for the centers.
FPL needs to bury transmission lines. County should build the system (underground) and lease it back to FPL. Expand waterfront recreational opportunities for all economic sectors. Create a master plan for solid waste.
Water: how do we plan for growth in the county and still maintain proper clean water to the citizens? Need water reclamation and LEED standards.
Ask residents, and provide them with compost bins, rainwater barrels, and educate them. Maybe have residents keep garbage on their property – when they see what or how much waste they have maybe that will help with waste. Schools – have parking and traffic congestion. Schools have 100 parking spaces but have 500 students. Drop off, events, school surrounded

by residential properties – have driveways, sidewalks being used as parking lots.
Keep up funding for beautification projects – especially on main corridors. For Flagler, 8 <sup>th</sup> street, Coral Way – need more trees, plants, nicer street lamps.
No more private beaches. Need more neighborhood parks everywhere. Need policy to transform abandoned or undeveloped lots into neighborhood parks. Work with businesses and citizens’ groups to develop the parks’ greenways plans. Have bicycle racks at all public parks and schools. Establish bike lanes one-half mile around schools. Plant more shade trees.
Improve the existing school infrastructure.
Eliminate sewage outfalls from the bay – clean and reuse.
Build more bike paths in neighborhoods.
Looking for opportunities for camping in the county parks. Need opportunity for developments to contribute to county resources, i.e. donating trees to public areas instead of variants to green space.
Do not allow construction near water wells and aquifers.
Need dedicated funding source (i.e. half-penny) for arts and culture.
We need more parks. We need to save as much land as we can near US 1 for recreational use.
Develop a MIC-like “grand central station” in downtown – perhaps at the old Miami Arena site.
Ban public monies to be invested in developments outside the UDB. These kinds of developments only encourage unrestricted, unsound and irresponsible growth. If we cannot afford infrastructure and service maintenance within the UDB, how can we afford those outside?
Recycling: make it more accessible. Pay citizens for the amount / weight of the garbage they are recycling. This system is being used in other cities – i.e. Hollywood.
Work with Chambers, businesses, schools, churches, neighborhood groups and municipalities to fund and develop parks’ master plan.
Support the arts in the schools and parks and recreation to bring people together and educate people.
<b>Land Use</b>
Revise Urban Expansion Area to remove portions of UEA that are undevelopable due to environmental constraints, in order to allow for orderly & realistic expansion of UDB
CDMP should provide density & intensity bonuses for green, affordable & transit oriented development e.g. City of Homestead bonuses for green building standards e.g. CDMP Page I-30 bonuses for affordable & workforce housing should not be limited to not for profits.
CDMP should relax public hearing approvals required to develop within urban centers and other infill areas
Food supply planning and distribution
Encourage densification of urban areas
Reduce urban sprawl. Amen.
Build more pedestrian friendly town centers with the residential housing in the center and surrounding the center. Encourage this type of development with all services included in the plan.
Homestead Air Reserve Base would like to see the UEA redrawn so that it does not encroach

upon the accident potentials of the base. This is to ensure public safety and the unimpeded mission of the base.
There is no way to justify expanding the UDB without further compromising the environment. To keep building recklessly at the will of the greedy developers with help from some of our corrupt county commissioners is to contribute to further destruction of our environment and this community.
Need land for off-road use.
MSA 6.2 error – 130 people between 2015 and 2025.
We need well-planned communities like Parkland at the right time.
Need to save the U-pick (farms).
Redraw UEAs to include wetlands and CERP footprints. Revisit CDMP Policy LU-8G for additional clarity, now all land outside the UDB “shall be avoided.”
8-1/2 Square Mile – should have more intensive development than one unit per 40 acres. Should also use the good ideas that were developed in the Watershed study.
UDB – should “freeze” at least to 2030 or beyond. Must emphasize urban infill and better community planning for better quality of life. Need rational growth – not zero but almost. With agriculture, must make a commitment to a minimum amount of acreage – 50,000+ otherwise agriculture will disappear with 20,000 jobs. Need minimum requirements to maintain infrastructure. Building in new areas requires new infrastructure never covered by impact fees, which have not changed for 15 years.
Am concerned that the Urban Infill Line should not be moved past existing boundary (Palmetto) until properties east of the line be densified around transit nodes and along corridors. What happened to the study which took place around 1995 which would grant developers incentives to tear down old properties and build on those sites? Is there any element in the CDMP which encourages development of decaying properties before we extend/expand onto land to west?
County could better provide itself or incentivize building of infrastructure in urban centers or areas where it wants development.
Please work more closely with cities.
Agriculture – restrict overdevelopment in Redland not devoted to farming. Produce more food locally in our backyard – South Florida.
No change of UDB line.
Improve quality of life concerns that will help bring more clean industry to Dade County.
UDB expansion ‘needs calculations’ need a consistent methodology - Infrastructure backlog should be met before UDB expansion.
Follow through on existing CDMP policies, i.e. horizontal mixed-use, live-work housing.
Review Urban Expansion Areas (UEAs) – many have been designated but still unused.
Infill – look at areas inside UDB, including cities, for future growth.
Applications to move UDB or outside UDB should not be considered.
Do not move the UDB. Farmland = water recharging, open space, food for hungry America, environmental plus. Keep 5 acre parcels in agricultural area.
Interchange with Turnpike and SW 112 should be considered for future development. Urban Expansion Area north of Homestead Air Force Reserve base should stay.
Incorporate firm limits on the UDB. Protect water resources.

Ten year supply of developable land – works against Smart Growth and is sprawl perpetuating. CDMP is failing to accurately reflect what is available.
Development outside the UDB should be removed from the CDMP. Expedite Smart Growth. Encourage density alternative transit nodes (TOD).
Farmland is the second largest in the state and County.
Preserve agriculture for future generations. PDR for farmers and landowners.
Focus on where we want development to be instead of where we do not want development to be. Recognize difficulties of urban infill development. Reevaluate and reassign UEA to where it makes sense, prevent location mostly not viable. Ag lands are going to be what gets developed; pick and choose wisely.
UDB expansion policies are overbroad and create internal inconsistencies; revise criteria and prioritize, but still allow expansion.
TDR encouraged to prevent ag land from becoming some ranches. Compensation of land owners to keep ag in place.
Frequency of cycles should be decreased to reduce cost – every 4 years is too much.
Agricultural preservation: how about an ag impact fee for 5-acre ranchettes? EU subdivisions or other non-ag users to help shore up our Ag Manager's program which has limited funds.
Plan for shrinkage – plan to take a breath and plan infrastructure, plan for water, and improve the quality of life.
Recovery areas for the next disasters.
Direct growth and development towards urban infill area / urban centers.
Discourage growth and development outside U.I.A.
Miami River needs to remain working waterfront and international port. Waterfront in general needs protection from private development – especially for publicly deeded lands. The UDB should not be moved. Put high-density development along transit corridors.
Need more parks. Need urban center in SW 87 avenue and Coral Way. Redesign the shopping center – Coral Way and SW 122 Avenue.
Mixed Use: Urban centers – commercial, residential. Identify areas where we can have more units per acre. Urban Centers: must be mixed use – commercial / residential, and be connected by a successful mass transit system.
Provide incentives to build in urban centers (waive / reduce impact fees).
Infill more parks, finishing all streets.
Infill downtown – stop importing foods, products so we can produce ourselves farmers markets, support local growers, businesses, maybe with grants.
Develop “Plan B” for regression or reverse growth.
Carrying capacity – maximum number of people that can be supported.
Reexamine UEAs. Large portions of UEAs are in wellfield protection areas, footprints of CERP projects, and “future wetlands.” Those UEAs should be eliminated and new UEA redrawn where

we want new growth to occur – North of Eureka Drive.
Preserve agricultural use. Add community gardens. Provide economic incentives for agriculture. Upgrade existing and increase the number of parks. More canopy is needed.
Modernize the Miami River in the county's portion - especially those properties that will be developed due to the MIC. Dedicate those to Port of Miami River.
UDB policies: provide clarity. All of the land outside UDB is either land "not to be considered" or land "to be avoided" for expansion. Thus there is no land available for expansion – which is inconsistent with CDMP policy to expand when and where necessary. County should revise language to create a priority for protecting most important areas – wetlands, evacuation zones, and CERP footprints – while permitting expansion of the UDB.
UDB is a lid for developments, forces development where it needs to be.
Need good urban centers in suburbs.
Increase park space, especially north-northwest of downtown area. Gain control (purchase / easement / eminent domain) of empty plots in and around downtown to convert into public spaces. Increase density around downtown, downtown Kendall, etc., with emphasis on community centers, local businesses, and walkability.
<b>Other</b>
Annexation / Incorporation of unincorporated areas – these areas are not getting sufficient city sources or representation
Yes please we want annexation
Lift Moratorium on Incorp. District #2 or revisit the policy
Marlin Stadium should never have been approved. Dade County will never see benefits commensurate with its investment. Jobs that may be created after construction will be few and at too great a cost per job. Stadium revenues will go to team owners rather than county
Developing the Metrorail – <u>upgrade</u> and expand. Along with connection to sidewalks and bikes pathways will invite people to leave their cars and therefore will improve traffic & help with pollution issues
Need transit from 79 Street to 27 Avenue – funding was already promised for that
Affordable housing should be an ongoing conversation, not just occurring when the market is hot
People don't want urban centers in their backyards and usually oppose plans for one. Need to educate public on how mixed-income neighborhoods are beneficial.
County should let their empowerment / enterprise zones sunset
County should consider adopting a liveability or sustainability agenda. Need more resident education, community building perspective, so that residents will take on more responsibility

and know what solutions that they need
Minimum wage is now higher: need any jobs, not just high-paying ones
Need other things besides Metrorail to draw you to the area – people here only use Metrorail to go to work on get on a bus. Need to look at other cities that have something to attract you to the area itself
Any specific plans to improve science and math education in Miami-Dade's school system?
Prioritize objectives, goals, and related spending.
Use recommendations from the Watershed study.
Unincorporated area is too unwieldy to be sustainable. Need small units or communities to create sustainability.
Parkland may never happen, but if it does, roads will be further packed.
Need connectivity between 184 <sup>th</sup> and Kendall Drive
A presentation by members of the Turnpike Department was mentioned. There is a bottleneck at 152 <sup>nd</sup> , and the creation of a possible bypass was mentioned. This bypass would involve getting on the Turnpike at 120 <sup>th</sup> Street but then you would not be able to exit at 152 <sup>nd</sup> . That would cause a problem for residents who use this as a local road.
With the economic downturn – our projections for population growth – are based on old statistics, we won't experience that population growth.
Should consider Ch. 163 more closely regarding concurrency, look at these elements.
Urban infill is needed to make public transport actually work. LEED Platinum certified buildings are the future.
Better guidelines for interpretation of CDMP (i.e.: zoning), and implementation of CDMP policies. Review CDMP less often (focusing too much energy on review and not enough on planning).
What is the timeline for obtaining sustainable goals? [define timeline and what you will achieve] streamline annexation process and support local government efforts to annex unincorporated areas into city boundaries.
The figure of 700,000 in projected increase in population was questioned, asking if we had compared it with the outflow of population and if this was a net number. [Staff responded that it was.]
When building new schools – should have infrastructure in place for schools or study for this.
Should focus on other ways of transporting kids to school rather than driving. Most students are bused – can't even go to a school across from their street (i.e. students in the Moors can't attend nearby American High School), look at school boundaries (which are coordinated by School Board through a committee).
UEA – we should look at infill within the cities first before looking into the UEA for expansion.

<p>Absence of city officials, such as Miami Lakes officials, was questioned. Staff responded that e-mails and invitations had been sent to all of the officials for the municipalities, including Miami Lakes officials. One audience member then identified herself as staff for the City of North Miami.</p>
<p>The figure in the PowerPoint regarding the amount of agricultural land left in the County was questioned, and how much is need to remain sustainable. Staff answered that approximately 57,000 acres of agricultural land are left in the County, and approximately 50,000-52,000 acres is what is needed for to be a sustainable industry.</p>
<p>One resident questioned what the date of the Scoping meeting was. Staff responded that the Scoping meeting will be on October 19. Staff also noted that although the meeting will be open to the public, DP&amp;Z will not send out the mass mailings and e-mails for the meeting.</p>
<p>End reliance on Miami-Dade Strategic Plan.</p>
<p>How are we obtaining our numbers from Census, and why are our housing and population numbers different than those of the Census? How are we counting migration?</p>
<p>DP&amp;Z's environmental map includes a saltwater intrusion line, with a date of 1995. A question was raised as to why there is not more recent data shown. Staff responded that it was not available on our GIS database yet, and to contact the source of the saltwater intrusion data, the U.S. Geological Survey, for the most recent data.</p>
<p>In response to a question posed by the audience, staff responded that the last time the census was done was in 2000, and that the next census will take place in 2010 (performed every ten years).</p>
<p>Regarding biking, one resident questioned what kind of biking is taking place presently. Staff responded that the County does have an extensive greenway and bikeway plan with extensive usage. Ms. Maria Nardi from Parks Department then mentioned that additional information on usage could be provided, and there are over 500 miles of trails planned in the Open Space Master Plan for the next 50 years. Due to monies from bonds and grants, Parks has over \$23 million allocated for greenways in the next 15 years.</p>
<p>The resident then questioned the usage of bicycles on the busway, stating that he never say anyone bicycling on the busway. Ms. Nardi reviewed the results of a survey showing the popularity of biking and walking. Ms. Nardi stated that although she did not have the figures for bicyclists' usage of the busway, the trails in the County parks receive a lot of usage. Mr. John Garcia of the County's Transit Department then said how he is implementing a system of "automated passenger counters" on every bus. This system which will count not only how many passengers come on and off but also will include bicycles being loaded and offloaded onto buses. Mr. Garcia also stated that the busway has a bikeway all the way through the busway. Mr. Garcia also stated that the Transit Department is working with the Parks Department closely on the "transit oriented parks" concept.</p>
<p>One audience member asked if bicyclists were required to have a permit to ride on either Metrorail or Metromover. Mr. Garcia replied that the bike ID program was discontinued – bike riders are requested to take their bikes to the last car.</p>
<p>The issue was raised that many people are not aware of the bike trail on the busway, and that more information and publicity should be performed. Ms. Nardi from Parks Department related that they have finished designed a wayfinding signage plan, and will now have signage among most major roads. Mr. Garcia from Transit also explained the "Adopt a Road" program which has volunteers partnering with Public Roads to clean up the trash along the bike trails.</p>
<p>The issue of the County not recycling batteries was brought up. Mr. Chris Rose from Solid Waste stated that although batteries and electronics are not recycled, a magnet picks them up along with other metals and are separated from the waste stream. In response to a question about chlorofluorocarbons (CFCs), Mr. Rose stated that they currently have no treatments for</p>



<p>those. One resident commented that many residents are not aware of this, and that the County should educate their citizens. Mr. Rose replied that every year they mail out to residents a booklet about the Waste Services which includes that information.</p>
<p>The issue was raised that there should have a program within the Miami-Dade Schools to educate students on recycling.</p>
<p>The issue of Amendment 4, Hometown Democracy was also raised, if DP&amp;Z has considered its effect. Staff responded that that it should not make that much of a change in operations, that DP&amp;Z still has to do planning and analysis, regardless if we have Hometown Democracy or not, as a basis for people to make decision. Another resident stated that it would not have an effect on DP&amp;Z work, but that voters would have to vote for any amendment for the comprehensive plan. The resident pointed out that if there are 15 comprehensive plan amendments, then there will need to be 15 votes for the comprehensive plan amendments. Another resident asked if it DCA (Department of Community Affairs) could override votes. Another resident replied no, DCA could not override this, as this is a legislative requirement. Another resident voiced her fears that the information provided by opponents to Amendment 4 will not be accurate. Another resident asked if 15 amendments were up for a vote, would it be a countywide vote, or just applied to the affected area? Staff replied the implementation of Hometown Democracy was not known yet.</p>
<p>LEED certifications. Site, air quality, water reduction, context. Transportation and mass transit.</p>
<p>Require green building standard / LEED certifications.</p>
<p>Focus greater attention and investment with downtown (it's the County's downtown too).</p>
<p>Ignore public schools' ratings, and eliminate FCAT.</p>
<p>Invest in libraries, and improve the summer reading program – see what other cities are doing. We need to invest educationally / culturally – our illiteracy rate is 52% - appalling.</p>
<p>Develop 25 year plan for eliminating UMSA (annex / incorporating remaining areas)</p>
<p>Objective LU-9 includes multiple policies that should be implemented but have not been: horizontal mixed-use, zoning changes to allow different and residential products to be developed in same category – accomplish those goals now. Also, clean up LU-3E by eliminating since Watershed Study is finished.</p>
<p>Ensure coordination between various government departments.</p>
<p>Follow-through on implementation of CDMP. Have an implementation strategy that is tied to financial resources.</p>
<p>Consider the carrying capacity.</p>
<p>Better code enforcement.</p>
<p>One person should be responsible and accountable for CDMP implementation.</p>
<p>Resident questioned if politicians, changing administrations can change this plan over the next few years, or is this plan a mandate. Staff replied that what comes out of this process is a plan that everyone agrees on, but that is still subject to change. This plan can change, and it is a year-long public process involving the Commission that must be gone through.</p>
<p>DP&amp;Z staff was questioned if staff had planned for the economic downturn, including for the shrinkage of schools, churches closing, outmigration of people. Staff responded that this issue will be discussed during the EAR process, and that we will review the statistics to make sure they are current and correct.</p>

Resident noted that staff stressed that focus is on the unincorporated area of Miami-Dade County, and pointed out that this plan is also important to the municipalities as well. Staff responded that land use issues can affect some municipalities, and that some issues, such as transportation, water, and sewer are handled on a Countywide basis.
Resident stated that Staff should look at what would keep us in downtown [Miami] – restaurants, nightclubs, engaging businesses, and create incentives for after-hours activities. Also parking and safety issues for downtown.
Staff was questioned that due to this being the last EAR public meeting, have we noticed any trends, such as a consensus that we should go green. Staff replied that the trends so far were: transit, parks, open spaces, more walkability, more pedestrian-friendly areas, affordable housing, and job creation.
In response to a question about implementation of the plan, Staff responded that DP&Z is responsible for putting together all these different ideas, and the topics were chosen for the posters because they were easy to understand grouped under those categories. DP&Z is charged with gathering these ideas and giving BCC our professional opinion of what we recommend, based on public input. The BCC will make the final decision.
Resident stated that even if we emphasize and increase downtown development - that will not accommodate our estimated growth. Future growth estimates population increases of 30,000 per year for the next 20 years. The Governor's Task Force on Sustainable Growth in South Florida estimates that only half of that population will be accommodated in urban centers and infill – need to look in the UDB / UEA to accommodate that growth.
Update PMR-2A to replace “initiate a Miami River Corridor Multimodal Transportation Study...” with “Implement the Miami River Corridor Multimodal Transportation Study...”
Would like to participate in the educational programs of Dade County.
As a professor of engineering at FIU (retired) I would like to help in improving the educational system in Dade County Schools. Met with Dade School Superintendent Mr. Alberto Carvalho. He was very interested in community people like me to help him with improving science, math, and engineering education in Dade Schools. I would like to meet with Mr. Alberto Carvalho for a follow-up. Would appreciate he contacts me, since I could not reach him either through phone or thru email.
Wellfield preservation for drinking water. Land use incompatible with wellfield areas. Water re-use facilities. Aquifer re-charge, ocean outfalls. Wetland recharge.
Implement Open Space Master Plan. Look at paint station property (SW 120 Street and 84th Avenue for neighborhood park (Vineland neighborhood). Need commissioners to address this issue.
Library development
Development of self-sufficient small communities will ease problem of transportation, and will lead to overall balanced development of the County.
Land use – includes UDB, preservation of land for agricultural use.
Land use – respect UDB. Transportation – guided busway better than trains. Recreation and Open Space – more linear parks, greenways. Economic: do not emphasize population growth and de-emphasize construction. Instead emphasize service and tech industries. Have little confidence our govt. leaders (mayor, county Manager, and 13 commissioners) put public interests before their political ambitions.
Interest in all CDMP elements, particularly as pertaining to the South Dade region.
If we don't have a collection system for harmful objects (batteries, light bulbs with mercury, electrons), we will find it in our water.
Housing: Headquarters are short staffed for inspectors. Essence of my concern: too many empty houses and too many people needed houses.

Water sewer: Delays in finding/securing a location and beginning the building of water reclamation facilities is driving the costs up. At this rate, funding will not match need. Heard that SW 8 and 137 is good choice for site.

Bridges: I read that more than 20% of Miami-Dade bridges are rated less than 55. I don't know much about bridges but I hear that the score is not very good.