

**CDMP - Evaluation and Appraisal Report
Public Workshop Comments 06/08/2017**

GROWTH AND LAND USE

Do not exceed UDB! Think long term, not short term. Have MDX fund public transit.
Build thinking about humans and not about cars/parking. Build upwards.
NO MORE PARKING REQUIREMENTS!!! Let the market decide and lower building costs.
Question underlying principles of Infinite Growth in Miami-Dade. Housing has been a large driver of our economy. Diversify.
Growth should occur in high elevation areas (6 feet) with keeping displacement of vulnerable communities in mind (grow without displacement). Growth should occur on the land that we already have. We should prevent new and scale back existing growth at 3 feet in elevation. DO NOT MOVE THE UDB. CONSIDER NOT FOLLOWING THROUGH WITH UEA < 3 FEET SLR. Building in a place that is likely to be underwater in 40 years is a massive waste of money - put these near transit - definitely promote live-work communities.
UDB Expansion - Why? What's the point? There's no transit corridors over there, and it goes against every principle of sustainable development.
Urban farm developments. Alternative food sources. Food Co-ops for residences. Aquaponics farms.
Limit enclosed single-family home subdivisions!
Ease restriction on efficiency units, setbacks, and other small steps to densify Miami.

ENVIRONMENT AND CLIMATE CHANGE

Update the map to show actual flood potential areas. Your data needs to be updated. Do not expand UDB boundary. Fund more conservation groups. Plant more gardens and native flora.
Promote conservation and volunteer groups to clean up, plant trees, help the environment. Stop killing the little nature we have left. Grow within the UDB. Think long term, not short term.
Increase the requirements for permeable concrete and asphalt to help with storm drainage, chemical leaching, and sea level rise! It is expensive, but makes public roads more resilient to flooding. Study sinkhole concerns too!
Follow recommendations from Seven50 to concentrate development along major transit corridors. Enable people to install solar panels (yes, despite FPL opposition and lobbying) and rain water collection. Create programs to enable home and property owners to adapt their homes, structures for resilience.
Where is sustainable development? What are we doing for environment self recovery?
Increase the tree cover to reduce the heat island effect so summers are less deadly and unbearable in the future.

1) Sustainable development - promote high density growth along transit corridors. 2) Limit future developers and force developers to protect the environment/mangroves/coastline. 3) Don't expand the UDB! Keep all currently protected areas protected in perpetuity. 4) Promote neighborhood resilience and capacity building. Stop gentrification. 5) Sustainable Development! Stop sprawl.

Protecting wellfields - Replenish the Everglades, stop building in the Everglades, stop FPL from polluting our water with radiation and salt from Turkey Point. Require environmental and climate change curriculum in schools.

1) Require new construction to build with SLR in mind (all new coastal buildings have adjustable 1st floors, etc.). 2) Educate business owners and homeowners on adapting their homes to SLR. 3) Utilize natural systems rather than hard infrastructure - mangroves, trees, bio swales - think not only SLR but flooding and heat! I think the focus on SLR ignores the issues that climate change poses for all communities in MDC. 4) Do not expand the UDB to protect wetlands and critical habitat, prevent sprawl in the west and south - create more protected areas. 5) Prevent displacement of vulnerable communities in high elevation areas. Do not allow the socially vulnerable to be physically vulnerable to SLR. Invest in socially vulnerable communities. Address the environmental issues that they face in the now, fix transportation there, promote business, parks, schools, etc.

Current predictions of 8 feet of SLR by 2100. What policies is the County implementing to relocate population?

Use more renewables. Take examples from eco-friendly cities. Promote solar energy and electric cars.

Plan and execute development in a manner that allow environment/nature to self recover. Often environmental professionals propose and implement mitigation plans that do not allow for environment self recovery. Allow natural ways to attract and support its own habitats?

ECONOMY AND HOUSING

Mandatory inclusive housing tied to density bonuses or other incentives

Put more renewable energy in housing so electricity rates go down and creates a sustainable city

Impose a state income tax or a county income tax. Florida subsidizes population growth because we are one of a few states with no income tax

Force developers to develop affordable housing in all/most of their developments - in places like Brickell and Miami Beach

Transit to make mobility better-expand transit

Amend law so that land for perpetual development is not required, will facilitate smart growth and environmental protection

Consider: reducing parking requirements; streamlining permitting process; (complete streets) streetscape improvements; enforcing existing design guidelines so as to encourage higher density, walkable communities; encourage/favor mixed-use, mixed income projects

International real estate investment taxes!

Do not allow the American Dream Mall plan mega. Anchor institutions nearer to the urban core
Community land trust
Reduce price of housing so that workers can afford price of living, so many properties can be filled up
Higher minimum wage for county contracts
Scott's Hope IV was promised single family homes on infill property
All tax credit deals should be monitored (ongoing) to insure affordability
Income limits should be revisited to accommodate low/very low income residents
Reduce barriers and bureaucracy to opening small businesses
I think we need to focus on affordable housing everywhere, too much empty luxury housing; mandate affordable housing. Mandate affordable housing in MDC. Our housing crisis as an emergency, somehow lessen the power and corruption linked to major developers in MDC.
Create equal/fair processes for minority black-owned businesses
Increase the minimum wage

INFRASTRUCTURE & SERVICES

More educational programs at parks - not just sporting activities
More effective ways to report road kill
Free state (MDC) tuition for 2 years
Maintenance of water pipes
Increase water bills so pipes are maintained
Upgrade pump stations/maintenance
Sewer the County
In NW 79 Street CRA: Create program to enable home owners to get off septic tanks and connect to MDC W&S network; Improve streetscape to encourage development
More parks and easier access to them
More gardens & trees to absorb carbon pollution
Do not exceed UDB! Use the land we already have; be innovative and promote renewables

Promote/build infrastructure along current transit liens
Build more parks, and actually invest in them?
Water treatment plants - recycle the water?
Build bikeways to connect existing parks and resources together - Ludlam, Underline
Do NOT expand UDB!
Follow through with the Parks Dept. plan to have a park within walking distance of every MDC resident.
Water - DO NOT EXPAND THE UDB. DO NOT RELY ON DESALINATION , it is expensive and extremely energy intensive. Let's protect the resources that we have now. Protect the Everglades, water reclamation/reuse.
Stop using wasteful water trucks
Make sure that every resident knows that 311 exists
Let's have consistent recycling and compost for everyone
Let's have public trash every 30 feet in high density areas
Do structural changes so that people do not litter (more cans, cans taken out of regulation), in addition to community education

TRANSPORTATION

Trolleys – Miami to Biscayne is good idea – but should have express trolleys. Busway – increase the headways and frequency. SMART Plan – have dedicated bus lanes – cheaper than rail.
How smart is the SMART Plan? Should be beneficial to residents. Need interconnectivity – if you build the North corridor – but it if does not connect anywhere – need to connect! The North or Northeast corridor – should connect to Broward County.
Extend Transit way to Homestead – light rail.
Do not go beyond UDB. Put more funds into public transit. More trains, trolleys, and buses. Promote electric vehicles and vehicles running on renewables. Control CO2 emissions.
Need for route or station at FIU – lot of students don't have cars. Good idea – help pay for Uber rides – to FIU.
Dedicated Bus Route – for West Dade.
Stop expansion of 836. Use MDX money towards public transit instead of new roads.
More bike lanes and sidewalks. More enforcement on texting and driving.

Metrorail – need more frequency – and more reliable – get a lot of MDT text delays. SMART Plan priority –should be extending to Miami Beach and the east-west corridor to FIU.

Make sure your BRT has dedicated highway lanes.

North Park at Scott Carver. Pedestrian crosswalk between NW 19 Avenue & NW 74 Street, and NW 21 Avenue and NW 74 Street.

North Park at Scott Carver. Pedestrian crosswalk at NW 22 Avenue. Need speed bumps there, study for traffic calming.

Pedestrian crosswalks like they have on 36 Street at Midtown, should be on NW 22.

Have 24 hour public bathroom access at transit stations especially at Government Center!

In the NW 79 Street CRA: 1) Put in pedestrian crosswalk 2) Consider road diet 3) Increase shade trees

Less Bus transfers. Use MDX funding for mass transit. Trolley for this area – 54 Street – Caleb Building/Health Services.

Improve walkability of the transit stations to connect the entrances to the nearby streets! Less walls and fences to the streets!

Improve reliability of public transit apps for all systems, prevent late arrivals.

Invest in new, more reliable buses, inc. This is what will reduce GHG emissions and help congestion, not investment in highways. Tell DOT / the Mayor to stop focusing on traffic lights and widening highways and to start investing in elevated public infrastructure. I think it is a social justice issue that our elevated, free transportation is in the richest neighborhood (Brickell) while the poor rely on unreliable buses that they have to wait in the heat for and pay for. We need to think ahead for SLR so please continue to invest in our elevated infrastructure. Please invest in protected bicycle lanes – I have been hit twice on my bike. Take whatever traffic calming measures necessary as well.

People age well in homes – should have trolleys and public transportation for them.

Need connectivity – buses should go somewhere.

Invest in transit frequency especially buses, over expansiveness of the system.

More cards on the Metrorail.

Look into east to west expansion of transit.

Bus frequencies over features.

Need better buses – should work and benefit community. Should have more carpooling. Lots of Broward people come to Miami – have efficient buses, and parking. Make buses efficient and regular – people will use it.

ADDITIONAL
MATERIALS
SUBMITTED



The COCO Agenda:
Equal Justice – Economic Opportunity
Access to Capital – Self Determination

**Mixed-Use Zoning
Inclusion Narrative:**

To address the economic opportunity deficiencies at the core of Miami's excluded and traditionally neglected Black Community; in the center and heart of Miami's Multi-Billion Dollar Tourism, Trade & Transportation Mecca.

We see the primary driving forces that perpetuate the poverty, violence and despair in our community as inter-connected, long-term & sustained: Economic Exclusion, Lack of Economic Opportunity, Lack of Affordable Housing, Lack of Access to Capital and Crippling Suppressed Demand; regardless to whether by design or indifference.

The COCO Agenda:

Requires zoning boundary changes for effective solutions, via option for inclusion to promote community economic opportunities that fosters and builds productive careers, enterprises and employment opportunities in abundance, with the implementation of the following:

- 1. Rail-side FTZ (Foreign Trade Zone) at Gwen Cherry and Poinciana Industrial Center with resident-retail, tourist and visitor accommodations.**
- 2. Amending Community Urban Center District Boundaries to include an option for all excluded properties within 600' along major roadways, rails, roadways and high volume traffic areas with mixed-use zoning where exceptions create economic exclusion. (See attached a maps with exclusionary boundary lines that create an economic hardship on residents of Miami's Economically Deprived Black Community)**
- 3. Encourage, Promote and Support Live/Work Residential-Retail Development Projects thru mixed-use zoning.**
- 4. Change any zoning boundaries or county codes that serve to hinder or restrict economic opportunities, annexation or self determination if it supports the continuation of suppressed demand in our economically deprived community.**
- 5. Access to Capital**

**Economic Mainstream
Participation:**

Without Capital, North Central Dade of Miami, Florida continues to be subjected to daily doses of economic exclusion and the punitive reality of suppressed demand; We make these demands as citizens and residents of the State of Florida entitled to Equal Justice, Economic Opportunity, Access to Capital and Self Determination, which has been denied to black people's communities for hundreds of years.

Build revenue generating tourist attractions and visitor accommodations that create careers and numerous full-time permanent jobs for the residents of this neglected Minority Community in North Central Dade, Miami, Florida.



To:

Mixed-Use Zoning Inclusion Narrative:

Equal Justice – Economic Opportunity – Access to Capital – Self Determination

The COCO Agenda:

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We see the primary driving forces that perpetuate the poverty, violence and despair in our community as inter-connected, long-term & sustained:

Economic Exclusion, Lack of Economic Opportunity, Lack of Affordable Housing, Lack of Access to Capital and Crippling Suppressed Demand; regardless to whether by design or indifference.

The Coalition of Community Organizations envisions and demands zoning boundary changes for effective solutions; to promote community economic inclusion that fosters and builds productive careers, enterprises and employment opportunities in abundance, with the implementation of the following:

- 1. Rail-side FTZ (Foreign Trade Zone) at Gwen Cherry & Poinciana Industrial Center with resident-retail, tourist and visitor accommodations.**
- 2. Expanding of Community Urban Center District Boundaries to include all properties within 600' adjacent to major corridors, rails, roadways and high volume traffic areas with mixed-use zoning in this economically excluded community. (See attached a maps with exclusionary boundary lines that create an economic hardship on residents of Miami's Economically Deprived Black Community)**
- 3. Encourage, Promote and Support Live/Work Residential-Retail Development Projects thru mixed-use zoning.**
- 4. Change any zoning boundaries or county codes that serve to hinder or restrict economic opportunities, annexation or self determination if it supports the continuation of suppressed demand in this economically deprived community.**
- 5. Develop a revenue generating tourist attractions and visitor accommodations that create careers and numerous full-time permanent jobs for the residents of our neglected Black Communities in Miami-Dade County, Florida.**

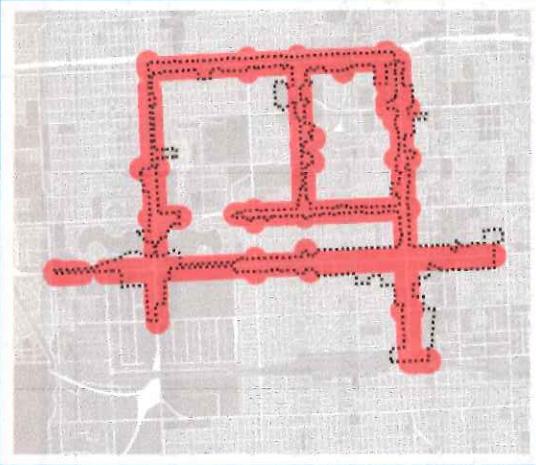
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Coalition of Community Organizations

Comprehensive Development Master Plan (CDMP)

Mixed-use Corridors

- Mixed-use corridors are designated by the CDMP to occur within 600 feet along major roadways in Residential categories (except Estate and Low-Density), Business and Office and Office/Residential



MIAMI-DADE
COUNTY

Miami-Dade County Department of
Regulatory and Economic Resources

Questions:

- Is CDMP Designed to Remove Economic Disparity or perpetuate it?
- How do you classify Major Roadways?
- Who from our community was present when these inclusions and exceptions were identified?
- Why then are 32 Ave, 22 Ave, 17 Ave not considered Major Roadways?
- Why the parenthetic Exception for (Estates & Low Density Categories within 600' along Major Roadways in Residential Categories)?
- Did you intend to exclude the owners of these properties within the 600' boundary from the choice and option (if exercised) to benefit from the Economic Opportunities that come with our properties' Mixed-Use Zoning Option?
- Where have the funds collected for sewers in our community been used?
- RER can recommend an Exclusion Relief Amendment for a Mixed-use Zoning Option for all residential categories within the 600' Boundary (including Estate and Low-Density). Why would you object?

¹ex-cept \ik-'sept\ also ex-cept-ing \-'sep-tin\ prep (14c): with the exclu-
sion or exception of <daily ~ Sundays>
²except vb [ME excepten, fr. MF excepter, fr. L exceptare, fr. exceptus,
pp. of excipere to take out, except, fr. ex- + capere to take — more at
HEAVE] vt (15c): to take or leave out from a number or a whole: EX-
CLUDE ~ vi: to take exception: OBJECT
³except also excepting conj (15c) 1: on any other condition than that
: UNLESS (<~ you repent> 2: ONLY <I would go ~ it's too far>
except for prep (ca. 1894): but for <except for you I would be dead>
ex-cep-tion \ik-'sep-shən\ n (14c) 1: the act of excepting: EXCLUSION
2: one that is excepted; esp: a case to which a rule does not apply 3

The 'COCO' Agenda

Equal Justice – Economic Opportunity – Access to Capital – Self Determination

Urban Center Districts:

Restrictive Mixed-Use Zoning Boundary Lines Perpetuate Community Residents' 'Economic Opportunity Exclusion'

1. CDMP Language has a parenthesis exception, that is premeditated and excludes many parts of the community that would (but for its existence) otherwise boost economic opportunity, as intended, within the designated Urban Center Districts boundaries.
2. The 'exception' imposes an economic hardship thru an exception for (Estate and Low-Density) that must be modified to remove the economic disparity violation against our unincorporated community.
3. This economic hardship can be mitigated with an 'Exclusion Relief Amendment' containing a clause that provides an option, for those properties excluded by the (Estate and Low-Density) exception clause, to opt-in for mixed-use zoning should they wish to be included in the economic opportunity and benefits that come with being situated 'within 600' along major roadways in Residential categories' to exercise the option for economic opportunity thru mixed-use development forward in the future.

To be clear:

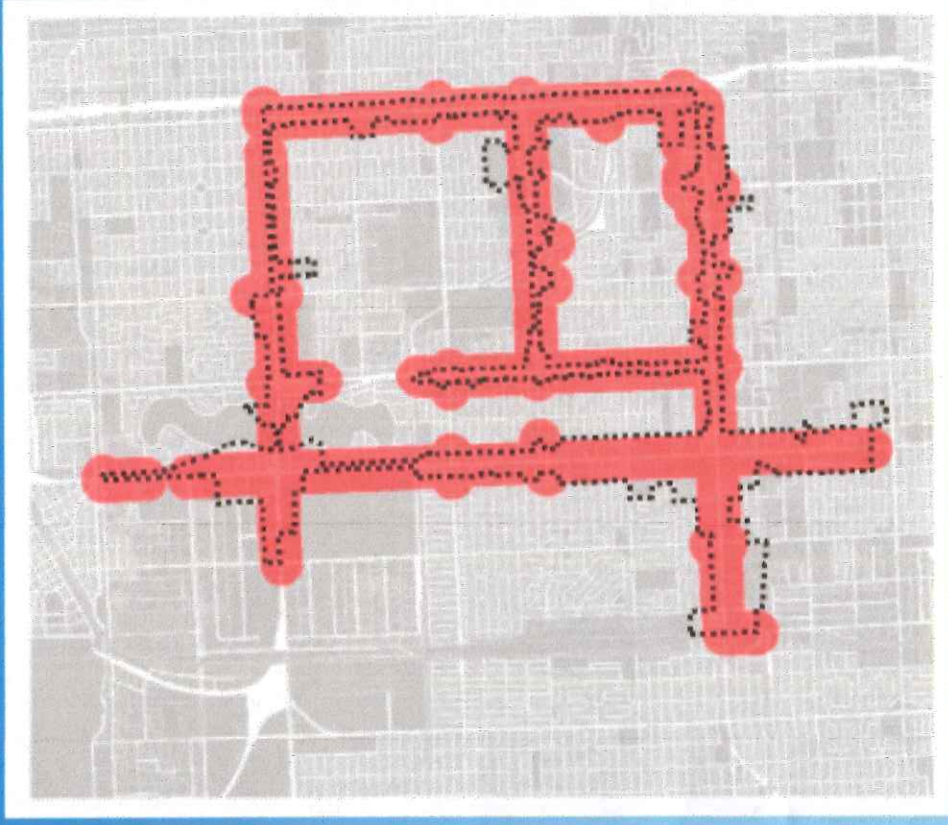
This mitigation would not be a mandate; that could impose additional burden or hardship on the residents; but an avenue to choose to exercise at the property owner's option at any time in the future.

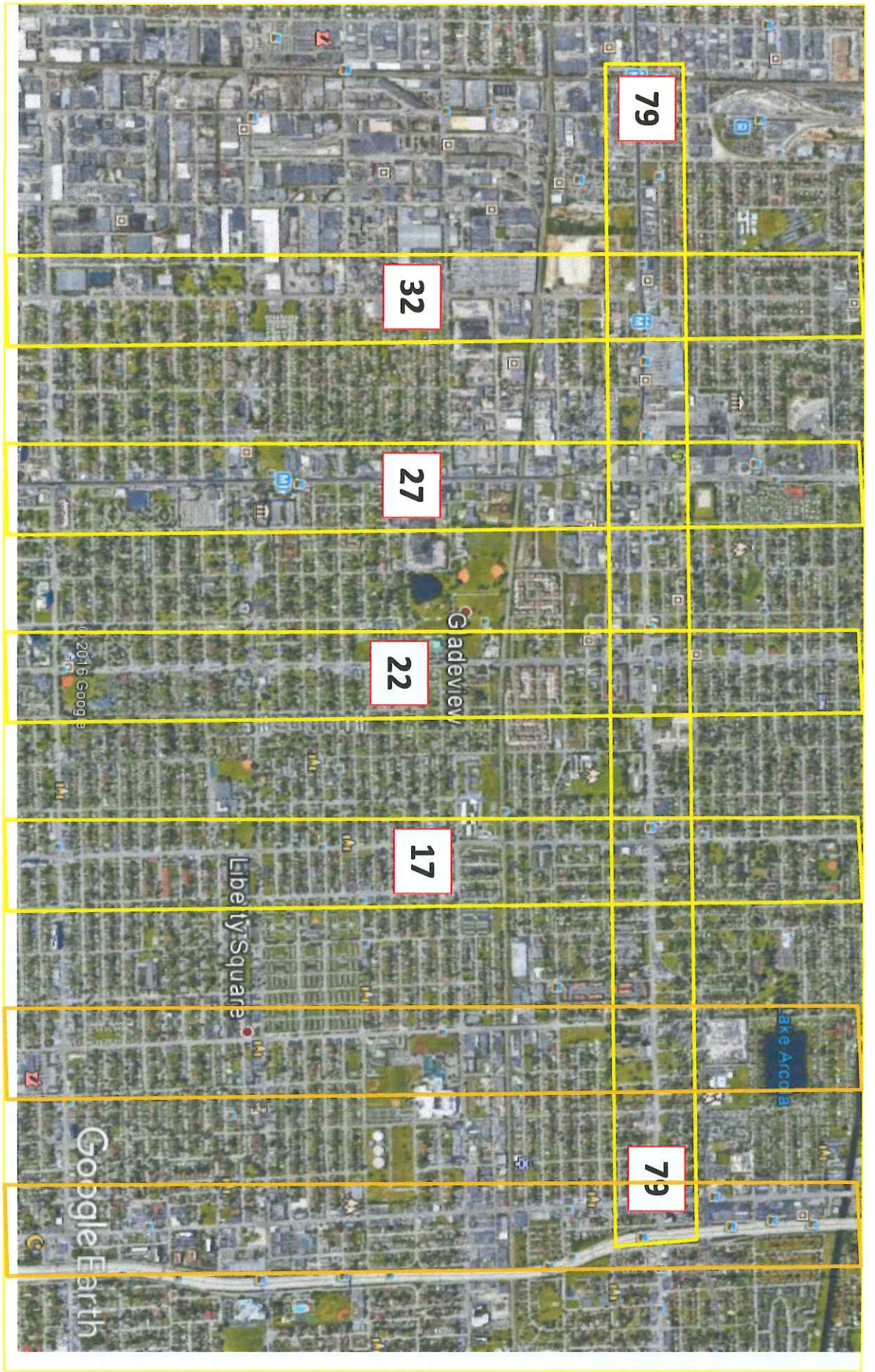
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Urban Center Districts:

Restrictive Mixed-Use Zoning Boundary Lines

Perpetuate Community Residents' Economic Opportunity Exclusion'

Coalition of Community Organizations

I am requesting your sponsorship on a project to designate and develop the decommissioned and closed Former Opa-Locka west airport located at Krome Ave and Okeechobee road. This property site has been identified in a feasibility study done by Miami Dade Parks and Rec. Dept. as the #1 site based on criteria needed to develop as an Off-Highway vehicle recreation facility.

This particular site Folio#2903-000-0010 and folio#2902-000-0010 is county owned (Miami Dade Aviation Dept.)

A.)does not conflict with Army Core of Engineer plans for the C.E.R.P. project

B.)does not conflict with South Florida Managements sheet flow plan to regenerate Florida bay

C.) Is outside the National parks buffer area

D.)It does not conflict with the counties C.D.M.P.

F.)It is currently zoned open land

G.)it is not planned for preservation,conservation,or development

H.)it is infested with Melaleuca and Australian Pine trees (both invasive,exotic, and non native trees)

I.)It has access from Major Highways like US 27 and Krome ave

J.)South Florida area was identified by the State of Florida Off Highway Vehicle Advisory Committee as the area with the Highest Critical NEED to Develop a designated Off-highway vehicle facility based on the amount of registered vehicle users (Currently more than 30000+) THE HIGHEST OF ANY COUNTY IN THE STATE.

K.) The vacant facility could generate a revenue source instead of sitting Vacant and unused

L.)The facility could serve as a place to teach proper intended use By the manufacturer

M.)The facility could also serve as a safety training area for children 16 and under to be state certified (Required by the State)

N.) This facility could also be used to educate anyone entering on our Fragile and sensitive Ecosystem

Please consider this amendment to the C.D.M.P. so work can begin on this long overdue NEEDED facility.

I look forward to working with the all agencies involved to see this is a success for Miami-Dade County ,its residences and visitors.