



STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

THADDEUS L. COHEN, AIA
Secretary

August 19, 2004

Ms. Ana Gelabert-Sanchez, Director
Department of Planning and Zoning
City of North Miami
444 S.W. 2nd Avenue, 3rd Floor
Miami, Florida 33130

Re: Letter of Understanding for City of Miami 2005 EAR

Dear Ms. Sanchez:

The Department has reviewed your letter dated August 9, 2004, which outlines the scope of work for the preparation of the City's 2005 Evaluation and Appraisal Report (EAR). The Department agrees with the summary of the issues as set forth in Appendices A and B of your letter, and this serves as our confirmation of our letter of understanding. We recommend that the EAR reflect the status of the City with regard to addressing the 10-Year Water Supply Work Plan as required in Chapter 163.3191(2)(1), F.S.

We greatly appreciate the cooperation and effort of your staff in working with us to implement a successful scoping meeting. We would like to acknowledge Mr. Kevin Provance and Mr. Mark Dorsey, as well as The Corradino Group and Bell David Planning Group, (City's planning consultants) for their diligence throughout the process. We look forward to a continued success as the City proceeds in preparing the EAR.

If you or your staff have any questions or need additional assistance as you proceed, please contact Ken Metcalf, Regional Planning Administrator at (850) 922-1807, or Dickson Ezeala, Senior Planner, at (850) 922-1790 or dickson.ezeala@dca.state.fl.us.

Sincerely,

Mike McDaniel
for Charles Gauthier, AICP
Chief of Comprehensive Planning

cc: Kevin Provance, Chief Planning and Zoning Official, City of Miami
Carolyn Dekle, Executive Director, South Florida Regional Planning Council

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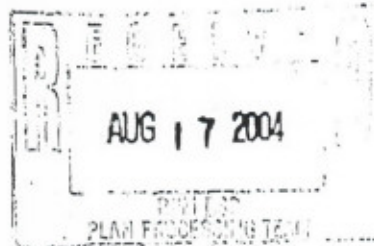
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City of Miami



JOE ARRIOLA
CITY MANAGER



August 9, 2004

Mr. Charles Gauthier
Florida Department of Community Affairs
Division of Community Planning
Bureau of Local Planning
2555 Shumard Oaks Blvd.
Tallahassee, FL 32399-2100

RE: Key Planning Issues for City for Miami 2005 Comprehensive Neighborhood Plan Evaluation and Appraisal Report

Dear Mr. Gauthier:


As you may be aware, the City of Miami (City) is currently conducting its 2005 Comprehensive Neighborhood Plan Evaluation and Appraisal Report (EAR). We hereby request that the Department of Community Affairs (DCA) provide the City with a Letter of Understanding agreeing to the proposed issues and Scope outlined in the enclosed materials, and/or advising of any necessary additions/revisions.

An extensive community involvement effort was conducted during May and June 2004 to identify the key issues that will be addressed in the EAR. The community involvement effort entailed a series of one-on-one meetings with key City staff and officials; an interagency scoping meeting held on May 24, 2004 with adjacent local governments, County, State, and regional agencies; and five public workshops (one per Commission district).

Enclosed please find the list of major issues that the City proposes to address in its 2004 Comprehensive Plan Evaluation and Appraisal Report (EAR) (Appendix A), and the City's proposed Scope of Work for addressing these issues and other requirements of Section 163.3292 (2), F.S. (Appendix B). In addition, for your information we are enclosing the minutes from meetings with City officials, staff meetings, public workshops, interagency scoping meeting and the Local Planning Agency (Planning Advisory Board) Workshop (Appendix C).

Thank you for your assistance in this matter. Please contact Kevin S. Provance, EAR Project Manager at (305) 416-1423 if you have any questions or need additional information.

Sincerely,


Ana Gelabert-Sanchez, Director
Department of Planning & Zoning
City of Miami, Florida

Enclosures

cc: Dickson Ezeala, DCA
Bob Daniels, SFRPC
The Corradino Group
Bell David Planning Group

APPENDIX A
CITY OF MIAMI 2005 COMPREHENSIVE NEIGHBORHOOD PLAN (CNP)
EVALUATION AND APPRAISAL REPORT IDENTIFIED MAJOR ISSUES

<u>ISSUE</u>	<u>MAJOR ISSUE?</u>	<u>COMMENTS</u>
<p>1. The Need for, and Impacts of, Equitable Redevelopment and Development As the central City for a populous and growing metropolitan region, the City of Miami is substantially developed, with the exception of geographically dispersed vacant parcels. In addition, there are a number of neighborhoods and/or parcels of land in the City which are underutilized or that have been previously utilized but are currently not in use. At present, redevelopment is rapidly transforming some areas, with positive and negative impacts, while other areas demonstrate unmet redevelopment needs.</p> <p>The City of Miami is facing a number of challenges that must be considered and addressed in the implementation of current and planned redevelopment and development strategies, including:</p>	<p>Yes</p>	<p>Provide an overview of current redevelopment initiatives and trends, adopted and/or ongoing redevelopment plans (i.e. Miami 21, Urban Central Business District Plan, Miami River Plan...) and designated redevelopment areas. Identify barriers to redevelopment, and areas in which redevelopment needs are not being met. Identify strategies to address these issues, and recommend appropriate CNP amendments.</p>
<p>a. Affordable Housing Many of the City's existing and future residents lack access to decent, safe, sanitary and affordable housing. As areas redevelop and gentrify, provisions must be made to ensure that existing residents are not displaced and/or are provided with reasonable alternatives. Provisions should be made to include a full range of housing types and options throughout the City, and to discourage economic segregation and concentrations of low income housing.</p>	<p>Component of Issue 1.</p>	<p>Provide an overview of the City's existing housing stock, housing costs, housing conditions, and the current and projected need for housing that is affordable to low and moderate income residents as well as for housing for middle and upper income households. Provide an overview of the City's Consolidated Plan, and ensure that its goals and objectives are reflected in the CNP. Identify strategies to improve the housing stock and increase the availability of affordable housing, and to ensure the provision of a range of housing types throughout the City. Recommend CNP amendments.</p>

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<u>ISSUE</u>	<u>MAJOR ISSUE?</u>	<u>COMMENTS</u>
<p>b. Economic Development Despite its function as an international business, trade and tourism center, the City of Miami faces a number of economic challenges, including great disparities in wealth and income, high unemployment and poverty rates in comparison to other U.S. cities of its size, and a diminishing middle income sector. Economic development initiatives, including job creation and training programs, efforts to attract new and support existing businesses and employers, and strategies to strengthen the City's role in the regional, national and international economies must be supported by the CNP. Redevelopment efforts should include economic development and job creation initiatives at the neighborhood level. The role of brownfield redevelopment in the City's economic development strategies should be addressed as well.</p>	<p>Component of Issue 1.</p>	<p>Provide an overview of the City's economic statistics and indicators, economic development initiatives (including brownfield redevelopment programs), and specific economic challenges. Identify economic disparities between neighborhoods and areas where appropriate, and the location of employment centers. Identify strategies to address economic development initiatives in the CNP. Recommend CNP amendments.</p>
<p>c. City of Miami Fiscal Health Since the last EAR was prepared, the City of Miami has successfully averted a major fiscal status, and as a result has recently seen dramatic improvements in its bond ratings and other fiscal indicators. The CNP should reflect and supports the City's existing and planned efforts to enhance its fiscal ability to provide services and quality of life to existing and future residents through such efforts as bond initiatives, impact fees, and annexation efforts.</p>	<p>Component of Issue 1.</p>	<p>Provide an overview of the City's current fiscal health, and existing or planned bond initiatives, impact fees, and annexation efforts. Recommend CNP amendments.</p>

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EVALUATION AND APPRAISAL REPORT IDENTIFIED MAJOR ISSUES**

<u>ISSUE</u>	<u>MAJOR ISSUE?</u>	<u>COMMENTS</u>
<p>2. Preservation and Enhancement of Natural, Historic, Archeological and Recreational Resources The City of Miami has a number of natural, historic, cultural and recreational resources that: are vital to community identity; provide important environmental, social, and economic functions; document and preserve cultural heritages, and; contribute to the quality of life of existing and future residents, businesses, and visitors. These resources are threatened by a variety of factors, including: adverse development impacts; deterioration, degradation, or demolition; misuse and/or neglect, and/or; adverse development impacts. Specific sub issues are below.</p>	Yes	See comments for sub issues below.
<p>a. Historic, Cultural and Archeological Resource Protection The City's historic buildings and resources, including archeological sites, are threatened by demolition and deterioration. The City needs more incentives to encourage owners to prevent demolition, and resources to rehabilitate and maintain historic structures.</p>	Component of Issue 2.	Evaluate the City's inventory of historic buildings, sites, and districts, and the mechanisms that are currently in place to protect these resources. Identify strategies to provide incentives for the preservation of historic resources, and to provide additional resources for historic preservation activities. Recommend appropriate CNP amendments.

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<u>ISSUE</u>	<u>MAJOR ISSUE?</u>	<u>COMMENTS</u>
<p>b. Natural Resource Protection The City's tree canopy and greenspaces are threatened by development and the lack of adequate protections. The City's natural resources and features, such as the Miami River, Little River, and Virginia Key need to be protected from adverse impacts, and restored as appropriate.</p>	<p>Component of Issue 2.</p>	<p>Identify the City's natural features, environmental protection regulations and mechanisms (including tree canopy and greenspace protection), and natural resource protection problems. Identify and evaluate issues pertaining to the pipeline to the Virginia Key sewage treatment plant, coordination with the Miami River Coordinating Committee, and the solid waste plant on Virginia Key. Identify strategies to improve environmental protection regulations. Recommend CNP amendments.</p>
<p>c. Recreation and Open Space The City's existing park system faces a number of challenges, including undeveloped or underdeveloped park sites, limited public access, lack of resources, and the need to provide additional park sites. Public access to the City's waterfront, greenspaces, and parkland needs to be improved.</p>	<p>Component of Issue 2.</p>	<p>Identify and describe the City's existing park system, and additional parks that will be needed to address current and future demands. Identify and evaluate the need to create new funding sources for parks and park programs, and identify potential funding sources. Evaluate current and projected demand for recreation and open space. Identify strategies to provide additional parks and park improvements (i.e. new funding sources, maintenance money, recreation and education programs for parks), and to enhance the City's park system. Recommend CNP amendments.</p>

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<u>ISSUE</u>	<u>MAJOR ISSUE?</u>	<u>COMMENTS</u>
<p>3. Neighborhood Integrity The City of Miami is comprised of a series of neighborhoods with distinct histories, socioeconomic characteristics, land uses, functions, development trends, and challenges. The integrity of these existing neighborhoods are threatened by a number of factors, including: encroachment of incompatible land uses; the lack of appropriate transitions between land uses; the need for locally appropriate development standards; the need for a more user friendly, form-based code; unmet redevelopment and infrastructure needs; slum and blight conditions; crime and public safety issues; code violations; negative impacts from capital improvement projects; noise and environmental impacts, and; the need for the correct mix of land uses to address historic, existing, and future needs.</p>	<p>Yes</p>	<p>Identify and describe the distinct neighborhoods that comprise the City of Miami, including: historic, current, and projected function (i.e. clothing wholesalers, maritime uses, warehouse district for port, etc.); major activity generators; existing and planned land uses; transportation and Infrastructure; community facilities; vacant parcels; planned developments, and; key neighborhood challenges (i.e. crime, slum and blight conditions, unemployment, poverty, transportation issues). Identify strategies to address these issues, including: development review; the creation of a school trust fund; crime prevention through environmental design; increased public safety provisions including additional fire and police stations and the development and implementation of emergency response programs; the development and implementation of Homeland Security strategies; planning and economic development initiatives; infrastructure improvements; additional funding mechanisms; increased enforcement authority; increased citizen involvement (including notification procedures), and; increased intergovernmental coordination. Recommend CNP amendments.</p>

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EVALUATION AND APPRAISAL REPORT IDENTIFIED MAJOR ISSUES

<u>ISSUE</u>	<u>MAJOR ISSUE?</u>	<u>COMMENTS</u>
<p>4. Transportation: Amenities need to be provided to attract more trips to alternative modes of transportation, such as transit, pedestrian and bicycle. Transportation and land use needs to be coordinated more closely, and transportation problems (excessive speeds, congestion, traffic noise, inappropriate roadway classifications, negative impacts on neighborhoods) need to be addressed. Many areas lack adequate parking. The person trip methodology needs to be revisited to ensure that the results of the calculations accurately reflect the capacity of corridors. Transportation Control Measures will be revised.</p>	<p>Yes</p>	<p>Identify and describe the City's existing and planned transportation system, including levels of service, roadway classifications, existing and projected demand, traffic counts, mass transit system, non-vehicular facilities, parking facilities, and specific transportation problems. Identify resources available or projected to be available to meet the City's existing and projected transportation needs. Identify strategies to improve the City's transportation system and to provide better mobility to existing and future residents. Recommend CNP amendments.</p>

APPENDIX B
CITY OF MIAMI 2005 COMPREHENSIVE NEIGHBORHOOD PLAN
EVALUATION AND APPRAISAL REPORT SCOPE OF WORK

The following Scope of Work will be conducted by the Corradino Group, for the City of Miami, to: complete and adopt the Evaluation and Appraisal Report (EAR) by March 1, 2005, as per the requirements of Section 163.3191(2), F.S., and; conduct and update the Transportation Element of the Miami CNP.

I. Evaluation of Major Issues:

An extensive community involvement effort was conducted in May and June 2004 to identify the key issues that will be addressed in the City of Miami Evaluation and Appraisal Report. This community involvement effort entailed: a series of one-on-one meetings with key City staff and officials; an interagency scoping meeting with adjacent local governments and State, regional and County agencies, and; five public workshops (one per Commission district). The following issues were identified as a result of this effort.

A. Major Issues

Problems, opportunities, needs and strategies associated with the following issues and sub-issues will be identified and addressed:

1. The Need for, and Impacts of, Redevelopment and Development

As the central City for a populous and growing metropolitan region, the City of Miami is substantially developed, with the exception of geographically dispersed vacant parcels. In addition, there are a number of neighborhoods and/or parcels of land in the City which are underutilized or that have been previously utilized but are currently not in use. At present, redevelopment is rapidly transforming some areas, with positive and negative impacts, while other areas demonstrate unmet redevelopment needs.

A number of specific issues raised in the public workshops and scoping meetings will be addressed in the discussion and analysis of Redevelopment and Development Needs and Impacts, including:

- a. Affordable Housing, and the supply of housing for all income types
- b. Economic development and job creation
- c. The City of Miami's fiscal health

2. Preservation and Enhancement of Natural, Historic, Archeological and Recreational Resources

The City of Miami has a number of natural, historic, cultural, archeological, and recreational resources that: are vital to community identity; provide important environmental, social, and economic functions; document and preserve cultural heritages, and; contribute to the quality of life of existing and future residents,

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EVALUATION AND APPRAISAL REPORT SCOPE OF WORK

businesses, and visitors. These resources are threatened by a variety of factors, including: adverse development impacts; deterioration, degradation, or demolition, and/or; misuse and/or neglect.

A number of specific issues raised in the public workshops and scoping meetings will be addressed in the discussion and analysis of this issue, including:

- a. Historic, Cultural and Archeological Resource Protection
- b. Natural Resource Protection
- c. Recreation and Open Space

3. Threats to Neighborhood Integrity

The City of Miami is comprised of a series of neighborhoods with distinct histories, socioeconomic characteristics, land uses, development trends, and challenges. The integrity of these existing neighborhoods are threatened by a number of factors, including: encroachment of incompatible land uses; lack of appropriate transitions between land uses; the need for locally appropriate development standards; crime and public safety issues; homeland security issues in the aftermath of September 11, 2001; unmet redevelopment and infrastructure needs; slum and blight conditions; code violations; negative impacts from capital improvement projects; noise and environmental impacts, and; the need for the correct mix of land uses to address historic, existing, and future function (i.e. clothing wholesalers, maritime uses, warehouse district for port, etc.).

4. Transportation Problems and Needs

Amenities need to be provided to attract more trips to alternative modes of transportation, such as transit, pedestrian and bicycle. Transportation and land use needs to be coordinated more closely, and transportation problems (excessive speeds, congestion, traffic noise, inappropriate roadway classifications, negative impacts on neighborhoods) need to be addressed. Many areas lack adequate parking. The person trip methodology needs to be revisited to ensure that the results of the calculations accurately reflect the capacity of corridors. Transportation Control Measures will be revised.

B. Social, Economic and Environmental Impacts

The issues outlined above will be evaluated for their potential social, economic, and environmental impacts. S. 163.3191(2)(e), F.S.

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C. Evaluation of Relationship of Comprehensive Neighborhood Plan to Issues

The plan objectives within each element that relate to the major issues will be identified. S. 163.3191 (2)(g), F.S.

D. Recommendations

Actions or corrective measures, including plan amendments, will be identified and recommended as necessary to address the major issues. S. 163.3191 (2)(i), F.S.

II. Community-wide Assessment

A. A summary of data and analysis comparing current conditions of the Land Use Element with conditions at the date of the previously adopted EAR will be prepared. To the extent possible, tables, maps, and illustrations will be used. This data and analysis will include, at a minimum:

1. Population growth and changes in land area. S. 163.3191 (2)(a), F.S.
2. Extent of vacant and undevelopable land. S. 163.3191 (2)(b), F.S.
3. Location of development in relation to location of development as anticipated in the Comprehensive Neighborhood Plan. S. 163.3191 (2)(d), F.S.

B. The extent to which those services with level of service standards outlined in the Comprehensive Neighborhood Plan do not meet the standards will be identified. The City's ability to fund new or expanded infrastructure necessary to correct the deficiencies, and to provide for future growth at acceptable levels of service, will be evaluated. S. 163.3191 (2)(c), F.S.

C. Relevant changes in growth management laws (State Comprehensive Plan, the requirements of Chapter 163, Part II, the minimum criteria contained in Chapter 9J-5, Florida Administrative Code and the Strategic Regional Policy Plan for South Florida) since the date of the previously adopted EAR will be evaluated for consistency with the Comprehensive Plan. The new Water Supply Facilities Workplan requirements will be addressed in this analysis. Based on this assessment plan revisions will be recommended, if necessary. S. 163.3191 (2)(f), F.S.

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D. The successes and shortcomings of each Comprehensive Neighborhood Plan Element will be evaluated. Successes and shortcomings will be briefly summarized in narrative format on an element-by-element basis using tables, illustrations and maps to the extent possible. S. 163.3191 (2)(h) F.S.

E. The success or failure of coordinating future land uses and residential development with the capacity of existing and planned public schools, and coordinating the planning and siting of new schools, will be evaluated. S. 163.3191 (2)(k), F.S. Specific issues that will be addressed in this analysis include school overcrowding, the need for revised impact fee benefit districts, and the potential for the creation of a school trust fund.

F. The public participation program and activities undertaken during preparation of the EAR will be identified. S. 163.3191 (2)(j), F.S.

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CITY OF MIAMI EVALUATION AND APPRAISAL REPORT
AND TRANSPORTATION ELEMENT UPDATE
SUMMARY OF PUBLIC WORKSHOPS, STAFF MEETINGS,
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APPENDIX C

NOTE: The following are summaries of public workshop, interagency scoping meeting, and staff meeting notes pertaining to the 2005 City of Miami Comprehensive Neighborhood Plan Evaluation and Appraisal Report. The input detailed in these summaries resulted in the Identified Major Issues listed in Appendix A and Appendix B. The Identified Major Issue or section of the Evaluation and Appraisal Report that will address particular items raised during these workshops and meetings is identified in **bold and (parentheses)** throughout.

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SUMMARY OF PUBLIC WORKSHOPS, STAFF MEETINGS,
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**Summary of Issues
Public Information Meeting District 4
May 18, 2004**

- Intergovernmental coordination (**Comprehensive Neighborhood Plan Evaluation**)
- Concerns with countywide transportation (**Issue 4**)
- Schools (**Issue 3, Coordinated School Planning Evaluation**)
- Congestion (**Issue 4**)
- Coral way corridor (**Issues 3 and 4**)
 - What plans are in place?
 - Will it increase the integrity of the neighborhood?
 - Concerned with height
 - Not accessible to community
 - No retail
 - Access on side streets
 - Parking
 - Street level use
 - 8-10 planned new developments
 - Increase busses
- Douglas to 27th avenue Buildings next to single family homes (**Issues 3 and 4**)
 - Signs for 8-10 developments on the south side
 - What is going to happen to community?
 - Too many high rises
 - Traffic
 - Density
 - Schools
 - More appropriate height 6-8 stories not 18
- Development is good, but more public input regarding type of development (**Issue 3**)
- Traffic and parking – MAJOR ISSUES (**Issue 4**)
- Zoning enforcement is required (**Issue 3**)
- Green space is needed – neighborhood is being destroyed (**Issues 2 and 3**)
- Rental properties do not add value to community (**Issue 3**)
- How is development going to impact traffic (**Issue 4**)
- Why are they building 18 stories high next to single family homes (**Issue 3**)
- 27 avenue- moratorium & overlay to help control development (**Issue 3**)
- Establish more design standards and guidelines (**Issue 3**)
 - Height
 - Designs

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**Summary of Issues
Public Information Meeting District 4 (continued)
May 18, 2004**

- Setbacks
- More pedestrian friendly areas (**Issues 3 and 4**)
- Airport
 - Noise from planes trigger car alarms at night
 - High volume of traffic lots of vehicle noise
 - Large volume of traffic
 - Design district has airport noise
- Need intergovernmental coordination for traffic (**Issue 4**)
- Schools (**Issue 3, Coordinated School Planning Evaluation**)
- Beautification of school/grounds needs to be more attractive City/district needs improved cooperation with School Board (**Issue 3, Coordinated School Planning Evaluation**)
- 8th Street-US1 @17thavenue (**Issues 3 and 4**)
 - State road
 - Too wide and splits neighborhood
- 16th Street (**Issues 3 and 4**)
 - Local road
 - Too much traffic
- City needs more “Clout” the state should support local government (**Comprehensive Neighborhood Plan Evaluation**)
- 18th Avenue & 16th Street (**Issues 3 and 4**)
 - Need more traffic control
- Make recommendation that the state recognize local authority (**Comprehensive Neighborhood Plan Evaluation**)
- 24 Terrace (**Issues 3 and 4**)
 - A relief for US
 - Residential street not meant for relief
- Baseball Stadium (**Issues 3 and 4**)
 - Need traffic calming in the area
- 22nd Avenue to SR US 1 to Coral Way (**Issues 3 and 4**)
 - Residents want to know what types of developments are going to be done
- When will we see the plan (**Issues 3 and 4**)
- Will we have anymore input? (**Issues 3 and 4**)
- Largest development is in the Shenandoah area (**Issue 3**)
- Increase # of buses in the coral way area (**Issue 4**)
- In favor of Baylink/light rail to Miami Beach (**Issue 4**)
- Waterways- look at water taxis (**Issue 4**)

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**Summary of Issues
Public Information Meeting District 4 (continued)
May 18, 2004**

- Miami River- look at Riverwalk in FTL (**Issues 1, 2 and 4**)
- Make comp plans available on line (adopted) (**Procedural**)
- Citizens were not informed of the meeting (**Procedural**)
- Put Future Land Use map on line (**Procedural**)
- Concerned with growth (**Issue 2 and 3**)
 - Shenandoah association thinking of neighborhood conservation district
 - Do not want historic houses next to new developments
 - Want to preserve the character of their area
- Parks- Green space (**Issue 2**)
 - More trees in the area
 - More shading landscaping
 - Improve LOS for parks
 - Parks -should serve the entire community
 - Mommy & me classes
 - Elderly programs
 - Middle age friendly
- Mixed use (**Issue 3**)
- School bus stop at 12th street & 12th avenue (**Issues 3 and 4**)
 - Illegal duplexes and bus stop combined
- Need affordable housing (**Issue 1**)
- Code enforcement is an issue (**Issue 3**)
- Loss of green space when single family units are illegally turned into multi units- too many cars on SF (**Issues 2 and 3**)
- Need zoning enforcement - Prior every building that met zoning only needed a building permit (**Issue 3**)
- More intergovernmental coordination (**Issue 4**)
 - 17th Avenue/24th Terrace
 - No left turn- denied by county
 - Too wide, too fast
 - Needs median, landscaping, traffic calming
 - Safety zone for pedestrians
- Streamline current look of neighborhood without stopping growth (**Issue 3**)

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**Summary of Issues
Public Information Meeting District 2
May 20, 2004**

- Do developers have to follow policy (**Procedural**)
- How does Comp Plan fit into transportation congestion (**Issue 4**)
- Get people out of cars and into Public Transit (**Issue 4**)
- Pedestrian friendly walkways (**Issue 4**)
- US 1 Biscayne Blvd is state facility- state has to work with the plan (**Issue 4**)
- Watson island redevelopment as non-recreational (**Issues 1 and 2**)
- Incongruence between new development and existing land use (**Issue 3**)
- Where can a policy be developed that will protect the neighborhood-buffers against others (traffic, parking, transportation, etc...) (**Issue 3**)
- Noise from new uses-mixed use even new residential areas need protection (**Issue 3**)
- Can the Comp Plan prevent the city from varying from the Comp Plan (**Procedural**)
- Is there a legal ability to restrict amendments (**Procedural**)
- Tighten up the requirements for variance (**Issue 3**)
- Improve notification process for land use change (**Procedural**)
- Areas in Coconut Grove (**Issue 3**)
 - Waterfront noise
- Village West (**Issue 3**)
 - Improve infrastructure
 - Maintain improvements on Grand avenue
 - Under grounding utilities
 - Zoning-maintain r-1
 - Maintain affordable housing
- Historic preservation (**Issue 2**)
- US1 under control of outside agencies- return local control of US 1 to City (**Issue 4**)
- Traffic light synchronization (**Issue 4**)
- Centralized traffic control center (**Issue 4**)
- Tree canopy is disappearing daily from the Grove (**Issue 2**)
- Code enforcement is abysmal in the Grove (**Issue 3**)
- Enforce tree protection (**Issue 2**)
- Make sure that entertainment districts are buffered from the residential areas (**Issue 3**)
- Lack of enforcement penalties (**Issue 3**)

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**Summary of Issues
Public Information Meeting District 2 (continued)
May 20, 2004**

- Permits should only be issued when infrastructure is available (especially if multiple projects are on line at the same time) **(Issue 3)**
- Need more green space at eyelevel- especially high rises **(Issues 2 and 3)**
- More setbacks on heights **(Issue 3)**
- Parks as parks- not festival commercial areas **(Issue 2)**
- Need public access to the Bay **(Issue 2)**
- Clean up river –look at Riverwalk **(Issue 2)**
- Correct zoning- high rise residential in the wrong district **(Issue 3)**
- Make ordinance violations penalties have more impact for violator- economically meaningful **(Procedural, Issue 3)**
- 24-hour code violation officers **(Issue 3)**
- Waterfront- protect from development **(Issue 2)**
- Maintaining current level of development-no more development **(Issues 1 and 3)**
- Control construction impacts on surrounding areas **(Issue 3)**
- Impact fees should be spent in the areas where they were generated **(Issues 1 and 3)**

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**Summary of Issues
Public Information Meeting District 5
May 25, 2004**

- Economic growth for community (**Issue 1**)
- Community needs more input for Capital Improvement Projects/Code Enforcement/Drainage Issues (**Procedural, Issue 3**)
- Increase speed to get money to projects/build quicker (**Issue 3**)
- Work more closely with Community Associations (**Issue 3**)
- Increase communication with Neighborhoods and Residents (**Issue 3**)
- Each Community should have its own design (**Issue 3**)
- City should look at other cities/communities as role models for examples of Neighborhood Design and Planning (**Issue 3**)
- Create Neighborhood identities (**Issue 3**)
- Maintain habitat (**Issue 2**)
- Preserve Neighborhoods (**Issue 3**)
- Redirect funding to maintain housing stock (**Issue 2**)
- Open spaces/plazas for: (**Issues 2 and 3**)
 - Neighborhood use/meeting areas
 - Community/quality of life
- Increase Land Use mixes to encourage economic growth (**Issue 1**)
- Utilize subsidy monies better for affordable ownership (**Issue 2**)
- Make this program more accessible/Increase opportunities to the Community (**Issue 2**)
- Community has enough Section 8 Housing preventing increase for homeownership opportunities (**Issue 2**)
- Monies directed to preserve Housing Stock (**Issue 2**)
- Affordable Housing Threshold (**Issue 2**)
 - What is affordable?
 - How do we determine definition of affordable housing?
- Increase H.O. Education (**Issue 2**)
- Increase availability for low and moderate housing (**Issue 2**)
- Keep neighborhood integrity (**Issue 3**)
- Work more closely with FDOT regarding Homeless –CPTED (**Issue 2**)
- Gentrification/Avoid displacement (**Issue 2**)
- Increase Community access to Parks/Recreation decision process (**Issue 2**)
- Increase Community facilities (**Issues 2 and 3**)
- Increase LOS (**Issue 3**)
- Increase street lighting (**Issue 4**)
- Increase street signage (**Issue 4**)
- Transportation Infrastructure development (**Issue 4**)

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**Summary of Issues
Public Information Meeting District 5 (continued)
May 25, 2004**

- Increase safety **(Issue 4)**
- Increase parking (Model City) **(Issue 4)**
- Provide adequate parking to support economic vitality and activity **(Issues 1 and 4)**
- Pedestrian features **(Issue 4)**
- Greenway development **(Issue 2)**
- Look at other community models/role models to develop desirable pedestrian features that will enhance Community **(Issue 4)**
- Increase neighborhood involvement in the decision-making process **(Issue 3)**
- Transportation Study to assess impacts **(Issue 4)**

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**Summary of Issues
Public Information Meeting District 1
June 3, 2004**

- Increased police presence **(Issue 3)**
- Too many illegal units **(Issue 3)**
- Between 14th–20th streets at 32nd–37th Avenue, adjust land use to reflect what is there. Remains R-1. Change the zoning **(Issue 3)**
- Miami is growing zoning needs to reflect change. **(Issue 3)**
- Address overpopulation **(Issue 3)**
- Need affordable housing **(Issue 1)**
- Code enforcement required **(Issue 3)**
- Illegal multi-family housing generate extra cars- no place for parking **(Issues 3 and 4)**
- 7th Street Beautification Project- Heavy development-apartments **(Issues 3 and 4)**
- 42nd Avenue/LeJeune is renovated for entrance to MIC **(Issues 3 and 4)**
- Entrance to MIC- Beautification to 37th avenue- DO NOT increase traffic flow to protect neighborhood **(Issues 3 and 4)**
- Illegal units next to Single Family homes- need consistency in land use **(Issue 3)**
- 14th Street- important arterial road. **(Issue 4)**
- Trailer park/shelter- examine both sides between 27th and 12th avenue **(Issue 3)**
- 78 marine related companies on the river. **(Issues 1 and 3)**
- Need to save some of the waterfront for the marine industries **(Issues 1 and 3)**
- Significant developments on river (high rises) need transportation to get people in and out **(Issues 3 and 4)**
- 300,000 sf commercial at the Civic Center-River housing trying to attract **(Issues 1 and 3)**
- Residents from the Civic Center area. Need more services in the area to support needs of workers **(Issue 3)**
- Efforts to redevelop 36th street **(Issue 3)**
 - If up zone keep sufficient park, open space, schools and transportation
- Minimize impacts of infrastructure projects **(Issue 3)**
- Stronger coordination with neighborhood about construction projects **(Issue 3)**
- Densification- wrong ratio between cars and number of bedrooms **(Issues 3 and 4)**
- Miami River Plan has not been adopted by City of Miami (Issues 1 and 3)

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**Summary of Issues
Public Information Meeting District 1 (continued)
June 3, 2004**

- “Hurricane Cove”- **(Issue 3)**
 - Putting in 1,000 units-
 - Maximizing density on site
 - Based on more land than building
 - Site sits on submerged land
- State 2000 Miami River Improvement Act-Joint Planning Agreement **(Issues 1, 2 and 3)**
- More police enforcement on the River **(Issues 1 and 3)**
- Address drug issues on the River **(Issues 1 and 3)**
- City EAR should make Comprehensive Plan consistent with Miami River Plan **(Issue 3, Comprehensive Neighborhood Plan Evaluation)**
- Establish appropriate transit on areas B/W zoning **(Issue 4)**
- Per every 700 units- set aside a specific amount of square footage of acreage **(Issue 3)**
- Mitigate abuse on G1 zoning **(Issue 3)**
- Jackson High School will be demolished and rebuilt this will change image on 36th Street **(Issue 3)**
- Need more sewer lines **(Issue 3, Level of Service Evaluation)**
- New storm water sewer lines **(Issue 3, Level of Service Evaluation)**
- Too much turn up-negative neighborhood impacts from capital impacts- reduce **(Issue 3)**
- City has created many plans that have not been adopted **(Procedural, Comprehensive Neighborhood Plan Evaluation)**
- Metrorail runs every 15 min during rush hour- buses are every hour- need more coordinated services. Coordination between transportation systems to allow more system wide use **(Issue 4)**
- Make zoning changes gradual **(Issue 3)**
- Demolition of historical buildings- incompatible uses near historical resources **(Issue 2)**
- Storm sewers- streets flood with the rain **(Issues 2 and 3, Level of Service Evaluation)**
 - Problems addressed through Capital Improvements
 - Abandoned Housing- is there a time limit. Need to increase code enforcement on this issue
 - Current Comp Plan has 11 policies
- Why is Grapeland Park locked up to residents **(Issue 2)**

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**Summary of Issues
Public Information Meeting District 1 (continued)
June 3, 2004**

- Not familiar with Comprehensive plan to comment (**Procedural**)
- Meetings one day in English and then in Spanish (**Procedural**)
- Consider road infrastructure when looking at proposed development capacity (**Issue 4**)

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**Summary of Issues
Public Information Meeting District 3
June 7, 2004**

- Drainage problems (**Issue 3, Level of Service Evaluation**)
 - Flagler and 12th Avenue
 - 17th Street & NW 32-33rd Avenues (3230 NW 17th street)
- Increase community access/ awareness for CIP projects and public meetings (**Issue 3, Procedural**)
- Marlins stadium-What will happen to Orange Bowl (**Issues 1 and 3**)
- Potable water (**Level of Service Evaluation**)
- Drainage (**Level of Service Evaluation**)
- Land use coordination (**Issue 3**)
- Impacts on neighborhood (**Issue 3**)
- Economic development (**Issue 1**)
- Grapeland Heights Park (**Issue 2**)
 - Need for increased access for community to use ballpark
- Need for more busses and transit in the area (**Issue 4**)
- More parking for new development along the Coral Way Corridor and other areas of the City (**Issues 1, 3 and 4**)
- Look at parking code requirements (**Issue 4**)
- Economic development need in Little Havana (**Issues 1 and 3**)
 - Build redevelopment to attract higher income households
 - Outdoor cafes-City provide incentives for current business to create outside cafes
- Create neighborhoods where you can live, work, and play in (**Issue 3**)
- Mixed-use redevelopment (**Issue 3**)
- Increased lighting (**Issue 3**)
- Expand Jose Marti Park-more security (**Issues 2 and 3**)
- Encourage the expansion of cultural activities and events (**Issues 2 and 3**)
- Redevelop Flagler area similar to other corridors like Key Biscayne (**Issue 3**)
- Height restrictions- need to evaluate most desirable area for this type of development (downtown) (**Issue 3**)
- Invest in Potable Water Projects to allow and provide for future development (**Level of Service and Comprehensive Neighborhood Plan Evaluation**)
- Invest in Capital Improvements projects for roadway improvements (**Issue 4**)
- Increased Police Protection (**Issue 3**)
- Increase code enforcement (**Issue 3**)
- Tourism along Miami River, SW 8th street, Flagler and Little Havana (**Issues 1 and 3**)
 - Water taxis

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**Summary of Issues
Public Information Meeting District 3 (continued)
June 7, 2004**

- Restaurants
- Outdoor activities
- Entertainment like Lincoln Road
- Marketing- City wide promotions
- **Water conservation (Issue 2, Comprehensive Neighborhood Plan Evaluation)**
 - Look at new developments for consistency regarding conservation efforts
- **Height restrictions along Coral Way (Issue 3)**
- **Little Havana area – preserve affordable/moderate housing (Issues 1 and 3)**
- **Historic preservation along Coral Way (Issues 2 and 3)**
- **Public comments (Procedural)**
 - Website
 - Comment sheets
- **Too easy to change zoning (Issue 3)**
- **Affordable housing set aside with large scale developments (Issue 1)**
- **Affordable housing is too concentrated (Issue 1)**
- **Full potential of Brickell is not realized (Issue 3)**
- **Land use compatible with infrastructure (Issue 3)**
- **Preserve neighborhoods (Issue 3)**
- **Higher densities along transit corridors (Issues 3 and 4)**
- **Sufficient parking along new development corridors (Issues 3 and 4)**
- **Consider where future station are located (Issues 3 and 4)**
- **Take bold steps to attract transit riders (Issue 4)**
- **Multi-modalism (Issue 4)**
- **More roads lead to more autos (Issue 4)**
- **Preserve existing R-O-w as open space (Issue 2)**
- **Add more green/open space (Issue 2)**
- **Need more sources of funds for parks (Issue 2)**
 - Trusts for parks

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**CITY OF MIAMI 2005 COMPREHENSIVE NEIGHBORHOOD PLAN
EVALUATION AND APPRAISAL REPORT
INTERAGENCY SCOPING MEETING ISSUES**

**MAY 24, 2004
3:00 p.m.
City of Miami City Commission Chambers
Miami City Hall
3500 Pan American Drive**

ATTENDEES

Dickson Ezeala, DCA
Walker Banning, DCA
Steve Foren, City of Miami Beach
Vivian Villamil, Miami-Dade County Public Schools
Joanne Carr, City of Aventura
Karen McGuire, FDOT
Miranda Blogg, Kittelson Assoc.
Robert Daniels, South Florida Regional Planning Council
Ted Baldyga
Debora Storch, City of Hialeah
Mirtha Gonzalez, City of Hialeah Gardens
Andrew Dickman, Councilmember, Village of El Portal
Michael Miller, Consultant for Bal Harbour Village, Golden Beach, Bay Harbor
Islands and Indian Creek Village
Richard Cannone, City of Coral Gables
Mario Garcia, Miami-Dade Transit
Winsome Bohn, Consultant, MDX
Don O'Donnely, City of South Miami
Paula Church, Miami-Dade County Department of Planning & Zoning
Brett Bibeau, Miami River Commission
Jose Casanova, City of Miami Planning Department
Mark Dorsey, City of Miami Planning Department
Kevin Provance, City of Miami Planning Department
Hal Ruck, City of Miami Planning Department
Project Consultant Team From: The Corradino Group, URS and Bell David
Planning Group

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**Interagency Scoping Meeting Issues (continued)
May 24, 2004**

Historical and Archeological Preservation (Issue 2)

- School Board owned properties on list of historic sites for funding resources
- Create incentives to save buildings
- Get more buildings on historic properties list faster
- Strengthen regulations
- Review GOP's to see how well they address
- Section 1305.2 put special emphasis on properties that may not be designated
- Regulations need to be strengthened
 - Where did we go wrong?
- Level of preservation

Neighborhood Integrity (Issue 3)

- Elevate neighborhoods as a priority
- Integrate land use/transit
- Lack of appropriate data on encroachment
 - What's wrong with CNP?
- Keep integrity of marine industry
- Urban design
- Neighborhood/Street specific design
- CPTED

Affordable Housing (Issue 1)

- Quantify affordable housing – Shimberg
- Supply vs. demand
- Workforce housing and proximity to transit
- Allapattah Gardens
- Santa Clara Apartments
- Tax incentives to keep mid-income
- More input from residents
- Pre-occupancy evaluation
- Post-occupancy evaluation
- Homeless

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**Interagency Scoping Meeting Issues (continued)
May 24, 2004**

Natural Resource Protection (Issue 2)

- Look at types of trees
- Tree management plan
- Canopy > density
- Identify types
- Look at the problem first
- Connection between economic development and natural resources

Recreation and Open Space (Needs/Demands) (Issue 2)

- How are recreational needs met with increasing density/intensity
- Keep pace with growth
- Viable open space
- How well have we done?
 - Population
 - Annexation
 - Redevelopment
- Public access – more teeth in process

Transportation (Issue 4)

- Increase (GREATLY) coordination with County (MDT and Public Works)
- Improve mobility
- Coordinate streetcar with other new sources of transit
- Water taxis – not feasible
 - Get studies from Mario Garcia
- Transit title too broad break it down
- Transit feasibility
 - Chapter 163.3191
- Person trip methodology
- Reductions in vehicle capacity – occupancy
- Measures of bikes and other modes
- Sidewalk evaluation
- Headways
- Revisit LOS E + 50
- Gap in real vs. stated vehicle occupancy
- Concurrency management

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**Interagency Scoping Meeting Issues (continued)
May 24, 2004**

- Assess roads if transit not getting ridership
- Nobody measures new trips
- Growth management not growth control
- Strategic intermodal corridor – Miami River
- Water taxis/Water buses
- Tunnels
- Office of Emergency Management
- Emergency Preparedness

Intergovernmental Coordination (Comprehensive Neighborhood Plan Evaluation, Coordinated School Planning Evaluation)

- Neighboring communities
- Planner's Technical Committee – Good!
- School Interlocal
- Coordinate neighborhood comprehensive plans
- Need new schools to meet the demands of development
- Interlocal doesn't take effect when no increase in zoning

Additional Comments

- Consistency between CNP and LDR's (**Comprehensive neighborhood Plan Evaluation**)
- CNP maximum should be zoning maximum with bonuses (**Comprehensive neighborhood Plan Evaluation**)
- Good things from financial crises (**Issue 1**)
- Economic development/creation of jobs (**Issue 1**)

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**Summary of Issues
Commissioner Gonzalez Meeting District 1
April 27, 2004**

A meeting was held with Frank Castaneda, Chief of Staff for Commissioner Gonzalez, to inform him regarding EAR and Transportation Element update process. The following project issues and concerns were discussed:

- Zoning density changes should be considered from R-1 to R-2 to reflect a high number of current illegal units, which are not reflected in the Census. Special notice must be made to those cases that detract from neighborhood zoning codes, including multiple cars and trucks parked in front of single family residences. **(Issue 3)**
- Development along the Miami River, particularly in those areas that appear to be in transitional use. These areas are located along what is referred to as 'Middle River' whereby current industrial uses are being changed to residential High-Rise land uses. **(Issue 3)**
- Land uses around the planned Miami Intermodal Center (MIC). **(Issue 3)**
- The following areas were identified as areas of concern for development: **(Issue 3)**
 - Civic Center Area
 - Flagami
 - Miami River
 - 36th Street
 - 22nd Avenue movement from R-2 to R-4
 - Delaware Parkway & River
- The following areas were specifically identified as areas of concern for transportation/traffic circulation/signalization issues: **(Issue 4)**
 - Civic Center Area
 - Miami River
 - North River Drive
 - 22nd Avenue

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**Summary of Issues
Commissioner Regalado Meeting District 4
April 28, 2004**

A meeting was held with Commissioner Regalado, District 4, to inform him regarding the EAR and Transportation Element update process. The following project issues and concerns were discussed:

- Traffic and new residential development issues, including high density development along the Coral Gate corridor. **(Issues 3 and 4)**
- Historic preservation and neighborhood conservation districts. These districts offer protection from development. Neighborhood conservation districts may be needed for Shenandoah, Silver Bluff and Coral Gate areas. **(Issue 3)**
- Coral Way @ 22 Avenue is an office building that is occupied by Section 8 Miami-Dade County Housing that has multitude of old battered cars, frequently illegally parked around the building. Issue to protect the single-family home areas. **(Issues 1 and 3)**
- There is no parking along Coral Way and people use residential streets to park. **(Issues 3 and 4)**
- Consider ban for new motels along S.W. 8 Street and a SD overlay district similar to that of Biscayne Blvd. **(Issue 3)**
- Speed is an issue on NW 3rd Street, between 48th & 57th Street. Consider traffic calming devices, including traffic humps and circles (this is the Flagami West area). **(Issues 3 and 4)**
- Coral Gate residents have requested traffic alleviation solutions along Coral Way between 32nd & 37th Street. Consider study to look at alternatives to alleviate traffic conditions. **(Issues 3 and 4)**

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**Summary of Issues
Commissioner Winton Meeting District 2
April 29, 2004**

A meeting was held with Frank Balzebre, Chief of Staff for Commissioner Winton, District 2, to inform him regarding the EAR and Transportation Element update process. The following project issues and concerns were discussed:

- Consider trust fund for parking. Look at development bonuses for parking. **(Issues 1 and 4)**
- The comprehensive neighborhood plan currently has the majority of all goals, objectives, and policies to promote affordable housing. This is not reflective of the City today. The City needs to include median/moderate housing. **(Issue 1)**
- Increase relationship with School Board and promote more charter schools. Consider bonus development incentives for charter schools. City has been historically a feeder area for school impact fees. This is going to change with the re-districting of impact fees. FAR bonus for charter and private schools. **(Comprehensive Neighborhood Plan Evaluation)**
- FAR Affordable Housing trust fund should remain in downtown. Consider study to determine needs for a citywide parks and/or parking trust fund. **(Issues 1, 2 and 4)**
- Consider buffer/transitional zones between high rises and single-family home areas. Focus high rises along rail corridor. **(Issue 3)**
- Promote streetcar system between the Design District and the downtown area. **(Issue 3)**
- Look at the goals, objectives, and policies of the downtown master plan. **(Comprehensive Neighborhood Plan Evaluation)**

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**City of Miami EAR/Transportation Element
Summary of Issues
Commissioner Sanchez Meeting District 3
April 30, 2004**

A follow-up meeting was held with Commissioner Sanchez staff, Steve Wright, to discuss EAR and Transportation Element project issues and concerns:

- How do we accommodate growth? **(Issue1, Comprehensive Neighborhood Plan Evaluation)**
- Traffic Impacts on Miami Avenue and Coral Way are a concern. **(Issue 4)**
- Encourage growth around the Metrorail Stations. **(Issues 3 and 4)**
- Need a step down transition in heights between high-rise commercial and residential neighborhoods. **(Issue 4)**
- Need for pedestrian friendly development along major corridors. **(Issues 3 and 4)**
- Need for street level uses around parking garages. **(Issues 3 and 4)**
- Provide screening between residential neighborhood and parking garages. **(Issues 3 and 4)**
- The City wants a light rail/street car system connecting downtown west to Coral Gables. **(Issue 4)**
- Restore Calle Ocho to a Main Street atmosphere: on-street parking, wide sidewalks, street trees, etc. **(Issues 3 and 4)**
- Balance in affordable housing with conservation of existing multi-family residential areas. Need for conversion of older multi-family units to create more starter market housing. **(Issue 1)**

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**Summary of Issues
Commissioner Teele Meeting District 5
May 5, 2004**

A meeting was held with Commissioner Arthur Teele, Jr., District 5, to inform him regarding the EAR and Transportation Element update process. The following project issues and concerns were discussed:

- Consider study for citywide transit subsidy. Need to lay the foundation for benefit districts to recapture economic activity attributable to transit. **(Issues 1 and 4)**
- Improve intergovernmental coordination with the county for City projects. **(Issue 1, Comprehensive Neighborhood Plan Evaluation)**
- Consider including a Parking Element within the Transportation Element. Concern with existing parking problems in Little Haiti, Wynwood, Allapattah and Model City areas. Also parking problems on NE 20 Street and in the Allapattah area. **(Issues 3 and 4)**
- Development pressures exist to redevelop industrial land for residential uses. Concern for preserving and/or strengthening industrial areas in district. Consideration for the creation of a special district Contract Overlay to preserve industrial land use in specific areas- addressing land uses not zoning. **(Issues 1 and 3, Comprehensive Neighborhood Plan Evaluation)**
- There was controversy in district regarding converting industrial land for parks. **(Issues 1, 2 and 3)**
- Concerned about instituting Light-Industrial zoning and/or C-1 in district. **(Issues 1 and 3)**
- As per staff, Light-Industrial zoning mandates mixed land uses and single uses are not permitted. C-1 does not have this problem and allows similar uses to Light-Industrial. **(Issue 3, Comprehensive Neighborhood Plan Evaluation)**
- Consider the promotion of Infill Homeownership and reducing or eliminating parking requirements in order to promote infill ownership. Study other incentives for infill ownership. **(Issue 1)**
- Look at State Surtax dollars in order to move away from affordable rental housing and move towards homeownership. **(Issue 1)**

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**Summary of Issues
Commissioner Teele Meeting District 5 (continued)
May 5, 2004**

- Interest in maintaining historic buildings and markers. Staff mentioned TDR's as incentives for historic preservation. **(Issue 2)**
- Club District has the only 24-hour district in the County; consideration for changing the boundaries to increase the size of this district. **(Issue 3)**
- Consider Height Restrictions along the river, specifically from the 5th Street Bridge to 12th Avenue. **(Issue 3)**

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**Summary of Issues
Mayor Diaz Office
April 30, 2004**

A meeting was held with Otto Boudet-Murias staff to Mayor Diaz to inform him regarding EAR and Transportation Element update process. The following project issues and concerns were discussed:

- Concerned with Education, Transportation, and Affordable Housing.
- Further review regarding affordable housing citywide in the CNP.
- The EAR can set the framework for the Master Plan by laying-out the framework for changes in emphasis such as infill, urbanism and housing. EAR needs to reference these changes.
- Community has concern about the impact of towers adjacent to single family neighborhoods in major corridors. There is no transition from single family to high-rise commercial. This is a City-wide problem not just in corridors.
- Concern about possible conflict along the River in land use between the Marine Industry and multi-family land use. Economic Development Department is conducting a study to determine the impact of the River Port.
 - The Miami River Commission has a plan for the River but it is not adopted by the City.
 - Need a river plan that displays a long-term vision.
 - Maintenance of the Upper River for Marine Industrial may be an issue for Homeland Security
 - City needs to adopt and approve an appropriate long range plan for the Miami River.
- Interest in light rail/street car system connecting major neighborhoods.
 - Design District, west to Coral Gables, Little Haiti to Model Cities, and Flagler.
 - The City is interested in possibly implementing the downtown Loop on their own for all the other lines to tie into.
 - Use the City's PTP funds for projects.
- The City is developing a Master Plan that goes well beyond zoning.
 - The plan includes Parks, Economic Development, and Education.
 - The City is actively seeking to capture school impact fees for use with Charter Schools. Need to develop policies for Education not an Element.

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**Summary of Issues
Mayor Diaz Office (continued)
April 30, 2004**

- Need for a policy regarding affordable Housing that emphasizes the need to decentralize affordable housing rather than concentrating it in specific neighborhoods.
- Historic Preservation right now is policy. May be a need for this category to be an Element.
- The Park Master Plan is focusing on programming and educational programs – not landscaping.
 - A park endowment fund to get capital flowing into parks.
 - Update parks impact fee (No change for 15 years)
- Emphasis on Cultural Improvements at Bicentennial Park

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Summary of Issues
Capital Improvements Element Meeting
May 21, 2004

Attendees

Jorge Martinez Esteve, Dept. of Economic Development
Kevin Provance, Department of Planning and Zoning
Mark Dorsey, Department of Planning and Zoning
Hal Ruck, Department of Planning and Zoning
Jose Casanova, Department of Planning and Zoning
Lilia Medina, Department of Planning and Zoning
Larry Foutz, The Corradino Group
Alex A. David, Bell David Planning Group

Summary of Meeting Issues:

- Should continue the search for additional funding options **(Comprehensive Neighborhood Plan Evaluation)**
- Make every effort to assure that the GOP's of the Plan and the CIP are consistent and complimentary to each other. This would strengthen both processes. **(Comprehensive Neighborhood Plan Evaluation)**
- Need to make sure new projects are equitably distributed throughout the City. **(Issue 3)**
- Look at Transit Tax **(Issue 4)**
- Review Impact Fees (not done often enough) **(Issue 1)**
- Homeland Defense Neighborhood Bond Program – rough draft of administrative guidelines will be completed in one month. **(Comprehensive Neighborhood Plan Evaluation)**
- Review Financial and Project Database **(Comprehensive Neighborhood Plan Evaluation)**
- CDBG Funds – specific areas of neighborhoods **(Issue 3)**
- Follow-up with staff regarding Special Assessment Districts
- Follow-up with staff regarding Bond Oversight Bond Liaison

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**Summary of Issues
Historic Preservation Meeting
May 13, 2004**

Attendees

Sarah Eaton, Preservation Officer, Department of Planning and Zoning
Kevin Provance, Department of Planning and Zoning
Aileen Boucle, The Corradino Group
Alex A. David, Bell David Planning Group

Summary of Meeting Issues:

The City applied for and received a Preservation Development Initiative grant from the National Trust for Historic Preservation. An Assessment Report was completed by NTHP. **(Issue 2)**

Initially, the City Commission designated properties historic. Now, the Historic & Environmental Preservation Board designates buildings and historic districts. **(Issue 2)**

The Commission gave \$225,000 to hire consultants to complete 25 individual designation reports and 2 National Register nominations, conduct a survey in Little Haiti and Model City, prepare brochures and a website, and produce historic markers. **(Issue 2)**

There is no authority to stop demolition if the property is not designated. **(Issue 2)**

We must adopt incentives to property owners, such as TDR's, so that additional properties can be designated without property owners believing that they are being unfairly burdened. **(Issue 2)**

Goals Objectives Policies (Comprehensive Neighborhood Plan Evaluation)

Policies LU-2.1.1 and 2. Sites have been identified and the survey will continue to be updated.

Objective LU-2.2 Protect Archeological Resources. The City has assumed jurisdiction for the arch. Surveys and has hired an archaeologist.

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**Summary of Issues
Historic Preservation Meeting (continued)
May 13, 2004**

Delete Policy LU-2.2.4 – Not applicable all the designated/identified sites around the City require a Certificate of Appropriateness. If not designated, no penalties.

Objective LU-2.3 Increase number of sites by 5% annually. Modify to state actually numbers. Get log from Sarah.

Policies LU-2.3.1 and .2 The City does continue to nominate and designate sites.

Objective LU-2.4 Increase number of structures preserved based on US Dept. of Interior Standards. Met and done through Certificate of Appropriateness process.

Policies LU-2.4.1 through .4 Has that number of sites increased? Yes, several hundred per year Starting 1/1/04 an excel spreadsheet is available.

Policies LU-2.5.1 through .4 Public Awareness items Brochures were created in 2003 and a website was developed - www.historicpreservationmiami.com

Objective HO-1.2 Conserve low and mod housing and preserve historic housing. There are currently 4 S-F areas designated historic.

Modify Policy HO-1.2.11 from Historic Conservation Article to Chapter 23 of the Miami City Code.

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**Summary of Notes
EAR/Transportation Element Update
May 14, 2004**

Attendees:

Lilia Medina, City of Miami
Kevin Provance, City of Miami
Larry Foutz, The Corradino Group

- Need a location driven Bibliography.
- The V/C table was removed from the TE.
- Need to revisit the GOP wording.
- Need to follow the LRTP development and make sure that someone attends the LRTP meetings. The timing coordination of the 2030 plan is dependant upon the availability of the data.
- Need to look at the Transportation Corridors Report. The last update was 1990.
- Need to look at the FDOT and County street definitions.
- How do you mitigate transportation growth? Congestion Management?
- The plan needs to have an emphasis on Congestion Management Strategies.
- How do you take into account the Coral Way Scenic designation and the Biscayne Blvd. Historic District
- It is the Transportation Corridors including the ½ mile circle around the transit stations.
- The final version of the Downtown Transportation master plan is not final as it does not include the change made at the meeting that were to advance the Miami River Tunnel to phase I and to advance the depression of I-395 to phase I.
- The concurrency analysis is being dropped because it is not required. Should it be dropped?
- New Bicycle Plan that is newer than the North Dade Greenway Plan
- Need the analysis of Calle Ocho to convert the 7/8th Street couplet from one-way.
- Transportation around the Civic Center is a high priority.
- The City is preparing a feasibility study for Street Car.
- Planning and Zoning has initiated a study of 15 neighborhood corridors.
- FEC Corridor Master Plan Need to coordinate with the South Florida Commuter Services.
- Need to measure each objective against a matrix to determine if there is a reasonable timeframe for the effort, funding, staffing and a legislative mandate.
- Need to get the Flagler Marketplace. It is out to bid.

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**Summary of Issues
Brownfields Meeting
May 25, 2004**

Attendees

Keith Carswell, City of Miami
Craig, Brownfields Coordinator
Michael Goldstein, Chair, Brownfields Task Force
Kevin Provance, Department of Planning and Zoning
Hal Ruck, Department of Planning and Zoning
Mark Dorsey, Department of Planning and Zoning
Bob, Department of Planning and Zoning
Jerry H. Bell, Bell David Planning Group

Summary of Meeting Issues: (Issues 1 and 3, Comprehensive Neighborhood Plan Evaluation)

- 25 years ago Congress took a strict approach that polluters should pay for remediation costs. Laws were expanded that made anyone in the chain of ownership liable for clean up - in some situations the last owner could be liable for 100 % of clean up costs even if he/she was not responsible for the original pollution. Lenders could be liable through extending financing. As a result of this situation, the development community would not touch brownfields, which became in essence blighting influence in established neighborhoods. Often the location of these brownfields would make them prime real estate if not for the perceived or real stigma and liability.
- In the mid-1990s the Congress spearheaded a movement to address the issue. Rather than the regulatory approach governments began to offer incentive to help developers work through liability issues and institute cleanups to realize the site's underlying potential. Significant grants were made available, both to local governments to institute brownfield programs and to assist developers in clean up and resolution of liability issues. The County's Brownfield Task Force and the City's brownfield issue were addressed at this time.

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**Summary of Issues
Brownfields Meeting (continued)
May 25, 2004**

- Many brownfields are located at prime real estate - others are the corner gas station sites in neighborhoods. Many brownfields are in disadvantaged neighborhoods, at sites that would be prime for neighborhood businesses (i.e. corner gas station lots). Development of these with neighborhood businesses could create additional employment opportunities in disadvantaged areas and assist in achieving economic development goals.
- There are a number of environmental justice issues associated with Brownfields. The City of Clearwater identified environmental justice as an issue in the development of their program.
- One problem associated with brownfields, and also more generally with economic development, is that the City's industrial classification is too restrictive. The Liberal commercial designation is preferable because of the variety of uses allowed, including certain industrial uses. Many brownfield site are designated Industrial. This designation hinders their development.
- Brownfields can also be developed as greenfields - used as parks, greenspaces after restorations. There are examples of golf courses built on former dumps.
 - Tools to assist in brownfield development: funding assistance (i.e. CDBG funds for neighborhood redevelopment); land use incentives to add value to property (i.e. tax relief); reducing regulatory obstacles.
- Big problem is marketing - brownfields carry a stigma. Consider coming up with another name (i.e. redevelopment opportunity sites), marketing programs, etc.
- Consider expanding designated brownfield area to include Virginia Key, more "community brownfield" (i.e. corner gas station) sites.

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**Summary of Issues
Transportation Element Meeting
May 25, 2004**

Attendees:

Kevin Provance, City of Miami
Lilia Medina, City of Miami
Larry Foutz, The Corradino Group

The following matrix was discussed and comments made during the meeting are in the right hand column.

Policy	Staffing Impact	Financial Impact	Policy Change	Issue	Meeting Comments
1.1.1	none	none		Limits growth in specific areas	This policy will be analyzed for possible revision
1.1.2.1				Exaggerates potential growth	This policy will be analyzed for possible revision
1.1.2.2				Meets County standard	
1.1.2.3				Meets County Standard	Follow-up calls required
1.1.3				Meets FDOT standards	Place elsewhere in Element
1.1.4			Requires MIT plan	Drop MIT reference	Reword to reflect City Policy
1.1.5	Attend TPC meetings				Reword to reflect heavier City involvement Cross Reference
1.1.6	Coordinate MDT policy		TOD		
1.1.7	Study and restore one-way streets	Study and restore one-way streets	Study and restore one-way streets		Improve wording of policy
1.1.8	Code enforcement		Amend LU code for parking	Neighborhood parking needs vs impact on neighborhood	Should be zoning code not LU code. Remove energy efficiency reference.

Deleted: ¶

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**Summary of Issues
Transportation Element Meeting (continued)
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Policy	Staffing Impact	Financial Impact	Policy Change	Issue	Meeting Comments
1.1.10	Develop Parking Map			Policy requires map development	Contact parking authority.
1.1.11		Improve DT grid system			
1.1.12	Attend TPC meeting	Depress 395; add ramps			Replace with list of projects in TE.
1.1.13					Change wording to Transportation Impact Fees.
1.1.14	Attend TPC	Remote parking; express bus stop			
1.1.15			Manage DT parking		
1.1.16		Develop DT peripheral parking			
1.1.17	Coordinate Ride sharing		Mandate staff to use alternate modes		Check with Ridesharing Group
1.1.18	Coordinate MDT				
1.1.19				Incorporate policies	
1.1.20	Calculate cost of improvement			Need prior to EAR	
1.2.1	Code enforcement				Part of PTM

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**Summary of Issues
Transportation Element Meeting (continued)
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Policy	Staffing Impact	Financial Impact	Policy Change	Issue	Meeting Comments
1.3.2	Monitor accident locations	Improve accident locations			Cross reference to CIP
1.4.1	Coordinate with MD County			Policy confusing	
1.4.2	Develop streetscape design program	Develop streetscape design program			Remove bicycle reference.
1.4.3		Provide C&G where other work is underway			Cross reference CIP.
1.4.4	Required planning studies	Install traffic calming			
1.5.				Add TDP policies	
1.5.1	Attend TPC meetings				Change to transfer locations for Tri-Rail and Metrorail.
1.5.2	Prepare detailed studies		TOD policies	Protect neighborhoods or encourage TOD.	
1.5.3	Participate with CCTMO		Change policy for Civic Center		CCTMO is defunct, obtain new plan for Civic Center.
1.5.4	Work with MDT for station	Local funds for station			Should be Dupont Plaza Metrorail

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**Summary of Issues
Transportation Element Meeting (continued)
May 25, 2004**

Policy	Staffing Impact	Financial Impact	Policy Change	Issue	Meeting Comments
1.5.7	Attend TPC meetings	Possible local funds projects or studies		Need to revisit list	Reference List of Projects.
1.5.9	Attend TPC		Use of jitneys		Check status
1.5.10	Update development code		Improve job housing balance		
1.5.11	Coordinate with TMI and Commuter Services			Enforce existing Code	Make sure we are rewriting TCM ordinance.
1.5.12	Coordinate with County to establish transit baseline				
1.5.13	Coordinate with County in developing TDP				
1.5.14				Incorporate TDP projects in TE	
1.5.15				Incorporate LRTP projects into TE	
1.6.1	Review and incorporate FDOT and MPO plans				
1.7.1				Preserve Right of way	Check 9j5 to make sure about this policy.

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**Summary of Issues
Transportation Element Meeting (continued)
May 25, 2004**

Policy	Staffing Impact	Financial Impact	Policy Change	Issue	Meeting Comments
1.8.2				Update TE to reflect changes in the LU Element	
1.9.1	Coordinate with the Ports and Airports				
PA 1.1.1				City policy supports the Port	
PA 1.1.2				Establish FTZ near Port	
PA 1.1.3	Assure that sufficient facilities support the Port				
PA 1.1.4	Assure that non-port facilities are not at the Port.				
PA 1.1.5		All port facilities are financed by County, State and Feds.			
PA 1.1.6	Port plan must meet City requirements				
PA 1.1.7	Coordinate with Port to mitigate impacts.				

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Transportation Element Meeting (continued)
May 25, 2004**

Policy	Staffing Impact	Financial Impact	Policy Change	Issue	Meeting Comments
PA 1.1.8	Coordinate with Port to mitigate impacts.				
PA 2.1.1	Coordinate City policy with goals of Airport				
PA 2.1.2	Coordinate transp. Improvements to Airport.	No financial impact to City			
PA 2.1.3			Zoning must protect flight path		
PA 3.1.1			Protect Port from non-compatible uses.		
PA 3.1.2			Encourage expansion of River Port.		
PA 3.1.3	Coordinate with Port to mitigate impacts				
PA 3.2.1				TE shall support access to River.	
PA 3.3.1	Support River viability in Comp Plan				

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**Summary of Issues
Transportation Element Meeting (continued)
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- Need a policy about vacation of streets and alleyways.
- Need policies reflecting ADA requirements and bike paths.

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**Summary of Issues
Parks Meeting
May 26, 2004**

Attendees

Maria Perez, Support Services Coordinator, Department of Park and Recreation
Ed Blanco, Department of Park and Recreation
Pasquale, Department of Park and Recreation
Kevin Provance, Department of Planning and Zoning
Mark Dorsey, Department of Planning and Zoning
Jose Casanova, Department of Planning and Zoning
Hal Ruck, Department of Planning and Zoning
Aileen Boucle, The Corradino Group
Alex A. David, Bell David Planning Group

Summary of Meeting Issues:

- Get Consolidated Development Plan – Due out in June (Community Development Plan) **(Issues 1 and 2)**
- East Little Havana deficient in park acreage **(Issues 2 and 3)**
- < 3% of General Fund goes to Park and Recreation little for operation and maintenance **(Issue 2)**
- Need to look at what should be counted as parks and open space for concurrency purposes – look at redefining or change 1.3 acres/1000 people **(Issue 2, Level of Service and Comprehensive Neighborhood Plan Evaluation)**
- Trust for Public Lands has done research **(Issue 2)**
- Encourage joint use agreements with schools/private facilities (parochial school recreation sites) physical and programmatic **(Issue 2, Coordinated School Planning and Comprehensive Neighborhood Plan Evaluations)**
- We need to provide full service parks **(Issue 2)**
- Look at readapting larger commercial buildings for community facilities **(Issue 2)**
- Find alternate funding and/or new sources **(Issue 2)**
- Get Total Impact Fee allocation fee (\$12.40?) What goes to Parks? **(Issue 2)**
- Revenues garnered in Parks through outside sources should stay in Parks Department **(Issue 2)**
- Survey being done on all public facilities for ADA accessibility **(Issue 2)**
- Need to provide physical and programmatic accessibility to the disabled **(Issue 2)**

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**Summary of Issues
Parks Meeting (continued)
May 26, 2004**

- Spring Garden Point Park – successful public/private partnership (**Issue 2**)
- Very few purchases of land for parks in the last 5 years (**Issue 2**)
- Planning, Asset Management and Parks all have different acreage figures for parks and open space (**Issue 2**)
- Need Parks and open space list with acreage (**Procedural**)
- Parks Master Plan (**Issue 2**)
- Need to review Police crime analyses at parks to see if crime has been reduced (**Issue 2**)
- Could we expand Park Ranger program through Police Department? There is one at Margaret Pace Park (**Issue 2**)
- There is a County Parks referendum (\$1B?) Millions will come to City (**Issue 2**)
- Capital dollars are easier to get than programmatic dollars (**Issue 2**)

Policy Notes (Comprehensive Neighborhood Plan Evaluation)

- PR-1.11 Look at CDBG Target areas – no neighborhood management plans
- PR-1.1.3 Has the City considered density and intensity increases – No
- PR-1.1.4 and .5 Look at Virginia Key and Watson Island
- PR-1.1.7 No coordination with nonprofit providers, no budget for O&M, because of budget restrictions not all age groups are served, priority age groups are children and seniors
- PR-1.1.13 Waterfront zoning regulations and shoreline development regs. Could work better
- Has the City acquired new land for parks – very little – Spring Garden, marina north of Legion Park and two residential lots since 1999 – need acreage
- PR-1.3.1 Compare Capital Program of Department with CIP
- PR-1.3.5 Public/Private Partnerships – need more programs sponsored – some partnerships are formal and some informal
- PR-1.3.8 Parks Advisory Board -- possibly look at Sunsetting and/or revisiting to better define role – maybe ad hoc by some type of district and encourage more public involvement/participation
- Objective PR-1.4 Review fees and definition of LOS
- Developer contributions and impact fees do not offset the impacts of new residents
- Objective PR-1.5 Some parks have been redeveloped and there are master plans for others, new park Little Haiti master plan
- Bayfront Park Trust has control over Bayfront and Bicentennial Parks
- PR-2.1.3 Have any new scenic corridors been designated

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**Summary of Issues
Economic Development Meeting
May 28, 2004**

Attendees

Keith Carswell, Director Economic Development and Asset Management
Carmen, Econ. Dev.
Laurie, Econ. Dev.
Kevin Provance, Department of Planning and Zoning
Mark Dorsey, Department of Planning and Zoning
Hal Ruck, Department of Planning and Zoning
Alex A. David, Bell David Planning Group

Summary of Meeting Issues:

- Offer incentives to revitalize **(Issue 1)**
- The City has a very limited commercial façade program - \$5000 max. with very limited overall funding **(Issue 1)**
- All issues are “lack of funding” driven **(Issue 1)**
- No program to educate merchants **(Issue 1)**
- Federal Empowerment Program – unfunded **(Issue 1)**
- Strategic Development Plans to review – Watson Island, Virginia Key, FEC, Empowerment Zone **(Issues 1 and 3)**
- No analysis of zoning to determine impact on Econ. Dev. **(Issues 1 and 3)**
- Contact Barbara Rodriguez in Community Development **(Procedural)**
- Come up with other ways to allow for purchase of homes. 2nd soft mortgages is one idea **(Issue 1)**
- Need to facilitate development **(Issue 1)**
- Working on Enhanced Façade program, coordinated between Community Development and Economic Development, to grant up to \$50000 for improvements **(Issues 1 and 3)**
- CDBG is prohibitive towards workforce housing monies **(Issue 1)**
- City needs more public/public and public/private partnerships **(Issue 1)**
- River important economic engine must keep industry on part of it at least **(Issue 1)**
- Land assembly issues – 20 potential sites along River **(Issue 1)**
- Meet with the Miami River Economic Study people **(Issue 1)**
- “Preserve, Protect and Nurture” the Port of Miami River **(Issue 1)**
- Meet with DDA **(Procedural)**
- A problem is there is no definition of Entertainment District so Economic Development cannot provide incentives **(Issues 1 and 3)**
- Make better use of TIF’s **(Issues 1 and 3)**

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**Summary of Issues
Economic Development Meeting (continued)
May 28, 2004**

- Economic Development and Zoning must work in tandem “hand in hand” **(Issues 1 and 3)**
- Necessary to provide Government Facilities for public safety but very difficult because of zoning – have a policy to allow waiver of zoning requirements “for the public good” – look at the County GF process Section 33-303 Exclusive Procedure **(Issues 1 and 3, Comprehensive Neighborhood Plan Evaluation)**

Policy Notes (Issue 1, Comprehensive Neighborhood Plan Evaluation)

- The City has no overall Economic Development Strategic Plan
- LU-1.2.3 concerning securing federal and state funds for revitalization – there are none
- Lu-1.3.1-14 There are no policies for providing incentives and assistance in obtaining monies
- Downtown revitalization efforts may hinder economic development in the short term
- There are things in the CNP and LDR's that limit economic development efforts – size of development for one
- Move towards workforce housing monies **(Issue 1)**

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**Summary of Issues
Housing Meeting
June 1, 2004**

Attendees

Barbara Gomez-Rodriguez, Director, Department of Community Development
Dr. Ned Murray, AICP, FIU
Kevin Provance, Department of Planning and Zoning
Mark Dorsey, Department of Planning and Zoning
Hal Ruck, Department of Planning and Zoning
Bob Schwartz, Department of Planning and Zoning
Aileen Boucle, The Corradino Group
Alex A. David, Bell David Planning Group

Summary of Meeting Issues: (Issue 1)

- We must preserve the remaining affordable housing
- Instead of percentages when should use real numbers of rental and owned residences. Whatever monies are available that's how many units the City can provide
- There are different definitions of moderate income
80% of median
120% (state)
- The Commission needs to be provided with one definition
- Need to beef up the Housing Trust Fund
- Section 202 Housing HUD
- 75% of CD money is to be used towards homeownership
- All state money is for S-F rehab
- Need to put more money into public information and the City will be
- Neighborhood Development Zones will have Model Blocks that will have extra funds for upgrading, enforcement, home loans etc.
- Crosswinds will have 80 units set aside for 80% of median households (HUD definition) and 120 units at 120% state definition
- Need to coordinate with the County better and receive fair share of Doc. Stamp monies
- County and state staff sit on City's Loan Committee
- Homeless assistance monies do not go for living units only for outreach programs
- Need more direct funding from County and State to the City
- Housing program has rarely assisted in helping people displaced by public projects

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**Summary of Issues
Housing Meeting (continued)
June 1, 2004**

Policy Notes (Comprehensive Neighborhood Plan Evaluation)

- HO-1.1.1 modify to have one definition of affordable
- HO-1.1.2 modify to state that City should get it's fair share of Doc. Stamp Surtax
- HO-1.1.11 review and modify zoning bonuses policies units vs. money need to require more of developers
- HO-1.2.4 City wants to partner non-profit w/ for profit developers
- HO-1.2.8 change to reflect number of demolitions/year
- HO-1.2.10 goal to demolish included in Consolidated Plan
- HO-1.4.6 City ordinance will not support homeless programs/housing

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**Summary of Issues
Public Works Meeting
June 1, 2004**

Attendees

Len Helmers, Department of Public Works
Amilcar Choquehuanca, Department of Public Works
Kevin Provance, Department of Planning and Zoning
Mark Dorsey, Department of Planning and Zoning
Hal Ruck, Department of Planning and Zoning
Aileen Boucle, The Corradino Group
Alex A. David, Bell David Planning Group

Summary of Meeting Issues:

- Institute better/stronger policies to require reconstruction/restoration of streets when excavation takes place **(Issues 3 and 4)**
- Create a Utilities Management Database for the purpose of underground utilities locations **(Comprehensive Neighborhood Plan Evaluation)**
- The relationship between the Zoning Ordinance and Public Works is OK **(Comprehensive Neighborhood Plan Evaluation)**
- Infrastructure projects are more numerous and on target mostly due to the Bond Issue **(Comprehensive Neighborhood Plan Evaluation)**
- Better coordination with county (PW) needed at staff level **(Comprehensive Neighborhood Plan Evaluation)**
- There is coordination with DERM and WASD but cooperation is lacking with WASD (contact Philip Torres) **(Comprehensive Neighborhood Plan Evaluation)**
- 1986 Storm Drainage Master Plan was amended in 1999 – some regulations were updated **(Comprehensive Neighborhood Plan Evaluation)**
- Public Right-of-Way improvements are in CIP **(Comprehensive Neighborhood Plan Evaluation)**

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**Summary of Issues
Public Works Meeting (continued)
June 1, 2004**

- Developers provide facilities/services at or above what is required due to the impacts of their development (**Comprehensive Neighborhood Plan Evaluation**)
- Public Works does not have an Intergovernmental Coordination Officer or Liaison (**Comprehensive Neighborhood Plan Evaluation**)

Policy Notes (**Comprehensive Neighborhood Plan Evaluation**)

- SS-1.1.1 South Grove still served by septic which is 3% of area of City
- The City has no wastewater projects – it's DERM
- SS-1.1.4 should be 2001 Plan
- TR-1.4.2 a draft of the streetscape design program should be completed by Fall – will be official document
- TR-1.7.1 Public Right-of-Way's are being protected – doing a good job

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**Summary of Issues
Land Use Meeting
June 9, 2004**

Attendees

Lourdes Slazyk, Assistant Director, Department of Planning and Zoning
Hal Ruck, Department of Planning and Zoning
Kevin Provance, Department of Planning and Zoning
Mark Dorsey, Department of Planning and Zoning
Aileen Boucle, The Corradino Group
Alex A. David, Bell David Planning Group

Summary of Meeting Issues:

- The zoning code will be changed to be more user friendly – Miami 21 **(Issue 3)**
- Code will translate to transects **(Issue 3)**
- The new code will be more reflective of quality of life issues **(Issue 3)**
- Code enforcement has been increasing **(Issue 3, Comprehensive Neighborhood Plan Evaluation)**
- The Interlocal Agreement has improved coordination **(Comprehensive Neighborhood Plan Evaluation)**
- Infrastructure improvements are on target **(Comprehensive Neighborhood Plan Evaluation)**
- Good urban infill is needed to serve neighborhood residents **(Issue 3)**
- Supports C-1 (restricted commercial) being encouraged in growing residential areas. This would allow mixed-use/include more language with C-1 to allow businesses to locate near residential areas/mixed-use **(Issue 3)**
- Affordable/Workforce housing must be addressed **(Issue 1)**
- Need sufficient land area to build higher density/intensity buildings. Lot depth a major problem/also language for transitional buffer districts/both specifically relate to LU 1.3.5 **(Issue 3)**
- Building parking structures should be lined with other uses to promote aesthetics – needs to be required **(Issues 3 and 4)**
- Urban design standards enforcement should be better enforced **(Issue 3)**
- MUSP process needs to be more in depth with design and traffic review added **(Issue 4)**
- Contact Downtown Miami Business Association
- Waivers are granted for projects for enhanced public amenities/access/baywalks **(Issues 3 and 4)**

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**Summary of Issues
Land Use Meeting (continued)
June 9, 2004**

- There is not a lot of coordination with Miami-Dade County **(Comprehensive Neighborhood Plan Evaluation)**
- There is consistency between the Comp Plan and LDR's **(Comprehensive Neighborhood Plan Evaluation)**
- Applicability matrix for GOP's in process **(Comprehensive Neighborhood Plan Evaluation)**
- NEW POLICY: Create or Promote UCD's in and around Downtown esp. in combination with CRA **(Issue 3)**
- Look for uses for areas underneath expressways **(Issues 3 and 4)**
- Change Correspondence Table to put MCNP first, cleanup and add LI **(Comprehensive Neighborhood Plan Evaluation)**
- New Policy to define what are the real issues of urban infill **(Comprehensive Neighborhood Plan Evaluation)**
- Pertaining to LU-1.5.1 & LU 1.5.2: promote creation of scenic, environmental and historical corridors **(Issue 4 and Comprehensive Neighborhood Plan Evaluation)**
- Needs more language to improve LU 3.1.1. and LU 3.1.2 **(Comprehensive Neighborhood Plan Evaluation)**
- Add language to encourage the development of new RAC's **(Comprehensive Neighborhood Plan Evaluation)**

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SUMMARY OF PUBLIC WORKSHOPS, STAFF MEETINGS,
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**Summary of Issues
Solid Waste Meeting
June 10, 2004**

Attendees

Mario E. Soldevilla, Assistant Director, Department of Solid Waste
Kevin Provance, Department of Planning and Zoning
Mark Dorsey, Department of Planning and Zoning
Alex A. David, Bell David Planning Group

Meeting Notes

- The City services single family homes and buildings 3 units or less. Some 4-plexes have been grandfathered (Sec. 22.2) **(Comprehensive Neighborhood Plan Evaluation)**
- Commercial or high density typically by private **(Comprehensive Neighborhood Plan Evaluation)**
- The LOS standard is 7 lbs./person/day **(Comprehensive Neighborhood Plan Evaluation, Level of Service Analysis)**
- There is one main trash transfer station in the City **(Comprehensive Neighborhood Plan Evaluation)**
- The City collects 184,000 tons/year including 5,000 tons of recycled material and 626 tons of compost **(Comprehensive Neighborhood Plan Evaluation)**
- The City does coordinate with the County **(Comprehensive Neighborhood Plan Evaluation)**
- Change Policy SW-1.2.1 to say Miami-Dade County Department of Solid Waste **(Comprehensive Neighborhood Plan Evaluation)**
- Solid Waste fee schedules are reviewed on an as needed basis per Sec. 22.93 **(Comprehensive Neighborhood Plan Evaluation)**
- Enforcement is good **(Comprehensive Neighborhood Plan Evaluation)**
- There is a Sanitation Services Coordinator **(Comprehensive Neighborhood Plan Evaluation)**
- Publications are available **(Comprehensive Neighborhood Plan Evaluation)**
- The City has a Cleanup Program **(Comprehensive Neighborhood Plan Evaluation)**

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**Summary of Issues
Solid Waste Meeting (continued)
June 10, 2004**

Items Provided:

- Maps of Garbage, Large/Bulky Trash and Curbside Recycling Collection Schedules
- Residential Services List
- Your Solid Waste Services at a Glance Pamphlet for Model Cities Area
The City of Miami Yard Trash Management Facility B

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**Summary of Issues
Planning Staff Issues and Ideas
June 17, 2004**

Attendees

Kevin Provance, Department of Planning and Zoning
Hal Ruck, Department of Planning and Zoning
Susan Cambridge, Department of Planning and Zoning
Jose Casanova, Department of Planning and Zoning
Gregory Gay, Department of Planning and Zoning
Aileen Boucle, The Corradino Group
Jerry Bell, Bell David Planning Group
Alex A. David, Bell David Planning Group

Staff Issues and Ideas (Comprehensive Neighborhood Plan Evaluation, Issues 1, 2, 3 and 4)

Four Major Elements

- 1) Transportation
- 2) Housing
- 3) Future Land Use
- 4) Parks and Recreation

Additional Elements

- 1) Economic Development (**Issue 1**)
- 2) Public Safety (**Comprehensive Neighborhood Plan Evaluation**)

Future Land Use (**Comprehensive Neighborhood Plan Evaluation**)

Important Components (Goals)

- 1) Quality of Life
- 2) Encourage Uses
- 3) Location of Intensities and Densities
- 4) Natural Resources

Streamline the Goals (**Comprehensive Neighborhood Plan Evaluation**)

- 1) Easier/User Friendly Language (Flow)
- 2) ID the Goals/Generalize

Reference the New Land Development Code (**Comprehensive Neighborhood Plan Evaluation**)

Reference Design Standards and Guidelines (**Comprehensive Neighborhood Plan Evaluation**)

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**Summary of Issues
Planning Staff Issues and Ideas (continued)
June 17, 2004**

Opportunities for Annexation for Continuing Growth and Development
(Issue 1)

- 1) Economic Development **(Issue 1)**

Look at the "Middle Income" Sector (Housing Element Issue) **(Issue 1)**

High Density Transportation Link **(Issue 4)**

Review CBRF Policies (Specify locations)

Review Statutes

**(Review of Statutory Requirements, Comprehensive Neighborhood
Plan Evaluation)**

Review Miami River Plan (Keep it open for changes) **(Issue 1)**

Encourage Citywide RAC's (Regional Activity Centers) **(Issue 3)**

(Specific references, i.e. Buena Vista)

- 1) Keep it specific

Encourage Urban Central Districts (UCD's) **(Issue 3)**

Encourage Revitalization, Rehabilitation and Redevelopment Citywide
whether blighted conditions, etc. or not **(Issue 3)**

Housing **(Issue 1)**

Goal 1

- 1) Expand to include all residents in City
- 2) Breakout Low/Mod in Objective

Consider home ownership as Goal? Objective? **(Issue 1)**

Encourage mixed income/age within new development **(Issue 1)**

Encourage suitable transition between high density development and low
density residential especially along major commercial corridors **(Issue 4)**

Redefine (allow) – legalize "Granny Flats" (in appropriate districts)
(Issue 4)

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**Summary of Issues
Planning Staff Issues and Ideas
June 17, 2004**

Encourage mixed use development in designated areas along the Miami River
(Issue 4)

Encourage “Middle Income” development **(Issue 1)**

Have/promote and encourage a “RAC” link to housing **(Issue 1)**

Encourage incentives for “Middle Income” development, i.e. taxes, bonuses etc. **(Issue 1)**

Re-evaluate methodologies to determine housing Goals and Objectives, i.e. percentages, actual figures, etc. **(Issue 1)**

Encourage “home ownership” through incentives, i.e. (live/work units, tax breaks etc.) Citywide **(Issue 1)**

Encourage “Live/work units” Citywide where it is appropriate **(Issue 1)**

Look at historic preservation in a “holistic” approach to consider a possible element **(Issue 2)**

Do not group objectives – specify objectives/break them out
(Comprehensive Neighborhood Plan Evaluation)

Review safety hazards regarding unsafe structures **(Issue 3)**

Encourage rehabilitation as another option besides demolition **(Issue 2)**

Policy to have “historic” structures to follow current building codes
(Issue 2)

For rehab facilities, adhere to zoning code **(Issue 3)**

Homelessness? (What social solutions do we need to address?) **(Issue 1)**

Encourage “RAC’s” as a concept for other urban nodes beyond a city center (see Goal HO-2) **(Issue 3)**

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Parks

- Ensure funding for recreation programs for kids/adults **(Issue 2)**
- Encourage school recreation area after hours/weekends **(Issue 2)**
- Encourage park land development and expansion in deficient neighborhoods **(Issue 2)**
- Update LOS calculations **(Issue 2, Level of Service Analysis, Comprehensive Neighborhood Plan Evaluation)**
- Encourage open space/access for public use along river/bay **(Issue 2)**
- Review recreation (public open space requirements) for large-scale developments – include in Park Element **(Issue 2)**
- Review % of Impact Fees going to park development/recreation programs **(Issue 2)**
- Review Goals 1 and 4 for duplications **(Comprehensive Neighborhood Plan Evaluation)**
- Promote cultural activities and events along commercial corridors; cultural Fridays; Soul 7 **(Issue 3)**

Transportation

- Have goals reflect modes of transport, i.e., Vehicular, Pedestrian, Metro/Bike/Jitney, River Taxi **(Comprehensive Neighborhood Plan Evaluation and Issue 4)**
- Access to jobs/entertainment, culture, tourism, downtown **(Issues 1 and 4)**
- Concern for efficiency/timeliness of bus (transit) system **(Issue 4)**
- More attention for downtown transit corridor **(Issue 4)**

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Summary of Issues
Planning Staff Issues and Ideas
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Transportation/parking alternatives to cultural entertainment events (**Issue 4**)

Look at efficient/affordable taxis between downtown and neighborhoods (**Issues 3 and 4**)

City to help fund different modes of transportation (feeder vehicles) (**Issue 4**)

City to coordinate with other transportation agencies, i.e. SFRTA, SF commuter service (**Issue 4**)

Link major corridors with density (transportation development driven) (**Issues 3 and 4**)

Monitor MPO development of transportation driven growth (**Issues 1 and 4**)

More logical access to major corridors and highways/access to & from RAC's (**Issue 3 and 4**)

Educational & informational materials to provide the understanding of all services available (**Procedural**)

Other

Recycling in building (City-owned) (**Procedural**)

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SUMMARY OF PUBLIC WORKSHOPS, STAFF MEETINGS,
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**Summary of Notes
City of Miami Transportation Element
Person Trip Methodology
June 25, 2004**

Attendees:

Lilia Medina, The City
Kevin Provance, The City of Miami
Mary Conway, The City of Miami
Harold Ruck, City of Miami
John Zeeger, Kittelson & Associates
Miranda Blogg, Kittelson & Associates
Joe M. Corradino, The Corradino Group
Larry Foutz, The Corradino Group
Jenn L King, URS Corporation
Jackson H. Ahlstedt, PE

The following comments were made regarding the Person Trip Methodology:

- Need to clarify that both peak hour and peak period trip calculations are acceptable.
- Need to more clearly include bike and pedestrian.
- Need to clarify whether transit is calculated for both directions or just one direction. (Roads are calculated in only one direction.)
- Need to clarify at what point in time improvements and changes are accounted for.
- It was suggested that there are now national standards for transit LOS and they should be used.
- If we are using the full capacity of a bus shouldn't we use the full capacity of an automobile (5 or 6 persons per car)?
- The city needs to verify under a separate study that 1.4 is the average persons per vehicle.
- There is no dateline for achieving the 1.6 persons per auto capacity goal.
- Need a source reference for MDT passenger volumes per line.
- In the near future FDOT will be releasing a new functional classification.
- Need add a new policy that the City of Miami needs to coordinate with FDOT when establishing the functional classification of streets and roads within the City.
- The methodology needs to be concerned with the ease of implementation.
- We should get rid of the look-up table.
- Do we need the V/C ratios, or LOS, or just over or under the capacity threshold (pass/fail).
- Should we allow for a 15 minute peak?

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**Summary of Notes
City of Miami Transportation Element
Person Trip Methodology – Work Session #2 (continued)
June 25, 2004**

- The methodology should not follow the FDOT methodology for calculating LOS. V/C needs to be applied consistently across the board. Using both D and E to calculate capacity confuses everyone.
- The most recent issue of the ITE Trip Generation Manual should be used.
- The downtown DRI specified allowable transit reductions for different areas.
- Can we find out from Kathy Sweetapple if internal trips are taken into account in the trip generation rates?
- Figure out a way to account for both pedestrian and bicycles without double counting.
- E+20 is supposed to take care of bike and pedestrian.
- E+20 and E+50 is a second way of calculating the person trips but almost no one uses it.

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**Summary of Notes
Transportation Element Update
Person Trip Methodology, Workshop #1
July 13, 2004**

Attendees:

Lilia Medina, City of Miami
Kevin Provance, City of Miami
Mary Conway, City of Miami
Jose R. Gonzalez, City of Miami
Richard Eichinger, TAP
Karen McGuire, Florida Department of Transportation
Juan Espinosa, David Plummer & Associates
Ana Elias, Parsons Brinkerhoff
Cathy Sweetapple, Cathy Sweetapple & Associates (on behalf of DDA)
Richard Garcia, PE, Richard Garcia and Associates
Miranda Blogg, Kittelson & Associates
Jenn King, URS
Larry Foutz, The Corradino Group
Aileen Boucle, The Corradino Group

A power point presentation concerning the person trip methodology including an example for calculating person trips from the downtown DRI. Participants in the workshop were asked to save their thoughts and comments for the follow-up session. A number of comments were made during the presentation and are included in the topics for discussion that were developed at the conclusion of the meeting.

- The overriding question is why are we requiring this exercise? Is the City just doing “due diligence” to promote growth intelligently? Is the City driving growth or is the market driving it?
- The TCM process could ask for mitigation.
- What does the City want to see out of this process?
- City needs a Master Plan to define the projects that the developer fees will pay for. A lot of fees have been paid in the downtown development.
- The City wants to introduce mitigation and wants to guide development.
- Transportation Impact Fees should go into projects around the perimeter of the development.
- City code requires TCM plan from the developers. It requires creative mitigation, but is it monitored or enforced?
- City does not have a way to track TCM.
- Need to discuss the background growth versus committed projects.

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**Summary of Notes
Transportation Element Update
Person Trip Methodology, Workshop #1 (continued)
July 13, 2004**

- Specify which should be used AM peak, PM peak or average peak.
- Should we specify the 100th highest hour – the planning hour?
- Is there a reason to specify 1 way or 2 way?
- Definition of transportation facility needs to be more specific.
- The City should specify “significant impact” similar to the DRI process because the Commission is familiar with the concept.
- The goals, objectives and policies should not include the person trip methodology only a reference to them.
- Need to define the distance from the facility for a corridor.
- Is ½ mile reasonable for taking credit for transit
- Need to clarify some of the options for data collection.
 - 72 hour counts versus 24 hour counts
 - link counts
 - intersection counts
 - time of day
 - distance from intersection
- Should we continue to fill in the blanks on the FDOT LOS table? Should we use the DOT table at all or should we just go to a pass fail type system?
- There is agreement that we should use the peak season.
- How do you get transit ridership by segment? MDT has the data. Should that data be compiled and made available. The City needs to coordinate with the County for this data.
- Should we minimize the discretion of the applicant –yes or no?
- Use a standard transit capacity load.
- The entire conversion to person trips process should be restudied.
- How can 1.6 be a goal? We need a realistic goal for the next 5-years.
- Why should we use the DOT V/C table?
- Why use 1.0 V/C? The capacity is what you can count.
- Should we use a separate table for person trips?
- If we are going to go to “significant impacts” then we need to measure existing LOS.
- Growth factor adjustments, committed developments, and planned developments are double counting.
- How about just using adjusted modeling data?

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**Summary of Notes
Transportation Element Update
Person Trip Methodology, Workshop #1 (continued)
July 13, 2004**

- There has been a problem with project claiming to be in the downtown DRI influence area. What does that mean?
- How far back do we need to go to get growth factors?
- City needs an inventory of committed projects (it has it) to help the developers. The list should give trip generation for the projects.
- How far from development do you need to go out when accounting for traffic?
- Internal capture of trips is not addressed.
- The inflating of the 1.2 vehicle occupancy from ITE is questionable.
- There are no directions for distributing trips. Do you just use MUATS?
- Can you use non-ITE trip generation rates based upon local data? ITE recommends that.
- Need different pedestrian and bike reductions for different areas.

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**Miami River Corridor
Urban Infill Plan Meeting
July 15, 2004**

Attendees

Brett Bibeau, Managing Director
Kevin Provance, City of Miami
Hal Ruck, City of Miami
Mark Dorsey, City of Miami
Aileen Boucle, The Corradino Group

- Florida Legislature created Miami River Commission (MRC) in 1998
(Background)
- Joint planning agreement between County & City to develop Miami River Corridor Urban Infill Plan (Plan) in 2000. 42 public meetings were conducted. **(Background)**
- Sept 2002- MRC adopted Plan **(Background)**
- December 2002, approved three (3) Resolutions:
 1. \$125,00 to complete economic analysis
 2. Two (2) of the 62 steps were approved
 - Began the process for transportation implementation step
 - Environmental step **(Background)**
- City Commission asked MRC to issue advisory opinions for everything to do with the River. MRC has issued many opinions of which 95-98% were accepted **(Background)**
- MRC is not endorsing a moratorium along the River. **(Issues 1 and 3)**
- Plan has never gone before Commission for approval. **(Background)**
- Sept 2003- 1st update to the Plan: 20 of the 62 steps were implemented and Plan amendments were adopted **(Background)**
- There are currently 7,000 residential units permitted and/or under development, whereas 5 years ago much of this land was undeveloped **(Issues 1 and 3)**
- MRC hopes that any elements of the EAR related to the Miami River will be consistent with the adopted Plan **(Issues 1 and 3)**
- Captain Watson of the U.S. Coast Guard has requested that the existing footnote referencing the Port of Miami be deleted. MRC concurs with this request. **(Comprehensive Neighborhood Plan Evaluation)**
- In 2000, 80 acres along the River were zoned Marine Industrial. In 2004, 20 acres were rezoned to high density projects. Currently, there are an additional 20 acres pending for rezoning at this time. **(Issues 1 and 3)**

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**Miami River Corridor
Urban Infill Plan Meeting (continued)
July 15, 2004**

- 2nd Bullet: Industrial to residential in Middle River. There should be high density and low density marine industry. It should not be dominated by one use.
 1. Miami River Master Plan – River is 5.5 miles long with mixed uses along river.
 2. Biscayne Bay to 5th Street Bridge has high density, mixed use **(Issues 1 and 3)**
- The Miami River has never been dredged and sediment and contaminants have built up. On October 28, 2004, the Army Corps of Engineers will begin dredging to restore the required 15' depth. This will take 2 years to complete and will improve the marine industrial economy. **(Issue 2)**
- The river is divided/referred to as 3 sections:
 - Lower River- Biscayne Blvd to 5th Street Bridge
High Density Mixed-Use Residential with office, retail and restaurants
 - Middle River- 5th Street Bridge to 22nd Ave Bridge
Transitional Mixed-Use Zone, lower density than Lower River
 - Upper River- 22nd Ave Bridge to NW 36 Street (outside City limits)
Considered heart of marine industry, and when tied with Tampa, is considered part of the 4th largest port in Florida. Plan does not want to remove existing residential area in Upper River. **(Issues 1 and 3)**

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**Summary of Notes
Transportation Element Update
Person Trip Methodology, Workshop #2
July 20, 2004**

Attendees:

Lilia Medina, City of Miami
Mary Conway, City of Miami
Karen McGuire, Florida Department of Transportation
Juan Espinosa, David Plummer & Associates
Ana Elias, Parsons Brinckerhoff
Cathy Sweetapple, Cathy Sweetapple & Associates (on behalf of DDA)
Richard Garcia, PE, Richard Garcia and Associates
John Zeeger, Kittelson & Associates
Jenn King, URS
Larry Foutz, The Corradino Group
Joe M. Corradino, The Corradino Group
Raj Shanmugam, URS

A very brief power point presentation summarizing the first workshop held the previous week.

1. The following list were the categories the group listed as the highest priority.
 - Committed Development
 - Level of Service
 - Volume person-trip conversion
 - Capacity person trip conversion
 - Transit data collection
 - Trip generation
2. Committed Development was discussed in detail. The following points were made:
 - Should only be those projects approved
 - Want to include other projects
 - Preliminary application
 - Application
 - Approved
 - Construction
 - Projects should be included once a fee is paid for the traffic study
 - The model usually doesn't come into play

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**Summary of Notes
Transportation Element Update
Person Trip Methodology, Workshop #2 (continued)
July 20, 2004**

- Projects in the pipeline around the entire City or just those projects adjacent to the site.
 - Need to include all of the projects within the Study Area Boundary.
 - Change definition of Committed trips in the zoning ordinance to include projects with a valid transportation study.
 - Palm Beach County supplies the list of projects and it must be used.
- Recommendation: Define in ordinance, list of projects with trips, use when fee paid, and when the traffic study is complete.
Policy Issue: What is the County's involvement in all of this?

3. Do we continue to use the FDOT generalized LOS tables?
- LOS is based on speed not cars.
 - The definition of LOS is the Highway capacity manual – FDOT only adapted those tables.
 - E does not equal 1.0
 - Two highest hours should not be used because it can allow one hour to exceed E.
 - The City definition does not match the Highway Capacity Manual
 - This is a planning level analysis not an operational analysis.
 - Palm beach has one set look up table and it is a problem.
 - Developing the LOS is not an unreasonable burden on the applicant.'
 - Drop A-F and only use less than or equal to 1.0
 - People like to know the LOS letters.
 - Then lets just use % of capacity.
 -

Recommendation: Do not change the accepted LOS in the Comp Plan, Keep facility type, keep both 1 hour and 2 hour analysis at the applicant's discretion, LOS look up for capacity, Use percent of capacity no letters.

4. Volume Person-Trip Conversion will be the subject of an auto occupancy study by the City of Miami.
5. Capacity Person-Trip Conversion of 1.6 persons per vehicle.
- This was set as goal above auto-occupancy counted in 1988.
 - Need to set a new goal above the result of the new study.
 - How high should that goal be.
 - Capacity and volume need to be the same.

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**Summary of Notes
Transportation Element Update
Person Trip Methodology, Workshop #2
July 20, 2004**

- If they are the same then it is one and there is no reason to calculate it at all just make every auto trip one person trip and it comes out the same.
- Test goals with a couple of projects.
- Need to back up policies with an ordinance that can be enforced.
- The only way that this can accomplish an increase in auto occupancy is parking price since the banks will not let you tamper with parking supply.
- A person trip capacity higher than the volume is a negative incentive for ridesharing and transit since it never gets to the point where the developer is forced to use TCM's to reduce trips to get his project approved.

Recommendation: set a realistic goal a fraction of a percent higher than the study results and redo the study regularly.

Policy Issue: Need to discuss mitigation projects so developers can fund projects if their project fails.

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**2nd Miami River Corridor
Urban Infill Plan Meeting
Via Teleconference on July 28, 2004**

Attendees

Brett Bibeau, Managing Director

Kevin Provance, City of Miami

Aileen Boucle, The Corradino Group

Specific Comments regarding the Comprehensive Neighborhood Plan:

- Future Land Use, Policy LU-1.4.3: MRC would want to have North River Drive & South River Drive considered as “Pedestrian Streets” (**Issue 4, Comprehensive Neighborhood Plan Evaluation**)
- Transportation Policy 1.4.4: MRC wants to have North & South River Drives designated as Urban Streets (**Issue 4, Comprehensive Neighborhood Plan Evaluation**)
- Transportation Policy 1.1.1: City of Miami is designated as an Urban Infill Area, however, MRC feels that this can be broken down further to designate boundaries for Urban Infill Corridors- specifically the Miami River Urban Infill Corridor, as defined by the Miami River Urban Infill Corridor Master Plan. According to Brett, this would greatly enhance funding opportunities under F.S. Chapter 163. (**Issue 4, Comprehensive Neighborhood Plan Evaluation**)
- Project schedule was discussed as follows:
Depending on DCA’s response time, the following project schedule may result: (**Procedural**)

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**Planning Advisory Board Workshop
Summary of Workshop Comments
July 28, 2004**

- Protect / Preserve our history. What City/State laws are in place to protect historical sites? **(Issue 2)**
- Increase contribution to Affordable Housing Fund. **(Issue 1)**
- Look into increasing affordable housing trust fund contribution even further. What is the definition of affordable housing? **(Issue 1)**
- Affordable Housing **(Issue 1)**
- Community Development Department **(Issue 1)**
- Lack of cooperation/coordination with County- needs improvement **(Review of Intergovernmental Coordination Element)**
- Review Special Districts (overlays) **(Issue 3)**
- Follow up to make sure affordable housing is affordable. **(Issue 1)**
- Fast track affordable housing. **(Issue 1)**
- Preservation of existing and creation of new jobs. **(Issue 1)**
- Hire locals through incentives. **(Issue 1)**
- Local preferences goal. **(Issue 1)**
- City residents must benefit from building boom. **(Issue 1)**
- Fiscal health of City. **(Issue 1)**
- We need good trade schools (Magnets). City could partner with Miami-Dade County Public Schools. **(Review of Intergovernmental Coordination Element)**
- Cooperatives with trade organizations. **(Issue 1)**

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**Planning Advisory Board Workshop
Summary of Workshop Comments (continued)
July 28, 2004**

- Decrease threshold of Major Use Special Permits should be reviewed. **(Issue 1)**
- Review lot coverage/open space. **(Issues 1 and 3)**
- More creativity in buildings. **(Issue 3)**
- Crime prevention by design. **(Issue 3)**
- Adopt public facilities (private sector). **(Procedural)**
- Make recommendations on how to get things done! **(Procedural)**
- Improve intergovernmental coordination with respect to transit. **(Issue 4)**
- Peoples Transportation Plan allows City to fund transit projects. **(Issue 4)**
- Land Use / Transportation study of gateways to downtown Miami. **(Issue 4)**
- More public outreach / information. **(Issue 4)**
- Increase awareness of Public Transportation. **(Issue 4)**
- Other traffic calming devices **(Issue 4)**

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