Memorandum

MIAMI-DADE COUNTY

Date: September 28, 2026

To: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

From: Daniella Levine Cava
Mayor

Subject: Comprehensive Development Master Plan (CDMP) Evaluation and Appraisal Report (EAR) Task Force Final Report

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Every seven years, the County undertakes a comprehensive review and update of the Comprehensive Development Master Plan (CDMP), a process mandated by state law known as an Evaluation and Appraisal Report (EAR). The EAR Task Force was convened through my memorandum, dated September 17, 2025, with the goal of bringing together a diverse range of perspectives on smart growth, housing, agriculture, environmental protection, and economic development to inform the recommendations to be presented to the Planning Advisory Board and the Board of County Commissioners (Board) through the EAR. It is with great pleasure that I transmit to the Board the attached Final Report of the EAR Task Force and provide the below update on the EAR effort.

The work of the Task Force tackled a broader range of issues than similar efforts of the past, presenting recommendations on housing affordability, infill development, the Urban Development Boundary, transportation, infrastructure, agriculture, environmental protection, among other issues. The Task Force recommendations were informed by an extensive public outreach effort, following the format detailed in my January 7, 2026 memorandum to the Board. In addition to the public input received at the 11 task force meetings, seven regional meetings were held at various locations throughout the County, and a survey was made available to the public. The public outreach effort resulted in over 170 public comments and 892 completed surveys. A summary of the public outreach effort and comments received is presented in Attachment D of the attached EAR Task Force Final Report.

The Task Force concluded their nine months of work by delivering 105 recommendations on a broad range of topics. This is a testament to the level of engagement and concurrence among the Task Force members on key issues. I attended many of the EAR Task Force meetings and found the members to be thoughtful and measured in their deliberations. At this time, the EAR Task Force Final Report is being provided to the Board for information only. All 105 recommendations will be reviewed by the Department of Regulatory and Economic Resources (RER), Planning Division and presented with the appropriate policy context for consideration by the Board as part of the EAR effort. The EAR document is expected to be delivered to the Board at the end of 2026 based on the scheduled outlined in the following paragraphs.

Pursuant to state law, the EAR follows a two-step process. By December 1, 2026, the County must submit a notification to the Florida Department of Commerce identifying whether changes are necessary to: 1) reflect changes in state law since the last EAR; 2) ensure that the CDMP reflects a minimum planning period of at least 10 years accounting for projected population growth; and 3) reflect changes in local conditions. Within one year following submission of the EAR notification, the County must transmit the necessary changes through a standard CDMP amendment application to the state.

Section 2-116 of the County Code further directs that the EAR contain: 1) an assessment and evaluation of the success or failure of the comprehensive plan or element or portion thereof; 2) recommend changes needed to update the comprehensive plan, or elements or portions thereof, including reformulated objectives, policies, and standards, and 3) a schedule for reviewing and taking final action on the proposed amendments. The Department expects to provide a comprehensive EAR document for consideration by the Planning Advisory Board and Board by the end of 2026.

This once-every-seven-year update of our growth policies provides an important opportunity to take stock of where we are as a community and where we want to be 20 years from now and beyond. While we frequently undertake planning efforts that focus on discrete issues, the EAR is our chance to look comprehensively at the totality of issues that affect the livability of our County. I look forward to continuing discussion on these important topics as the EAR effort advances.

If you need additional information, please feel free to contact Lourdes M. Gomez, Director, Department of Regulatory and Economic Resources, at (786) 229-1008 or via e-mail at lourdes.gomez@miamidade.gov.

Attachment

c: Geri Bonzon-Keenan, County Attorney
Jess M. McCarty, First Assistant County Attorney Office of
the Mayor Senior Staff
Lourdes M. Gomez, Director, Department of Regulatory and Economic Resources Basia Pruna, Director, Clerk of the Board
Yinka Majekodunmi, Commission Auditor
Christina Cicilia, Director, Office of Policy and Budgetary Affairs

Miami-Dade County
Evaluation and Appraisal Report (EAR) Task Force

Final Report June 23,
2026

Executive Summary

The Comprehensive Development Master Plan (CDMP) serves as the guiding document for directing growth in Miami-Dade County. State law requires all County capital improvement programs, regulations, and development approvals to be consistent with the CDMP. Every seven years, the County undertakes a comprehensive review and update of the CDMP, a process mandated by state law known as an Evaluation and Appraisal Report (EAR).

The Miami-Dade County Evaluation and Appraisal Report Task Force was created by Mayor Daniella Levine Cava by memorandum dated September 17, 2025. The memorandum outlines 24 member organizations that represent a broad range of perspectives on smart growth, housing, agriculture, environmental protection, and economic development. The goal of the EAR Task Force is to bring together a diverse set of stakeholders to inform the recommendations to be presented to the Planning Advisory Board and the Board of County Commissioners through the EAR. Specifically, the EAR Task Force is charged with providing the following:

1) Recommending changes to the CDMP to account for a planning horizon of 2050; and
2) Identifying barriers that prevent the County from achieving the CDMP Vision Statement and associated goals, objectives and policies; and
3) Recommending changes to the CDMP policies that guide growth in the County, specifically including those focused on infill development and future expansion areas.

The Task Force met eleven times between October 2025 and June 2026. During the meetings, Task Force members heard presentations on a broad range of topics. A list of presentations is provided in Section III of this report and summaries for each of the task force meetings are provided in Attachment C.

Public comment was accommodated at each Task Force meeting. In addition, the Task Force considered public input received at seven public meetings held between January and March 2026 at various locations throughout the county and through a public survey as well as comments submitted by email. This included over 170 public comments and 892 completed surveys. A summary of the public outreach effort and comments received is presented in Attachment D of this report.

In furtherance of its charge established in the September 17, 2025 Mayor's Memorandum, the members of the Evaluation and Appraisal Report Task Force offer the recommendations contained in Section IV of this report.

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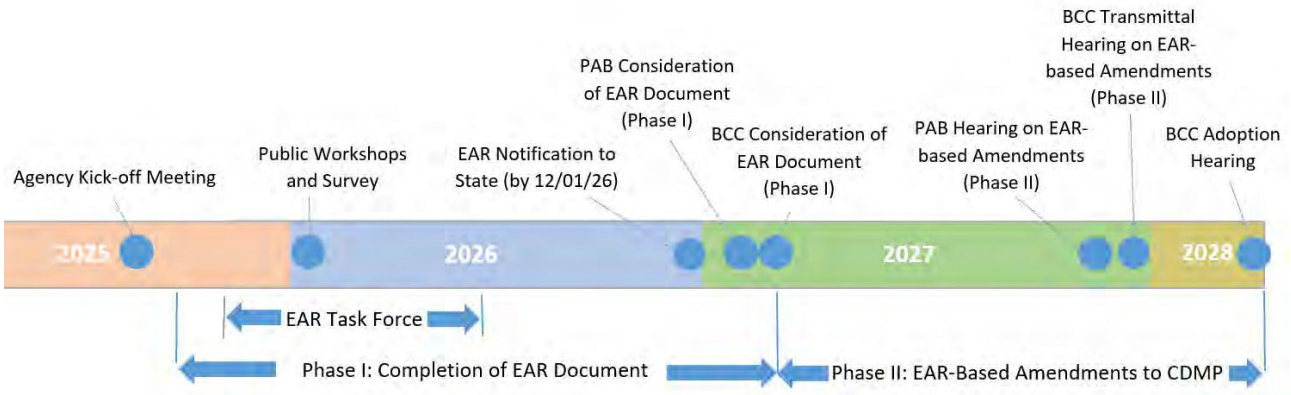
I. Overview of the CDMP Evaluation and Appraisal Report

The Comprehensive Development Master Plan (CDMP) serves as the guiding document for directing growth in Miami-Dade County. State law requires all County capital improvement programs, regulations, and development approvals to be consistent with the CDMP. Every seven years, the County undertakes a comprehensive review and update of the CDMP, a process mandated by state law known as an Evaluation and Appraisal Report (EAR).

The process is primarily governed by Section 163.3191 of Florida Statutes. State law requires that the County maintain sufficient land supply to accommodate a minimum of 10 years of population growth. It further requires that the CDMP consider at least two planning periods, one covering a minimum of 10 years and one covering a minimum of 20 years.

Pursuant to state law, the EAR follows a two-step process. By December 1, 2026, the County must submit a notification to the Florida Department of Commerce identifying whether changes are necessary to: 1) reflect changes in state law since the last EAR; 2) ensure that the CDMP reflects a minimum planning period of at least 10 years accounting for projected population growth; and 3) reflect changes in local conditions. Within one year following submission of the EAR notification, the County must transmit the necessary changes through a standard CDMP amendment application to the state.

Further, Section 2-116 of the County Code requires the evaluation and appraisal of the CDMP to be presented in a report to the Planning Advisory Board for recommendation and Board of County Commissioners for final action. The Code directs that the report contain: 1) an assessment and evaluation of the success or failure of the comprehensive plan or element or portion thereof; 2) recommend changes needed to update the comprehensive plan, or elements or portions thereof, including reformulated objectives, policies, and standards, and 3) a schedule for reviewing and taking final action on the proposed amendments. The anticipated timeline for the Evaluation and Appraisal process is outlined in the below diagram.



** EAR schedule was updated following conclusion of the EAR Task Force to reflect revised timeline.*

II. Purpose of the EAR Task Force

The Evaluation and Appraisal Report (EAR) Task Force was created by Mayor Daniella Levine Cava on September 17, 2025. The goal of the EAR Task Force is to bring together a diverse set of perspectives to inform the recommendations to be presented to the Planning Advisory Board and the Board of County Commissioners through the EAR, directed by Section 2-116 of the Code and Section 163.3191, Florida Statutes.

The EAR Task Force is charged with providing the following:

1) Recommending changes to the CDMP to account for a planning horizon of 2050; and
2) Identifying barriers that prevent the County from achieving the CDMP Vision Statement and associated goals, objectives and policies; and
3) Recommending changes to the CDMP policies that guide growth in the County, specifically including those focused on infill development and future expansion areas.

Membership. The Task Force members represent a broad range of perspectives on smart growth, housing, agriculture, environmental protection, and economic development. Task Force members representing the various organizations were appointed by their respective organization and members representing boards were appointed by a majority vote of their respective boards. A list of Task Force members is detailed on Figure 1.

Figure 1: Evaluation and Appraisal Report Task Force Membership

	ENTITY	REPRESENTATIVE
1	1000 Friends of Florida	Paul Owens
2	Sierra Club	Steven Leidner
3	Agricultural Practices Advisory Board	Lucia Soria
4	Redland Citizens Association	Martin Motes
5	Miami-Dade Limestone Products Association	Kerri Barsh
6	Builders Association of South Florida	Jeff Bercow
7	Latin Builders Association	Pedro Portela
8	Dade County Farm Bureau	David Torbert **
9	Latin American Business Association	William J. Delgado
10	Urban Land Institute (Southeast Florida/Caribbean Chapter)	Tom Roth
11	Friends of the Everglades	Richard Grosso***
12	Miccosukee Tribe of Florida	Curtis Osceola
13	Miami Waterkeeper	Craig Grossenbacher
14	Miami Homes for All	Annie Lord
15	Miami-Dade Beacon Council	Ilona Vega
16	Miami-Dade Chamber of Commerce	G. Eric Knowles****
17	Everglades Law Center	Elizabeth Fata Carpenter
18	The Nature Conservancy	Christianah Oyenuga
19	Miami Association of Realtors	Danielle Blake
20	American Institute of Architects (Local Chapter)	Aaron DeMayo
21	Laborers International Union of North America (Local Chapter)	David Rutledge
22	South Florida AFL-CIO	Jeffrey Mitchell *
23	United Way Miami	Norie del Valle
24	South Dade Chamber of Commerce	Lisa Greer

* Appointed on 10/19/2025
** Appointment changed from Sam Accursio to David Torbert on 01/21/25
*** Appointment changed from Richard Grosso to Lauren Jonaitis on 06/18/26
**** G. Eric Knowles resigned on 06/22/26

Non-Voting (Advisory) Organizations:

- South Florida Regional Planning Council
- Homestead Air Reserve Base
- South Florida Water Management District
- Florida Power and Light

III. Presentations

The Task Force heard scheduled presentations from governmental agencies on the following topics:

- ***Florida Government in the Sunshine Law and Public Records Laws*** – Speaker: Nolan "Drew" Bunker, Miami-Dade Commission on Ethics and Public Trust
- ***Evaluation and Appraisal Report (EAR) Task Force*** – Speaker: Kimberly Brown, AICP, Chief, Miami-Dade County RER Long Range and Neighborhood Planning
- ***Role of the EAR Task Force*** – Kimberly Brown, AICP, Chief, Miami-Dade County RER Long Range and Neighborhood Planning
- ***Urban Infill Policies*** – Kimberly Brown, AICP, Chief, Miami-Dade County RER Long Range and Neighborhood Planning
- ***Urban Design Manual*** - Speaker: Alexander Dambach, AICP, Miami-Dade County RER Planning Development Manager
- ***Affordable Housing in Miami-Dade County*** - Speaker: Robert Hesler, Section Supervisor, Miami-Dade County RER Planning Research and Economic Analysis Section
- ***Land Use Capacity and Demand Analysis Methodology*** - Speaker: Manuel Armada, Chief, Miami-Dade County RER Planning Research and Economic Analysis Section
- ***Regional Restoration Policy*** - Speaker: James Duncan, Chief, Miami-Dade County DERM Urban Forest and Tree Division
- ***Threatened and Endangered Species*** - Speakers: Lazaro Quintino and Martha Lastre, Miami-Dade County RER Building and Environmental Permitting Division
- ***Wellfield Protection: Conservation, Aquifer Recharge and Drainage Element*** - Speaker: Wilbur Mayorga, M.S., P.E., Chief, Miami-Dade County DERM Environmental Monitoring and Restoration Division
- ***Restoring Biscayne Bay Health and Resilience*** - Speaker: Pamela Sweeney, Chief, Miami-Dade County DERM Water Resources Coordination Division
- ***Miami-Dade County Lake Belt*** - Speaker: Kimberly Brown, AICP, Chief, Miami-Dade County RER Long Range and Neighborhood Planning
- ***Agricultural Policies of the CDMP*** - Speaker: Kimberly Brown, AICP, Chief, Miami-Dade County RER Long Range and Neighborhood Planning
- ***Miami-Dade County Agricultural Importance*** - Speaker: Charles LaPradd, Miami-Dade County RER Agricultural Manager
- ***Agricultural Land Use Trends and Outlook*** - Speaker: Alexander Dambach, AICP, Miami-Dade County RER Planning Development Manager
- ***Airport and Military Compatibility*** - Speaker: Kimberly Brown, AICP, Chief, Miami-Dade County RER Long Range and Neighborhood Planning
- ***Military Compatibility – Homestead Air Reserve Base*** - Speaker: Lawrence Ventura, Jr., Mission Sustainment Director, United States Air Force, Homestead Air Reserve Base
- ***Infrastructure and Services Overview*** - Speakers: Kimberly Brown, AICP, Chief, Miami-Dade County RER Long Range and Neighborhood Planning and Vinod Sandanasamy, AICP, PTP, EIT, Strategic Transportation Planner, RER Long Range and Neighborhood Planning

- ***Mobility Updates: Countywide Transportation Master Plan (CTMP)*** - Speaker: Lisa Colmenares, Assistant Director for Planning, Miami-Dade County Department of Transportation and Public Works (DTPW)
- ***Miami-Dade County Water and Sewer Department: Laying the Foundation for a Future-Ready Utility*** - Speaker: Marisela Aranguiz-Cueto, Deputy Director, WASD Planning Regulatory Compliance and Capital Infrastructure
- ***Stormwater and Floodplain Management*** - Speaker: Marina Blanco-Pape, P.E., Deputy Director, Miami-Dade County Regulatory and Economic Resources
- ***The Future of Solid Waste Management in Miami-Dade County*** - Speakers: Stacey McDuffie-Brewster, Chief, Miami-Dade County DSWM Business Development and Contract Management and Nicolas Ciancio, DSWM Division Director of Resilience

Public comment was accommodated at each meeting of the Task Force. Summaries of the presentations and public comments are included in the individual meeting summaries (Attachment C).

IV. Task Force Recommendations

TF-1: CDMP page I-69: Urban Development Boundary. The Urban Development Boundary (UDB) is included on the LUP map to distinguish the area where urban development may occur through the year 2030 from areas where it shall ~~should~~ not occur. Development orders permitting urban development will generally be approved within the UDB at some time through the year 2030 provided that level-of-service standards for necessary public facilities will be met. Adequate countywide development capacity will be maintained within the UDB by increasing development densities or intensities inside the UDB, or by expanding the UDB, when the need for such change is determined to be necessary through the Plan review and amendment process. The CDMP seeks to facilitate the necessary service improvements within the UDB to accommodate the land uses indicated on the LUP map within the year ~~2030~~ 2050 time frame. Accordingly, public expenditures for urban service and infrastructure improvements shall be ~~focused on~~ limited to the area within the UDB, and urban infrastructure is ~~discouraged~~ not allowed outside the UDB. ~~In particular, the construction of new roads, or the extension, widening and paving of existing arterial or collector roadways to serve areas outside the UDB at public expense will be permitted only if such roadways are shown on the LUP map and in the Transportation Element.~~

TF-2: CDMP page 6: It is reasonably safe to assume, however, that the areas least suitable for urban development today will remain least suitable in the future. These areas include the remaining ~~high-quality~~ coastal and Everglades wetland areas in the County, the coastal high hazard areas, and the Northwest Wellfield protection area.

TF-3: LU-1O. Miami-Dade County shall ~~seek to~~ prevent discontinuous, scattered development at the urban fringe in the Agriculture Areas outside the Urban Development Boundary, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.

TF-4: LU-1R. Miami-Dade County shall ~~take steps to~~ reserve the amount of land necessary to maintain an economically viable agricultural industry. Miami-Dade County shall adopt and implement a transfer of developments rights (TDR) program to preserve agricultural land that will be supplemented by a purchase of development rights program to preserve agricultural land and environmentally sensitive property.

TF-5: LU-8G. When considering land areas to add to the UDB, or any proposed amendment to the text of the CDMP that would increase the type and density or intensity of land uses allowed outside of the UDB, or reduce or repeal any development standards in such areas, after demonstrating that a need exists, in accordance with the foregoing Policy LU-8F:

i) The following areas shall not be considered:

a) The Northwest Wellfield Protection Area located west of the Turnpike Extension between Okeechobee Road and NW 25 Street and the West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street;

b) Water Conservation Areas, Everglades National Park, Biscayne National Park, Pennsuco Wetlands, and Bird Drive Wetlands, as depicted on Figure 14;

c) Comprehensive Everglades Restoration Plan projects identified in the 1999 Final Integrated Feasibility Report and Programmatic Environmental Impact Statement, as may be modified formally

or informally by the United States Army Corps of Engineers or the South Florida Water Management District or that have been approved by the South Florida Water Management District Governing Board, and project footprints delineated in Tentatively Selected Plans and/or Project Implementation Reports,

d) The Redland area south of Eureka Drive (SW 184 Street);

e) Areas within the accident potential zones of the Homestead Air Reserve Base; and

f) Applications for residential land uses within the Coastal High Hazard Areas.

g) Wetlands of Regional Significance as depicted on Figure 14 of the Land Use Element not otherwise listed in subsection (i)(b) of this policy.

h) Land designated Agriculture on the Land Use Plan map, except where located in designated Urban Expansion Areas (UEAs);

~~i.) Land located within the FEMA V Zone.~~

ii) ~~The following areas should be avoided:~~

~~1) Wetlands of Regional Significance as depicted on Figure 14 of the Land Use Element not otherwise listed in subsection (i)(b) of this policy; and~~

~~2) Land designated Agriculture on the Land Use Plan map, except where located in designated Urban Expansion Areas (UEAs); and~~

~~3) Comprehensive Everglades Restoration Plan projects identified in the 1999 Final Integrated Feasibility Report and Programmatic Environmental Impact Statement, as may be modified formally or informally by the United States Army Corps of Engineers or the South Florida Water Management District or that have been approved by the South Florida Water Management District Governing Board; and~~

~~4) Land located within the FEMA V Zone.~~

iii) The following areas shall be given priority for inclusion, subject to conformance with Policy LU-8F and the foregoing provision of this policy, unless such lands are identified above as those which shall not be considered:

a) Land within Planning Analysis SubTiers having the earliest projected supply depletion year; and

b) Land within the UEAs and contiguous to the UDB; and

c) Locations within one mile of a planned urban center or transit service station or bus stop providing peak hour headways of 20 minutes or less; and

d) Locations having projected surplus service capacity that is unrestricted by this Plan or where necessary facilities and services can be readily extended.

TF-6: Objective CON-7. Miami-Dade County shall protect and preserve the biological and hydrological functions of Wetlands of Regional Significance that may be contained within the areas depicted on Figure 14 in the Land Use Element by prohibiting development of, or within 50 feet of, such wetlands. Future impacts to the biological functions of publicly and privately owned wetlands shall be allowed only upon a demonstration that no feasible alternative for locating such development exists and that the density or intensity of the proposed development has been reduced to the greatest extent practicable, and all wetland impacts shall be mitigated on a "type for type" basis within the same drainage basin. All privately owned wetlands identified on Figure 14 in the Land Use Element as Wetlands of Regional Significance and wetlands on Federal, State, or County land acquisition lists shall be supported as a high priority for public acquisition. Publicly acquired wetlands shall be restored and managed for their natural resource, habitat and hydrologic values.

TF-7: CON-8A. Specimen trees and Natural Forest Communities in Miami-Dade County shall be protected through the maintenance and enforcement of the County's Tree and Forest Protection and Landscape Code, as may be amended from time to time, and shall not be cleared or removed unless there is no feasible alternative is available, including the reduction of the density or intensity of the proposed development or other activity to the greatest extent practicable. The County's Natural Forest Inventory shall be revised periodically to reflect current Natural Forest Community conditions. A Natural Forest Community shall not be removed from the inventory unless its quality and resource values have been degraded to the point where it cannot be restored.

TF-8: CON-8D. Where hammocks or pinelands are contained within prospective development sites, they shall be ~~given priority for designation~~ preserved as landscape and open space except to the extent that a development applicant can demonstrate that doing so would deprive the applicant of their constitutional or statutory property rights ~~areas and left intact~~. The extent of hammock and pineland area secondary impacts from adjacent development ~~destroyed~~ shall be minimized by the use of native plant buffers, clustering, large lot zoning, and/or reduced roadway widths. Care shall be exercised when developing adjacent land to ~~minimize~~ avoid root damage and filling. Disturbance to the forest canopy and understory shall be minimized and confined to the least viable areas. Preservation areas shall be located and configured to protect rare, threatened and endangered species and to allow for prescribed burning, where applicable. In the protected forest areas, understory vegetation and associated geologic features shall be protected and maintained in perpetuity.

TF-9: CON-8E. The destruction of environmentally sensitive Natural Forest Communities shall be prohibited unless the applicant demonstrates that no feasible alternative is available, including the reduction of the density or intensity of the proposed development or other activity to the greatest extent practicable ~~kept to a minimum~~; In such cases, a long-term mitigation and management plan shall be developed to assure the continued maintenance of the remaining forest lands and the restoration or creation of at least an equal amount of forest lands to those destroyed.

TF-10: CON-8K. All new plantings on lands owned and managed by Miami-Dade County, and all landscape plans for all development and redevelopment approvals shall only include federally or State listed plants, ~~if appropriate, and~~ or other native plant and/or xeriscape plant material, except to the extent that enforcement of this requirement would be in ~~wherever~~ feasible, in which case, a minimum of 50% of such plantings shall meet this requirement.

TF-11: CON-9A. All activities that adversely affect habitat for ~~that is critical to~~ federal or State designated, endangered or threatened species shall be prohibited unless such activity(ies) are a public necessity and there are no possible alternative sites where the activity(ies) can occur. (See Appendix B)

TF-12: CON-9E. Conservation of upland wildlife habitats shall be ~~taken into consideration~~ required during development evaluation and permitting processes and such habitats shall be preserved on-site, unless there is no feasible alternative is available, including the reduction of the density or intensity of the proposed development or other activity to the greatest extent practicable.

TF-13: Preserve Redland as a unique microclimate devoted to agriculture and horticulture.

TF-14: Preserve one house per 5 acres in Agriculture zoned areas.

TF-15: Preserve and facilitate agriculture within the UDB.

TF-16: Work with University of Florida TREC to develop new crops.

TF-17: In addition to acreage, consider the value of crops produced when evaluating the viability of agriculture/horticulture in the county.

TF-18: Define Redland as: West of the UDB and East of Everglades National Park, bounded on the North by Eureka Drive and on the South by Avocado Drive.

TF-19: Preserve all wetlands to mitigate saltwater intrusion.

TF-20: Improve arterial roads through Redland, north of the Transit corridor, with particular emphasis on turning lanes and intersections.

TF-21: A Congestion Toll should be added to enter downtown or other urban centers during busy hours.

TF-22: The value of new crops of ethnic and cultural importance to Miami-Dade County should be pursued and encouraged.

TF-23: Objective LU-2. Decisions regarding the location, extent and intensity of future land use in Miami-Dade County, and urban expansion in particular, shall be based upon the physical and financial feasibility of providing, by the year 20~~3~~50, all urbanized areas with services at levels of service (LOS) which meet or exceed the minimum standards adopted in the Capital Improvements Element, among other requirements set forth in this plan. Votes on such decisions by the Board of County Commissioners shall be held no sooner than 72 hours after applications and supporting documents for them are submitted or revised.

TF-24: Policy LU-2C. Miami-Dade County shall maintain and enhance, as necessary, impact fee and comparable programs and procedures to require all development, regardless of size, to contribute its proportionate share of capital facilities, or funds or land therefore, necessary to accommodate impact of the proposed development or increment of redevelopment over and above preexisting development on a site. Miami-Dade County shall ~~periodically~~ review and update fee schedules at least once every four years to ensure that all public marginal costs are appropriately recognized, and that fee structures reflect pertinent geographic (i.e., core, fringe, or rural area) variability in facility usage. Miami-Dade County should consider revisions to impact fee structures to better align the provision of County infrastructure with adopted land use development strategies, which promote infill development and development around existing and planned transit corridors.

TF-25: Policy LU-8H. In addition to conformance with Policies LU-8F and LU-8G, applications requesting expansion of the UDB must request designation as a “Special District” on the CDMP Land Use Plan map and include a text amendment under the “Special District” CDMP text to outline the allowable uses, maximum density, maximum floor area ratio, and how the proposed development will satisfy the criteria set forth in this policy. A zoning application must be filed concurrently with the CDMP Land Use Plan map amendment and should meet the following criteria to be approved:

* * *

n) At least ~~12.5%~~ 20% of the proposed residential units must be priced affordably for individuals earning ~~up to 140%~~ at or below 80% of the Area Median Income;

TF-26: Policy LU-8H. In addition to conformance with Policies LU-8F and LU-8G, applications requesting expansion of the UDB must request designation as a "Special District" on the CDMP Land Use Plan map and include a text amendment under the "Special District" CDMP text to outline the allowable uses, maximum density, maximum floor area ratio, and how the proposed development will satisfy the criteria set forth in this policy. A zoning application must be filed concurrently with the CDMP Land Use Plan map amendment and should meet the following criteria to be approved:
q) Require ~~Provide for~~ the preservation of agricultural land commensurate with the impacts of the application on agriculturally-designated land which may include participation in a Transfer of Development Rights program, Purchase of Development Rights program or other similar effort.; ~~however, notwithstanding anything in this paragraph to the contrary, in no event shall properties within the Urban Expansion Area be obligated to preserve agricultural land at a 1-to1 ratio.~~

TF-27: Policy LU-9W: Miami-Dade County will create a new land use category for data centers. Facilities will be prohibited from location and operation in other land use categories, including industrial. Data center zoning will apply to areas chosen to avoid incompatible impacts on nearby land uses from data centers' high electricity and water consumption, noise, emissions, on-site fuel storage, 24-hour lighting and other characteristics.

TF-28: Policy WS-4C. Within the Urban Development Boundary, Miami-Dade County shall strongly discourage the use of septic tanks. Throughout the County, additional septic tanks should not be permitted for the disposal or discharge of industrial or other nondomestic waste. Septic tanks should be discouraged where they may affect water quality of a surface water body or where seasonally high water table will impair proper functioning. Septic tanks should be avoided in wellfield protection areas or where private wells are in use. Under the regulations and procedures established by the Board of County Commissioners, septic tanks may be permitted outside of the Urban Development Boundary and where connection to a public sewer is not feasible. Any new septic tank permitted within the Urban Development Boundary must be offset by the removal of at least one septic tank within the UDB. Where septic tanks are permitted, they should be designed to account for sea level rise and provide treatment necessary to protect human health and environmental integrity.

TF-29: Objective CON-7: Miami-Dade County shall protect and preserve the biological and hydrological functions of Wetlands of Regional Significance that may be contained within the areas depicted on Figure 14 in the Land Use Element. Future impacts to the biological functions of publicly and privately owned wetlands shall be mitigated within or immediately adjacent to the basin where the impact occurs. All privately owned wetlands identified on Figure 14 in the Land Use Element as Wetlands of Regional Significance and wetlands on Federal, State, or County land acquisition lists shall be supported as a high priority for public acquisition. Publicly acquired wetlands shall be restored and managed for their natural resource, habitat and hydrologic values.

TF-30: Add a sea level rise measure to the list of Monitoring and Data Programs to regularly monitor, measure, record and project sea level rise. Establish thresholds for increases to trigger updates to the CDMP and county codes necessary to protect every component of the natural and built environments including but not limited to the water supply, homes, businesses and public infrastructure.

TF-31: Update the boundaries of the Urban Expansion Areas to remove areas unsuitable for urban development including Comprehensive Everglades Restoration Plan areas, the Bird Drive Wetlands, and Homestead Air Reserve Base accident potential zones.

TF-32: Proposed Objective LU-14. Miami-Dade County shall take specific measures to promote infill residential development in order to encourage housing variety and affordability.

TF-33: Proposed Policy LU-14A. Parcels designated for residential use located within one block of or 300 feet, whichever is less, of a section-line road or fronting on a half-section line road shall be eligible for residential development or redevelopment at one density category higher than the density indicated by the underlying color code on the LUP only if the development utilizes sound urban design principles adopted by County Ordinance or incorporated in the Urban Design Manual. By January 1, 2030, Miami-Dade County shall adopt amendments to its zoning regulations permitting development consistent with this Policy in all residential zoning districts without the need for a change in zoning. The zoning amendments shall further provide for direct jurisdiction of the Board of County Commissioners for any public zoning hearings necessary for development consistent with this Policy.

TF-34: Proposed Policy LU-14B. By January 1, 2030, Miami-Dade County shall adopt amendments to its zoning regulations permitting by right the development of single family residential units at the maximum density permitted pursuant to a parcel's future land use designation in cases in which the parcel's zoning designation permits a lower density range. These amendments shall include the necessary changes to the relevant dimensional requirements of the underlying zoning districts to allow for the accommodation of the additional density. The zoning amendments shall further provide for direct jurisdiction of the Board of County Commissioners for any public zoning hearings necessary for development consistent with this Policy.

TF-35: Proposed Policy LU-14C. By January 1, 2030, Miami-Dade County shall adopt amendments to its zoning regulations permitting by right lot splitting of parcels with residential zoning and future land use designations to the extent necessary to effectuate the provisions of Policies LU-14A and LU-14B. The zoning amendments shall further provide for direct jurisdiction of the Board of County Commissioners for any public zoning hearings necessary for development consistent with this Policy.

TF-36: Proposed Policy LU-14E. By January 1, 2028, Miami-Dade County shall adopt amendments to its land development regulations to implement the Density Bonus Programs for Affordable/Workforce Housing as set forth in the Interpretation of the Land Use Plan Map: Policy of this Land Use Element. The density bonus program shall authorize increases of up to sixty percent (60%) above the maximum residential density otherwise permissible under the applicable zoning district for qualifying projects, as set forth in the text of the "Density Bonus Programs for Affordable/Workforce Housing" section of this Land Use Element. The density bonuses authorized by this Policy shall not be combined with any other density bonus or density increase authorized under the CDMP or the County's land development regulations unless expressly permitted by separate Board of County Commissioners action. The County's land development regulations implementing this Policy shall establish application procedures, review criteria, monitoring requirements, and enforcement mechanisms to ensure compliance with the provisions contemplated by this Policy.

TF-37: Encourage utilization of agricultural Best Management Practices (BMPs) for Dade's impaired Biscayne Bay watershed. Implement cost-share agricultural programs through FDACS, South Florida Water Management District and USDA.

TF-38: Expand no parking allowance from current 500 ft. to .25 miles for new construction multifamily dwellings proximate to rapid transit stations. Transform these radial zones into walkable/bike able "garden districts " maximizing tree canopy and heat mitigation. All structures LEED compliant or comparable programs.

TF-39: Implement Zero Waste Master Plan with emphasis on " Pay As You Throw."

TF-40: Affordable or Free, cashless, fast and fully electrified mass transit. Bus stops/hubs mitigated for heat and comfort. Expedite traffic light synchronization County wide.

TF-41: Should the UDB ultimately be amended or expanded, we recommend that all new growth be integrated through incremental, contiguous movements along the entire boundary rather than large, discontinuous expansions into areas designated agricultural on the CDMP and avoid areas in conflict with LU-8G subsections i and ii, and proportionate in expansion depth to width along the UDB such that less depth occurs with the width. Expansions should not be intrusive into the agriculture area.

TF-42: Any application to move the UDB should also be required to provide an agricultural disclosure statement and notice of the Florida Right to Farm Act to all future purchasers, ensuring transparency regarding nearby agricultural operations and activities, as applicable.

TF-43: We advocate for the inclusion and expansion of farmworker housing provisions both inside the UDB and in agricultural land and outside of the UDB to support the workforce that is vital to our agricultural community.

TF-44: Regarding Policy LU-10I, we recommend that all County landscape projects utilize locally sourced materials, including trees and plant stock grown within Miami-Dade County, in support of our local agricultural industry.

TF-45: Miami-Dade County’s long-term viability depends on a firm and defensible Urban Development Boundary (UDB) and to account for a 2050 planning horizon, the Comprehensive Development Master Plan (CDMP) shall be updated to uphold Miami-Dade County’s urban development boundary. Keeping the existing UDB intact protects agricultural lands, wetlands, working lands, and wildlife habitat, while emphasizing infrastructure investments and delivery of services remain efficient within the UDB. Miami-Dade County shall adopt distinct land use policies and effective land use techniques and designations that direct future growth and development/redevelopment within the Urban Development Boundary through its CDMP amendment process. Miami-Dade County shall require governing land use plan amendments, text amendments, and/or zoning actions to prevent the expansion of the current UDB through its CDMP amendment process and shall make any expansion an extraordinary exception rather than a routine growth strategy.

TF-46: (a) For any residential development consideration outside the existing UDB or in any currently identified Urban Expansion Areas (UEA), Miami-Dade County shall adopt the Design Guidelines for Corridor Compatible Communities (CCC) through its CDMP amendment process. The CCC Design

Guidelines are an evidence-based system of guidelines and qualities that are widely practical, promote low-impact development and the retention and enhancement of wildlife corridor functions, and preserve vital ecological connections while sustaining a high quality of life for residents. The CCC Design Guidelines can serve as a balanced approach to developing in-sync with healthy, functioning natural ecosystems that provide valuable ecological services for Miami-Dade's residents and protect the County's diverse, natural ecosystems for people and nature to thrive. Miami-Dade County shall require any new development outside the existing UDB integrates the CCC Design Guidelines. As part of the development review process, the County shall provide incentives to encourage adoption of the CCC Design Guidelines for any development in existing UEA to promote connectivity of wildlife habitats and corridors. **(b)** Miami-Dade County shall clearly define the boundaries of the Redland area, as recommended by the EAR Taskforce, and codify land use policies that prevent incremental encroachment to this functioning natural ecosystem through its amended CDMP.

TF-47: To accommodate growth through 2050, the amended CDMP shall require infill development and redevelopment, adaptive reuse and higher densities along existing serviced areas within the UDB. Increased density enables the cost-effective delivery of transit, water, sewer, and emergency services while minimizing development pressures on agricultural and environmentally sensitive lands. Land Use policies, zoning and subdivision codes shall be updated to remove regulatory and procedural barriers that inhibit compact development and mixed-use development projects. Miami-Dade County shall require increased densities and adaptive reuse along transit-oriented areas within the current UDB through its amended CDMP process, encouraging infill development and redevelopment that promote safe walkability, maintain and restore tree canopy, integrate green stormwater infrastructure (GSI) practices, and improve connectivity to parks and greenspaces.

TF-48: Miami-Dade County shall prioritize preserving areas "that shall not be considered" for development and remove barriers to fully adopting Transfer of Development Rights (TDR) to protect high-priority ecologically sensitive lands through its CDMP amendment process. Miami-Dade County shall maintain strong support for and fully implement the Purchase of Development Rights (PDR) program to supplement the TDR and avoid the conversion of agricultural and natural lands to development. The CDMP shall clearly identify TDR receiving areas within the current UDB, and TDR sending areas that prioritize agricultural lands, wetlands, and wildlife corridors outside the current UDB to protect and conserve environmental resources. This proven market-based approach balances future growth with permanent land conservation.

TF-49: Agricultural lands provide food security, economic value, climate resilience, and flood attenuation in Miami-Dade. The CDMP should be updated to explicitly protect agricultural lands both outside and within the UDB. Agricultural uses within and outside the UDB should be safeguarded from premature conversion through expanding buffering requirements, integrating design compatibility standards outlined in the CCC Design Guidelines. Agricultural areas that provide ecological benefits and economic value to people and nature should be identified and designated for conservation and continued for agricultural use. Miami-Dade County should adopt distinct goals, objectives and land use policies that minimize negative impacts on and avoid incompatibility with agricultural lands.

TF-50: Through the CDMP amendment process, Miami-Dade County shall emphasize future development along existing transit corridors within the UDB and strengthen land use policies that

channel future growth along major roadways and established transit corridors, consistent with the Corridor Compatible Communities design principles. This Low Impact Development (LID) approach, as defined by FDEP, combined with increased density and additional incentives incorporating affordable housing below 80 percent AMI supports multimodal transportation, reduces vehicle miles traveled, and minimizes outward growth into natural and agricultural areas. Miami-Dade County shall encourage incentives for new developments along existing transit-oriented areas inside the UDB to adopt low-impact development (LID) best management practices through the CDMP amendment process. Providing incentives would encourage the adoption of LID practices and Miami-Dade County should limit publicly funded infrastructure investments outside the UDB and beyond established transit corridors unless necessary for public health, safety, infrastructure maintenance, or environmental protection. The CDMP shall emphasize that infrastructure investments may not be used to justify future land use changes that induce sprawl, habitat loss or land fragmentation. Publicly funded infrastructure should ensure compatibility with land use designations and policies in the CDMP. Miami-Dade County should encourage zoning flexibility for development along existing transit corridors through the development process.

TF-51: Miami-Dade County shall strengthen land use policies that protect wetlands, environmentally sensitive lands, and designated wildlife corridors through its CDMP. Miami-Dade County shall explicitly prevent land use amendments including text amendments that fragment or degrade vital natural resources or negatively impact environmental quality through its CDMP process. Miami-Dade County shall prioritize wetlands identified in the Comprehensive Everglades Restoration Plan for acquisition to remedy degraded hydrological and biotic conditions. The CDMP shall expand protective buffers around sensitive installations, including Homestead Air Reserve Base, to reduce exposure of residents to pollution, protect wildlife habitat, and advance connectivity to the Florida wildlife corridor. The County's CDMP shall reinforce protections for "Wetlands of Regional Significance" and protections for natural and working lands through integrating the Corridor Compatible Communities (CCC) Design Guidelines within land use and development review processes including development designs to prevent sprawl and promote restoration of regionally significant ecosystems and connectivity between remaining natural systems.

TF-52: Miami-Dade County shall codify land use policies that require the integration of natural climate solutions—such as restored wetlands, living shorelines, urban greening, stormwater treatment areas, and floodable open spaces—to mitigate flooding, sea-level rise, and extreme heat. The CDMP shall require green stormwater infrastructure (GSI) best management practices and provide incentives within the development review process to encourage adoption of GSI practices that replace or supplement conventional stormwater solutions. These strategies restore ecological function, prevent nuisance flooding, improve neighborhood aesthetics, promote mental well-being, enhance community health and resilience to climate change while providing long-term cost savings compared to grey infrastructure alone.

TF-53: Miami-Dade County should establish a dedicated conservation funding source—such as a sales tax or real estate millage—to support natural infrastructure investments including land acquisition, habitat restoration, septic-to-sewer conversion, and green infrastructure. Dedicated, long-term funding stability is essential to achieving CDMP goals for land conservation and water quality by 2050.

TF-54: Miami-Dade County shall establish a clear, enforceable framework that aligns increased density and infill development with reasonable housing outcomes and along existing transit corridors through the CDMP amendment process. This requirement ensures development remains within the UDB and increased housing supply minimizes displacement. Miami-Dade County should leverage its position to increase financing mechanisms to secure permanent housing affordability along transit corridors within the UDB. Miami-Dade County shall require the use of best available data, models and resources in the development approval process for the location and design of new residential development projects within the UDB are informed by the Southeast Florida Regional Climate Change Compact's uniform sea level rise projections and the Miami-Dade vulnerability assessment. Regional Climate Action Plan 3.0 (RCAP 3.0).

TF-55: Miami-Dade County shall ensure the Land Use and the Conservation, Aquifer Recharge and Drainage Elements of the CDMP require explicit, enforceable land use and conservation policies that reduce nutrient loading and stormwater runoff into Biscayne Bay. In the CDMP, development approvals shall require best-in-class stormwater treatment and adopt green stormwater infrastructure (GSI) and low-impact development (LID) practices as cost-effective tools for managing stormwater, improving water quality and aquifer recharge, and cooling urban heat islands in both new development and redevelopment areas. The CDMP should require infrastructure planning and capital investments to incorporate climate resilience, including flooding, heat, and sea-level rise. Miami-Dade County CDMP shall encourage emerging adaptive control technologies and leverage predictive analytics to improve flood control, water quality, and hydrological conditions. The County CDMP should require cost-effective nature-based water treatment solutions such as Stormwater Treatment Areas (STAs) wherever possible to improve the water quality in Biscayne Bay.

TF-56: Septic systems are a major contributor to nutrient pollution in Biscayne Bay. Miami-Dade County CDMP should strengthen land use policies to accelerate septic-to-sewer conversion, particularly in areas draining directly to the Bay and areas in the Biscayne Aquifer. Any redevelopment, up-zoning, and/or land use changes inside the UDB should be contingent upon sewer connection or firm conversion timelines to mitigate nutrient loading and protect the health and resilience of Biscayne Bay.

TF-57: Miami-Dade County shall adopt the comprehensive Biscayne Bay Taskforce Report and Recommendations (2020) which focuses on a unified restoration and management approach to restore and protect Biscayne Bay and improve human and ecosystem health and resilience. Recommendations listed in the Biscayne Bay Taskforce Report and Recommendations are central to the recharge and protection of the Biscayne Aquifer. Miami-Dade County shall require CDMP objectives and policies codify this watershed-based approach as the framework for improving water quality in the Bay and sustaining water supply from the aquifer through 2050 and beyond. The County's CDMP should require new developments will not adversely impact the Bay within the review of development applications.

TF-58: The County CDMP should codify a multimodal transportation system that integrates land use, transportation strategies in the provision of a sustainable transportation and mobility infrastructure for all users. The County should support the development of multimodal transportation corridors, including trails, to increase the viability of walking, biking, and transit and protect wildlife crossings and habitats and integrate Vision Zero principles. And change 'Promote' to 'Prioritize' for TE-2A.

TF-59: Miami-Dade County should ensure that any substantial new infrastructure are not developed in areas that are contrary to land use goals, objectives, and policies protecting the UDB. The updated CDMP should require that the location and design of capital improvement projects are consistent with the Southeast Florida Regional Climate Change Compact's uniform sea level rise projections and the Miami-Dade vulnerability assessment. The CDMP should codify an updated development process that uses the best available data, models and resources, including adopting the Compact's Regionally Unified Sea Level Rise Projection, and trusted tools developed by academic institutions and government agencies to inform planning, prioritizing and dedicated annual funding. Regional Climate Action Plan 3.0 (RCAP 3.0)

TF-60: Miami-Dade County CDMP should require infrastructure planning and capital investments to incorporate climate resilience, including flooding, heat, and sea-level rise. Miami-Dade is considered "ground zero" for climate change risk such as sea level rise and severe flooding. The CDMP should codify green infrastructure best management practices and nature-based solutions should be prioritized as cost-effective tools for stormwater management, water quality improvement, and urban cooling. Miami-Dade County should leverage emerging adaptive control technologies and predictive analytics to improve flood control and water quality outcomes.

TF-61: Recommendation to Amend LU-7F: "Residential development around existing and proposed rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 36 ~~20~~ du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development around rail stations should have a minimum intensity of 1.5 FAR within 1/4 mile walking distance from the station, 2.0 FAR within 700 feet, and 1.0 FAR between 1/4 and 1/2 mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy.

TF-62: Recommendation to Amend LU-8H(b): "Provide a mix of housing types at a minimum density of 36 ~~10~~ du/acre for applications that include residential development;"

TF-63: Recommendation to Amend LU-12E: "Miami-Dade County shall continue to investigate and seek opportunities to incentivize infill development, shall publicize available incentives, and make information regarding available incentives easily accessible to developers and property owners, particularly for infill development that is transit supportive and provides affordable housing up to 80% AMI and workforce housing up to 120% AMI ~~workforce housing~~. Such incentives may include, but not be limited to, joint development agreements at transit stations and transit centers, and flexibility of development standards, particularly for irregular shaped or otherwise substandard lots."

TF-64: Recommendation to Amend page I-35 ("Accessory Dwelling Units"): "Accessory dwelling units ranging from 240 ~~400~~ to 800 square feet of habitable area are authorized on single-family lots with a

minimum area of 5,000 ~~7,500~~ square feet that are located inside the Urban Development Boundary. The appearance of the structure(s) containing the primary and accessory units shall maintain an appearance consistent with the character of the neighborhood. Accessory dwelling units provided in accordance with this section shall not be counted toward the LUP map residential density maximum which governs the subject property."

TF-65: Proposed Policy LU-12F: "Miami-Dade County should create a transparent policy and procedure for the disposition of County-owned land (both surplus and otherwise, excluding lands purchased for conservation and lands within the Florida Wildlife Corridor) within the UDB and suitable for housing to encourage affordable housing development for households earning up to 30, 60, and 80% AMI and climate resilience projects such as "sponge parks" or canopy parks."

TF-66: (a) Recommendation to Amend CDMP, page III-2 (first full paragraph): "In addition to the above categories, the Housing Element also provides a workforce housing category, which is defined as housing that is affordable to persons or families whose total household income is at or below 140% of the AMI. **(b)** Recommendation to Amend CDMP, page III-1 (third paragraph): "The Housing Element addresses needs that must be met by both the private and public sector. The public sector can provide funding, administrative, and regulatory incentives. It can also serve as a deal sponsor and directly create or preserve deeply affordable housing.

TF-67: (a) Recommendation to Amend HO-3F: "Develop a strategy and implement measures to encourage the inclusionary zoning program which involves private sector developments in the provision of affordable (up to 80% AMI and up to 60% AMI) and workforce housing (up to 140% AMI). Builders and developers who participate in this program will be entitled to exceed CDMP density ranges and certain other land use provisions according to provisions set forth in the Land Use Element." **(b)** Recommendation to Amend Goal II, Objective HO-5 (page III-9): "The number units built or rehabilitated and their affordability levels through the various Miami-Dade County sponsored or approved programs will be reported for the review period." **(c)** Recommendation to Amend HO-10A: "Continue to provide, in accordance with Chapter 533, F.S. and applicable County codes, housing opportunities for the County's homeless, elderly, and disabled. Halfway houses, and special needs congregate living facilities, and permanent supportive housing for such groups should be made available."

TF-68: (a) Create a new policy, HO-3K: "The County shall establish an affordable housing unit production and preservation goal within the UDB, with annual and 10-year targets, that meaningfully addresses the county's affordable housing shortage for households earning up to 80% AMI. The County should partner with cross-sector stakeholders in order to collaboratively meet this goal." **(b)** Secondly, HO-3A's administrative and financial incentives should also be provided for rehabs of existing affordable housing, whether subsidized or unsubsidized, as we are rapidly losing naturally-occurring affordable housing. Recommendation to Amend HO-3A: "Provide additional administrative and, where applicable, fiscal incentives for new and rehabilitated developments to ensure the inclusion of a wide spectrum of housing options, particularly for extremely low, very low, low, and moderate-income households, including workforce housing." **(c)** Finally, we recommend amending HO-6D to encourage public and private investment in smaller-scale and infill affordable housing developments. These can increase and diversify the development pipeline while encouraging existing owners to retain their stake in our neighborhoods. Recommendation to Amend HO-6D: "Miami-Dade County shall continue to identify

sites adequate for large- and small-scale affordable and workforce housing and promote the development of such sites according to the “Miami-Dade County Affordable Workforce Housing Plan, 2008 to 2015” adopted by Resolution No. R746-08 on July 1, 2008 and adopted by reference in the CDMP.”

TF-69: Industrial and Sewage Discharge Prohibition. Recommend that the CDMP be updated to prohibit the discharge of industrial wastewater and sewage effluent, whether treated or untreated, to the surface waters or ground waters of the Biscayne Aquifer for all new construction within those portions of the County where wetlands of regional significance are designated. This measure is essential to prevent additional nutrient and other pollution to groundwater from wastewater systems in environmentally sensitive areas. We further recommend that large industrial developments examine the feasibility of using reuse wastewater to meet the County’s reuse goals.

TF-70: Binding Phased Schedule for Urban Septic Conversion. Miami-Dade County has more than 108,000 septic tanks, and county-commissioned research found that over 64%, more than 67,000 properties, could experience periodic septic failure by 2040 due to rising groundwater driven by sea level rise. Despite a 1971 commitment to eliminate conventional urban septic tanks, that goal remains unmet. Element V’s Sanitary Sewer Subelement must be amended to establish a binding, phased schedule for converting all urban septic systems, inside the UDB, to centralized sewer connections, with interim milestones, a completion target year, and annual progress reporting. Priority should be set by both proximity to a sewer main, septic vulnerability to sea level rise, proximity to sensitive water bodies, and drinking water wellfields. Financing mechanisms, including low-interest loans, grants, and subsidies for low-income households, should be embedded in Element V and reflected in the six-year capital program of Element IX.

TF-71: Co-location of utility improvements. Miami-Dade County should amend the Infrastructure Element of the CDMP to require the co-location of utility improvements whenever public rights-of-way are opened for septic-to-sewer conversions, sewer main extensions, or other wastewater infrastructure projects. The CDMP should establish a policy requiring County agencies, municipalities, and utility providers, including Florida Power & Light (FPL), to coordinate the undergrounding of overhead power lines, to the extent practical, concurrent with any road-opening associated with sewer construction. This approach is consistent with FPL's existing Storm Secure Underground Program, which replaces overhead neighborhood power lines with underground lines to improve grid resiliency during hurricanes and severe weather.

TF-72: Septic System Offset Requirement. For the construction of new septic systems inside the UDB, the CDMP should require that the developer or property owner either: (a) abandon two existing septic systems within the same municipality for every new one installed, or (b) donate to a county-maintained fund that the County will utilize exclusively to finance septic-to-sewer conversions. For the replacement of septic systems inside the UDB, the CDMP should require that the developer or property owner using an enhanced OSTDS to either: (a) abandon one existing septic systems within the same municipality for every new one installed, or (b) donate to a county-maintained fund that the County will utilize exclusively to finance septic-to-sewer conversions. Exemptions would be allowable for owner-builders, lower income households, CDBG eligible areas, infill areas.

TF-73: Enhanced Stormwater Standards. Miami-Dade County should enhance stormwater performance standards inside the UDB and onsite retention, prioritizing low-impact development strategies by requiring applicants to demonstrate that green infrastructure alternatives have been evaluated and, where feasible, incorporated as the means of stormwater management. Specifically, the CDMP should mandate the use of rainwater harvesting systems, reuse, bioswales, and vegetated swales along roadways and parking areas to filter and slow runoff, and permeable or pervious paving materials in surface parking lots, driveways, and pedestrian corridors. These requirements should be codified through amendments to the Land Use and Infrastructure Elements, with complementary zoning overlays applied to critical aquifer recharge zones, wellfield protection areas, and wetland buffers where conventional impervious stormwater systems pose the greatest risk.

TF-74: Time-Bound Water Quality Improvement Goals for Biscayne Bay. Upon approval, the CDMP should be amended to require explicit, time-bound water quality improvement goals for Biscayne Bay and its tributaries, tied to the Reasonable Assurance Plan (RAP). The RAP must include measurable nutrient reduction benchmarks, expressed in total nitrogen and phosphorus loads consistent with Biscayne Bay's Total Maximum Daily Loads (TMDL) requirements, and regular public reporting. New development should showcase compatibility with the Reasonable Assurance Plan (RAP), once approved.

TF-75: Waterfront Edge Design Guidelines. Miami-Dade County should amend the CDMP's Coastal Management and Infrastructure Elements to require that all new waterfront development with the exception of detached and attached single-family, duplex, and triplex units and significant redevelopment of waterfront properties adhere to the Waterfront Edge Design Guidelines (WEDG) standards, as developed by the Waterfront Alliance. WEDG provides a nationally recognized framework for resilient, sustainable, and publicly accessible waterfront design, and its adoption within the CDMP would ensure that waterfront properties do not contribute to the degradation of Biscayne Bay and its tributaries through unmanaged stormwater discharge, hardened shorelines, or loss of marine habitat. Specifically, the County should require WEDG compliance for all waterfront development proposals above a minimum threshold of site area or development intensity, prioritizing green infrastructure features such as nutrient-reducing baffle box systems, rain gardens with native vegetation, permeable hardscape, and living shorelines over conventional seawalls and hardened edges. Miami's own Jose Marti Park on the Miami River, the first WEDG-verified project in Florida, demonstrates that these standards are achievable in a South Florida context.

TF-76: UDB Expansions Threatening Environmental Resources. The CDMP should affirm the UDB as a water quality protection instrument, a flood mitigation tool, and a fiscal responsibility mechanism — not merely a planning line — and expressly link UDB integrity to the conservation goals of Element IV and the infrastructure priorities of Element IX. Growth should continue to be directed to the Urban Infill Area, where water, sewer, and transit infrastructure already exist.

TF-77: Prohibition on Dredging or Filling of Publicly Owned Wetlands Outside the UDB. Recommend that the Conservation Element of the CDMP be strengthened to prohibit any further dredging or filling of publicly owned wetlands located outside the Urban Development Boundary (UDB), except in cases where necessary to prevent or eliminate a threat to public health, safety, or welfare and where all

applicable local, state, and federal wetland regulatory requirements are satisfied. This prohibition does not apply to environmental restoration projects.

TF-78: In-Basin Mitigation Requirement for Wetlands of Regional Significance. The Conservation Element should further require that all dredging or filling of wetlands designated on the CDMP Wetlands of Regional Significance map be fully mitigated within the same basin as the impacted area. This policy would not apply to rock mining activities within the Lake Belt.

TF-79: CDMP Amendments to Facilitate the BBSEER Project. The CDMP should be amended to facilitate the Army Corps of Engineers' BBSEER project by incorporating language that: (a) Prioritizes the use of undeveloped county-owned and other government-owned parcels within the footprint of proposed BBSEER project features for the construction and operation of this CERP project; (b) Modifies or updates any CDMP language that is inconsistent with the implementation of the BBSEER project; and (c) Adds policy language to address Miami-Dade County's historical position to certify county-owned lands needed for CERP to the South Florida Water Management District and/or the Army Corps of Engineers.

TF-80: Miami-Dade County shall require mitigation for the loss, conversion, or development of lands designated or utilized for parks and recreation purposes. Such mitigation shall occur within Miami-Dade County and shall include the provision of replacement parkland of substantially equivalent or greater acreage, recreational function, accessibility, and public benefit. Replacement parkland shall be located within an appropriate distance of the affected parcel to continue serving the recreational needs of the impacted population and maintain adopted level-of-service standards.

TF-81: Mitigation for all unpermitted environmental impacts where Miami-Dade County is the local sponsor. Miami-Dade County should amend the CDMP to require that the County, in its capacity as local sponsor for state or federal projects, ensure full mitigation for all unpermitted environmental impacts resulting from such projects, including impacts to wetlands, seagrass, coral, shoreline habitat, and water quality. The CDMP should explicitly close this gap by establishing a policy that holds the County to the same mitigation standards it applies to private applicants, requiring that any unpermitted environmental impact resulting from a County-sponsored project be fully mitigated at a minimum ratio of 2:1 within the same basin or ecosystem as the impact, and that a mitigation plan be reviewed and approved by the Miami-Dade Department of Environment and Management (DERM).

TF-82: By 2030. require at least 50% of the glass in Miami-Dade County's waste stream to be recovered and used by Miami-Dade County as follows: (a) crushed glass "landfilling" to raise ground elevations in support of future development including redevelopment of low lying areas; (b) for use in County and other public-works-type infrastructure projects for reuse of this material; (c) to aid in the filling in of canals and ditches to be eliminated pursuant to resilience projects and CERP projects; (d) for use in County restoration projects to reduce the need to mine sand or limestone from quarries thereby preserving more quarry material for development projects as well as preserving landfill space where glass is currently disposed.

TF-83: Add to LU-8E: vii) Be compatible with federal, state, and local ecosystem restoration projects, including those identified in the 1999 Final Integrated Feasibility Report and Programmatic Environmental Impact Statement.

TF-84: The UEAs shall be amended to ensure that they do not conflict with projects identified in the 1999 Final Integrated Feasibility Report and Programmatic Environmental Impact Statement, project footprints delineated in Tentatively Selected Plans, Wetlands of Regional Significance, Bird Drive Wetlands, or other important environmental resources. UEAs shall be focused on areas that are aligned with smart transit corridor plans. The Land Use Plan Map should be amended to prioritize land within
½ mile of the South Dade Busway for inclusion in the UEA.

TF-85: Water Quality Standards in Land Use Planning (2020 Biscayne Bay Task Force Report Recommendations 1A, 1H, 1K). The CDMP should establish science-based pollutant load reduction goals as a guiding standard for future land use and development decisions within the Biscayne Bay watershed. Development review criteria should explicitly require stormwater retention, permeable surfaces, and green infrastructure sufficient to meet nutrient reduction targets. A county-wide fertilizer restriction - including seasonal application bans and nutrient-free buffer zones adjacent to waterways - should be embedded in CDMP policy language.

TF-86: Stormwater Infrastructure Requirements (2020 Biscayne Bay Task Force Report Recommendations 3F, 3G, 3H). The CDMP should require updated stormwater design standards for all new development and substantially improved structures within the watershed, including mandates for property-level retention and infiltration. Policies should set a long-term planning goal of eliminating direct and indirect untreated stormwater discharges into Biscayne Bay and its tributary canals, with basin-specific retrofit prioritization tied to documented water quality and habitat degradation data.

TF-87: Coastal Development Standards and Natural Infrastructure (2020 Biscayne Bay Task Force Report Recommendations 4A, 4C, 4D, 4E). The CDMP should establish policies requiring ecological review of all new seawall permits and promoting living shoreline alternatives consistent with the Biscayne Bay Aquatic Preserve Act. Land use policies should protect existing mangrove shorelines, establish voluntary Mangrove Protection and Restoration Zone designations in flood-prone coastal communities, and incentivize green and blue infrastructure - including green roofs, bioswales, and vegetated shorelines - for new development, substantially improved structures, and coastal retrofit projects.

TF-88: Everglades Restoration Coordination (2020 Biscayne Bay Task Force Report Recommendations 4F, 4G). The CDMP should include explicit policy support for the Biscayne Bay Coastal Wetlands (BBCW) project and the Biscayne Bay and Southeastern Everglades Ecosystem Restoration (BBSEER) plan, affirming the County's commitment to timely construction commencement, land acquisition coordination, and ongoing advocacy for adequate state and federal funding. These restoration projects should be recognized in the CDMP as critical freshwater delivery infrastructure essential to the long-term health of the Bay.

TF-89: Watershed-Scale Governance and Intergovernmental Coordination (2020 Biscayne Bay Task Force Report Recommendations 2A, 2E). The County shall seek to align capital improvement planning, development review, and stormwater management with Biscayne Bay Watershed Management Board priorities and Watershed Restoration Plan (WRP) goals.

TF-90: Climate Resilience and Adaptation Planning (2020 Biscayne Bay Task Force Report Recommendation 1I). The CDMP's Adaptation Action Area framework should be expanded to explicitly

address Biscayne Bay watershed vulnerability, incorporating scenarios for sea level rise, increased storm frequency, and altered freshwater delivery. Development standards in identified Adaptation Action Areas should reflect the Bay's dependence on clean freshwater flows and the cumulative water quality impacts of coastal land use decisions through 2050.

TF-91: Amend LU-8F to include language whereby RER shall provide a report for each EAR Task Force that is convened that indicates the shortfall of land supply needed to meet the 10-year demand of residential and non-residential uses and will propose land for creating new Urban Expansion Areas based on criteria in LU-8G (iii) for the EAR's consideration.

TF-92: (a) Add a new CDMP policy directing the County to designate new Urban Centers inside the UDB in areas with significant employment concentrations throughout Miami-Dade County (to be identified by RER) to encourage housing and a mix of uses with greater densities in Miami-Dade's incorporated communities and unincorporated areas. **(b)** Modify LU-7F to include Urban Centers.

TF-93: Expand the County's planning and zoning authority under the Charter to include incorporated and unincorporated Urban Centers within the UDB to support increased density and intensity.

TF-94: We suggest: **(a)** A South Dade regional traffic study by the Department of Transportation and Public Words to obtain updated information on vehicle and truck traffic affecting our road conditions. **(b)** Review the current level of service these roads provide. Additionally, review the use designation of roads outside the UDB as they are vital to the agricultural industry. **(c)** Acknowledging and taking accountability for the roads built and/or maintained by the county. **(d)** Consider a bond to address the county-wide road conditions. **(e)** Consider Florida State Statute 336.021 as well as Section 95.361 of which states: "if a county maintains a constructed road continuously and uninterruptedly for 7 years, its is deemed legally dedicated to the public and the county retains maintenance responsibility"
(f) Making sure we have the capacity/capability to provide first responders to the growing population in South Miami Dade County. **(g)** Planning for transportation strategies that support the viability of walking, biking and transit and provide viable solutions to first and last mile connectivity.

TF-95: We recommend: **(a)** Farmworker Housing to be prioritized inside and outside the UDB and ensure that when it is located outside the UDB, it does not disrupt the connectivity of the Florida Wildlife Corridor. **(b)** County should support our local businesses by utilizing locally sourced materials, including trees and plant stock as it relates to Policy LU-10I. **(c)** Have developers provide green space/parks within in each of the residential communities of 100 units or more they are developing.

TF-96: (a) Miami-Dade County shall direct staff to affirmatively identify, remove, and update the dimensional and procedural standards that prevent attached, missing-middle, and courtyard block housing for specific locations or zoning designations inside the UDB, and to adopt in their place standards that allow buildings to define a continuous street edge and that govern light, air, and design quality, consistent with the parking reductions near transit the Task Force has already adopted. **(b)** Miami-Dade County shall enable, through its subdivision and zoning regulations, the division of a block into fine-grained, independently buildable and financeable parcels governed by a coordinated block plan, and authorize a shared-courtyard association, established by recorded easements and covenants, to maintain, insure, and govern the common courtyard.

TF-97: Miami-Dade County shall amend the Land Use Element to authorize small-scale, neighborhood-serving commercial and live-work uses by right within specific Residential Communities, subject to objective standards governing use size, frontage, and parking, so that daily goods, services, and local employment are available within walking distance of homes. The County shall adopt implementing standards by December 31, 2028.

TF-98: Miami-Dade County shall design and program the public rights-of-way along the half-mile plat-line corridors designated for increased residential density to carry continuous sidewalks, street trees, and bicycle facilities sufficient to support that density. The County shall coordinate this right-of-way design with the Miami-Dade County Parks and Open Space Master Plan and with utility providers regarding the siting of street trees and utility infrastructure to minimize conflicts among the tree canopy, underground utilities, and overhead power lines. Where a continuous tree canopy is infeasible, the County shall provide shade through structures and alternative off-site plantings, consistent with its tree-canopy and extreme-heat objectives. The County shall adopt right-of-way design standards implementing this requirement by December 31, 2028.

TF-99: To ensure that the County fully accounts for the housing capacity that already exists inside the UDB, the CDMP monitoring program shall track: (a) the Land Use Map, shown by acreage of each category; (b) residential supply and unused density on a per-acre basis across all Land Use and Zoning designations; (c) estimated achievable density on existing residential lots, applying missing-middle housing options reasonably obtainable under existing zoning at the time of review; and (d) a comparison of acres and density units of unrealized capacity between Land Use and Zoning across each Zoning designation. Miami-Dade County shall incorporate these measures into the CDMP monitoring program and report on them at each Evaluation and Appraisal Report cycle, consistent with the seven-year review.

TF-100: (a) TE-1A. As provided in this section and the Mass Transit Subelement, the County shall promote <u>prioritize the development and increased frequency</u> of mass transit alternatives to the personal automobile, such as rapid transit (heavy rail, light rail, and bus rapid transit), premium transit (enhanced and/or express bus), local route bus, and paratransit services. **(b)** TE-2A. The County shall continue to <u>prioritize</u> and assist in the creation of a Countywide system of interconnected designated bicycle ways, and <u>prioritize</u> the implementation of the Miami-Dade Bicycle Facilities Plan. **(c)** TE-2B. The County shall continue to develop a comprehensive countywide greenways <u>and blueways</u> network providing continuous corridors for travel by pedestrians and non-motorized vehicles, incorporating elements of the adopted South Dade Greenway Network Master Plan and the North Dade Greenways Plan. **(d)** The County shall pursue interlocal/shared-use agreements with the South Florida Water Management District and other canal-system operators to establish canal-adjacent shared-use paths and water trails where consistent with flood-control operations and maintenance access, and shall review existing Land Use, Zoning, and other regulations to plan for adjacent spatial constraints that allow for the long-term functioning of the water-management system and the inclusion of adjacent public-use blueways. **(e)** Monitoring item — mileage of established blueway/water-trail and canal-adjacent shared-use path, added to the Recreation and Open Space and/or Transportation monitoring program. **(f)** MT-7B. Miami-Dade County shall investigate and adopt strategies by <u>2028</u> for preservation of planned mass transit rights-of-way and exclusive corridors, including consideration of railroad and utility rights-of-way that

may be appropriate or cost-effective in the construction of rapid transit lines, express bus lanes, or high-occupancy vehicle (HOV) lanes.

TF-101: Miami-Dade County shall ensure that its land use, transportation, and development policies continue to prioritize walkable, transit-supportive, and land-efficient development. As passenger transportation services and technologies evolve to include shared, on-demand, ride-hailing, autonomous ride-hailing, and micromobility services, the County shall integrate them in a manner that supports those priorities and the safe, multimodal functioning of the public right-of-way. The operational needs of such services shall not determine the form, scale, or land use of development. Miami-Dade County shall coordinate these measures with the Countywide Transportation Master Plan, the SMART Plan, and the County's multimodal mobility programs, so that emerging mobility services reinforce the County's high-capacity transit investments rather than compete with them.

TF-102: (a) Resilience use. For purposes of implementing the Back Bay Study, The CDMP shall authorize dredging and filling within coastal and estuarine waters only where the activity implements a regional storm-surge protection feature identified in the U.S. Army Corps of Engineers Miami-Dade Back Bay Coastal Storm Risk Management Feasibility Study, or in a successor or comparable federal coastal storm-risk management study, and is designed as nature-based green infrastructure, living shorelines, restored coastal natural areas, mangrove and dune systems, or reef structures. Any such feature shall be conveyed to and held in public ownership, and its creation shall confer no additional development right, density, intensity, floor area, setback relief, lot area, or buildable area on any adjacent upland. **(b)** Land-creation prohibition. Consistent with the Coastal Management Element's existing protections of coastal and estuarine waters, the CDMP shall make explicit that dredging or filling of coastal or estuarine waters as it relates to the Back Bay Study, or successor, shall not be authorized as a means of creating new developable land, expanding developable land area, or accommodating new residential or non-residential building capacity.

TF-103: (a) Miami-Dade County shall amend Policy LU-10I from its current hortatory form ("shall consider strategies... which may include") to require urban-heat-island reduction measures, including tree-canopy protection and expansion toward the County's adopted 30 percent canopy target by 2030, high-albedo and permeable surfaces, and cool roofs and streets, in County projects, and shall establish incentives for their use in private development. **(b)** Miami-Dade County further supports incorporating the Extreme Heat Action Plan (2022) and the Climate Action Strategy (2021) into the Community Health and Design Element as a binding policy, and shall adopt implementing measures for heat resilience and green infrastructure by December 31, 2028.

TF-104: Recognize rails-to-trails in Policy TE-2B.

TF-105: (a) Amend AV-5E to remove the reference to the 2007 Air Installation Compatible Use Zones Study and instead reflect the most current version. **(b)** Amend LU-4H to update Article XXXV (Homestead Air Reserve Base Zoning) of the County Code to reflect and include most recent AICUZ recommendations. **(c)** Amend LU-13H to include the South Florida Military Installation Resilience Review.

Attachments:

Attachment A: Mayor's Memorandum Creating EAR Task Force
Attachment B: EAR Task Force Attendance Summary
Attachment C: EAR Task Force Meeting Summaries
Attachment D: Public Outreach Summary

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Attachment A: Mayor's Memorandum Creating EAR Task Force

Memorandum

MIAMI-DADE COUNTY

Date: September 17, 2025

To: Honorable Chairman Anthony Rodriguez
and Members, Board of County Commissioners

From: Daniella Levine Cava
Mayor

Subject: Comprehensive Development Master Plan (CDMP) Evaluation and Appraisal Report (EAR) Task Force

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The County is currently undertaking the seven-year update of the Comprehensive Development Master Plan (CDMP), a process mandated by state law known as the Evaluation and Appraisal Report (EAR). An overview of this process was provided to the Board of County Commissioners (Board) in my memorandum dated July 23, 2025. As indicated in that memorandum, I am convening an EAR Task Force to ensure that the process incorporates input from all stakeholders.

The goal of the EAR Task Force is to bring together a diverse set of perspectives to inform the recommendations to be presented to the Planning Advisory Board and the Board of County Commissioners (Board) through the EAR, directed by Section 2-116 of the Code and Section 163.3191, Florida Statues. The EAR Task Force is charged with providing the following:

1) recommending changes to the CDMP to account for a planning horizon of 2050; and
2) identifying barriers that prevent the County from achieving the CDMP Vision Statement and associated goals, objectives and policies; and
3) recommending changes to the CDMP policies that guide growth in the County, specifically including those focused on infill development and future expansion areas.

The EAR Task Force will also be charged with holding at least five town hall meetings at various locations throughout the County and facilitating a public survey to elicit community feedback on the EAR effort. The EAR Task Force will hold additional meetings, as necessary, to complete the tasks under their charge. A final report summarizing the issues identified through the public outreach meetings and recommendations of the EAR Task Force is expected by May 2026.

The EAR Task Force will be composed of individuals representing a broad range of perspectives on smart growth, housing, agriculture, environmental protection, and economic development. Membership on the EAR Task Force will include one representative from each of the following organizations:

Member Organizations:

1) 1000 Friends of Florida
2) Sierra Club
3) Agricultural Practices Advisory Board
4) Redland Citizens Association
5) Miami-Dade Limestone Products Association
6) Builders Association of South Florida
7) Latin Builders Association

8) Dade County Farm Bureau
9) Latin American Business Association
10) Urban Land Institute (Southeast Florida/Caribbean Chapter)
11) Friends of the Everglades
12) Miccosukee Tribe of Florida
13) Miami Waterkeeper
14) Miami Homes for All
15) Miami-Dade Beacon Council
16) Miami-Dade Chamber of Commerce
17) Everglades Foundation
18) The Nature Conservancy
19) Miami Association of Realtors
20) American Institute of Architects (Local Chapter)
21) Laborers' International Union of North America (Local Chapter)
22) South Florida AFL-CIO
23) United Way Miami
24) South Dade Chamber of Commerce

Advisory Organizations:

1) Homestead Air Reserve Base
2) South Florida Water Management District
3) South Florida Regional Planning Council
4) Florida Power and Light

The initial meeting of the EAR Task Force will convene on Friday, October 17, 2025 at 10 am in the Main Library, 101 West Flagler Street, Miami, FL 33130. The meeting will be publicly noticed in accordance with the Government in the Sunshine Law. Members of the Board and their staff are invited to attend. Future meetings, including public outreach events, will be posted on the EAR website at: https://www.miamidade.gov/global/economy/planning/ear-2025.page

The task force will be supported by staff from the Department of Regulatory and Economic Resources (RER) Planning Division. The Task Force is anticipated to complete its work and sunset within seven months, but shall not exceed one year. If you need additional information, please feel free to contact Lourdes M. Gomez, Director, RER, at 305-375-2886 or at lourdes.gomez@miamidade.gov

c: Geri Bonzon-Keenan, County Attorney
Gerald K. Sanchez, First Assistant County Attorney
Jess M. McCarty, Executive Assistant County Attorney
Office of the Mayor Senior Staff
Yinka Majekodunmi, Commission Auditor
Eugene Love, Agenda Coordinator
Basia Pruna, Director, Clerk of the Board

Attachment B: EAR Task Force Attendance Summary

EAR Task Force Attendance Record

Member Organizations:	Representative:	Meeting 1 10/17/2025	Meeting 2 11/21/2025	Meeting 3 12/11/2025	Meeting 4 1/8/2026	Meeting 5 2/13/2026	Meeting 6 3/20/2026	Meeting 7 4/20/2026 *****	Meeting 8 5/27/2026	Meeting 9 6/15/2026	Meeting 10 6/16/2026	Meeting 11 6/23/2026
1000 Friends of Florida	Paul Owens	X	X		X	X	X	X	X	X	X	X
Sierra Club	Steven Leidner	X	X		X	X	X	X	X	X	X	X
Agricultural Practices Advisory Board	Lucia Soria	X	X	X		X				X	X	X
Redland Citizens Association	Martin Motes		X	X	X	X	X	X	X	X	X	
Miami-Dade Limestone Products Association	Kerri Barsh	X	X	X	X	X	X		X	X	X	X
Builders Association of South Florida	Jeff Bercow	X	X	X	X	X	X	X	X	X	X	X
Latin Builders Association	Pedro Portela	X			X			X	X	X		
Dade County Farm Bureau	David Torbert **	X		X	X	X	X	X	X	X	X	X
Latin American Business Association	William J Delgado	X		X								
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	X	X	X	X		X	X	X	X	X	X
Friends of the Everglades	Richard Grosso***		X	X	X			X	X	X	X	X
Miccosukee Tribe of Florida	Curtis Osceola	X	X		X						X	X
Miami Waterkeeper	Craig Grossenbacher		X	X	X	X				X		X
Miami Homes for All	Annie Lord	X	X	X				X	X	X	X	
Miami-Dade Beacon Council	Ilona Vega	X	X	X			X					
Miami-Dade Chamber of Commerce	G. Eric Knowles****					X						
Everglades Foundation	Elizabeth Fata Carpenter	X	X	X	X		X	X	X	X	X	X
The Nature Conservancy	Christianah Oyenuga	X	X	X		X	X		X	X	X	X
Miami Association of Realtors	Danielle Blake	X	X									X
American Institute of Architects (Local Chapter)	Aaron DeMayo	X	X	X	X	X	X	X	X	X	X	X
Laborers' International Union of North America (Local Chapter)	David Rutledge	X	X	X	X		X		X	X		
South Florida AFL-CIO	Jeffrey Mitchell *											
United Way Miami	Norie del Valle		X		X	X	X		X	X		
South Dade Chamber of Commerce	Lisa Greer	X		X	X	X						X
Advisory (Non-Voting) Organizations:												
Homestead Air Reserve Base				X		X	X		X	X		X
South Florida Regional Planning Council		X	X	X	X	X	X		X	X	X	
Florida Power and Light		X										

* Appointed on 10/19/2025

** Appointment changed from Sam Accursio to David Torbert on 11/21/2025.

*** Appointment changed from Richard Grosso to Lauren Jonaitis on 06/18/26

**** G. Eric Knowles resigned on 06/22/26

***** Eleven task force members were present on April 20, 2026, and a quorum was not obtained.

X = Present

Attachment C: EAR Task Force Meeting Summaries

(Note: A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division)

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TASK FORCE AND PUBLIC MEETING SCHEDULE 4

The meeting commenced at 10:11 am. Ms. Kim Brown started with opening remarks and introduction of staff members. The following County elected officials and staff members were present:

- Mayor Daniella Levine Cava
- Lourdes Gomez, Director of Regulatory and Economic Resources
- Kimberly Brown, Chief, Long Range and Neighborhood Planning
- Alex Dambach, Planning Development Manager
- James McCall, Strategic Metro Planner
- Eddie Kirtley, Assistant County Attorney
- Christopher Wahl, Assistant County Attorney

Other agencies represented:

- Isabel Cosio Carballo, South Florida Regional Planning Council
- Nolan "Drew" Bunker, Miami-Dade Commission on Ethics and Public Trust

ROLL CALL

The following Task Force members were in attendance:

- Task Force Member Paul Owens (1000 Friends of Florida)
- Task Force Member Steven Leidner (Sierra Club)
- Task Force Member Kerri Barsh (Miami-Dade Limestone Products Association)
- Task Force Member Jeffrey Bercow (Builders Association of South Florida)
- Task Force Member Pedro Portela (Latin Builders Association)
- Task Force Member Sam Accursio (Dade County Farm Bureau)
- Task Force Member William Delgado (Latin American Business Association)
- Task Force Member Tom Roth (Urban Land Institute - Southeast Florida/Caribbean)
- Task Force Member Curtis Osceola (Miccosukee Tribe of Florida)*
- Task Force Member Annie Lord (Miami Homes for All)
- Task Force Member Ilona Vega (Miami-Dade Beacon Council)
- Task Force Member Elizabeth Fata Carpenter (Everglades Law Center)
- Task Force Member Christianah Oyenuga (The Nature Conservancy)
- Task Force Member Danielle Blake (Miami Association of Realtors)
- Task Force Member Aaron DeMayo (American Institute of Architects - Local Chapter)
- Task Force Member David Rutledge (Laborers' International Union of North America - Local Chapter)
- Task Force Member Lisa Greer (South Dade Chamber of Commerce)

* Task Force Member Curtis Osceola arrived at 10:37 am The

following Task Force members were absent:

- Task Force Member Lucia Soria (Agricultural Practices Advisory Board)
- Task Force Member Martin Motes (Redland Citizens Association)
- Task Force Member Richard Grosso (Friends of the Everglades)
- Task Force Member Craig Grossenbacher (Miami Waterkeeper)
- Task Force Member G. Eric Knowles (Miami-Dade Chamber of Commerce)
- Task Force Member Jeffrey Mitchell (South Florida AFL-CIO)
- Task Force Member Norie del Valle (United Way Miami)

MAYOR'S WELCOMING REMARKS

Mayor Daniella Levine Cava welcomed the task force members and outlined the importance of the effort, indicating that planning for the future is perhaps the most important contribution she can make during her tenure as Mayor. She emphasized the importance of ensuring that our policies are forward thinking, supporting the needs of our residents, economy and environment. She further highlighted the need to invest in transit, infrastructure, housing, and our neighborhoods while also dealing with flooding, protecting the Bay and water supply, as well as safeguarding our agricultural industry. She noted that affordability remains the top issue for residents. Transportation is the second largest

household expense after housing which is why pairing housing with transit is essential. She detailed steps the County has taken to promote transit and transit-oriented development which has led to the addition of thousands of units along the corridors. These initiatives have included the rapid transit zones, urban centers, and the longest all electric bus rapid transit corridor in the country which recently began service. She outlined the County's efforts to diversify housing typologies beyond urban, walkable typologies and suburban typologies to include missing middle housing and accessory dwelling units. She noted that the Urban Development Boundary has been a core part of land use planning since the 1970s and that simply moving the UDB will not solve housing affordability – it is neither the cause nor the solution. She noted that even housing costs on the fringe are unattainable for the average family and do not account for transportation costs to reach job centers. She urged that we must take advantage of the extensive unbuilt capacity within the UDB and ensure that new development enhances existing neighborhoods, building on the beneficial infill development we are already seeing as a result of proactive planning. She stated that we must partner with and grow our businesses to bring jobs with higher wages to bridge the affordability gap and provide for the economy of the future. Lastly, the Mayor emphasized that the issues she outlined represent the charge of the Task Force.

OPPORTUNITY FOR THE PUBLIC TO BE HEARD

Ms. Brown opened the reasonable opportunity for the public to be heard. No members of the public came forward to speak, the reasonable opportunity was closed.

MAYORAL CONSIDERATION OF CONFLICT WAIVER

Ms. Brown opened the public hearing on the mayoral consideration of conflict waivers. No members of the public came forward to speak, the public hearing was closed.

Mayor Levine Cava indicated that individuals serving on the EAR Task Force, may be subject to certain provisions of the State Ethics Laws in Chapter 112 of the Florida Statutes. In creating the task force, she sought the involvement of individuals with specific knowledge of, and experience with, the County's land use policies and that this experience may come with actual or perceived conflicts of interest related to potential policy recommendations of the task force. Each individual serving on the task force was asked to disclose any potential conflicts on State Form 4A. Mayor Levine Cava indicated that she had reviewed all of the submitted disclosures and found them to be acceptable within the goals she established for the task force then proceeded to effectuate a waiver for those conflicts that were disclosed on State Form 4A and that are capable of being waived.

FLORIDA SUNSHINE AND PUBLIC RECORDS LAWS

Mr. Nolan "Drew" Bunker, Miami-Dade County Commission on Ethics and Public Trust provided a presentation on the Florida Government in the Sunshine laws and public record laws.

In response to a question from Ms. Cosio Carballo, Mr. Bunker reiterated that Task Force matters cannot be discussed with other Task Force members outside of the "sunshine". In response to a question from Mr. Bercow, Mr. Bunker discussed differences in voting conflict laws between the state and County. In response to a question from Mr. Roth, Mr. Bunker clarified the gift policy contained in the County Ethics Code.

Additionally, Mr. Delgado and Mr. Roth asked about the forms to be used and for contact information for the Commission on Ethics and Public Trust.

EVALUATION AND APPRAISAL REPORT PROCESS

Ms. Brown provided a presentation on the Evaluation and Appraisal report process, timeline, and role of the EAR Task Force. Mr. Accursio requested confirmation on the number of septic tanks, noting that it seemed low. Ms. Brown indicated that the County's Septic Tank Plan of Action Report identified over 100,000 septic tanks in the urban area.

Mayor Levine Cava highlighted the County's Connect to Protect program that seeks to address those septic tanks that are at risk of failing due to rising groundwater levels. In response from Mr. Roth regarding prior EAR efforts, Ms. Brown explained that the last EAR process was not as extensive as what is being done now due to changes in the state law requirements. She indicated that she would provide links to the prior EAR efforts to the task force members.

TASK FORCE AND PUBLIC MEETING SCHEDULE

Ms. Brown referenced the handout with future meeting dates and indicated that the Task Force should meet monthly to stay on track with its objectives. She noted that meetings will be divided into topics. As part of its responsibilities, the group will oversee the public outreach process, which includes six planned community meetings at various locations throughout the County. Ms. Blake asked whether we could include discussion of changes that result from the current state legislative session which is scheduled to conclude in March. Ms. Brown confirmed that the task force will hold several meetings between March and May where those topics could be discussed. Ms. Fata Carpenter asked whether the task force will be recommending policy changes at each task force meeting or will the task force hold recommendations until concluding all topical meetings. She further noted that natural resource considerations will be heard after development considerations, yet it serves as both an opportunity and constraint on development. Mayor Levine Cava suggested that the

task force members consider waiting until the conclusion of the topical meetings to finalize recommendations so they have all of the information even if they propose issues throughout. The Mayor noted that staff will look again at the order of the topical meetings.

Ms. Barsh asked whether all presentations will be delivered by staff. Ms. Brown confirmed that they will, given the limited timeframe for the task force to complete their work. Ms. Brown indicated that task force members can provide any information they wish to share with the other members ahead of the meeting through her or during the meeting.

In response to a question about process, Ms. Brown confirmed that the task force will not strictly follow Robert's or Mason's Rules of Order but will instead ensure that motions are properly considered and there is ample opportunity for input. Mr. Bercow emphasized the importance of hearing from the public before any final decisions are made. The Mayor confirmed that public input will be welcomed at all meetings.

In response to a question from Ms. Lord regarding the role of the task force in the public workshops, Ms. Brown explained that six are planned, with an interactive format using display boards. Task Force members are asked to attend and listen to community feedback. In response to a question by Ms. Oyenuga, Ms. Brown clarified that there is no task force quorum requirement at the public workshops; if members want to send an alternate, that is fine. However, meetings will be held in person only, and virtual participation via Zoom will not be available. Ms. Brown further stated that staff will look to provide an avenue for obtaining public input, such as by email, from those that are not able to attend the workshops. Summaries will be provided to the task force members afterward. Mr. Roth asked that staff provide the task force with any notices that were developed to inform the public about the workshops. Mayor Levine Cava noted that her Office of Community Engagement will support the effort but that we will also look to the task force members to help get the word out.

Ms. Brown detailed possible locations for the public outreach meetings but noted that locations are still being finalized and dates have not yet been confirmed. Meetings will be advertised on the County's website, where members and the public can sign up for notifications. Additional outreach has also occurred at County events.

Mr. Leidner raised concerns about protecting the Bay and other natural resources. Ms. Brown assured the group that these topics will be addressed in future meetings, with experts present to guide the discussion.

Ms. Barsh asked when materials should be submitted for meetings. Ms. Brown recommended submitting items through her for distribution to the task force members at least three days in advance. Mr. Roth inquired about incorporating best practices from other municipalities. Ms. Brown encouraged members to bring forward any relevant examples.

Mr. Osceola thanked the group for including the Tribe and emphasized the importance of respecting tribal sovereignty.

In response to a question from Ms. Oyenuga, Mayor Levine Cava noted the importance of task force members sharing their expertise on the issues under consideration with staff ahead of the meetings so it can inform staff's presentations.

In response to a question about how the Task Force's work informs County decisions, Ms. Brown clarified that the recommendations of the task force will inform the recommendations advanced by staff through the Evaluation and Appraisal Report, which, in turn, inform the Board of County Commissioners' decision. Ms. Gomez added that some recommendations may not advance if they conflict with state or other laws. The Mayor referenced SB 180 and suggested using the next meeting to discuss it.

When asked about expert involvement in the meetings by Mr. Rutledge, Ms. Brown said the group could invite experts, such as those from the Army Corps of Engineers, and encouraged members to suggest contacts. The Mayor noted that while expert input is valuable, the forum cannot be open to all experts at all times. Some may be invited to participate or be on standby.

The meeting was adjourned at 11:59 AM.

(Note: A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division)

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The meeting commenced at 12:12 pm. Ms. Kim Brown started with opening remarks and introducing County staff. The following County elected official and County staff were present:

- Mayor Daniella Levine Cava
- Roy Coley, Chief Utilities and Regulatory Services Officer
- Abbie Raurell, Assistant County Attorney
- Nathan Kogon, Director, Housing and Community Development
- Lourdes Gomez, Director, Regulatory and Economic Resources (RER)
- Jerry Bell, Assistant Director of Planning (RER)
- Kimberly Brown, Chief, Long Range and Neighborhood Planning (RER)
- Garett Rowe, Chief, Metropolitan Planning (RER)
- Alex Dambach, Planning Development Manager (RER)
- Charles LaPradd, Agricultural Manager (RER)
- Robert Hesler, Planning and Research Section Supervisor (RER)
- Maria Elena Cedeno, Chief, Administrative Review Section (RER)

Other agencies represented:

- Isabel Cosio Carballo, South Florida Regional Planning Council

ROLL CALL

The following Task Force members were in attendance:

- Task Force Member Paul Owens (1000 Friends of Florida)
- Task Force Member Steven Leidner (Sierra Club)
- Task Force Member Lucia Soria (Agricultural Practices Advisory Board)
- Task Force Member Kerri Barsh (Miami-Dade Limestone Products Association)
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- Task Force Member Lisa Greer (South Dade Chamber of Commerce)
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- Task Force Member Richard Grosso (Friends of the Everglades)
- Task Force Member Craig Grossenbacher (Miami Waterkeeper) The

following Task Force members were absent:

- Task Force Member G. Eric Knowles (Miami-Dade Chamber of Commerce)
- Task Force Member Jeffrey Mitchell (South Florida AFL-CIO)
- Task Force Member Pedro Portela (Latin Builders Association)
- Task Force Member Sam Accursio (Dade County Farm Bureau)
- Task Force Member William Delgado (Latin American Business Association)
- Task Force Member Lisa Greer (South Dade Chamber of Commerce)

MAYOR'S WELCOME

Mayor Levine Cava began by expressing gratitude to all who came to Task Force Meeting #2. The topic at hand for November 21, focused on development and land use—really focused on the heart of the issues at hand for the EAR. These issues are critical for the future. There are many options about how the County grows; it is important to keep in mind the related economic issues that are involved, as well as the economic results of those choices.

It is important to evaluate trade-offs, such as when we consider the pressure to redevelop agricultural land to meet the demand for residential land use. Studies show that the loss of 5,000 acres of agricultural land would be problematic. We need policies that meet the moment. We have a duty to safeguard natural systems: one-third of all Floridians rely on Miami-Dade County's water. At the same time, 2,100 acres of land are under review in applications to amend the Comprehensive Development Master Plan (CDMP) to move the Urban Development Boundary (UDB). Overall, we need more affordable housing as average new home prices remain continuously high at above $600,000 while the average wage is correspondingly low at $86,000. Long term success requires collaboration across all sectors. The result will be informed decisions on growth based on the totality of the information that the Task Force provides during this input process.

OPPORTUNITY FOR THE PUBLIC TO BE HEARD

Ms. Brown opened the reasonable opportunity for the public to be heard.

Ms. Valeria Donets (4600 SW 62 avenue, Miami, FL) of the Hold the Line Coalition spoke. She stated that the UDB is an important planning tool for maintaining planning objectives,

particularly the agricultural sector, drinking water, and environmental land, including the Everglades and Biscayne Bay. She expressed concern about the cost of living in Miami which has resulted from a historical imbalance of housing types and local dependence on cars, noting that over 80 percent of land uses are dedicated to single-family housing. We must focus on missing middle housing. This should be considered before drastically altering land use policy. She noted that we should not focus on a specific housing type but instead focus on the most cost-burdened population and missing middle segments of the population. She noted that the effects of Live Local and rapid transit zone policies on affordability and supply are not yet known. She recommended looking at multiple factors when assessing land use applications, including the housing/transportation cost burden, and balance all policies of the CDMP. She also noted opposition to state preemption of local comprehensive planning efforts.

Ms. Brown entered an email from a member of the public, Edward Swakon of EAS Engineering (55 Almeria Avenue, Coral Gables) into the record. The email relates to online access to the meetings.

The reasonable opportunity for the public to be heard was then closed.

MAYORAL CONSIDERATION OF CONFLICT WAIVER

Ms. Brown opened the public hearing on the mayoral consideration of conflict waivers. No members of the public came forward to speak, the public hearing was closed.

Mayor Levine Cava indicated that individuals serving on the EAR Task Force, may be subject to certain provisions of the State Ethics Laws in Chapter 112 of the Florida Statutes. In creating the task force, she sought the involvement of individuals with specific knowledge of, and experience with, the County's land use policies and that this experience may come with actual or perceived conflicts of interest related to potential policy recommendations of the task force. Each individual serving on the task force was asked to disclose any potential conflicts on State Form 4A. Mayor Levine Cava indicated that she had reviewed all of the submitted disclosures and found them to be acceptable within the goals she established for the task force then proceeded to effectuate a waiver for those conflicts that were disclosed on State Form 4A and that are capable of being waived.

STAFF COORDINATOR'S REPORT

Consideration of Approval of the October 17, 2025 Meeting Summary

- A motion was made by Mr. Bercow and seconded by Mr. Rutledge to approve the October 17, 2025 meeting summary. It passed unanimously.

Consideration of Task Force Meeting Schedule

- The next meeting of the Task Force is scheduled for December 11, 2025.
- Town Hall workshop dates have changed; however, dates are mostly established.
- Members of the Task Force expressed some confusion about the ability to access the Task Force meetings virtually because the link to the zoom meeting was not clearly presented. Ms. Brown shared that links for zoom meetings are supposed to be provided with all meeting notices and staff will look into this.

PRESENTATIONS

State Legislative Framework

This portion of the staff presentation provided an overview of state law, pending bills, and the section of Florida Statutes that codifies the requirement for local governments to adopt and maintain comprehensive plans (Sec. 163.3177, F.S.). Ms. Brown pointed out that there is a draft bill filed in the current legislative session that proposes a study looking at whether to abolish the Urban Development Boundary.

Urban Development Boundary Overview

The portion of the presentation addressing the Urban Development Boundary (UDB) started with a review of the 2040 Vision Statement. The presentation explained how the UDB distinguishes the area where urban development may occur from areas where it should not, and that urban infrastructure is discouraged outside the UDB. UDB policy is important to foster economic development; reduce congestion; improve the quality of life by activating infill areas; reduce the need for vehicle road trips; enhance tax rolls; protect agricultural land, wellfields, and wetlands. Ms. Brown reviewed Urban Expansion Areas, the history of the UDB, and UDB expansion criteria.

Task Force Discussion

Mr. Motes offered a comment that addressed opening comments to the meeting that acreage is increasingly no longer an appropriate measure for agricultural value. He asserted

that the agricultural industry is actually growing and that with horticulture, there are more growers involved in exporting ornamentals to buyers outside the County that were not captured in the agricultural study. He suggested agricultural production revenue in dollars as a better metric. Ms. Soria pointed out that agricultural acreage is important, especially for row crops, and that land area is decreasing. She also stated that agricultural dollars are increasing.

Mr. Grosso asked whether a change to the County charter would be needed to ensure that projects proposing urban land uses outside of the UDB through text amendments are still subject to the supermajority vote requirements. Ms. Brown said it would require a charter amendment, but it would also require an update to code. Ms. Raurell further stated that it would depend on what is desired, there could be a variety of policy options. Mayor Levine Cava noted that the County has convened a Charter Review Task Force to look at such issues. Mr. Bercow noted that there are policies of the CDMP that require a supermajority vote for properties located proximate to Krome Avenue. Ms. Brown noted that they also exist for the State Road 836 extension.

In response to a question from Mr. Grosso about the 10-year supply of land outside the UDB, Ms. Brown responded that CDMP speaks to the need to maintain a minimum amount of agricultural land, and 5,000 acres is the balance between the minimum needed to maintain in the year 2030 and the amount of agricultural land now. The conversion of this agricultural acreage for single-family homes would not be beneficial for the housing crisis due to the inefficiency of low-density housing.

Mr. Osceola shared his interest in working with the County to identify where tribal lands are located so those could be reflected on County maps. The Miccosukee Tribe of Indians of Florida has substantial land ownership in the west portions of the County, and would like to carve out certain areas as not under consideration for certain purposes.

Ms. Lord stated that when considering housing affordability, in addition to the cost for housing, the costs for things such as transportation also are important. An analysis of the combined transport plus housing costs could form a basis to strengthen the argument to not consider housing in areas outside the UDB.

In response to a question from Ms. Barsh, Ms. Brown shared that the impetus for the UEA Report was to address areas that were “policy constrained.”

Mr. Roth asked how many of the outstanding applications in the UDB are in the UEAs and whether there is a map of areas outside of the UDB where development could occur. Ms. Brown offered to provide the maps depicting the policy constraints (depicted in the

presentation) in a larger format. Mr. Rowe provided clarification about the location of the UDB applications as depicted on the map provided in the presentation.

Ms. Oyenuga asked for more details relative to the acreage that UDB applications make up currently (approximately 2,100 acres). Mr. Rowe provided some elaboration about current CDMP applications with insights about the history of the UEA and current UDB applications. He noted that the three approved UDB applications constituted less than 100 acres.

Urban Infill Policies

Ms. Brown provided an overview of select CDMP policies related to urban infill. The built condition of the County is such that approximately ±5,800 acres of the urban area is vacant, unprotected, privately-owned land. Almost all land use categories are underbuilt. Transit oriented development policies are intended to incentivize dense and intense development along the SMART corridor to support transit ridership where there is capacity for over 217,000 units. CDMP policy has provided for Urban Centers for moderate- to high-intensity design-unified areas for urban functions. Zoning for Urban Centers is form-based and includes regulating plans and workforce housing requirements. Mixed use development policies in the CDMP allow property owners to seek increased density and intensity through rezoning and a prohibition against an oversaturation of single uses. To promote development in the urban area, the County's septic tanks must be addressed—there remain over 115,601 within the urban areas. Mr. Coley mentioned that there are two funding sources for water and sewer improvements to neighborhoods, Community Development Block Grants and Special Benefit Districts. A challenge the County is working to overcome is that the bond covenants and bond ordinance provide funding for water and sewer infrastructure only when extending service to new customers. Mr. Coley mentioned ongoing efforts to open up the use of bond funding to increase development of water and sewer infrastructure.

Planning Development Manager Alex Dambach presented the County's Urban Design Manual. This included showing images that demonstrate various principles of good urban design, such as appropriate glazing (windows) facing the street, appropriate setbacks, landscaping, fencing, build-to lines, etc.

Task Force Discussion

Following this presentation, there was some discussion with Task Force Members. Mr. Rutledge asked if staff knew how many of the vacant acres were designated as *brownfield sites* with potential for redevelopment and if CDMP policies account for potential contamination. He is interested in worker safety. Ms. Brown did not know the number of sites potentially contaminated. However, there are several policies that address the issue of

contamination and general environmental issues. The nature of contamination would be relevant, as well as stormwater, fill criterial, sea level rise, etc.

In response to a question from Mr. Grosso, Mr. Dambach clarified that “glazing” refers to windows. A building’s glazing can tie to a building’s efficiency. A building can be LEED-rated. Glazing will determine how much light is let in, air is leaked out, etc. These are all accounted for in a LEED rating. With some zoning codes, glazing is accounted for by percentage of wall area.

Mr. DeMayo appreciated the urban design presentation, addressing how design affects people, how we feel, etc. He shared three links with the group to further elaborate on these points. He also wanted to explore lot splits because lot splits can be beneficial for preserving a variety of housing types. There are talks on this by Joe Mincozzi of Urban 3 that touch on the economics of neighborhoods and the costs of services and land and how these are related.

Ms. Lord suggested that it would be valuable for the CDMP to help in the rehab of structures that were originally built under pre-existing codes so as to ensure affordability.

Mr. Owens expressed his interest that the work being done by the Task Force be able to extend beyond the period of time covered by SB180 so as to see the adoption of the amendments through. Further, he pointed out that there are bills in draft form that change the definition of agricultural enclave; change the policy on infill development; and change the policy on ADUs; whose respective impacts would not be temporary. Mr. Owens asked what the Task Force should do about these draft bills.

Ms. Oyenuga asked if the Urban Design Manual is codified, or prescriptive; and is it descriptive.

Mr. Dambach, RER Planning Development Manager responded it is a mixture, it is referenced in the CDMP and in areas of the zoning code. The Urban Design Manual is primarily used as an incentive whereby certain areas are designated in the CDMP as qualifying for a higher amount of density if they follow the principles of the Urban Design Manual or another mechanism for urban design adopted by the Board of County Commissioners; whereas if they do not follow urban design then the development must be at a lower density.

Mayor Levine Cava shared that the BCC had not taken any action but is against pre-emption. There is a class-action lawsuit pending against the legislature regarding SB180.

Ms. Brown added that the legislative session ends in March and the last meeting of the Task Force is after that, so the Task Force’s actions will ultimately be able to be responsive to the actions of the state’s legislation.

Housing Affordability & Land Supply and Demand Analysis

Mr. Hesler presented on housing affordability. This presentation touched on supply and demand, demonstrating that based on County population and housing projections, there is enough residential land to accommodate the addition of 118,245 households by 2040 with land remaining for an additional 254,000 households. Though this capacity exists, the housing crisis is brought on by the fact that there is a dearth of housing that is affordable to households of lower incomes. Transportation costs add to the burden of housing costs. Each Minor Statistical Area (MSA) within the county has variation as to the number of households that are cost burdened (or severely cost burdened: 22 of 32 MSAs had rates over 40 percent cost burdened; 8 MSAs had rates over 50 percent of all households that were cost burdened). The average rate for all MSAs was 45 percent. The presentation compared the costs of transportation, construction, rent, and home purchase costs from the year 2010 to the present. All costs had increased between 58 to 200+ percent. During the same period, the rate of wage increases has not kept up. In short, residential construction costs have risen 55 percent since 2010 while home purchase prices grew 280 percent and rents grew 105 percent. Household incomes grew by 98 percent.

Ms. Cedeno spoke about Development Service's efforts to address this issue with the Workforce Housing program. An important way Development Services addresses the housing crisis is through the Workforce Housing Program which allows bonus density for the development of housing units restricted for households of limited incomes based on Area Median Income (AMI). The zoning code is relaxed to assist developers to incentivize participation in this program. Furthermore, since 2006, all newly adopted Urban Centers require that 12.5 percent of all housing units include workforce housing. (2) Rapid Transit Zone (RTZ) regulations were overhauled in 2019 to include a requirement for 12.5 percent of all units to have workforce housing units for those RTZs with density of 250 dwelling units per acre. It appears that these regulations are yielding some impact: in 2024, approximately 2,000 workforce housing units were developed. Starting in 2025 Development Services is required to track workforce housing units and it appears that 2025 is on pace for even more units.

Mr. Kogon provided an overview of how this department is addressing the housing affordability crisis. HCD leverages surtax and federal funds to rehabilitate existing housing projects through public private partnerships (3Ps) and construction of new units. The surtax program ends in 2031. There used to be 9-10,000 units, but now there are only about 6,000 affordable units with HCD. The Department also provides down payment assistance for qualified borrowers and condo special assessments to help people stay in their condos, and manages Section 8 voucher program with about 19,000 vouchers.

TASKFORCEDISCUSSION

Mayor Levine Cava noted that we are seeing some stabilization in the housing market. We have doubled the amount of money the County spends on housing, and we are supporting the densification of key transit corridors.

Mr. Grosso stated that the presentation raised the question for him of how much of the affordability is out of our control, such that opening up all of the County to development might not make a dent in the affordability crisis. Mr. Hesler responded that housing affordability is not just a function of supply and demand. There are other things that factor into housing costs such as mortgage rates, location, the influence of international buyers, and what is getting built. If we are only going to build million-dollar condos along the coast, then we're not going to solve the problem of affordable housing. When there's a gap of what is needed and what is being built, then the problem won't be solved.

Ms. Lord reiterated that the affordability issue more directly affects low-income individuals and noted that 1 in 3 households earns less than $35,000 a year, and 2 in 3 households earns less than $75,000 a year. One of the main reasons we are in this situation is due to zoning and land use policy. We have a constrained supply, particularly through single family zoning. We're missing 90,000 units across the county. In terms of encouraging more supply and bonus density, it has mostly targeted the workforce housing range so it's not addressing those earning $75,000 and below. Ms. Lord asked about whether the County has ever conducted a localized study, particularly along the SMART corridors, to look at what affordability caps could be borne by the market.

Mayor Levine Cava stated that she was on the County Commission when the 12.5% was approved as the minimum percentage required for workforce housing in the Rapid Transit Zones and Urban Centers. She pushed hard for a higher percentage of workforce housing units, but it wasn't going to be approved. She believes there is greater awareness today of the challenges.

Ms. Brown noted that there is a dearth of missing middle housing units available, and an opportunity to improve on the mix of housing types and unit sizes available.

Mr. Bercow stated that even though there's plenty of supply beyond 2035, most of it is multifamily. Many of those condos are occupied by people for second homes who are international. Mr. Bercow stated that the cost of single family homes is significantly lower on a per square foot basis. The preference of working age families with children ages 21 through 54 is for single family homes. People are leaving the County due to the dearth of single family homes. The County's land supply analysis does not currently distinguish between single

family and multi-family housing. He suggests that the task force consider a separate criterion for single family homes (including townhomes). Ms. Brown noted that the effect of incorporating a separate capacity requirement for single family residential would likely result in an immediate need to move the UDB in accordance with CDMP Policy LU-8F. Ms. Brown further noted that analysis completed by the County looking at median home prices found single family home prices to be approximately 30% to 40% higher than condominium prices and that it might be beneficial to look further into the methodology that underpins each assessment.

Ms. Vega asked how Miami-Dade County compares to the rest of the United States in providing for affordable and workforce housing. Mr. Hesler responded that, when looking at Miami-Dade, Broward, and Palm Beach as compared with the top 50 MSAs in the country, we are in the bottom 5th in terms of household incomes. In terms of home prices, we are in the middle. This reiterates that, when compared to other metropolitan areas, we have an income problem. That's due in part to tourism being an integral part of the economic base.

Ms. Blake noted there is currently a 13.9-month supply of condominiums as compared to a 5-month supply of single family. Fannie Mae and Freddie Mac have established status checks so a condo board or homeowners association can verify the ability of borrowers to qualify. This can mean the difference between a 3% downpayment and a 25% downpayment for a borrower. It would be helpful if there were a seal of approval from the Government Sponsored Enterprises that would confirm whether condominiums meet the qualifications. Further, if we give subsidies we can also require affordability covenants.

Mayor Levine Cava responded to the discussion about whether the County's 0% interest loans can be given to the building, not just the individual. One challenge is that there are income range requirements that a building could not qualify for. However, tying it to affordability is an interesting idea.

Mr. Leidner asked whether there are stipulations that couple affordability with livability, noting challenges with microunits. Mr. Hesler responded that, ideally, the unit size would match the number of individuals in the household. Ms. Brown noted that it might be useful to look at whether units being developed are keeping pace with the size of households. Mr. Hesler noted that there has been an uptick in the number of large apartments being built. He further noted that missing middle housing might provide an opportunity to get those larger units.

In response to a question by Mr. Rutledge, Ms. Brown confirmed that task force members can communicate directly with County staff if they have follow up questions on the information.

Mr. De Mayo indicated that it would be useful to see where development capacity is currently located and what use is currently on that land. It might also be useful to see a heat map of where recent development is occurring, similar to the one completed by the City of Miami.

Ms. Del Valle stated that her organization has a report specific to those making less than 80% Area Median Income that she will share. Older adults represent a significant share of the group. We really need deeply affordable housing.

Mr. Roth noted that some material says that we are losing population, but the County's projections show growth. Within the growth projected, are we looking at the demand that will be created for affordable and workforce housing? Mr. Hesler responded that the County is not currently looking at the demographics of that projected population growth. Our population projections look at long-range trends rather than short term trends. The pandemic and immigration are causing short term disruption into population that create challenges for long-term projections. We are going to maintain a long-range approach and incorporate some methodologies to smooth out these erratic times.

Mr. Motes stated that people have come to expect larger homes, and that expectation may need to fall a bit. Further, interest rates have risen which incentivizes people to stay in their homes and not sell. An article in the Economist noted that raising the minimum wage would raise the cost of living for all which would impact low income individuals.

ADJOURN

Ms. Brown adjourned the Task Force meeting at 3:25 PM.

(Note: A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division)

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The meeting commenced at 10:12. Ms. Kim Brown started with opening remarks and introduced County staff. She noted that the Aquifer Recharge presentation would be moved to the January task force meeting due to a staff scheduling conflict. The following County elected official and County staff were present:

- Mayor Daniella Levine Cava
- Roy Coley, Chief Utilities and Regulatory Services Officer
- Eddie Kirtley, Assistant County Attorney
- Lourdes Gomez, Director, Regulatory and Economic Resources (RER)
- Jerry Bell, Assistant Director of Planning (RER)
- Kimberly Brown, Chief, Long Range and Neighborhood Planning (RER)
- Alex Dambach, Planning Development Manager (RER)
- Manuel Armada, Chief, Planning Research Section Supervisor (RER)
- Lisa Spadafina, Assistant Director, Department of Environmental Resources Management (DERM)
- James Duncan, Chief, Urban Forest and Tree Division (DERM)
- Lazaro Quintero, Manager, Tree and Forest Resources Section (RER)
- Martha Garcia Lastre, Senior Manager, Natural Resources Division (RER)

Other agencies represented:

- Christina Miskis, South Florida Regional Planning Council
- Larry Ventura, Homestead Air Reserve Base

Roll Call

The following Task Force members were in attendance:

- Task Force Member Lucia Soria (Agricultural Practices Advisory Board)
- Task Force Member Martin Motes (Redland Citizens Association)
- Task Force Member Kerri Barsh (Miami-Dade Limestone Products Association)
- Task Force Member Jeffrey Bercow (Builders Association of South Florida)
- Task Force Member David Tolbert (Dade County Farm Bureau)
- Task Force Member William Delgado (Latin American Business Association)
- Task Force Member Tom Roth (Urban Land Institute - Southeast Florida/Caribbean)
- Task Force Member Richard Grosso (Friends of the Everglades)
- Task Force Member Annie Lord (Miami Homes for All)
- Task Force Member Ilona Vega (Miami-Dade Beacon Council)
- Task Force Member Elizabeth Fata Carpenter (Everglades Law Center)
- Task Force Member Christianah Oyenuga (The Nature Conservancy)

- Task Force Member Aaron DeMayo (American Institute of Architects - Local Chapter)
- Task Force Member David Rutledge (Laborers' International Union of North America - Local Chapter)
- Task Force Member Lisa Greer (South Dade Chamber of Commerce)
- Task Force Member Martin Motes (Redland Citizens Association)
- Task Force Member Craig Grossenbacher (Miami Waterkeeper) The

following Task Force members were absent:

- Task Force Member Paul Owens (1000 Friends of Florida)
- Task Force Member Steven Leidner (Sierra Club)
- Task Force Member G. Eric Knowles (Miami-Dade Chamber of Commerce)
- Task Force Member Jeffrey Mitchell (South Florida AFL-CIO)
- Task Force Member Pedro Portela (Latin Builders Association)
- Task Force Member Curtis Osceola (Miccosukee Tribe of Florida)
- Task Force Member Danielle Blake (Miami Association of Realtors)
- Task Force Member Norie del Valle (United Way Miami)

Welcome by Mayor Daniella Levine Cava

Mayor Levine Cava noted that billions of dollars have already been spent to protect our critical ecosystems, but we know that more is needed. She highlighted our critical pine rocklands that now comprise less than 2% of what once existed outside of Everglades National Park threatening the viability of the species that inhabit those areas, many of which are found nowhere else in the world. She also noted that Biscayne Bay has reached a critical tipping point that threatens its $64 billion in economic value to our community.

She expressed gratitude to the Governor on his announcements related to improvements that will benefit Biscayne Bay. She also highlighted the work of the County's Biscayne Bay Watershed Management Advisory Board that complements the work of the EAR Task Force. We are also underway with the Reasonable Assurance Plan that will address nutrient loading to the Bay.

The health of Biscayne Bay and the Everglades is inextricably linked to our community's health and wellbeing and the decisions we make about growth. We must consider through the work of this task force, that we are living in a unique environment and that we have irreplaceable natural resources that are critically important. At the same time we know we need to invest in housing, transit and infrastructure our neighborhoods need to thrive. She expressed her gratitude to the Task Force members for taking on the task of balancing what can sometimes be conflicting goals.

Reasonable Opportunity for the Public to be Heard

Paul Lambert with Lambert Advisory (100 Biscayne Boulevard) Requested that all presentations and materials be uploaded to the County website in a timely manner. He also requested that data sets related to the County's land supply be made available to the public.

Lauren Jonaitis Executive Director with the Tropical Audubon Society (5530 Sunset Drive) noted the importance of safeguarding land needed for Comprehensive Everglades Restoration Plan (CERP) efforts, specifically including BBSEER. It is one of the most important restoration efforts for our County's future. The CDMP contains conflicts that I hope this task force can resolve, specifically those area where UEAs extend into CERP areas. These conflicts put restoration at continued risk. UEAs should instead be located along transit corridors not in areas needed for restoration. She noted that the CDMP lists Pennsuco Wetlands and Bird Drive Wetlands as areas that shall not be considered for expansion of the UDB. We need to make sure that these areas are protected from all development and noted that the SR-836 extension goes through those areas. She recommended that the Task Force consider recommendations to remove UEAs from areas needed for BBSEER and strengthen protection of lands within the CERP footprints. She inquired about the process for submitting written comments. Ms. Brown noted that speakers are welcome to submit 30 copies of written material for distribution during the reasonable opportunity.

Daniel Mlodozeniec, Education Director with the Tropical Audubon Society (5530 Sunset Drive) – he encouraged the Task force to strengthen protections for Wetlands of Regional Significance and noted the important benefits they provide including water storage, flood reduction, aquifer recharge, everglades restoration. The Audubon Society continues to see development applications within or near these important areas. If the CDMP does not clearly prevent development in these areas or if policies are applied inconsistently, there is risk of undermining decades of public investment and long-term resilience goals. He urged the task force to: 1) affirm that these wetlands are inappropriate for urban development, and 2) ensure CDMP policies protect land needed for everglades restoration, water supply, and flood protection. It is essential to safety, water security and economic resilience.

Kylie Gill - Education Intern with the Tropical Audubon Society (5530 Sunset Drive) – Ms. Gill reinforced the importance of upholding the UDB and protecting lands outside of it. She stated that the County should accommodate growth by prioritizing and incentivizing redevelopment within our existing urban footprint which strengthens existing communities and directs growth to areas where infrastructure already exists resulting in lower taxpayer cost, more efficient public services, revitalized neighborhoods, stronger transit and communities that are more resilient and connected to jobs. Sprawl strains infrastructure,

increases congestion, heightens flood risk, and destroys natural land that protects our water supply and supports everglades restoration. Promoting infill by allowing greater intensity near transit, reducing parking requirements, expediting review of redevelopment projects, and offering targeted density increases can help to direct investments where most needed.

Laura Reynolds with Hold the Line Coalition and representing the Town of Culter Bay on the CERP BBSEER effort, which is celebrating 25 years of Everglades restoration. Restoration is being delayed because USACE is now requiring a significant portion of the engineering to be complete before projects moves forward. She stated that the County needs to be a better partner by protecting the land and buying it from willing sellers. If a project is in the CERP Yellow Book, it should be off limits for development. The CDMP policies are currently insufficient. The space outside of the UDB is essential for providing flood protection as part of the restoration efforts, otherwise it doesn't get cleaned and it doesn't get to the southern portion of the County. Think 50 to 100 years into the future when our biggest problem is flooding and sea level rise. She urged the task force to make sure the CERP footprint is protected within the CDMP and noted that what we have now is too weak. Without the UDB being a strong policy, we would not have had federal funding of CERP.

Dave Doebler Co-Chair of Biscayne Bay Marine Health Summit – He serves on the County's Biscayne Bay Watershed Management Advisory Board. This organization is working to implement the over 70 recommendations of the prior Biscayne Bay Task Force report. Recommendation #1H of the report recommended CDMP amendment to include Biscayne Bay watershed management elements. Mr. Doebler stated that we can't fix Biscayne Bay without clean, fresh water coming from the Everglades. Protecting wetlands is critical to protecting Biscayne Bay and we need to remove CERP wetlands that are in CERP Tentatively Selected Plans from future development. He encouraged the task force to consider Biscayne Bay in their deliberations.

Approval of November 21, 2025 Meeting Summary

Ms. Brown read proposed amendments into the record that including removing Ms. Greer from the list of present members and adding comments from Ms. Oyenuga regarding the County's Urban Design Manual. Task Force Member Martin Motes motioned to adopt the Minutes as amended. Task Force Member David Rutledge seconded the motion. It passed unanimously.

Staff Coordinator's Report

Public Outreach Survey and Meetings

Ms. Brown provided an overview of the public outreach flyer that was provided as a handout. She reiterated that the task force members are invited to attend all meetings but that staff would follow up with summaries of the comments received at those workshops. Ms. Brown provided an overview of the draft EAR survey that was provided as a handout. The following recommendations were provided on the draft survey:

- Add "natural resource based recreation and tourism" to Question #1 Opportunities
- Add "transit" to Question #1 Opportunities
- Clarify whether "insurance costs" under Question #1 Obstacles refers to property insurance
- Add water supply under Question #1 Obstacles
- Add unsustainable development under Question #1 Obstacles
- Add pollution including septic under Question #1 Obstacles
- Add housing loss to foreign investment under Question #1 Obstacles
- Define "workforce" in #3 but keep it broad
- Add ecotourism hubs to Question #10

Presentations

Development Considerations: Land Supply and Demand Analysis (carryover from 11/21/25 agenda)

Mr. Manuel Armada, Chief, Planning Research Section provided a presentation on land supply and demand analysis. It provided a fairly detailed overview on the Planning Division's Research Section's methodologies for determining residential land capacity and demand, population projections, non-residential land capacity and demand.

Task Force Discussion

Mr. Grosso followed up the presentation with questions to Mr. Armada about why the population projections do not take the State's Live Local policy into consideration. Mr. Armada responded by explaining that the decision has been not to do that because the state policy, while is does have the potential to increase capacity for many projects, at this time is a "speculative" factor. Currently the County has 11 applications for a total of approximately 3,700 units. Therefore, the Research Section has made the decision to maintain the

assumption regarding development potential to the density and intensity that exists within the CDMP and other local policies and regulations.

Mr. Grosso further inquired about population projections and if those projections were low because it seems common that applicants dispute those numbers. Mr. Armada responded by acknowledging that the population estimates fluctuate and that disputes are common. However, the Census has generally accepted the County's numbers and observed that land often assumed to be undevelopable eventually does develop over time.

Mr. Bercow commented that many municipalities had adopted "poison pills" that make it nearly impossible for developers to use the Live Local Act. Regarding previous comments on affordability, traditional laws of economics suggest that if you restrict supply, it seems to increase the price of whatever that something is. Mr. Bercow shared some articles from the *New York Times* and *The Atlantic* that raise question of whether raising the restrictions on development raise the costs, encouraging the group to consider the economic debate.

Mr. Bercow also expressed concern around multifamily residential supply, stating that it goes well beyond 2040. However, the County has a significant portion of the working population aged 25-40 who want to live in a single-family-home, but do not want to live in a multi-family apartment or condo, and those people are getting priced out and they're leaving. He stated that he thought this task force should explore if provisions of the county plan should lump single-family and multi-family supply together.

Mr. Armada responded to these points by explaining that housing is a bundled good. This assertion acknowledges that the forces of supply and demand are important economic forces. However, if one was to simply add more supply of housing in a concentrated area, it is not certain to decrease for housing in that area due to the fact that housing, as a bundled good, responds to various demands including location, transportation/commute requirements, desired amenities, etc. Currently, demand from young families does seem to prefer single-family homes; however, they are also looking into multiple bedrooms. Also, the units that are being proposed in recent projects, in general, are not affordable.

Mr. Roth asked as to Miami-Dade County's view on Live Local and "poison pills" in incorporated areas in the County that is preventing Live Local from taking effect. In short, is there a policy that is inhibiting Live Local projects from being developed?

Lourdes Gomez, RER Director, responded that the Board of County Commissioners has no specific policy amounting to a poison pill. However, when Live Local applications come in, the BCC does require that it is notified.

As far as Live Local impacting supply and demand, this is not a driver because we have more than 40 years of multi-family residential supply and Live Local is a policy that is strictly addressing multi-family housing typology. The real pinch point is in single-family housing. The reluctance to incorporating Live Local into formulas for population estimates that Mr. Armada uses is that the predictive models must factor in the existing zoning regulations, such as setbacks, height, etc. that still influence what can be built in Live Local and that varies parcel by parcel. At this time, the decision has been not to modify the method, because that method could be challenged. Over time, that could change.

Mr. Roth asked about how RTZ zoning impacted the methodologies. Are you accounting for those instances when a property in the City of Miami changes from City zoning to County RTZ?

Mr. Armada stated that over time, when population estimates get updated, those zoning changes are factored in and the population estimates are updated accordingly.

Mr. Roth asked about single-family and multi-family, vacant, and proposed redevelopment, and how they breakdown.

Mr. Armada stated that, when being analyzed, these uses are broken down. However, when reported, the uses are aggregated. Proposed developments are almost all multi-development. Single-family developments are almost all on vacant land. This information is available in the package.

Mr. DeMayo stated that it can be difficult to make assumptions or predictions on outlier areas, but there could be an opportunity to develop a small variable for target locations particularly around transit where you're already doing an RTZ factor. It might be helpful for analyzing a certain proximity to certain levels of transit to include that as a target goal for a policy for Live Local. Mr. Armada felt this was an idea worth exploring. Mr. DeMayo continued by asking if there was data on population trends that show people who are living in one housing type moving to different housing types. Mr. Armada answered that there are not really any reliable data on this topic. In the absence of these data, one must make estimates. There are other factors at play in migration patterns. One reason people do not move is to hold on to low interest rates.

Mayor Levine-Cava shared that property tax reform is currently being debated at the state-level, and the issue of portability could address this issue. Another point is the Miami-Dade County has one of, if not the lowest home-ownership rate in the country. This leads to more multi-generational living quarters. The actions of the legislature has the potential to shift the market. Mr. Armada added that one additional County policy that can influence the housing crisis is the ADUs.

Ms. Barsh asked about the demand for industrial and if they were countywide or based on MSA. Mr. Armada stated the demand was for all MSAs and regardless of UDB. Quarries are considered industrial, but, because the work of quarries is so specific, they are not in the demand supply for industrial land.

Ms. Fata Carpenter seconded concerns about Live Local not being a factor in population estimates. Ms. Fata Carpenter asked for clarification on redevelopment calculations on properties such as malls. Mr. Armada affirmed that these redevelopments do factor into these estimates. He made a point that while these redevelopments are a factor, part of these redevelopments include properties like mobile home parks. In calculating properties like that, the dislocation of existing residents is also a factor in those analyses. Ms. Fata Carpenter asked how frequently these calculations occur. Mr. Armada said these occur regularly, but the reports are produced with each cycle (3 times a year).

Mr. Motes stated he thought factors related to immigration, population, and enforcement complicates the analysis. Enforcement seems to vary by locale. Outward immigration of workforce and cost of housing complicates the housing crisis.

Presentation #2: Regional Restoration Policy

This presentation was made by Mr. James Duncan, Chief of the Urban Forest and Tree Division with the Department of Environmental Resources Management (DERM). Mr. Duncan started off by examining Miami-Dade's past and current natural environment, including pine rockland, rockland hammock, costal and freshwater wetlands, tree islands, sloughs, coastal strand, and others. Mr. Duncan provided an overview of the Federal Comprehensive Everglades Restoration Plan (CERP) and described how the County supports the effort. Mr. Duncan also provided an overview of the County's Environmentally Endangered Lands program. The presentation provided an overview of the historic hydrology of south Florida, showing the relationship of Lake Okeechobee to Biscayne Bay, and how this has changed over time to the current hydrology. Mr. Duncan highlighted CDMP policies that relate to ecosystem restoration including LU-3J, LU-8G, and CON-7J, CON-8F, CON-8G, CON-9A, and CON-9D.

Task Force Discussion

Mr. Grosso asked for clarification on the CERP planning process, specifically whether we have restored all the land that is needed to support Biscayne Bay and the Everglades. Mr. Duncan replied that we absolutely have not. It's been 25 years so far but there is still a long way to go. He mentioned that there are ongoing meetings of the CERP subteams to evaluate the project designs.

Mr. Grosso further inquired about how land use changes can impact CERP. Mr. Duncan replied that it can eliminate a portion of the footprint needed which can be limiting. In response to a question from Mr. Grosso about the economic impact of Biscayne Bay and Everglades to the County, Mr. Duncan replied that the Bay has $64 billion in economic benefits, not including the Everglades. Mr. Grosso asked whether lands available to meet restoration objectives are plentiful. Mr. Duncan replied that the restoration projects are dynamic based on specified targets, performance measures, and economic factors.

Mr. Grosso inquired about the flood protection and water supply benefits the County receives from the Everglades. Mr. Duncan was not sure about the quantification of those aspects but noted that those are key factors in ecosystem restoration.

In response to a question from Ms. Fata Carpenter regarding the value of ecosystem restoration to our drinking water, Mr. Duncan noted that the issue will be addressed in detail at the next meeting. Ms. Fata Carpenter further inquired about the County's investment in ecosystem restoration through the EEL program. Ms. Brown indicated that staff will follow up with specific numbers. Ms. Fata Carpenter noted that the Everglades Foundation conducted a study that found that the Everglades has a $1 trillion economic benefit. Ms. Fata Carpenter requested a map showing the location of the BBSEER tentatively selected plan in relation to the Urban Expansion Areas. Ms. Brown clarified that we currently only have a preliminary tentatively selected plan. It is expected to be considered for approval by the U.S. Army Corps of Engineers in June 2026 at which point, if approved, it will become the Tentatively Selected Plan.[1]

Mr. Grossenbacher noted that the reason we have such high quality drinking water is due to the Everglades and our limestone geology. He highlighted the recent completion of the CERP Biscayne Bay Coastal Wetlands project and noted that many County owned properties were conveyed for the restoration project.

Ms. Soria mentioned concerns expressed by the County's Agricultural Practices Advisory Board (APAB) about flooding as a result of ecosystem restoration efforts. She mentioned that USACE will be undertaking a real estate analysis to ascertain the need for land acquisition as part of BBSEER. Additional information is expected to be provided at the May 2026 meeting of the APAB.

Ms. Fata Carpenter asked for information on future CERP projects including those in the Yellow Book and the upcoming Southern Everglades Restoration Project. Ms. Brown noted that information could be provided on the Yellow Book projects but cautioned that the

[1] This sentence was corrected to reflect review by USACE in June 2026 rather than May 2026 as was stated.

information will not reflect additional analysis that has occurred since those projects were proposed in 1999.

Mr. Grosso noted that CERP is complex but it's working and the completed projects are meeting the goals. The CDMP effectively ensures that we do not lose land that is needed for things such as agriculture and environmental functions. When land use changes are approved prematurely, it drives up land values thereby complicating efforts to acquire lands needed for restoration. Mr. Grossenbacher added that the USACE must consider land use entitlements when evaluating restoration projects so those decisions can greatly impact land valuations and cost estimates. Mr. Bercow further commented that property owners have the right to seek entitlements up until the time the land is taken by a governmental entity. Mr. Grosso stated that there is no right on the part of a property owner to have their property rezoned, it is a discretionary policy choice for the local government. Mr. Grossenbacher noted that BBCW took about 20 years to acquire the land, almost entirely from willing sellers. He noted that, in the past, even developed properties have been sold for ecosystem restoration by willing sellers. Mr. Bercow stated that a pending study that has not been finalized should not prevent local government from considering a development application. If it is finally determined that the site is within a CERP footprint, that is another issue.

Presentation #3: Threatened and Endangered Species

This presentation was made by Mr. Lazaro Quintino, Manager, Tree and Forest Resources Section and Ms. Martha Garcia-Lastre, Senior Manager, Natural Resources Division. The presentation focused on CDMP goals, objectives and policies relevant to protection of threatened and endangered species, including CON-7, CON-7A, CON-8, CON-8D, CON-8J, CON-9, CON-9A, and CON-9B. The presentation highlighted critical habitat designation within the County, consultation areas for the Florida Bonneted Bat, and manatee protection areas. The presentation highlighted evaluation factors that are considered when reviewing projects for consistency with the aforementioned CDMP goals, objectives and policies. Ms. Brown added that the policies of the CDMP protect habitat that is critical to threatened and endangered species which can extend beyond habitat that has been designated at the federal and state level.

Task Force Discussion

Mr. Grosso asked about the impact of development being located in close proximity to environmentally sensitive areas. Mr. Quintino indicated that development in close proximity can lead to illegal dumping on the preservation site. He also indicated that development restrictions sometimes include requirements for the management of the preserve which can

be a benefit. These are fire dependent habitats, ideal management would allow for prescribed burning. Roads located along the perimeter of the preserve can serve as fire breaks. Mr. Grosso stated that the policies seem to particularly protect high quality environmental land and inquired about protections for moderate and low-quality areas. Mr. Quintino noted that they do look at the quality of the habitat. He gave an example of a site that was heavily impacted by road construction and Brazilian Pepper so their recommendations focused on the higher quality areas.

Mr. Roth asked whether the County steps in to purchase environmentally sensitive areas when located on development sites or if it's incumbent on the developer to preserve and manage the area. Mr. Quintino said there are many different options, sometimes developers will want to donate the property as is the case with the example provided in the presentation. A special taxing districts can also be established for management of the preserve. Mr. Roth further inquired about Miami-Dade County's policy and budget toward buying private land for preservation. Ms. Spadafina described the Environmentally Endangered Lands (EEL) program that purchases properties from willing sellers. The EEL program is separated into an A list and B list. The A list properties are most valuable to the County for many reasons, including CERP and critical habitat. The B list typical includes buffer lands and lands less vulnerable to development. In terms of funding, EEL is always in a deficit. In the 1990s we had a referendum and that got the County's initial funding. There is currently no reliable funding. The program targets environmental land located both inside and outside of the UDB.

Ms. Oyenuga asked about how many acres have been protected since the last EAR. Ms. Gomez noted that protection can occur as part of development applications or through EEL acquisition. Mr. Quintino offered to follow up with the number of acres that have been preserved through private development applications. Ms. Oyenuga further inquired about the County's efforts to ensure connectivity of critical habitats, both inside and outside of the UDB. Within EEL, the goal is to acquire land that provides species connectivity. From the regulatory perspective, we look at "stepping stones" between environmentally sensitive areas that prevent manmade disturbances to the habitat. Ms. Oyenuga further inquired about whether the EEL program includes specific criteria to address connectivity. Ms. Spadafina noted that the EEL review is parcel specific so it varies. She noted that, on the regulatory side, CDMP policies under Objective CON-8 encourage the preservation of pine rocklands as part of the project's landscaping requirements when located on a development site. Ms. Gomez noted that the County invests at least $1M per year on tree planting along rights-of-way inside of the UDB. This might provide an opportunity to strengthen the policies

to encourage these programs to emphasize habitat support. Mr. Quintano noted that upland habitats are already so fragmented that it is challenging to achieve connectivity.

Mr. Grossenbacher asked whether it is still County policy to allow applicants to develop up to 20% of pine rocklands when located on a private development site further noting that, in large projects, this can mean the loss of hundreds or thousands of trees in critically imperiled pine rockland without the requirement for mitigation. Ms. Gomez noted that Senate Bill 180 will keep us from addressing it in the near term. The idea behind the policy is to strike a balance between allowing for some beneficial use of the property and gaining preservation. She stated that staff is working on updates to the County's Landscape Code that will amplify the mitigation requirements. Mr. Grossenbacher suggested that the policy could be strengthen for public lands without being up against Senate Bill 180. He further inquired about the implementation status of recommendations from a Butterfly Report that was provided to the BCC.[2] Ms. Gomez indicated that staff would follow up. Ms. Spadafina noted that the low hanging fruit might be to implement those recommendations in areas that don't have a funding constraint. Mr. Grossenbacher further noted that the recommendations of the Butterfly Report should be incorporated into CDMP policy.

Mr. De Mayo identified the County's Tree Master Plan which envisions networks of tree-lined streets that can be good for missing middle housing by encouraging walkability, and also good for environmental connectivity.[3] He also expressed support for encouraging connectivity through greenways and blueways as recommended in the County's Resilience Master Plan.[4] He noted that there are tree canopy goals that we are not currently meeting and discussed legislation being proposed by the City of Miami that would allow for transfer of development rights for properties that contain specimen trees to encourage preservation. This could be considered for County policy as well.

Mr. Motes noted that one of the greatest disruptions in pinelands in the 1960s, was when the County stopped giving farmers an agricultural exemption for pineland. He stressed the importance of programs that encourage planting of native plants.

Ms. Oyenuga stated that, historically, Miami-Dade County residents have voted to tax themselves to fund conservation. Discussion ensued with staff regarding the bond

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[2] This comment relates to the County Mayor's response to Board Resolution No. R-135-22 which can be accessed at https://documents.miamidade.gov/mayor/memos/09.13.24-report-feasibility-of-fpl-and-miami-blue-chapter-north-am-butterfly-association.pdf

[3] This comment appears to relate to the County's 2025 Urban Forestry Plan which can be accessed at https://www.miamidade.gov/economy/library/urban-forestry-plan.pdf

[4] This comment appears to relate to the County's Sea Level Rise Strategy which can be accessed at https://miami-dade-county-sea-level-rise-strategy-draft-mdc.hub.arcgis.com/

referendum that led to funding for the Environmentally Endangered Lands in the 1990s. She asked whether a similar effort is being considered again. Ms. Spadafina noted that it is currently being considered as an option and is included as a recommendation in the County's Urban Forestry Plan.

There being no additional comments, Ms. Brown noted that the presentation on Biscayne Bay would be moved to the January meeting.

Adjourn

The meeting was adjourned at 1:12 p.m.

(Note: A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division.)

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The meeting commenced at 1:10 p.m. The following County elected official and County staff were present:

- Mayor Daniella Levine Cava
- Abbie Schwaderer Raurel, Assistant County Attorney
- Lourdes Gomez, Director, Regulatory and Economic Resources (RER)
- Jerry Bell, Assistant Director of Planning (RER)
- Kimberly Brown, Chief, Long Range and Neighborhood Planning (RER)
- Alex Dambach, Planning Development Manager (RER)
- Alex David, Strategic Metro Planner (RER)
- Wilbur Mayorga, Chief, Environmental Monitoring & Restoration Division (DERM)
- Pamela Sweeney, Chief, Water Resources Coordination Division (DERM)

Other agencies represented:

- Isabel Cosio Carballo, South Florida Regional Planning Council

Roll Call

The following Task Force members were in attendance:

- Paul Owens (1000 Friends of Florida)
- Steven Leidner (Sierra Club)
- Martin Motes (Redland Citizens Association)
- Kerri Barsh (Miami-Dade Limestone Products Association)
- Jeffrey Bercow (Builders Association of South Florida)
- Pedro Portela (Latin Builders Association) – left at 3:17 p.m.
- David Tolbert (Dade County Farm Bureau)
- Tom Roth (Urban Land Institute - Southeast Florida/Caribbean)
- Richard Grosso (Friends of the Everglades)
- Curtis Osceola (Miccosukee Tribe of Florida) – left at 2:25 p.m.
- Craig Grossenbacher (Miami Waterkeeper)
- Elizabeth Fata Carpenter (Everglades Law Center)
- Aaron DeMayo (American Institute of Architects - Local Chapter)
- David Rutledge (Laborers' International Union of North America)
- Norie del Valle (United Way Miami)
- Lisa Greer (South Dade Chamber of Commerce)
- Annie Lord (Miami Homes for All) – arrived at 1:25 p.m.

The following Task Force members were absent:

- Lucia Soria (Agricultural Practices Advisory Board)
- William Delgado (Latin American Business Association)
- Ilona Vega (Miami-Dade Beacon Council)
- G. Eric Knowles (Miami-Dade Chamber of Commerce)

- Christianah Oyenuga (The Nature Conservancy)
- Danielle Blake (Miami Association of Realtors)
- Jeffrey Mitchell (South Florida AFL-CIO)

Welcome by Mayor Daniella Levine Cava

The Mayor began her remarks by stating that public outreach efforts were to commence in earnest on Tuesday, January 13. As part of this effort, workshops will be held countywide. She encouraged all members to spread the word broadly. The EAR process is intended, in part, to reflect the priorities of all, that will change over time: twenty-five years ago, we were not the county we are today, and twenty-five years from now we will not be the county we are today. The best outcome will be achieved with an inclusive effort with maximum involvement.

Reasonable Opportunity for the Public to be Heard

Kim Brown opened the Reasonable Opportunity for the Public to Be Heard.

1-Valeria Donets of 4600 SW 67th Avenue, representing the Hold the Line Coalition, urged the County to maintain the current boundaries of the West Wellfield Protection Area and avoid any reductions. She emphasized that this area safeguards a critical drinking water source connected to the Biscayne Aquifer, providing resilience against saltwater intrusion, contamination, and climate-related risks. Ms. Donets highlighted the importance of protecting the Bird Drive Basin, a vital wetland that supports aquifer recharge, flood control, and freshwater flow to Biscayne Bay, and is integral to the Comprehensive Everglades Restoration Plan.

She expressed concern that proposed reductions to the West Wellfield Protection Area lack clear technical justification and appear to exclude Bird Drive Basin based on canal placement without sufficient modeling or explanation. Ms. Donets noted that shrinking the protection area could lead to development or contamination, limiting future water supply and ecosystem uses and reducing the County's ability to respond to challenges cost-effectively. She also encouraged alignment with regional restoration investments and hydrologic improvements under CERP.

In addition, Ms. Donets addressed agriculture, noting that agriculture's economic and ecological importance, citing a 2023 study showing the sector supports over 10,000 jobs and generates $1.5 billion in output. Beyond economic benefits, agriculture provides wildlife habitat, aquifer recharge, and cultural value. However, she warned that pressures on low-productivity agriculture threaten rural life and could lead to undervaluation of these areas when reviewing development applications. Ms. Donets recommended policies to

protect farmland, enforce land-use controls, maintain open space, and support agricultural workforce housing to sustain the sector and empower the community to shape its future.

2- Jocelyn Guilfoyle, of 1850 Old Dixie Highway, Executive Director of the Dade County Farm Bureau, emphasized that designated agricultural areas exist to support production, preserve working lands, protect natural resources, and sustain the farming community's economic viability. She noted that the CDMP recognizes agriculture as a long-term land use, not a temporary placeholder for future development. Guilfoyle warned that increasing development pressures and incremental approvals can create land-use conflicts with active farming, undermining its viability. She also raised concerns about mitigation banks, explaining that their placement or expansion near agricultural areas can permanently remove farmland and alter long-term land use. These decisions, she urged, should be evaluated alongside CDMP agricultural protection policies. Finally, Guilfoyle called on decision-makers to consider cumulative impacts of past and proposed actions and ensure alignment with the CDMP's long-term vision, stressing that responsible planning today is essential to protect culture, environment, and community future.

3- Marcelo Balladares, of 16171 SW 73rd Street spoke on behalf of the Sierra Club, Florida as the workplace organizer. He expressed appreciation for the public workshops and that he will be spreading the word to residents with hopes that this will help bring about a strong CDMP. He encouraged Task Force members to ensure the UDB is maintained and to remind them that Biscayne Bay is a significant environmental and economic benefit to the country and local area. He also encouraged protecting agricultural interests from urban sprawl and unrestrained development.

Approval of December 11, 2025 Meeting Summary

Ms. Brown read the following amendments into the record: 1) deletion of Task Force Member Lisa Greer under the list of task force members in attendance on page 3; 2) removal of the reference to the cost of $95 Million for BBCW on page 10; and 3) a change on page 13 to show that the Butterfly Report was provided to the BCC and an update to the footnote to reference the correct Butterfly Report legislation. A motion to approve the meeting summary, as amended, was made by Task Force Member Bercow and seconded by Task Force Member Rutledge. The motion passed unanimously.

Staff Coordinator's Report

Staff provided an update on bills being considered in the current legislative session.

Concerns about SB180 are being addressed in the current session with SB840. The new legislation pares it back to June 1, 2026. It adjusts the area to 50 miles with a major disaster declaration and is limited to a set of restrictions that would prohibit one from rebuilding exactly what had been built before the disaster.

SB718: Very broad but short bill that is a pre-emption around key services such as water quality, water control, wetlands. It states that a county may not adopt laws around issues mentioned.

SB 686: Agricultural enclaves. Currently state law establishes that properties that are of a certain size, ownership thresholds, and surrounded on 75% of their boundaries by urban development, can be reviewed for urban development. This new bill loosens existing standards. This may allow for properties outside of the UDB to qualify as agricultural enclaves.

SB 208 and HB399: These involve reviewing the value of urban growth boundaries and consider removing UDBs. At the time of the meeting, the Senate Bill had cleared one committee already and was likely to go for vote soon. The policy also proposes redefining the term “compatibility” for residential uses such that all residential uses are compatible with each other regardless of design.

SB48 and HB313: Propose to mandate local governments to make allowances for accessory dwelling units (ADUs).

SB948: Starter Homes Act. Stop governments from requiring minimum lot sizes. Prohibits requiring maximum densities greater than state law.

Upon concluding the staff rundown of pending legislation, Ms. Brown provided an overview of the upcoming EAR workshops. Task Force members are invited and encouraged to attend these workshops. No agendas are provided because the format is open-ended like a charrette. Workshop areas are structured with information about the EAR process and information on the CDMP, much like an open house so that members of the public can walk through freely, interact with staff, and learn as they go. Surveys are available and everyone is asked to submit feedback to the survey, as well.

Presentations

Presentation #1: Aquifer Recharge and Wellfield Protection

Mr. Wilbur Mayorga, Division Chief ERMD, provided a presentation on wellfield protection in the context of the Conservation, Aquifer Recharge and Drainage Element of the CDMP. The

presentation provides an overview of Miami-Dade County's Wellfield Protection Program, which safeguards the Biscayne Aquifer—the county's primary drinking water source. It explains the vulnerability of the aquifer due to its shallow, highly permeable nature and the absence of a confining layer, making it susceptible to contamination. To mitigate risks, the county has established wellfield protection zones with land-use restrictions and source prohibitions based on groundwater modeling of travel time and drawdown. These measures are supported by zoning controls, environmental regulations, and a comprehensive groundwater monitoring network, all aligned with Objective CON-3 of the Comprehensive Development Master Plan (CDMP).

The evaluation of monitoring measures shows that exceedances of water quality standards within wellfield protection areas are rare (about 0.4%), and only four pumpage curtailments occurred in the past decade due to contamination incidents involving PFAS, benzene, bacteria, and sludge leakage. Additional metrics, such as the low density of contaminated sites within protection areas (7%), indicate the program's effectiveness. The conclusion emphasizes the need for continued rigorous protection and monitoring to maintain safe drinking water supplies for Miami-Dade County.

Task Force Discussion

In response to Mr. Owen's inquiry about the funding for the water monitoring program, Mr. Mayorga explained that it was comprised of utility fees, and that they provide the funding for the sample.

Mr. Grosso asked if sea level rise is causing any concerns or challenges for maintaining the wellfields. Mr. Mayorga discussed how they partner with DERM and USGS to closely monitor and note any changes to the saltwater intrusion line. Mayor Cava noted that several wellfields have been closed in the past due to saltwater intrusion, and pointed out the benefit of Everglades restoration is bringing in fresh water to push back against saltwater intrusion. Mr. Mayorga provided additional details on the past closure of wells and noted that the County is monitoring closely the production wells as they are noticing decreasing westward movement of the saltwater intrusion line. Mr. Grossenbacher added that additional water is sometimes not required but instead requires better water management and using the existing water in a more natural, resilient way.

In response to Mr. Bercow's inquiry, Mr. Mayorga discussed the process for contracting the wellfield protection area boundaries, with a study completed and work group convened, and public comments submitted, they are currently in the process of a comprehensive review of the public comments and once completed, they will set up a public workshop to present their response.

Mr. DeMayo asked whether there is an increase in the extent of the contamination when a former contaminated site is developed. Mr. Mayorga clarified the increase was due to a significant uptake

in developments and that their due diligence resulted in the discovery of new contaminated sites, citing the example of a former dry cleaner developed for a different use.

Mr. DeMayo referenced certain rainfall events culminating in extraordinary amounts in a short period of time, and inquired about their impacts based on historical averages. Mr. Mayorga reviewed how contaminants depend on a number of factors such as movement, types of chemicals and are tracked year around through their groundwater monitoring evaluations.

Mr. DeMayo asked if they were making recommendations as to specific drainage on properties, such as deep wells, trenches in the ground or bioswales. Mr. Mayorga indicated they do recommend techniques such as bioswales, but noted that stormwater drainage wells are not allowed west of the isochlor line due to state regulations. They work closely with environmental consultants to find the location, rate of transmission and to actively contain any groundwater plumes.

In response to Mr. DeMayo's inquiry if they are seeing any changes on the monitoring regarding septic tanks and king tides, Mr. Mayorga indicated he would need to look at the data.

Mr. Leidner opined that the Board seemed to be moving forward with the waste incinerator on the Okeechobee site, and asked if there were any anticipated threats, or monitoring at that site. Mayor Cava clarified that no site had been determined yet, and other sites have been evaluated by DERM and are reflected in the report of the sites. Mr. Mayorga added that no impacts are anticipated as that location is outside the Northwest Wellfield protection area.

Mr. Roth identified that the Wellfield Protection Areas (WPAs) are located both inside and outside of the Urban Development Boundary, and asked about the compatibility of development with the WPAs. Ms. Lourdes Gomez, RER Director, explained that as new uses are introduced they are evaluated under the existing standards. Mr. Mayorga stated they also review and monitor old "grandfathered" sites. Mr. Roth inquired if the WPAs are the reason why the UDB appears to 'jog' in certain locations. Ms. Brown responded that Objective CON-3 of the CDMP, to be discussed in the upcoming rock mining presentation, offers a higher level of protection, especially with the Northwest wellfield.

Presentation #2 – Biscayne Bay

This presentation was made by Ms. Pamela Sweeney, Chief of the Water Resources Coordination Division with the Department of Environmental Resources Management (DERM). Ms. Sweeney detailed the natural history of Biscayne Bay, its management, and recent events of fish kills and seagrass loss in the Julia Tuttle basin. The 2025 Biscayne Bay report card identified poor water quality areas in the Little River area and at the southern end of the County. Biscayne Bay, a designated aquatic park and conservation area, is losing resilience due to nutrient enrichment and water quality impairments. Key stressors to Biscayne Bay include stormwater runoff, aging wastewater infrastructure, septic systems, fertilizers, and illicit discharges. The County's Reasonable Assurance Plan (RAP), a collaborative effort with local and state stakeholders, aims to restore Biscayne Bay's water quality by reducing nutrient loads and restoring seagrass coverage. Over $52 million across five phases target pollution source identification, septic-to-

sewer conversions, green stormwater technologies, and biological restoration. She also identified the CDMP policies aimed at protecting Biscayne Bay and improving water quality, coastal protection, and sustainable land use.

Task Force Discussion

Mr. Grosso asked whether current stormwater standards-typically keyed to the "100-year" standard are adequate based on what is known today about sea level rise. He asked whether meeting today's stormwater requirements can be assumed to protect water quality in Biscayne Bay and other surface waters.

Ms. Sweeny responded that the answer is two-part: (1) the standard related to the volume of water reaching the landscape, and (2) how the water is being moved and managed. She stated that in certain basins the standards may be inadequate, and staff is working internally to assess conditions. She added that, even where capture may be adequate, questions remain about where the water goes and the quality of that water, noting that loads reaching groundwater and the Bay may be higher due to changing land uses, new pollutant sources, and/or legacy pollutants. She stated further work is needed to evaluate adequacy countywide and that analysis should be done basin-by-basin, consistent with how the Reasonable Assurance Plan (RAP) is being approached.

Mayor Levine Cava stated that she has been very focused on stormwater issues and referenced a flood plan led approximately a year earlier by the County's Department of Emergency Management that involved coordination with municipalities. She noted the County has purchased equipment to assist with flood mitigation and emphasized that stormwater is highly interconnected across County departments and municipalities, as well as agencies such as the South Florida Water Management District. She stated stormwater management was moved to the Department of Transportation and Public Works because of roadway impacts, and she requested a multi-departmental task force to strengthen coordination. She also highlighted the interplay between stormwater and water and sewer systems-particularly due to stormwater inflow into wastewater systems that can lead to overflows and Bay pollution-and encouraged suggestions on CDMP policies to emphasize stormwater protection and sea level rise considerations.

Ms. Sweeny reminded the group of the County's impervious ordinance, noting it directly addresses stormwater water-quality standards. She stated the County has examined adequacy across different storm events and acknowledged the interjurisdictional nature of stormwater management. She noted that a key element included in the ordinance-one not preempted by Senate Bill 180-was a recertification standard for storm systems across jurisdictions. She stated the County intends to implement the standard within its own

jurisdiction and work with municipalities to ensure stormwater systems perform as intended and are actively planning toward necessary standards. She also noted the state adopted improved standards that were not preempted, and the County intends to move toward full implementation when able.

Mayor Levine Cava added that the impervious ordinance is intended to ensure water can be absorbed, which supports water quality. She emphasized that the goal should be prevention rather than repair. She invited suggestions from Task Force members and stated she would like to do more, including ensuring that sea level rise is adequately reflected in modeling.

Mr. Grasso asked a follow-up question regarding CDMP Policy LU-8G, asking whether a policy limiting the “shall not be considered” protection to tentatively selected CERP plans is a weakness for protecting areas still under study that could later become part of a tentatively selected plan. He asked whether broadening that policy beyond tentatively selected plans would better protect the success of CERP.

Ms. Sweeny responded that broadening policy protections may be a way to address the issue, noting that in the most recent CERP efforts -the process has been iterative and timelines can create uncertainty (including timing of formal signoff). She stated that while the footprint and features may be understood, engineering and cost estimates continue and procedural timelines can create ambiguity in when a plan is considered final.

Ms. Brown added that because CERP planning is iterative, County policies incorporate tiers. She stated that while the CDMP includes a “shall not be considered” standard for tentatively selected plan boundaries, it also includes a “should be avoided” standard that applies to boundaries still being considered earlier in the process. She stated the nuance reflects that boundaries can change over time.

Mr. Bercow asked about unfiltered stormwater outflows (noting examples in Miami Beach and possibly the City of Miami) that discharge directly into the Bay. He asked what is being done to ensure Bayfront municipalities retrofit nonconforming stormwater outflows, and whether this relates to implementation of the impervious ordinance. Ms. Gomez stated the mechanism is the recertification process and that it will not be instant. She referenced an initial milestone around 2028, when jurisdictions would be expected to have planning documents prepared and submitted for review. She stated some municipalities have capital planning processes for stormwater, but many do not, and the intent is to require engineered stormwater system plans showing projects that conform to current standards. She also noted that when redevelopment occurs and impacts a site, the plan review process can require improvements depending on site conditions. She stated progress may be slow and imperfect but will allow transformation over time. She added that Ms. Marina Blanco was

expected to give a stormwater presentation, which would be rescheduled for the infrastructure topic, and that the presenter could revisit these issues at that time.

Ms. Sweeny added that the RAP process will encourage municipalities and the County to examine basins based on pollutant allocations and identify targeted stormwater system improvements. She noted some outfalls may have older technologies such as baffle boxes and that improvements could include increased maintenance (including street sweeping and baffle box maintenance) and/or additional technology depending on basin needs.

Mr. Motes stated he understood that a significant portion of the North Bay water quality problem relates to water entering Miami-Dade from the north and asked whether regional actions could mitigate that. Ms. Sweeny responded that monitoring data indicate pollutant loading increases as water moves east across the watershed, and that the “bang for your buck” is likely in reducing loading along the west-to-east pathway rather than focusing on inflows entering the county at lower rates. She stated the RAP process will likely focus attention on reducing loads that reach canals and surface waters along that pathway.

Mr. Motes stated that increasing encouragement and promotion of mulch and organic material could buffer nitrogen and phosphorus impacts and help stabilize Biscayne Bay. Ms. Sweeny agreed the issue is important and referenced a study (Indian River Lagoon) suggesting vegetative material can contribute nutrient loading. She stated the fertilizer ordinance includes policies about limiting vegetation cuttings and preventing landscape debris from reaching surface waters, and that implementation depends on enforcement and compliance by contractors, residents, and HOAs.

Mr. Motes asked about agricultural impacts on South Bay and whether the measurable impact of agriculture is small relative to other regions, and how much impact agriculture has compared to what occurs between agricultural lands and South Bay.

Ms. Sweeny stated the RAP process will provide additional information through an integrated groundwater/surface-water model designed to identify pollutant loads and contributing land uses, and she did not want to speculate before results are available. She noted that monthly data suggests more inorganic sources in the south (often associated with fertilizer) and more organic sources (waste/vegetative debris) in the north but stated comparisons to other communities were premature.

Mr. Leidner asked whether trees and tree canopy are considered in the RAP and what role trees can play in filtering water and removing nutrients, including in upland areas. Ms. Sweeny responded that trees can support Bay health by providing green space that captures runoff and allows root systems to take up water. She described best management practices such as “tree wells” or “tree boxes” that can funnel water from roadways and built

environments to trees, reducing stormwater reaching the Bay while expanding canopy. She stated the County has received grant funding to test tree-well performance in urban environments and that data is forthcoming.

Mr. DeMayo asked a follow-up about debris in outfalls and the County's role, stating his understanding that the impervious ordinance is more related to ground materiality and on-site conditions, and that outfalls are primarily municipal infrastructure. He requested clarification regarding municipal management of outfalls and County tools to address maintenance and debris. Ms. Gomez responded that the impervious ordinance includes multiple components. She reiterated the recertification process for municipal stormwater systems and stated that where a drain exists with no nearby redevelopment or roadway reconstruction, it may remain until triggered by capital improvements, which is why recertification is important to ensure systems function to their intended standard and to require planning for upgrades to current standards. She added that the ordinance also includes improved standards for onsite water management and capturing physical pollutants and nutrients. She offered to send materials previously shared during adoption of the ordinance and noted that Ms. Blanco could provide more detailed responses during the infrastructure presentation.

Mr. Grossenbacher referenced work conducted by the U.S. Army Corps of Engineers and the South Florida Water Management District project delivery team during the Biscayne Bay Coastal Wetlands project, stating that analysis of long-term monitoring and water quality data found significant nitrogen pollution entering Biscayne National Park. He stated that agricultural nitrogen from the C-102 and C-103 canals was significant and that the project team ranked it statewide as the third-highest nitrogen loading to a coastal estuary, citing documentation within the Biscayne Bay Coastal Wetlands project implementation report.

Ms. Barsh asked that Ms. Blanco address CDMP requirements related to public infrastructure design, planning, construction, and sea level rise during the infrastructure discussion.

Presentation #3: Lake Belt / Rock Mining

Ms. Brown provided a presentation on mining and the County's Lake Belt, an area sanctioned by state law and of statewide significance. Touching on limestone issues, CDMP policies and mitigation progress.

Task Force Discussion

Ms. Barsh provided additional information regarding permitting and compatibility, describing tools such as environmental permitting, conservation easements following completion of

mining, the importance of local aggregate supply to housing affordability, and industry practices intended to be good neighbors. She also referenced blasting regulation, stating it is heavily regulated at the state level and that monitoring/data on water quality has been required and provided.

Mr. Motes stated he grew up near active rock mining and did not recall significant disturbance from blasting, suggesting that sensitivities vary.

Ms. Carpenter asked how close complainants typically are when raising blasting concerns.

Ms. Barsh responded that complaints may come from varying distances, including from miles away, and stated that the industry typically prefers at least a 1,000-foot buffer. She described monitoring practices and referenced studies evaluating potential structural impacts, stating those studies did not find blasting to be the cause of observed structural issues, which were attributed to other factors.

Ms. Barsh referenced materials she had submitted and explained that 50% of the entire state's needs for construction or building are serviced from the Lake Belt.

Closing

Ms. Brown stated it would be prudent to begin the agriculture topic at the next meeting to keep it consolidated and noted that schedule flexibility exists to continue topical meetings through March while public outreach continues.

Mr. Bercow stated agreement, noting the agriculture topic would extend past the current meeting timeframe.

Ms. Brown stated the next meeting would be February 13, at 10:00 AM, at the Main Library.

Adjourn

The meeting was adjourned at 3:45.

(Note: A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division.)

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The meeting commenced at 10:20 a.m. The following County staff were present:

- Christopher (CJ) Wahl, Assistant County Attorney
- Lourdes Gomez, Director, Regulatory and Economic Resources (RER)
- Kimberly Brown, Chief, Long Range and Neighborhood Planning (RER)
- Alex Dambach, Planning Development Manager (RER)
- Charles LaPradd, Agricultural Manager (RER)
- Ammad Riaz, Chief, Aviation Planning, Miami-Dade Aviation Department

Other agencies represented:

- Lawrence Ventura, Jr., Homestead Air Reserve Base (HARB)
- Isabel Cosio Carballo, South Florida Regional Planning Council (SFRPC)

Roll Call

The following Task Force members were in attendance:

- Task Force Member Paul Owens (1000 Friends of Florida)
- Task Force Member Steven Leidner (Sierra Club)
- Task Force Member Lucia Soria (Agricultural Practices Advisory Board)
- Task Force Member Martin Motes (Redland Citizens Association)
- Task Force Member Kerri Barsh (Miami-Dade Limestone Products Association)
- Task Force Member Jeffrey Bercow (Builders Association of South Florida)
- Task Force Member David Tolbert (Dade County Farm Bureau)
- Task Force Member Craig Grossenbacher (Miami Waterkeeper) *arrived at 11:12 a.m.*
- Task Force Member G. Eric Knowles (Miami-Dade Chamber of Commerce)
- Task Force Member Christianah Oyenuga (The Nature Conservancy)
- Task Force Member Aaron DeMayo (American Institute of Architects - Local Chapter)
- Task Force Member Norie del Valle (United Way Miami)
- Task Force Member Lisa Greer (South Dade Chamber of Commerce)

The following Task Force members were absent:

- Pedro Portela (Latin Builders Association)
- William Delgado (Latin American Business Association)
- Tom Roth (Urban Land Institute - Southeast Florida/Caribbean)
- Task Force Member Richard Grosso (Friends of the Everglades)
- Task Force Member Curtis Osceola (Miccosukee Tribe of Florida)
- Task Force Member Annie Lord (Miami Homes for All)
- Task Force Member Ilona Vega (Miami-Dade Beacon Council)
- Task Force Member Elizabeth Fata Carpenter (Everglades Law Center)
- Task Force Member Danielle Blake (Miami Association of Realtors)
- Task Force Member David Rutledge (Laborers' International Union of North America - Local Chapter)

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- Task Force Member Jeffrey Mitchell (South Florida AFL-CIO)

Staff Coordinator's Report

Ms. Brown welcomed all to the task force meeting at 10:20 am by announcing two public outreach meetings were held in January, and four additional meetings are scheduled to be held in various locations throughout Miami-Dade County. Ms. Brown mentioned that there is an online survey with 200 responses already received. She encouraged the group to fill out the survey for maximum involvement. Ms. Barsh asked about attendance levels at the public workshops, and County staff responded that attendance is improving with each workshop.

Mr. Dambach conducted a roll call of members present, and Ms. Brown announced that the task force did not have a quorum and recommended to proceed with the informational components of the meeting while awaiting a quorum.

Presentation #1: Agricultural Importance

Ms. Brown presented the agricultural policies of the Comprehensive Development Master Plan (CDMP). The areas with CDMP designation Agriculture allow agriculture, ancillary and directly supportive uses, farm residences with 1 dwelling unit per 5 acres, agritourism, ecotourism, utility uses, and truck parking in specified areas. The area designated Agriculture area mostly coincides with United States Department of Agriculture (USDA) Farmland of Unique Importance. She mentioned areas designated Open Land allow limited agriculture, limestone quarrying, compatible institutional uses, public facilities, utility facilities, communications facilities, recreational uses and rural residences with 1 dwelling unit per 5 acres in all Subareas except East Everglades.

Mr. Charles LaPradd, Agricultural Manager spoke on the importance of the agricultural production in Miami-Dade County. More than 68,000 acres of land are designated by the USDA as Farmland of Unique Importance. Miami-Dade County has the only tropical growing region in the continental United States and is strategically important for winter production. With $1.135 billion in crop value in 70,000 production acres, Miami-Dade County is in second place behind Palm Beach County with $1.25 billion in crop production on 460,000 acres. Eighty-nine percent of agricultural products are shipped out of the County to the United States, Canada, the Caribbean, and Europe.

Miami-Dade County has a rich agricultural heritage and ranks first in the country in nursery crops and eighteenth in the country based on crop value. The County ranks first in Florida for avocados and tropical vegetable crops, and first in Florida for squash, okra, and boniato

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sweet potato. Miami-Dade County ranks first in Florida for the highest number of farm laborers and second in Florida for women-owned farms.

Mr. Alexander Dambach, Planning Development Manager gave a presentation highlighting the agricultural land use trends. In 2017 agricultural land acreage was estimated by the USDA Census at 78,543 acres, a decline from the 1959 estimate of 128,550 acres. He detailed both the region's long-standing agricultural importance and the mounting pressures on its future viability. Although the County has historically experienced less farmland loss than other major metropolitan areas, agricultural acreage has steadily declined. Analysis shows that the future agricultural land needed is estimated to be at 64,800 acres in 2030. Under current development patterns, acreage in farmland would be deficient in 2040 and 2050. The presentation noted continued economic significance, with strong nursery/floriculture production and growing land-use intensity driven by technology, but also emphasized major challenges, including plant regulations, workforce constraints, climate change impacts, sea-level rise, and development pressure inside and outside the Urban Development Boundary (UDB). Recommendations stress maintaining the UDB, strengthening agricultural programs and partnerships, and coordinating with regional and federal partners to preserve land, support profitability, and ensure resilience for the future.

Ms. Barsh asked to clarify the slide discussing emerging technological changes. Mr. Dambach explained the figures were based on a survey asking if the new technology was already used or implemented, with responses varying from it was already implemented, not enough information available, and figures depicted in yellow depicting the lack of capital.

Reasonable Opportunity for the Public to be Heard

Ms. Brown announced that quorum was achieved and opened the opportunity for public comment.

1 – Jocelyn Guilfoyle, 1850 Old Dixie Highway, Executive Director of the Dade County Farm Bureau, spoke to the importance of agriculture as an important economic driver in the County. For agriculture to remain viable, need infrastructure such as well-maintained roadways able to accommodate heavy farming equipment, updated policies to reflect the operational realities of modern farming, and housing for the workforce. She stressed agriculture is a foundational industry and that the County needed to recognize its economic scale, public importance and infrastructure needs.

2 – Laura Reynolds, representing the Hold the Line coalition, spoke of the importance of protecting the agricultural industry. The Redland area needs to be defined and added to the CDMP. She stated there should be a one-to-one exchange, as sometimes it is hard to find a willing seller, and that the burden should be put on the applicant. She stated Mr. LaPradd's suggestions about how to help the agricultural industry should be carried out. Ms. Reynolds

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stated that if a willing seller is not found for the Transfer of Development Rights program, the Cunty should consider requiring a one-to-one exchange, and to put the burden on the applicant to bring the other piece of agriculture into production. Due to the current drought conditions, need a similar study done for wetlands area, to know the value of not developing the lands. The study should include an ecosystem services component, to help visualize the value of the lands. She stated the areas of the Urban Expansion Areas (UEA) should be revisited as they have not changed in 40 years. The UEA boundaries also conflict with certain agriculture lands and boundaries, and merit revisiting. She opined that the Kelly Tractor Company application used a loophole which needs to be closed and to not put forward an application to the UDB without a site map.

Task Force Discussion

Task Force Member Bercow noted that applications to move the UDB were required to file a UDB Planned Area Development application with a site plan. Ms. Brown further reinforced that CDMP Policy LU-8H regarding expansions to the UDB require the filing of a concurrent zoning application.

Task Force Member Motes characterized the status of agriculture in the County as vibrant and in its ascendency. He pointed out its farmers are creative with using less land and less resources to produce more. Redland is a special natural area and similar to Biscayne Bay needs to be protected. The Redland climate is typically 10-12 degrees cooler, similar to what occurs in tropical mountains, which supports growing more crops there. He stated farmers can grow on one acre of production, more than about any other growers, and there is a potential for high value crops in the County.

In response to Task Force Member Soria's inquiry of when the Redland boundary will be solidified, Mr. Dambach explained that the County held a charette two years ago to define the Redland boundary, but results received at least twenty different boundary recommendations. He noted that the Redland Tourism study completed five years ago had a boundary of south of SW 184 Street/Eureka Drive and west of the UDB.

Mr. LaPradd added that while people have many definitions of Redland, it denotes a very gravelly loam soil type that extends up to Eureka Drive and may go east of US-1 in some areas.

Task Force Member Soria acknowledged the charettes were good, but as it was open ended and stressed that a boundary still needs to be set. Mr. LaPradd suggested that the issue be taken up with the County's Agricultural Practices Advisory Board.

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Task Force Member Owens asked about permanently protected agricultural acreage and asked if it was protected through any programs other than the PDR program, such as the rural and family lands protection program. Mr. LaPradd responded that the only protection is the PDR and land use regulations. Mr. Owens asked if Kelly Tractor is a text amendment application to the CDMP, and Ms. Brown affirmed it was.

Task Force Member Torbert observed that the figures discussed were from 2022, and that substantially more development had occurred since then. He mentioned over 600 acres of agriculture were used for a solar farm and are on track to lose 1,000 acres to mitigation banks.

Task Force Member Grossenbacher voiced his concerns about the Kelly Tractor application. He mentioned historically there has been agriculture on the property that has coexisted with wetlands. He asked if it was submitted as a text amendment process, and if a site plan was offered. Ms. Brown reiterated CDMP Policy LU-8H called for a concurrent zoning application applied only to applications requesting a UDB expansion, and not applicable to the Kelly Tractor application as that was filed as a text amendment. She clarified that it was amending the allowable uses within the Open Land category which is the current designation on the property. Task Force Member Grossenbacher asked for clarification if the text amendment process was a mechanism by which agricultural land outside the UDB can be developed without a site plan process and without moving the UDB, and Ms. Brown affirmed that.

Task Force Member Leidner stated that more information was needed for the potential impacts on pesticides, nutrients and environmental impacts on Biscayne Bay and the aquifer. Mr. LaPradd stated the environmental impacts on Biscayne Bay were covered in the last task force meeting, with the Department of Environmental Resources Management (DERM) presentation. Mr. Leidner stated he would review the DERM presentation, and questioned how, specifically, the nutrients ended up in Biscayne Bay. Mr. LaPradd responded that the DERM presentation did speak about the analysis of the built environment and added if he had any specific questions to contact him.

Task Force Member Grossenbacher mentioned the ongoing Biscayne Bay and Southeast Everglades Ecosystem Restoration Project (BBSEER) and other Comprehensive Everglades Restoration Plan (CERP) efforts that hopefully will soon be showing an official, tentative selected plan and identified a large water preserve area between the HARB and the South Dade Landfill that will have a tremendous water quality benefit to Biscayne Bay. A lot of nutrients are coming into the north and central part of Biscayne Bay from all the urban built land uses. Mr. Grossenbacher stated the groundwater is not very clean and has a lot of ammonia, and noted a need to clean up that groundwater under our urban built areas. He

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stated that it cannot be blamed on sugarcane farming as it comes from the urban environment with a tremendous amount of nitrogen and other nutrients. He stated that there was a large amount of dirty groundwater entering Biscayne Bay, fueling that degradation, that cannot be blamed on agriculture.

Approval of January 8, 2026 Meeting Summary

Ms. Brown stated the January 8 meeting minutes were distributed and asked the task force for any corrections to the meeting summary. A motion to approve the meeting summary was made by Task Force member Bercow and seconded by Task Force member Mr. Motes. The motion passed unanimously at 11:39 a.m.

Presentation #2 – Military Compatibility

Ms. Brown introduced Mr. Ammad Riaz, Chief of Aviation Planning with the Miami-Dade County Aviation Department. Ms. Brown provided an overview on CDMP policies and land development regulations related to airport and military compatibility. The presentation explained how Miami-Dade County maintains compatible land uses around civilian airports and the Homestead Air Reserve Base through state law (Chapter 333) and established CDMP policies. These regulations prohibit residential development (with limited workforce housing exceptions) and other noise-sensitive uses—such as public assembly, medical, and most

educational facilities—within designated safety and noise zones, including Runway Protection Zones, Outer Safety Zones, Clear Zone, and the 75-decibel noise contour. State law and CDMP policies also restrict development near Homestead Air Reserve Base by limiting high-density residential and congregate uses within Accident Potential Zones and preventing Urban Development Boundary expansion into these areas to ensure long-term operational safety and land-use compatibility.

Mr. Lawrence Ventura, Jr., Homestead Air Reserve Base (HARB) Mission Sustainability Director, gave a presentation on military compatibility. He emphasized that HARB is a Facility of Countywide Significance, houses several federal and state military tenants and is one of the largest employment centers in South Dade. HARB is significant to the U.S. Air Force with ongoing mission needs, including future F-35 support considerations. Mr. Ventura highlighted encroachment as the primary threat to long-term mission sustainment, citing evolving land use change associated with expanding urban development, proposed industrial projects, and documented aircraft accident hazards near HARB as evidence of increasing risk to both operations and public safety.

Mr. Ventura outlined key compatibility tools, including the Air Installations Compatible Use Zones (AICUZ) program, Accident Potential Zones (APZ), noise contours, and flight-hazard

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zones to avoid incompatible land uses around HARB. The goal of AICUZ is to protect health, safety, and welfare of surrounding residents while sustaining the military mission. Since the HARB footprint extends into the community, i.e. crash and noise zones, it is desirable for local governments to continue to cooperate with military installations.

He reviewed the section 163.3175(1), Florida Statutes, CDMP policies and the County's Zoning provisions as key protections that require ongoing coordination between the County and HARB to maintain land-use compatibility, prevent encroachment, and support continued military operations. Mr. Ventura provided additional information on the noise contours, a flight path noise simulation and images of accidents at other military bases around the country.

Task Force Discussion

Task Force Member Greer questioned if the sports performance hub near HARB was in its original proposed location, and Mr. Ventura confirmed its current location as shown on the slide presentation is correct.

Task Force Member Leidner asked about any incidents or fuel dumping or other threats to HARB. To Mr. Ventura's recollection, he only recalled one incident within the last 25 years that occurred at Biscayne National Park and noted that jet fuel evaporates quickly.

Ms. Cosio Carballo asked if County Staff was keeping a running tally of the recommendations, for example if the task force wanted to support Mr. Ventura's recommendation to update the CDMP, and other changes suggested. Ms. Brown clarified that early in these meetings, the task force expressed their will to hear all of the topical presentations and public outreach before beginning the formal recommendations. The upcoming April and May meetings will provide an opportunity to bring forward recommendations related to those issues.

Task Force Member Barsh referenced one of her clients located outside the AICUZ and asked about the impact of birds and if certain land uses attracted birds.

Mr. Ventura stated that birds are an inherent danger to aviation, especially to the F-16 military aircraft. Impacts from large birds can cause mechanical damage and stall an engine which can result in a downed aircraft. He clarified there are locational and other factors taken into consideration to help mitigate risks.

Task Force Member Barsh asked what mitigation measures can be used to ensure safety. Mr. Ventura responded that it depends on factors such as the location, type of land use and altitudes. HARB has biological and natural scientists, as well as bird aircraft strike hazard

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specialists that monitor bird attractants, bird populations and bird types, flight altitudes, areas and patterns of bird species congregation in relation to aircraft flight zones.

Task Force Member DeMayo asked whether the AICUZ has recommendations on what is compatible. Mr. Ventura responded that the AICUZ does have recommendations on what is compatible with the base but it depends on the area around the base. APZs allow certain things while the Noise Contours allow other things and there are even differences in what is allowed between the clear zones, APZ1, APZ2, and the noise contours decibel levels. Ms. Brown further noted that the AICUZ addresses compatibility not only of development but also storm water management ponds and other site features. Mr. Ventura responded that the base also must be cognizant of pilot vision, navigation, smoke, glare, birds, explosives, and operational security.

Task Force Member DeMayo asked about any noise complaints. Mr. Ventura responded that complaints are received, and the main items cited are loud engine sounds and munitions explosions. Task Force Member DeMayo posited that noise and quality of life may not be healthy for people to live near HARB. Mr. Ventura responded that the Environmental Impact Statement reported that for F-35s, less than 100 homes are impacted because of agricultural surroundings.

Task Force Member Oyenuga asked for a copy of the AICUZ recommendations. Ms. Brown responded that the AICUZ recommendations will be circulated.

Task Force Member Grossenbacher mentioned that in the area to the northeast of the base there are still large areas of privately owned land which could be developed as single family near the APZ. Do you (Mr. Ventura) feel that the regulatory structure at the county and federal level is adequate? There is an area near the Cutler Pit rock mine that may have potential to build homes. Mr. Ventura responded that no property rights have been taken away by the County Code. However, this area is in the APZ and loud noise area, HARB would not consider residential development compatible in the APZ.

Task Force Member Motes asked about explosives on base and if nitrogen levels are higher in Biscayne Bay? Mr. Ventura responded that there is no study on nitrogen contributions, explosions on west side of base. HARB does environmental monitoring to protect Biscayne Bay.

Quorum was lost at 12:20 p.m.

Task Force Member Bercow asked what is the overall goal of the AICUZ, will it be included into the County CDMP? What are you asking to do now. Mr. Ventura responded nothing different than what hasn't been done in the past. AICUZ is a guide to incorporate

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recommendations into a protective zoning ordinance. The biggest change is the noise contours from the anticipated F-35 aircraft.

Task Force Member Torbert asked about the southwest end of runway, inquiring as to whether the bird strike risk is higher by having a mitigation bank vs. agriculture. Mr. Ventura responded that wildlife biologists conducted bird surveys of birds in farm fields compared to wetland mitigation areas to determine a compatible wetland habitat. The type of wetland mitigation that will be implemented will not produce a greater number or larger birds than are already on the site.

Task Force Member Grossenbacher referred to mitigation bank types, and asked if it would be preferable to have a mitigation bank which would prevent development encroachment near HARB and resolve the compatibility concerns. Mr. Ventura responded affirmatively that in the southwest end of the runway, a wetland mitigation bank was preferable as it would not cause a greater encroachment threat and would prevent encroachment from incompatible development.

Task Force Member Grossenbacher stated that a groundwater plume from South Dade Landfill is intersecting Goulds Canal at SW 248 Street, with ammonia and phosphorous getting into the L-31 E and C-102 Canals, surface water is impacting Biscayne National Park. Ms. Brown mentioned that landfills (except C&D) are prohibited by state law and County Code to be located within certain proximity of military installations and general aviation airports.

Closing

Ms. Brown stated that the next Task Force meeting will be held on March 20, 2026, at 10:00 a.m., at the Main Library.

Mr. Dambach mentioned the public Workshops and that the next one will be held on February 17, 2026, at 6:00 p.m. at the Naranja Library.

Adjourn

The meeting was adjourned at 12:33 p.m.

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(Note: A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division.)

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The meeting commenced at 10:19 a.m. The following County staff were present:

- Christopher (CJ) Wahl, Assistant County Attorney
- Marina Blanco-Pape, Deputy Director, Regulatory and Economic Resources (RER)
- Kimberly Brown, Chief, Long Range and Neighborhood Planning (RER)
- Garett Rowe, Chief, Metropolitan Planning (RER)
- Manuel Armada, Chief, Planning Research and Economic Analysis (RER)
- Alex Dambach, Planning Development Manager (RER)
- Alejandro Zizold, Parks, Recreation and Open Spaces (PROS)
- Marisela Aranguiz-Cueto, Maria Valdes and Alana Fernandez, Water and Sewer Department (WASD)
- Lisa Colmenares and Brandon Fennell, Transportation and Public Works (DTPW)
- Nicolas Ciancio and Stacey McDuffie-Brewster, Solid Waste Management (DSWM)

Other agencies represented:

- Lawrence Ventura, Jr., Homestead Air Reserve Base (HARB)
- Marion Knowles, South Florida Regional Planning Council (SFRPC)

Roll Call

The following Task Force members were in attendance:

- Paul Owens (1000 Friends of Florida)
- Steven Leidner (Sierra Club)
- Martin Motes (Redland Citizens Association)
- Kerri Barsh (Miami-Dade Limestone Products Association)
- Jeffrey Bercow (Builders Association of South Florida)
- David Torbert (Dade County Farm Bureau)
- Tom Roth (Urban Land Institute - Southeast Florida/Caribbean)
- Christianah Oyenuga (The Nature Conservancy)
- Aaron DeMayo (American Institute of Architects - Local Chapter) *arrived at 10:28 a.m.*
- Norie del Valle (United Way Miami)
- Elizabeth Fata Carpenter (Everglades Law Center)
- Ilona Vega (Miami-Dade Beacon Council)
- David Rutledge (Laborers' International Union of North America - Local Chapter)

The following Task Force members were absent:

- Pedro Portela (Latin Builders Association)
- William Delgado (Latin American Business Association)
- Craig Grossenbacher (Miami Waterkeeper)
- G. Eric Knowles (Miami-Dade Chamber of Commerce)
- Lucia Soria (Agricultural Practices Advisory Board)

- Richard Grosso (Friends of the Everglades)
- Curtis Osceola (Miccosukee Tribe of Florida)
- Annie Lord (Miami Homes for All)
- Lisa Greer (South Dade Chamber of Commerce)
- Danielle Blake (Miami Association of Realtors)
- Jeffrey Mitchell (South Florida AFL-CIO)

Staff Coordinator's Report

Ms. Kimberly Brown welcomed all to the task force meeting at 10:19 a.m.

Mr. Dambach conducted a roll call of members present, and Ms. Brown announced that the task force did not have a quorum and recommended to proceed with the informational components of the meeting while awaiting a quorum.

Mr. Dambach stated there was good attendance and public participation in the Evaluation and Appraisal Report (EAR) public workshop held from 9:00 a.m. to 2:00 p.m. during the March 17, 2026 Board of County Commissioners meeting. Task Force Member Barsh asked when the last day to take part in the survey or provide public input is for the EAR process. Ms. Brown announced that the public outreach component of the EAR process concludes at the end of March, 2026.

Ms. Brown announced that quorum was achieved at 10:28 a.m. and opened the opportunity for public comment.

Reasonable Opportunity for the Public to be Heard

1 – Laura Betts, Climate Resilience Manager with CLEO Institute stated that Miami-Dade County is at a pivotal moment as the Evaluation and Appraisal Report (EAR) update provides a window to codify the Heat Action Plan and Climate Action Plan. These two plans are currently guidance only and will not survive the next election nor compel an elected official to act on these plans. The local Comprehensive Development Master Plan (CDMP) shapes planning decisions. Ms. Betts stated that there is a need for permanent commitments, and CLEO's proposal is that every component of the heat and climate action plan be codified through this EAR process.

2 – Truly Burton, Executive Vice-President with the Builders Association of South Florida, with address at 111 NW 183 Street in Miami Gardens referred to the ongoing housing crisis in Miami-Dade County, creating difficulties for finding affordable homes. The Builders Association builds townhomes that are affordable. Land, materials and labor are the three contributors to home prices. Land supply is constrained and is the costliest component of a home. The County should open more land to develop housing proper for working families.

Land use and zoning that would support a work-live-play center is advised, like the Princeton and Goulds areas that are successfully being developed. Ms. Burton urged that the Task Force think about affordable housing in decisions that it makes.

3 – Noel Cleland, Chair/Political/Programs with the Sierra Club Miami Group spoke about housing needs, and that housing further west creates more traffic. She mentioned thinking outside the box on alternatives to car transportation, because we cannot build enough highways to meet the need. The City of Miami improved bike routes along county and state roads, with bike lanes in certain locations. She cited safety concerns about recent bicycle and pedestrian fatalities. In England, Wales and Italy larger cities that lowered speed limits to 20 miles per hour to increase bicycle and pedestrian safety. Nobody wants to drive 20 miles per hour, but it is the reality in congested areas. Roadways should not cater to the car; cyclists should have priority.

4 – Harry Gottlieb of 3629 Grand Avenue in Miami mentioned his life depends on riding a bicycle to MetroRail stations for transportation. Several cities are good examples for transportation systems, including Seattle and Vancouver. The Jacksonville Emerald Trail is a successful network of bicycle and pedestrian paths in Florida. South Florida is not a good place to ride a bicycle. Commodore Trail and Old Cutler Trail are in bad condition and need repair. He pondered how to go forward with new expansion of bicycle trails without repairing existing bicycle trails. He offered that canal easements and swales are good locations to add bicycle trails.

At 10:40 a.m. the Reasonable Opportunity for the Public to be Heard was closed.

Approval of February 13, 2026 Meeting Summary

Ms. Brown stated the meeting minutes were distributed and asked the task force for any corrections to the meeting summary. Dr. Motes stated that page 5 of the meeting summary should be corrected to read “Redland climate is typically 1 to 2 degrees warmer in daytime and 8 to 12 degrees cooler at nighttime.” Mr. Ventura would like to listen to the recording of the last meeting and would propose to make corrections to the record. Approval of the meeting summary was deferred until the next meeting.

Presentation #1– Infrastructure and Services Overview

Ms. Brown stated that Florida Statute 163.3180 provides the policy context with concurrency requirements. Sanitary sewer, solid waste, drainage, and potable water are the only public facilities and services subject to the concurrency requirement on a statewide basis. If concurrency is applied to other public facilities, the comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to

guide its application. Infrastructure needed to ensure that adopted level-of-service (LOS) standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified. The local recreation open space LOS standard is 2.75 acres of local recreation open space per 1,000 permanent residents in unincorporated areas. The adopted LOS standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses capacity with relocatable classrooms. Public schools LOS is implemented through an Interlocal Agreement between Miami-Dade County and Miami-Dade County Public Schools. Ms. Brown closed with a review of CDMP policies for solid waste, potable water, urban infrastructure, sea level rise and extreme heat.

Mr. Vinod Sandanasamy, Strategic Transportation Planner presented on Transportation Concurrency, and stressed the importance of requiring that adequate roadway facilities and capacity are available at the time development impacts occur. Concurrency helps preserve the quality of life envisioned by the CDMP for the residents of Miami-Dade County. New development proposals are reviewed for transportation concurrency by comparing the projected traffic versus available roadway capacity. If the level of service (LOS) is maintained, then the proposed project passes the concurrency review. If the LOS fails, mitigation is required which can be in the form of proportionate share contribution, roadway improvements and/or signalization upgrades being provided by the developer. Miami-Dade County enacted the Roadway Impact Fee in 1988, which limited expenditures to roadway improvements. In 2024, the County updated the Roadway Impact Fee to a Multimodal Mobility Impact Fee, which supplements funding across all travel modes to support development of roads, transit facilities, and bicycle and pedestrian trails.

Presentation #2– Mobility Updates

Ms. Lisa Colmenares, Assistant Director of Planning, Department of Transportation and Public Works (DTPW), provided an overview of Mobility Updates. She identified DTPW's Countywide Transportation Master Plan (CTMP) as a long-range multimodal framework that prioritizes transportation projects across all modes—transit, roadway, bicycle, pedestrian, and freight—through extensive collaboration with County departments, the 34 municipalities, and transportation partners. Coordination is done between roadway widening and water and sewer projects as to not impact a community multiple times and producing a unified long-range program divided into near-term, mid-term, and long-term investments. The CTMP's policy recommendations are being integrated into the EAR Transportation Element, so the policies can support implementing CTMP projects. She concluded by detailing CDMP project examples such as expanding protected bike lanes, advancing Vision Zero projects, strengthening transit-land use coordination around high-capacity and high-frequency corridors, developing transit-oriented hubs and studies, and improving transfers between modes through upgraded park-and-ride lots and intermodal terminals.

Task Force Discussion

In response to Mr. Leidner's inquiries about the status of traffic light signalization, Ms. Colmenares identified DTPW's current synchronization project with their advanced traffic management system overseeing the traffic signs and signals within the County.

Ms. Oyenuga identified sightings of Florida panthers in the western areas of the County and questioned if any infrastructure was considered for panther protection. Ms. Brown stated the previous environmental presentations touched on the topic and noted that there is room to strengthen policies. Ms. Colmenares added that perhaps policies could be strengthened to recommend additional coordination with the Florida Department of Transportation (FDOT) as many of these wildlife crossings occur on state highways such as I-95, US-1 and Krome Avenue. In response to Ms. Oyenuga's question about whether the County is considering those recommendations within the CTMP, Ms. Colmenares stated that she and Ms. Brown can coordinate with FDOT on that recommendation. Ms. Brown added that they would also look at County roads as well. And looking ahead to the upcoming last two EAR Task Force meetings, Ms. Brown called attention to how Task Force members might formulate some of their thoughts into recommendations. Ms. Oyenuga inquired if there was still the opportunity to make recommendations for the CTMP, and Ms. Colmenares explained a major update is conducted every five years in addition to their annual update and are always open to receiving feedback from the community.

Mr. Motes opined that the total needs of the County should be considered with imposing congestion pricing, effectively done in New York and London. Traveling to today's meeting by Metrorail from the south, he observed that the train consistently outpaced adjacent car and truck traffic. He reasoned that instead of continuously expanding roadways—which only induces more traffic and yields little long-term benefit—the County should consider congestion pricing and invest heavily in robust public transit options like Metrorail, protected bike facilities, and more frequent, smaller entrepreneurial bus services seen in cities abroad. He emphasized that roads are not a sustainable solution, noting that improved transit moves people more efficiently, reduces congestion, and better serves residents compared to costly roadway expansions that quickly become overwhelmed again. He concluded by noting that, despite adding lanes, Krome Avenue still functions as a gridlocked corridor during peak hours, underscoring the need to shift toward alternative modes of transportation.

Mr. Bercow thanked Ms. Colmenares for her presentation, noting his support for the emphasis on first- and last-mile connections to transit. He stated that these connections, along with a strong rapid transit network, are essential to overcoming barriers to mass transit. He emphasized that the rapid transit system and the SMART Plan—not building more roads—is the answer to our transportation problems in South Florida.

Mr. Roth commented that, before the State discontinued transportation concurrency in 2009, it served as a real stick that controlled what developers could do. He inquired if the mobility fee was trying to make up for that, what the mobility fee was, and if it was being used to fund the 30-plus projects described in the CTMP, or whether those projects rely on other funding sources. Mr. Sandanasamy clarified that concurrency and mobility fees are two separate things. While changes to State law—particularly the introduction of proportionate share—greatly weakened roadway concurrency by limiting the funding it could generate, concurrency still functions only as an indicator of failing roadways rather than a meaningful funding tool. The Mobility Fee was not intended to replace concurrency but to provide more flexibility. Instead of just money spent on roadways, it could be used across multiple modes, including transit and bicycle/pedestrian projects, with restrictions preventing bike/ped funds from being shifted back to roadways. He concluded by noting that the Mobility Fee can fund most of the prioritized projects discussed. Ms. Colmenares affirmed that the projects prioritized in the CTMP have various sources of funding such as mobility impact fees, or other local/state/federal funds. Federal grants—such as the Safe Streets supporting the Vision Zero program and Federal Transit Administration funding for transit infrastructure—along with state contributions for roadway, transit, and bicycle-pedestrian projects, all form part of the County's broader funding portfolio. Multiple sources of funding are in their portfolio of projects, and the mobility impact fee is just one of those sources.

Mr. Roth further questioned when a project pays mobility fees, whether it went into a pool and was allocated to different projects or goes towards a specific project. Ms. Colmenares explained that mobility fees are based on zones and can be used to fund prioritized roadways, transit, and bicycle/pedestrian projects within that same zone, based on identified needs. Mr. Sandanasamy added that while mobility fees are one funding source, staff selects the most appropriate mix of federal, state, and local funds for each project to ensure efficient use of resources.

Replying to Ms. Knowles' inquiry if any projects were included in the plan requiring coordination with the Tri-Rail system for pedestrian/multi-modal connectivity, Ms. Colmenares stated improving access to transit remains a priority at all the Metrorail/Metromover stations and improving passenger transfers and access.

In response to Ms. Barsh's question about plans for water taxis and mobility fees, Ms. Colmenares described their plans containing an innovative technologies section addressing this. While currently there are no funded projects, the City of Miami and the County's Seaport are evaluating options for water taxis. Ms. Brown clarified it would have to be capacity improvements and Mr. Sandanasamy added that there would need to be a rational nexus such that it could reduce trips on the roads.

Mr. DeMayo asked about mobility districts and funds moving between them. Ms. Colmenares replied the revenues are generally kept within each specific district. If there was a need to move funds between districts based on traffic analysis, such as for a project of

regional need like the Venetian Causeway, that could be considered. Mr. Sandanasamy added that such need does not currently exist; if there are enough projects in one district, the fees will be spent in that same district.

Mr. DeMayo asked about any plans for blueways – using canals for transportation as part of the bike/pedestrian network. Ms. Brown stated it might be part of the trails network of the County's Parks, Recreation and Open Spaces Department. Ms. Blanco-Pape explained that the County operates about 200 miles of the secondary canals, and 300 miles of primary canals are managed by the South Florida Water Management District. All canals need to be kept free of vegetation that may cause obstruction during storm events, and some canals have limited functions as they are extremely narrow. Any opportunities to do certain activities must be looked at carefully to insure the drainage capability is preserved. Ms. Brown stated through localized planning that trails have been recommended along some of the canals, and to discuss further if that is something the Task Force members wish to formulate a recommendation on.

In answering Mr. Tolbert's question about if the County was responsible for maintaining roads in the southern areas, Ms. Brown stated that outside the UDB policies steer us away from new infrastructure, with underlying assumption of including even roadway maintenance. Mr. Dambach added the both the Agricultural Practices Board and DTPW have significantly improved their approach to road maintenance outside the UDB and prioritizing needed repairs despite limited budgets. He emphasized that while the CDMP prohibits publicly funded new roads outside the UDB—except for those explicitly authorized—maintenance and repair are permitted. DTPW has become far more proactive, with regular coordination meetings led by staff to review and prioritize projects.

Mr. Owens asked if the CTMP accounts for autonomous vehicles and impacts on expanding roadway capacity. Ms. Colmenares stated they view development and future land use, and it is monitored and included in the CTMP section on new technologies. Ms. Brown noted that while the County evaluates autonomous vehicles, EV tolling, and air taxis, there are mixed views on whether these technologies do improve overall transportation capacity.

Ms. Vega identified the Beacon Council's Aviation and Aerospace Advisory Council, which represents aviation companies and Miami International Airport, has identified eVTOLs as their number one priority and making sure Miami is one of the first cities to launch the service.

Presentation #3 – Water and Sewer Department

Ms. Aranguiz-Cueto, Deputy Director of the Water and Sewer Department (WASD), presented an overview of the Department and projects. She identified WASD as a 24-hour operation comprising 3,000 employees and is the sixth largest in the country. She reviewed its major regulatory mandates, capital programs, and long-range planning efforts,

emphasizing the need to modernize infrastructure and ensure system resilience through 2050. Key initiatives included the Ocean Outfall Legislation program, septic-to-sewer conversions, the consent-decree-driven wastewater upgrades, major reinvestment in water treatment and distribution systems, and expansion of the South District plant, needed to support growth and environmental protection. Ms. Aranguiz-Cueto further discussed the consent decree as a $2.4 billion dollar improvement of their wastewater treatment plant, initiated in 2013 and scheduled completion in 2028, with the Environmental Protection Agency telling them they are ahead of other similar utilities. The Integrated Master Plan, with a year 2050 timeline, was described as multi-phase effort that prioritizes infrastructure investments using data-driven analysis, updated water-demand and wastewater-flow projections, and a dynamic, trigger-based capital program. The department underscored the CDMP's central role in aligning water and sewer planning with land use, growth management, environmental resilience, and alternative water supply strategies, noting that system capacity and renewal directly shape where and how development can occur. Ms. Aranguiz-Cueto identified the work of their team of hydrogeologists who work with the U.S. Geological Survey in modeling the saltwater intrusion for the last 30 years. She concluded in identifying alternative water-supply and long-range planning tools such as the C-51 Reservoir and aquifer storage and recovery, and reiterated that continued investment, conservation, and coordinated planning are essential to maintaining a reliable, future-ready utility.

Task Force Discussion

Ms. Carpenter asked how current water shortage affects WASD, and at what point a shortage would create operational impacts. Ms. Aranguiz-Cueto explained that the current drought conditions are not affecting the County's water supply at this time, and while there is some sensitivity related to saltwater intrusion, ongoing saltwater intrusion monitoring shows no operational impacts so far, although prolonged drought could eventually influence intrusion risk. WASD has been working with the U.S. Geological Survey on real-time modeling and have, perhaps, the best real-time data models. WASD works with the South Florida Water Management District on the modeling and, if impacts were observed, there would be a coordinated effort to identify measures to address them. In response to Ms. Carpenter's question regarding the saltwater intrusion progression over the past 20 years, Ms. Aranguiz-Cueto explained that intrusion has only been seen in one well in South Dade over the past 5-10 years. All the wells are inland and mostly not impacted. The main task is to continually monitor the wells.

Ms. Barsh asked about any impact on their planning for emerging contaminants like PFAS (per-and polyfluoroalkyl substances). Ms. Aranguiz-Cueto emphasized their participation on the Water Research Foundation and other nationwide boards to identify emerging

contaminants and highlighted their bench scale demonstration program to identify the best technologies to identify and address emerging contaminants such as PFAS. The utility is very large and projects take 5-10 years to implement, so planning ahead is essential. In July they will be concluding their technical memorandum on that which will be posted on their website and which can be shared with Ms. Brown and the Task Force.

To Ms. Oyenuga' question about irrigation-free landscaping and green infrastructure, Ms. Aranguiz-Cueto responded that WASD is a utility and not an enforcement or regulatory agency. However, it works closely with RER and Resiliency to promote these kinds of conservation. Ms. Aranguiz-Cueto pointed out that there is a Resiliency team within WASD and that WASD encourages people to irrigate less through various education/communication efforts.

To Mr. Owens question about who determines funding priorities, Ms. Aranguiz-Cueto stated that the department prepares a proposal that is ultimately adopted by the Board of County Commissioners. Ms. Brown added that there are policies in the CDMP that guide the prioritization of infrastructure investment. Mr. Owens shared his interest in a table during the presentation that itemized funding priorities that showed septic reduction, which was the lowest funded activity. Ms. Aranguiz-Cueto explained that current rate payers' revenues cannot be used for new users/expanding services. In other municipalities, there have been lawsuits for the use of existing users' fees to pay for new, expanding services. This could be funded with general obligation bond, but at the moment, it is funded with grants for the time being.

Ms. Brown shared that limitations on funding for septic conversion has been challenging. However, in Ojus—an Urban Center—development was constrained until a special benefit district was adopted to allow for the collection of fees for the necessary infrastructure for their own improvement.

Presentation #4–Stormwater & Floodplain Management

The presentation outlines Miami-Dade County's comprehensive strategy for stormwater and floodplain management, emphasizing its dual purpose: safeguarding communities from flooding, contamination, and pollution while protecting drinking water supplies and mitigating saltwater intrusion. The County ensures that both public and private development projects manage stormwater onsite, adhere to rigorous construction standards, and undergo detailed plan reviews to prevent drainage impacts. With over three decades of coordinated investment, regional and local drainage operations, and participation in the Community Rating System, the County has built an integrated regulatory and operational framework. This framework includes sophisticated hydrologic and hydraulic modeling—

historically developed through XPSWMM and now transitioning to the advanced MIKE+ / MIKE SHE platform—to evaluate current and future flooding scenarios through 2100, considering sea level rise (SLR), storm surge, and rainfall intensities.

Looking ahead, Miami-Dade is enhancing systemwide resilience through updated watershed models, expanded boundaries that account for Everglades hydrology and Biscayne Bay interactions, and more detailed environmental and groundwater data. The County is improving processes, collaborating with regional partners, and implementing updated standards such as the County Flood Criteria, Water Control Map, and Chapter 11C revisions. The newly adopted Impervious Ordinance further strengthens stormwater oversight by requiring municipalities and property owners to meet consistent standards for drainage design, maintenance, water quality treatment, onsite retention, system performance certification, and pollution prevention. Mitigation strategies emphasize the need for combined public and private investment in capital improvements, proactive maintenance, and redevelopment of older at-risk parcels—supported by stormwater utility fees, grants, and impact fees—to ensure long-term flood protection and water quality across the region.

Presentation #5–The Future of Solid Waste Management in Miami-Dade County

Miami-Dade County's Department of Solid Waste Management (DSWM) operates one of the largest publicly run waste systems in the southeastern United States, providing integrated services that include garbage and recycling collection, bulky waste pickup, code enforcement, mosquito control, and operation of multiple landfills, transfer stations, and recycling centers. The department manages waste for more than 350,000 households within a 320-square-mile service area and processes over 2 million tons of waste each year. Despite this extensive system, the County faces major challenges: its two active landfills are projected to reach capacity by 2030 and 2032, aging facilities exceed 40 years in service, and the County relies on contracted disposal capacity to remain compliant with state concurrency requirements. A waste-to-energy facility is under consideration, though key decisions such as site location and technology options remain undetermined.

To address long-term sustainability, Miami-Dade is developing a Zero Waste Master Plan (ZWMP), which provides a comprehensive framework for reducing waste generation, increasing reuse and repair systems, expanding recycling and composting, and planning new processing infrastructure. The plan is structured around understanding current waste streams, engaging municipalities and community stakeholders, redesigning systems through policy and universal services, and mapping strategies for implementation. The

ZWMP is being developed in two phases—from April 2025 through June 2026—and will ultimately offer a detailed roadmap with timelines, outreach strategies, financial analysis, and recommendations to transition the County toward a zero-waste future.

Task Force Discussion Regarding Presentations 4 and 5

Mr. Motes brought up a recent study cited in the Economist based on Global Positioning System (GPS) satellites that finds that sea level rise, including effects of geography and ocean currents in tropical areas, such as Miami, are likely to have much greater SLR than previously predicted. Mr. Motes asked if staff in RER and the County aware of these studies, to which Ms. Blanco-Pape responded by stating that the County typically uses forecasts from the National Oceanic and Atmospheric Administration (NOAA). Ms. Brown also shared that the County is a part of the Southeast Florida Climate Compact. This is reviewed every five years to incorporate new data. Planning for SLR is important and a mechanism is in place to incorporate the best available data. Ms. Blanco-Pape also shared that the County looks at multiple scenarios. If there is an acceleration in SLR, the County is prepared to act.

Mr. DeMayo asked if there were any anticipated changes for ground floor heights/base floor elevation expected based on the modeling. Ms. Blanco-Pape stated that the modeling is used by NOAA as well. The new Federal Emergency Management Agency (FEMA) maps will require surge impacts, which old maps were not accurate on. Miami-Dade County is also going to establish a Coastal A Zone. This will be an important improvement because this zone has a wave action impact. The County doesn't see anything else beyond that to suggest an increase in freeboard at this time.

Mr. DeMayo asked about the CDMP Capital Improvements Element and limitations on infrastructure in the Coastal High Hazard Areas. Mr. DeMayo asked to what extent particular projects have been impacted by that. Ms. Brown explained that state law requires the creation of a Coastal High Hazard Area which is different from Coastal High Hazard Areas that are created by FEMA. State law says Coastal High Hazard Areas (CHHAs) are defined as areas vulnerable to a category 1 storm surge. With FEMA's high hazard area designation, there is a process by which a property owner can "opt out" by submitting a letter and making a case to have the coastal high hazard area designation removed from it. For the CHHA designation by the state, a similar process does not exist. Locally, properties have occasionally elevated out of the CHHA. Ms. Blanco-Pape further explained that the CHHHA is closer to the evacuation zones than the building point of view and FEMA designations.

Ms. Maron Knowles shared that Broward County is in the process of building a solid waste collaborative to improve municipal collection. In response, Mr. Ciancio explained that

Miami-Dade County was evaluating municipal collection within the county as part of the zero waste plan.

To Ms. Oyenuga's question if Miami-Dade County was using AI technology for storm water control and to improve water quality: predictive analytics, machine learning, predictive forecasting, innovative smart ponds, etc., Ms. Blanco-Pape responded that the County is quite interested in leveraging AI to improve the County's current work. Modeling hydraulics and the hydrology and also weather is extremely complex. The County coordinates with the South Florida Water Management District, the National Weather Service, NOAA, and the County has access to their data. From an engineering point of view, The County is able to use real data from these sources within 24-hours, for our analytics. The County still has yet to see a tool using AI that provides a powerful solution to improve our work as yet for the various tasks we do—whether it would be for plan review or modeling. It may come soon.

Ms. Oyenuga shared that Indian River County is using some AI technology for stormwater management as a pilot project, predicting stormwater discharges before storm events. Perhaps Miami-Dade County would like to connect with staff in Indian River to learn more. Ms. Brown and Ms. Oyenuga agreed to follow up after the meeting.

Mr. Leidner asked how solid waste integrated with the CDMP. Ms. Brown responded that there is a Solid Waste Subelement. The element prioritizes how the county funds improvements, siting of new facilities, which directs us to site new solid waste facilities in salt-intruded areas. It promotes recycling and waste reduction, and so on. Mr. Leidner further asked about the Zero Waste Master Plan: Is it possible that the plan achieves enough waste reduction that a new incinerator is a wasted investment? Mr. Ciancio responded by stating that a 77% reduction in waste generation is expected through the Zero Waste Master Plan. Thus, of 5 million tons, 1.2 million tons will still need final disposition. The throughput capacity of the proposed incinerator is still not established because the vendors involved in negotiation are still in the midst of their negotiations. The previous incinerator had a 1 million ton capacity.

Mr. Roth asked if all recyclables actually get recycled and how plausible is recycling as part of the Zero Waste Management Plan. Mr. Ciancio stated that recycling is a critical part of the Zero Waste Management Plan, and thus, it is plausible. Mr. Ciancio shared that everything put into the blue carts for recycling gets recycled. The goal for Miami-Dade County is to reduce contamination in recycling. County ordinance requires all municipalities to provide recycling for all the residents.

Mr. Oyenuga asked about the supply of water relative to withdrawal rates from the aquifer. Further, Ms. Oyenuga wanted to know if there was an alternative source of water. Ms. Maria

Valdes of WASD responded to this question stating that at this point, we do have sufficient water supply. At the same time, WASD has the C-51 available as an alternative water supply.

Ms. Barsh asked if the portion of the Solid Waste presentation that showed calculations of waste volumes in landfills included construction and demolition volumes. Mr. Ciancio affirmed that construction and demolition values were included.

Closing

Ms. Brown stated that the next Task Force meeting will be held on April 20, 2026, at 2:30 p.m., at the Main Library.

Mr. Dambach mentioned the public Workshops and that the next one will be held on March 23, 2026, at 6:00 p.m. at the Ruben Dario Park Community Center.

Adjourn

The meeting was adjourned at 1:16 p.m.

(Note: A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division.)

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The meeting commenced at 2:50 p.m. The following County staff were present:

- James Edwin (Eddie) Kirtley, Jr., Assistant County Attorney
- Lourdes Gomez, Director, Regulatory and Economic Resources
- Kimberly Brown, Chief, Long Range and Neighborhood Planning (RER)
- Alex Dambach, Planning Development Manager (RER)

Other agencies represented:

- Lawrence Ventura, Jr., Homestead Air Reserve Base
- Isabel Cosio Carballo, South Florida Regional Planning Council (SFRPC)

Roll Call

The following Task Force members were in attendance:

- Paul Owens (1000 Friends of Florida)
- Steven Leidner (Sierra Club)
- Pedro Portela (Latin Builders Association)
- Martin Motes (Redland Citizens Association)
- Jeffrey Bercow (Builders Association of South Florida)
- Annie Lord (Miami Homes for All)
- David Torbert (Dade County Farm Bureau)
- Tom Roth (Urban Land Institute - Southeast Florida/Caribbean)
- Aaron DeMayo (American Institute of Architects - Local Chapter)
- Elizabeth Fata Carpenter (Everglades Law Center)
- Richard Grosso (Friends of the Everglades)

The following Task Force members were absent:

- Kerri Barsh (Miami-Dade Limestone Products Association)
- Christianah Oyenuga (The Nature Conservancy)
- William Delgado (Latin American Business Association)
- Craig Grossenbacher (Miami Waterkeeper)
- Ilona Vega (Miami-Dade Beacon Council)
- G. Eric Knowles (Miami-Dade Chamber of Commerce)
- Lucia Soria (Agricultural Practices Advisory Board)
- Ilona Vega (Miami-Dade Beacon Council)
- Norie del Valle (United Way Miami)
- David Rutledge (Laborers' International Union of North America - Local Chapter)
- Curtis Osceola (Miccosukee Tribe of Florida)
- Lisa Greer (South Dade Chamber of Commerce)
- Danielle Blake (Miami Association of Realtors)
- Jeffrey Mitchell (South Florida AFL-CIO)

Staff Coordinator's Report

Mayor Daniella Levine Cava welcomed the task force and public to the meeting at 2:50 p.m.

Mr. Alexander Dambach, Planning Development Manager, conducted roll call and found 11 task force members present. He announced that the task force did not have a quorum.

While the task force members were convened in accordance with the Florida Sunshine laws, the following information was provided:

Mayor Cava thanked the task force members present for their commitment to this important planning initiative on behalf of their organizations. She explained that the next step is for the Regulatory and Economic Resources (RER) Planning division to produce a recommendations report to include the input of the task force members, multiple County departments, and members of the public. She stated this is the first of two meetings where task force members are encouraged to provide dialogue to balance a diversity of interests in planning for community needs. She called on staff to explain the County's robust public engagement that occurred over the last three months.

Mr. Dambach gave a brief presentation that highlighted the public outreach process undertaken by RER between January and March 2026 and findings. It held six evening public workshops throughout the County and one daytime workshop at the Stephen P. Clark Government Center. RER conducted extensive social media outreach and provided an online survey for three months accessible through the RER Planning webpage or through a displayed QR code. RER directly contacted neighborhood interest groups and homeowners' associations to invite the community to participate in the process. RER received 892 survey responses and received 157 public comments at public workshops. Ms. Brown announced that task force members were provided a package that contains all public input received.

Mr. Dambach summarized the survey results. Respondents identified positive factors for Miami-Dade County as having the advantage of a warm climate and beaches, diverse multicultural populations, and natural resources-based recreation and tourism (ecotourism). Income inequality & cost of living, traffic congestion, and housing affordability were identified as key challenges for the County. There was strong support for County's Vision for Growth through 2040. Survey respondents supported providing missing middle housing and adding housing into commercial areas as ways to alleviate housing affordability needs. Expanding public transit was identified as the post popular priority for the next 10 to 20 years. This and improving the timing and frequency of service were recommended by survey respondents as the best ways to help with traffic.

When asked to select an ideal neighborhood, most survey respondents favored connected socially linked neighborhoods with shops within walking or biking distance, followed one in a downtown/urban mixed-use environment with mid-rise and high-rise housing and with commercial on the ground floors; the least popular neighborhood type was a high privacy and low-interaction neighborhood with single-family homes separated by walls, berms, and lawns and with commercial areas separated from residential. Respondents favored research hubs and ecotourism as desired components to add to the business climate in the County for the future. Surveys came from throughout the County, but with the Kendall unincorporated area as the single area with the highest number of survey respondents.

Discussion ensued regarding the public outreach and County tree canopy goals and programs.

Ms. Brown announced that a reasonable amount of time to wait for other members to arrive had passed and that a quorum was still not been achieved, and she called for any final ideas. Discussion ensued regarding possible options for subsequent meetings.

Adjourn

Since the task force still lacked quorum at 3:25 p.m., the meeting was adjourned. Ms. Brown announced that the next Task Force meeting would be held on May 27, 2026, at 10:00 a.m. in the Main Library.

(Note: A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division.)

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The meeting commenced at 10:10 a.m. The following County staff and elected officials were present:

- Daniella Levine Cava, Mayor, Miami-Dade County
- Abbie Schwaderer-Raurell, Assistant County Attorney
- Lourdes Gomez, Director, Department of Regulatory and Economic Resources (RER)
- Kimberly Brown, Chief, Long Range and Neighborhood Planning (RER)
- Alex Dambach, Planning Development Manager (RER)

Non-voting agencies represented:

- Lawrence Ventura, Jr., Homestead Air Reserve Base (HARB)
- Isabel Cosio Carballo, South Florida Regional Planning Council (SFRPC)

Roll Call

Mr. Alexander Dambach, Planning Development Manager, conducted roll call and found 15 task force members present. He announced that the task force did have a quorum. The following Task Force members were in attendance:

- Paul Owens (1000 Friends of Florida)
- Steven Leidner (Sierra Club)
- Pedro Portela (Latin Builders Association)
- Martin Motes (Redland Citizens Association)
- Jeffrey Bercow (Builders Association of South Florida)
- Annie Lord (Miami Homes for All)
- David Torbert (Dade County Farm Bureau)
- Tom Roth (Urban Land Institute - Southeast Florida/Caribbean)
- Aaron DeMayo (American Institute of Architects - Local Chapter)
- Elizabeth Fata Carpenter (Everglades Law Center)
- Richard Grosso (Friends of the Everglades)
- Kerri Barsh (Miami-Dade Limestone Products Association)
- Christianah Oyenuga (The Nature Conservancy)
- Norie del Valle (United Way Miami)
- David Rutledge (Laborers' International Union of North America - Local Chapter)

The following Task Force members were absent:

- William Delgado (Latin American Business Association)
- Craig Grossenbacher (Miami Waterkeeper)
- Ilona Vega (Miami-Dade Beacon Council)
- G. Eric Knowles (Miami-Dade Chamber of Commerce)
- Lucia Soria (Agricultural Practices Advisory Board)
- Curtis Osceola (Miccosukee Tribe of Florida)

- Lisa Greer (South Dade Chamber of Commerce)
- Danielle Blake (Miami Association of Realtors)
- Jeffrey Mitchell (South Florida AFL-CIO)

Mayor's Welcome

Mayor Daniella Levine Cava welcomed the task force and public to the meeting. She thanked the task force for the good turnout of members to discuss recommendations to guide the County through this challenging period.

Reasonable Opportunity to be Heard

Ms. Kimberly Brown, Chief of Long Range and Neighborhood Planning, opened the Reasonable Opportunity to be heard.

Lauren Jonaitis, Executive Director, Tropical Audubon Society spoke on Everglades restoration and water quality, delineated CERP yellow book projects list and restoration planning areas.

Daniel John Mlodozeniec, Education Director, Tropical Audubon Society urged the task force that protecting the Everglades is important, do not jeopardize wetlands, prioritize infill development, especially along transit corridors.

Laura Reynolds, Science Director, Hold the Line Coalition spoke about low lying areas and guarding against a potential sea level rise of 10-17 inches, we are at the mercy of climate change and may need to preserve land in certain areas, wetland, mangroves and permeable areas that recharge the aquifer are important, housing affordability – we need a mix of housing with missing middle housing.

Mitchell Latzman, Science and Policy Director with Friends of the Everglades spoke on supporting Task Force Member Grosso's recommendations to increase the protection for wetlands of regional significance as areas identified for restoration.

Carl Muller stated that we are in a civil war to preserve homes, and gave the example of a CDMP application for homes around lake, and noted his frustration with the CDMP process when the Planning Advisory Board and BCC overturn the recommendations of the Community Council.

Audrey Arandanas, Deputy Director, Miami Homes For All cited recent study results reflecting that 90,000 affordable rental homes are needed for residents earning incomes up to $75,000 per year. The CDMP can be a tool to strengthen terms for support to low-income and extremely low-income households and attaining housing.

Erica Scott, Housing Policy Analyst, Miami Homes For All stated that the CDMP can provide the roadmap for inclusive and affordable housing. We need to develop more housing with deep affordability to households with incomes at or below 80 percent of the Area Median Income.

Task Force Recommendations

Ms. Kimberly Brown asked if Ms. Isabel Cosio Carballo as the non-voting representative of the South Florida Regional Planning Council would like to provide guidance. Ms. Cosio Carballo spoke on data centers, respecting BBSEER lands, agricultural centers protection and preserving agriculture within the Urban Development Boundary, missing middle housing and affordable housing, and respecting buffers around military installations.

Ms. Kimberly Brown called on Mr. Lawrence Ventura to provide guidance as the non-voting representative of the Homestead Air Reserve Base (HARB). He recommended that the CDMP policies be updated to reflect the new F-35 airplane space requirements in the updated AICUZ. HARB is a likely site for the USAF's new F-35 program. CDMP adjustments are needed to policies AV-5E, LU-4H and LU-13H.

Ms. Kimberly Brown announced that several task force members have provided written recommendations. She asked the task force and received concurrence that the recommendations would be reviewed in the order that they were received.

The Task Force discussed Task Force Member Grosso's recommendations. Task Force Member Barsh questioned the suggested change to Objective CON-7 regarding activities within 75 feet of wetlands as it may impact operations within the Lake Belt region. Mr. Grosso explained that the Lake Belt region already has its own designation, and Ms. Barsh expressed concern about the language regarding development standards and emphasized operations in the Lake Belt area have vested rights and permits and is an important economic driver. She also questioned the proposed Policy LU-8G change regarding if certain CERP projects are determined not to be feasible. Ms. Brown clarified there have been studies, for example the Bird Drive Basin area, that determined it was not feasible for the original intent as outlined in the 1999 CERP 'yellow book' but remains as a footprint. Ms. Barsh questioned if future modeling and analysis could be considered. Mr. Grosso believed his modified language should address that concern. Mr. Grosso opined that in the future when this becomes a consideration, the SFWMD and U.S. Army Corps would provide information to the status of any project, which would supply the basis for how this language would apply.

Mr. Bercow did not support the proposed Policy LU-8G changes, stating that the 1999 CERP report includes broad land study areas later refined or abandoned. Regarding the 75-foot buffer, he believed the County's Code to be a more appropriate place for such provisions, and that requiring impact mitigation by type eliminates any flexibility.

Ms. Carpenter responded that the modifying language accounts for CERP modifications, and creates protection for certain projects moving forward and pointed out that the Bird Drive basin is incorporated into the scoping of the Southern Everglades CERP Study.

Ms. Barsh asked if there is a way to de-list projects deemed not feasible and were not moving forward, listing Superfund sites as an example. Ms. Carpenter believed the modification language would cover that.

Mr. Grosso cited the SR 836 legal challenge, stating that although no formal declaration was made to reduce the Bird Drive footprint, the County's position was for a smaller footprint, based on the latest correspondence and documents from the SFWMD.

Mr. Roth recognized that at some point in the future there will need to be development outside the UDB, which could be done through the UEAs, if those policies were strengthened and refined. RER through the EAR process present their findings on the supply and demand of land and with UEAs. Mr. Roth concurred with Mr. Bercow's position regarding the 75-foot buffer language proposed for Policy LU-8G. Mr. Grosso asserted that the 75-foot buffer language is more appropriately placed in the CDMP rather than the County's Code.

Mr. Bercow did not believe there have been any approved CERP projects from the 1999 CERP plan that violate or encroach the areas defined in Policy LU-8G. Ms. Brown responded that Staff could check on the status of that and that the BBSEER project is currently in the stage of a tentatively selected plan and is moving forward for signature.

Mr. Bercow stated that BBSEER covers 90% of land within the County. Ms. Brown clarified that it has been modeled to more defined boundaries, and Ms. Carpenter stated it was not near to 90% as there is a tentative plan already selected with clear language regarding the areas. Mr. Bercow believed that the language as may be modified would include BBSEER footprints outside the original plan which should not be included. Ms. Brown clarified that as the BBSEER project moves forward for signature it will become a tentatively selected plan, and the CDMP language related to areas that shall not be considered for expansion of the UDB will become applicable.

Mr. Roth indicated his informal research showed that 50 feet is a common residential-commercial setback from a wetland, and he proposes modifying it from 75 to 50 feet.

Mr. DeMayo discussed the ability to store stormwater and managing water through 'sponge parks' and noted the importance of using green infrastructure and small-scale neighborhood-based infrastructure, given the flood and rain events.

Ms. Barsh reiterated that the proposed language might preclude mining even if it was in the Lake Belt, unless some type of exclusion was made. Mr. Grosso believed the state statute supersedes any wetlands requirement, and Ms. Barsh agreed that it did.

Ms. Oyenuga mentioned the state wetland requirements but opined that on a local level there is a need to consider sea level rise and climate change, and that 50-feet would be an optimum requirement.

Mr. Bercow stated that kind of consideration was too granular for the comprehensive plan and should leave the permitted regulations in place. Mr. Grosso stated the word "consider" was meaningless and would be willing to change his recommendation related to Objective CON-7 from 75 to 50 feet.

Motion #1: Adopt the recommendations presented by EAR Task Force Member Richard Grosso, representing Friends of the Everglades (see Appendix A), with the following amendments:

- **Delete proposed change to Policy LU-8F; and**
- **Change the recommendation on Objective CON-7 from "75 feet" to "50 feet"**

Mover: Grosso; Second: Fata Carpenter; passed 11-4 (see vote count below)

Member Organizations:	**Member Name:**	**Vote:**
1000 Friends of Florida	Paul Owens	Y
Sierra Club	Steven Leidner	Y
Agricultural Practices Advisory Board	Lucia Soria	A
Redland Citizens Association	Martin Motes	Y
Miami-Dade Limestone Products Association	Kerri Barsh	N
Builders Association of South Florida	Jeff Bercow	N
Latin Builders Association	Pedro Portella	N
Dade County Farm Bureau	David Torbert	N
Latin American Business Association	William J Delgado	A
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Y
Friends of the Everglades	Richard Grosso	Y
Miccosukee Tribe of Florida	Curtis Osceola	A
Miami Waterkeeper	Craig Grossenbacher	A
Miami Homes for All	Annie Lord	Y
Miami-Dade Beacon Council	Ilona Vega	A
Miami-Dade Chamber of Commerce	G. Eric Knowles	A
Everglades Foundation	Elizabeth Fata Carpenter	Y
The Nature Conservancy	Christianah Oyenuga	Y
Miami Association of Realtors	Danielle Blake	A
American Institute of Architects (Local Chapter)	Aaron DeMayo	Y
Laborers' International Union of North America (Local Chapter)	David Rutledge	Y
South Florida AFL-CIO	Jeffrey Mitchell	A

United Way Miami	Norie del Valle	Y
South Dade Chamber of Commerce	Lisa Greer	A

Y = Yes; N = No; A = Absent

The Task Force discussed recommendations proposed by Task Force Member Motes. Mr. Motes explained his recommendations to support agriculture in the County, which he characterized as ascending. He discussed the special microclimate in the southern area and with specialized crops. A measure of viability is not just the number of acres but the dollar value as well and stressed that the agricultural industry is the second largest industry in the County. He advocated for the need to toll for traffic coming into Miami, like congestion pricing successfully done in London and New York.

In response to Ms. Carpenter's question regarding the CDMP implications of his recommendation No. 6, Mr. Motes described the agricultural area as geologically and ecologically defined. Ms. Brown cited the Redland area in Policy LU-8G as an area that shall not be considered for UDB expansion and defined as the area south of Eureka Drive, with no southern or western boundary.

Mr. Bercow generally stated his support of proposal No. 1 for Redlands as a unique microclimate, No. 6 for a defined Redland boundaries and for No. 4 to work with University of Florida to develop new crops. He stated proposal No. 2 for one house per five acres as already existing in the CDMP and did not support proposal No. 3 as CDMP policies state agriculture inside the UDB as not compatible with surrounding urban environment, except for the 'Horse Country' area. Mr. Bercow questioned why proposal No. 8 was limited to improvement of just north/south arterial roads instead of all arterials - proposal No. 9 should be changed to study congestion pricing.

Mr. Motes responded that his proposal No. 8, had only north/south arterials for the concept of transit corridors and with surrounding development and inflex of population for those new multistory developments as greater in comparison than it is east or west of the UDB, and gave examples of rush hour traffic conditions along SW 137, 147 and 162 Avenues. Mr. Bercow opined other roadways besides the north/south arterials were needed as well, with some connection to the east/west roadways. Mr. Motes welcomed the reference improvement to all the roads and added that fees are collected in the Redland area, but only a certain proportion comes back to the Redland area out of the general fund.

Regarding Mr. Bercow's comments on proposal No. 9, Ms. Brown clarified that there are other existing agricultural areas besides Horse Country inside the UDB, but the CDMP identifies them for other land uses and CDMP policies point to no new commercial agricultural uses. Mr. Motes stated that agriculture within urban areas was protected by the Florida Right to Farm act to a great degree and offered to share his photographs of examples of urban agriculture in other locations. About proposal No. 4, Mr. Rutledge questioned limiting it to a sole institution for crop development, and he envisioned setting aside land for

that purpose. Mr. Motes explained that for funding, the County's Cooperative Extension office is an agent of the university college system, and that way he envisions increased funding

For proposal No. 6, Mr. Torbert stated the Farm Bureau did not support designating a specific protected area for agricultural preservation as all agricultural areas are unique and equally important to the viability of the industry. He questioned how proposal No. 7 for the wetlands would affect some of the tree farms in the east. For proposal No. 8 it should be not just north/south but all arteries with many roads in poor shape and stated support for toll pricing in proposal No. 9.

In response to Ms. Cosio Carballo's question of the Redland boundaries, Mr. Motes stated only the northern boundary was defined in the CDMP. He added that due to the development of the transit corridor it takes a long time to go east/west through US-1 during rush hour. Ms. Cosio Carballo asked if proposal No. 6 should include a study done to identify the Redland area. Mr. Motes stated the climate changes in the southern areas. He listed Avocado Drive as the southern boundary as it is west of Homestead and Florida City - a reasonable expectation to be sought after as developed areas. A study is feasible as the Redland area has a certain cachet, giving an example of an area along US-1 - while not part of Redland – was informally called south Redland edge.

For proposal No. 1, Mr. DeMayo stated it was not just the microclimate of the Redland area, the entire County is seeing higher heat days. An important consideration for proposal No. 5 is not only the value of crops, but also food security. For proposal Nos. 8 and 9 it is both a capacity and congestion issue. Rather than a blanket statement of updating the arterials, instead consider specific intersections to be reviewed, rather than adding lanes which is effectively inducing added congestion. For congestion pricing, consider areas beyond Downtown Miami such as significant metropolitan Urban Centers and the Rapid Transit Zone areas.

Mr. Motes discussed the unique Redland area and detailed its unique climate and thunderstorms which are different from the weather patterns in the rest of the County. Regarding congested roadways, turn lanes could be added that would not broaden the roads but instead improve intersections. Mr. De Mayo questioned whether proposal No. 8 could be changed to turning sections or lanes. Mr. Motes said it could be changed to improve arterials throughout the Redland, with particular emphasis on intersections. Ms. Brown stated changes to proposal No. 8 were to improve arterial roads through Redland, north of the transit corridor with particular emphasis on turning lanes.

About proposal No. 9 for the congestion tolling, Mr. DeMayo suggested to review it throughout the County, with priority emphasis on downtown Miami. Mr. Motes said it could be modified to say tolls should be added to enter downtown Miami and other urban areas during business hours. Mr. Bercow said if it was changed to 'studied' he would support it.

Mr. DeMayo inquired about whether proposal No. 5 would consider the culturally significant crops important to certain local groups. Mr. Motes identified the problem with some of these crops as outside their radar. He gave an example of growing lychees which were probably undervalued but will continue to be important as this area is where they could be growing. Mr. Motes explained it could be added as a new proposal No. 10 - those new crops of cultural and ethnic importance to Miami-Dade County be pursued and encouraged.

Task Force Member Roth spoke about the provision that areas within ½ mile of the South Dade Transitway could be considered as eligible Urban Expansion Areas.

Task Force Member Torbert spoke about his unreadiness to set a defined Redland area. As a lot of landowner producers use the value of the land to obtain financing and loans to get operating capital. He provided an example of a 40-acre piece of land valued at $100,000 per acre or $4 Million. You could borrow up to $1 Million to operate on it. Versus putting the land into a permanent agricultural designation valued at $10,000 per acre, then your dollar value to operate farming is now compromised. From Lake Okeechobee south is where all the winter vegetables such as green beans and sweet corn are grown to feed the United States of America. The freeze of 2025 affected most of the country but spared Miami-Dade County, and its vegetables were able to be used as food supply for this country. Miami-Dade County is exceptional in that its climate allows for crops to grow all year long.

Task Force Member Barsh sought clarification regarding on item 7, asking whether Member Motes is referring only to the Redland area, or referring to the entire county area. Task Force Member Motes responded that he is referring to the area throughout the County.

Task Force Member Motes spoke of the history of canal expansion in South Florida in the 1940s and 1950s and saltwater intrusion was a problem in Coral Gables until retention dams were built. He stated that it is good to preserve wetlands to guard against saltwater intrusion. South Florida limestone is highly permeable, and as sea levels rise you will get increased saltwater intrusion. We need to preserve as many wetlands in their natural state as possible.

Ms. Brown summarized the motion with the accepted changes. Mr. Bercow asked if there is a possibility to bifurcate the motion so that there is a vote on all items but 2, 3, and 7 and a separate vote on items 2, 3, and 7. Task Force Member Moted responded no that the 1 house per 5 acres is important, and the preservation of agriculture is important. Mr. Bercow withdrew his second, and Mr. Leidner seconded the motion

Task Force Member De Mayo clarified that turn lanes are needed near intersections, and not roadway widening along the full length of roads, as the intersections are the critical part for

arterial roads in the Redland area. Task Force Member Motes agreed that it would be fine to accept this amendment.

Task Force Member Torbert stated that 'preserve and facilitate agriculture' should be changed to 'facilitate agriculture' and reiterated that he would like to remove the defined Redland area.

Task Force Member Barsh stated that she cannot support number 7 due to its countywide nature with concern that it may adversely affect rock mining operations.

Motion #2: Adopt the recommendations presented by EAR Task Force Member Martin Motes, representing the Redland Citizens Association (see Appendix B), with the following amendments:

- **Amend Recommendation #8 to read "Improve arterial roads through Redland, north of the Transit corridor, with particular emphasis on turning lanes and intersections."; and**
- **Amend Recommendation #9 to read: "A Congestion Toll should be added to enter downtown or other urban centers during busy hours."**
- **Add a new Recommendation #10 to read "The value of new crops of ethnic and cultural importance to Miami-Dade County should be pursued and encouraged."**

Mover: Motes; Second: Leidner; passed 9-5 (see vote count below)

Member Organizations:	Member Name:	Vote:
1000 Friends of Florida	Paul Owens	Y
Sierra Club	Steven Leidner	Y
Agricultural Practices Advisory Board	Lucia Soria	A
Redland Citizens Association	Martin Motes	Y
Miami-Dade Limestone Products Association	Kerri Barsh	N
Builders Association of South Florida	Jeff Bercow	N
Latin Builders Association	Pedro Portella	N
Dade County Farm Bureau	David Torbert	N
Latin American Business Association	William J Delgado	A
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	N
Friends of the Everglades	Richard Grosso	Y
Miccosukee Tribe of Florida	Curtis Osceola	A
Miami Waterkeeper	Craig Grossenbacher	A
Miami Homes for All	Annie Lord	Y
Miami-Dade Beacon Council	Ilona Vega	A
Miami-Dade Chamber of Commerce	G. Eric Knowles	A
Everglades Foundation	Elizabeth Fata Carpenter	Y

The Nature Conservancy	Christianah Oyenuga	Y
Miami Association of Realtors	Danielle Blake	A
American Institute of Architects (Local Chapter)	Aaron DeMayo	Y
Laborers' International Union of North America (Local Chapter)	David Rutledge	A
South Florida AFL-CIO	Jeffrey Mitchell	A
United Way Miami	Norie del Valle	Y
South Dade Chamber of Commerce	Lisa Greer	A

Y = Yes; N = No; A = Absent

(Task Force Member David Rutledge left the meeting.)

Ms. Brown announced that the next recommendation is from EAR Task Force Member Paul Owens. Mr. Owens reviewed his 10 recommendations, which he referred to in order from A through J. Mr. Owens moved to approval all recommendations, the motion was seconded by Mr. Grosso.

Mr. Bercow stated that recommendation A was already approved in Task Force Member Grosso's recommendation; he cannot support the 72-hour requirement prior to the BCC hearing for decisions as some issues can be resolved in a 3-day time period, he does not think this provision should be in the CDMP as it would fit better as a change to Chapter 2 of the County Code; he cannot support 40% of residential units at or below 120% of AMI and Live Local standard outside the UDB because it would not be approved administratively. He agreed that the UEAs are outdated and supported updating the boundaries but there is a significant balancing issue for expansions into the Urban Expansion Area, you should not have the same cumulative requirement to preserve land on a 1:1 basis in an Urban Expansion Area which are the areas where urban expansion is supposed to occur. He further noted that he does support recommendation F on the data centers, especially since it defines, consistent with the new state statute, with the peak load of a hyperscale data center at 50 megawatts, which makes sense. He noted that Recommendation G on septic tanks is a great idea and likened it to the concept of closing a railroad crossing as a new crossing is opened, but questions how realistically it can be implemented. He described an example of a person with a home in the Redland on a five-acre parcel and wants to install a septic tank and the distance to connect is prohibitive. He spoke to the impracticality of forcing one homeowner who has a septic tank to give it up to allow a new homeowner to add a septic tank. Mr. Bercow further noted that Recommendation H seems to be more of a granular permitting issue that should be incorporated in the County Code. On recommendation J, Mr. Bercow stated that he does agree that portions of the outdated UEA should be revised that are not supposed to be there. He stated that seven years ago, there was a resolution of the County Commission that said those areas that are not fit for the UEA are supposed to be

eliminated when 2,000 additional acres are put back into the UEA, and that has not happened.

Ms. Brown clarified that it became a policy in the CDMP directing County staff to conduct a study of the potential for identifying land of equivalent acreage for the UEAs. A study was developed and advanced to the Board of County Commissioners, and no action was taken.

Mr. Bercow stated there was a resolution by the County Commission to add an additional 2,000 of the UEA to the Comprehensive Plan and directing staff to file the application, but that has not happened.

Ms. Lord stated interest in recommendation D, and the CDMP's delineation of certain affordability thresholds for residential outside the Urban Development Boundary. She appreciates that the recommendation goes toward greater affordability, since so much of the housing supply gap is for households earning less than 80% of the Area Median Income. Since a 20% unit set aside is standard practice, and 12.5% is too low, Miami Homes For All's submitted recommendations proposed 20% of units set aside for households earning less than 80 % of the AMI. This would meet the state standard but would also go further to meet the needs of the County for more low-income housing, while still being achievable for the bottom line of the developer. Mr. Owens agreed to amend recommendation D to reflect that 20% of units be set aside at or below 120% of AMI. Mr. Owens stated that Mr. Bercow pointed out that recommendation A was adopted in substance in Mr. Grosso's recommendations. Mr. Owens (mover) agreed to withdraw Recommendation A. Mr. Grosso (seconder) accepted this change.

Ms. Fata-Carpenter recommended a change to recommendation B to add 'and supporting documents' to the 72-hour requirement for subsequent changes to the CDMP. She stated the intent for this is to avoid last minute changes that the public and the Board of County Commissioners are not informed about. Mr. Owens (mover) and Mr. Grosso (seconder) accepted this change.

Ms. Cosio Carballo thanked Mr. Owens for including the language on the data centers. The South Florida Regional Planning Council recommends that the CDMP establish locations based on infrastructure and environmental compatibility criteria. She has overall concerns on how the data centers would be regulated, due to the large amount of land needed. Ms. Owens and Ms. Cosio Carballo agreed on rewording the data centers statement. Ms. Brown read the statement as amended to read "Miami-Dade County will create a new land use category for data centers. Facilities will be prohibited from location and operation in other land use categories."

Mr. Owens (mover) and Mr. Grosso (seconder) accepted the proposal to take separate votes on each of the recommendations. Ms. Brown read each recommendation individually, with the exception of Recommendation A which was previously withdrawn.

Motion #3: Adopt Recommendation B as presented by EAR Task Force Member Paul Owens, representing the 1,000 Friends of Florida (see Appendix C), with the following amendments:

- **Recommendation B was amended to add the following text to the suggested addition to Objective LU-2: "72 hours after applications and supporting documents for them"**

Mover: Owens; Second: Grosso; passed 12-2 (see vote count below)

Member Organizations:	**Member Name:**	**Vote:**
1000 Friends of Florida	Paul Owens	Y
Sierra Club	Steven Leidner	Y
Agricultural Practices Advisory Board	Lucia Soria	A
Redland Citizens Association	Martin Motes	Y
Miami-Dade Limestone Products Association	Kerri Barsh	Y
Builders Association of South Florida	Jeff Bercow	N
Latin Builders Association	Pedro Portella	N
Dade County Farm Bureau	David Torbert	Y
Latin American Business Association	William J Delgado	A
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Y
Friends of the Everglades	Richard Grosso	Y
Miccosukee Tribe of Florida	Curtis Osceola	A
Miami Waterkeeper	Craig Grossenbacher	A
Miami Homes for All	Annie Lord	Y
Miami-Dade Beacon Council	Ilona Vega	A
Miami-Dade Chamber of Commerce	G. Eric Knowles	A
Everglades Foundation	Elizabeth Fata Carpenter	Y
The Nature Conservancy	Christianah Oyenuga	Y
Miami Association of Realtors	Danielle Blake	A
American Institute of Architects (Local Chapter)	Aaron DeMayo	Y
Laborers' International Union of North America (Local Chapter)	David Rutledge	A
South Florida AFL-CIO	Jeffrey Mitchell	A
United Way Miami	Norie del Valle	Y
South Dade Chamber of Commerce	Lisa Greer	A

Y = Yes; N = No; A = Absent

Motion #4: Adopt Recommendation C as presented by EAR Task Force Member Paul Owens, representing the 1,000 Friends of Florida (see Appendix C).

Mover: Owens; Second: Grosso; passed 14-0 (see vote count below)

Member Organizations:	Member Name:	Vote:
1000 Friends of Florida	Paul Owens	Y
Sierra Club	Steven Leidner	Y
Agricultural Practices Advisory Board	Lucia Soria	A
Redland Citizens Association	Martin Motes	Y
Miami-Dade Limestone Products Association	Kerri Barsh	Y
Builders Association of South Florida	Jeff Bercow	Y
Latin Builders Association	Pedro Portella	Y
Dade County Farm Bureau	David Torbert	Y
Latin American Business Association	William J Delgado	A
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Y
Friends of the Everglades	Richard Grosso	Y
Miccosukee Tribe of Florida	Curtis Osceola	A
Miami Waterkeeper	Craig Grossenbacher	A
Miami Homes for All	Annie Lord	Y
Miami-Dade Beacon Council	Ilona Vega	A
Miami-Dade Chamber of Commerce	G. Eric Knowles	A
Everglades Foundation	Elizabeth Fata Carpenter	Y
The Nature Conservancy	Christianah Oyenuga	Y
Miami Association of Realtors	Danielle Blake	A
American Institute of Architects (Local Chapter)	Aaron DeMayo	Y
Laborers' International Union of North America (Local Chapter)	David Rutledge	A
South Florida AFL-CIO	Jeffrey Mitchell	A
United Way Miami	Norie del Valle	Y
South Dade Chamber of Commerce	Lisa Greer	A

Y = Yes; N = No; A = Absent

Motion #5: Adopt Recommendation D as presented by EAR Task Force Member Paul Owens, representing the 1,000 Friends of Florida (see Appendix C), with the following amendments:

- **Recommendation D was amended to change the affordability standard for criteria n of Policy LU-8H, for the text to read: "At least ~~12.5%~~ 20% of the proposed residential units must be priced affordably for individuals earning ~~up to 140%~~ at or below 80% of the Area Median Income"**

Mover: Owens; Second: Grosso; passed 11-3 (see vote count below)

Member Organizations:	Member Name:	Vote:
1000 Friends of Florida	Paul Owens	Y
Sierra Club	Steven Leidner	N
Agricultural Practices Advisory Board	Lucia Soria	A
Redland Citizens Association	Martin Motes	Y
Miami-Dade Limestone Products Association	Kerri Barsh	Y
Builders Association of South Florida	Jeff Bercow	N
Latin Builders Association	Pedro Portella	N
Dade County Farm Bureau	David Torbert	Y
Latin American Business Association	William J Delgado	A
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Y
Friends of the Everglades	Richard Grosso	Y
Miccosukee Tribe of Florida	Curtis Osceola	A
Miami Waterkeeper	Craig Grossenbacher	A
Miami Homes for All	Annie Lord	Y
Miami-Dade Beacon Council	Ilona Vega	A
Miami-Dade Chamber of Commerce	G. Eric Knowles	A
Everglades Foundation	Elizabeth Fata Carpenter	Y
The Nature Conservancy	Christianah Oyenuga	Y
Miami Association of Realtors	Danielle Blake	A
American Institute of Architects (Local Chapter)	Aaron DeMayo	Y
Laborers' International Union of North America (Local Chapter)	David Rutledge	A
South Florida AFL-CIO	Jeffrey Mitchell	A
United Way Miami	Norie del Valle	Y
South Dade Chamber of Commerce	Lisa Greer	A

Y = Yes; N = No; A = Absent

Motion #6: Adopt Recommendation E as presented by EAR Task Force Member Paul Owens, representing the 1,000 Friends of Florida (see Appendix C).

Mover: Owens; Second: Grosso; passed 11-3 (see vote count below)

Member Organizations:	Member Name:	Vote:
1000 Friends of Florida	Paul Owens	Y
Sierra Club	Steven Leidner	Y
Agricultural Practices Advisory Board	Lucia Soria	A
Redland Citizens Association	Martin Motes	Y
Miami-Dade Limestone Products Association	Kerri Barsh	Y
Builders Association of South Florida	Jeff Bercow	N

Latin Builders Association	Pedro Portella	N
Dade County Farm Bureau	David Torbert	Y
Latin American Business Association	William J Delgado	A
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	N
Friends of the Everglades	Richard Grosso	Y
Miccosukee Tribe of Florida	Curtis Osceola	A
Miami Waterkeeper	Craig Grossenbacher	A
Miami Homes for All	Annie Lord	Y
Miami-Dade Beacon Council	Ilona Vega	A
Miami-Dade Chamber of Commerce	G. Eric Knowles	A
Everglades Foundation	Elizabeth Fata Carpenter	Y
The Nature Conservancy	Christianah Oyenuga	Y
Miami Association of Realtors	Danielle Blake	A
American Institute of Architects (Local Chapter)	Aaron DeMayo	Y
Laborers' International Union of North America (Local Chapter)	David Rutledge	A
South Florida AFL-CIO	Jeffrey Mitchell	A
United Way Miami	Norie del Valle	Y
South Dade Chamber of Commerce	Lisa Greer	A

Y = Yes; N = No; A = Absent

Motion #7: Adopt Recommendation F as presented by EAR Task Force Member Paul Owens, representing the 1,000 Friends of Florida (see Appendix C), with the following amendments:

- **Recommendation F was amended to read: "Policy LU-9W: Miami-Dade County will create a new ~~zoning~~ land use category for ~~large~~ data centers~~, defined as those with an anticipated monthly peak load of 50 megawatts or more~~. Facilities ~~on this scale~~ will be prohibited from location and operation in other ~~zoning~~ land use categories, including industrial. Data center zoning will apply to areas chosen to avoid incompatible impacts on nearby land uses from data centers' high electricity and water consumption, noise, emissions, on-site fuel storage, 24-hour lighting and other characteristics."**

Mover: Owens; Second: Grosso; passed 11-3 (see vote count below)

Member Organizations:	**Member Name:**	**Vote:**
1000 Friends of Florida	Paul Owens	Y
Sierra Club	Steven Leidner	Y
Agricultural Practices Advisory Board	Lucia Soria	A
Redland Citizens Association	Martin Motes	Y
Miami-Dade Limestone Products Association	Kerri Barsh	N

Builders Association of South Florida	Jeff Bercow	N
Latin Builders Association	Pedro Portella	N
Dade County Farm Bureau	David Torbert	Y
Latin American Business Association	William J Delgado	A
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Y
Friends of the Everglades	Richard Grosso	Y
Miccosukee Tribe of Florida	Curtis Osceola	A
Miami Waterkeeper	Craig Grossenbacher	A
Miami Homes for All	Annie Lord	Y
Miami-Dade Beacon Council	Ilona Vega	A
Miami-Dade Chamber of Commerce	G. Eric Knowles	A
Everglades Foundation	Elizabeth Fata Carpenter	Y
The Nature Conservancy	Christianah Oyenuga	Y
Miami Association of Realtors	Danielle Blake	A
American Institute of Architects (Local Chapter)	Aaron DeMayo	Y
Laborers' International Union of North America (Local Chapter)	David Rutledge	A
South Florida AFL-CIO	Jeffrey Mitchell	A
United Way Miami	Norie del Valle	Y
South Dade Chamber of Commerce	Lisa Greer	A

Y = Yes; N = No; A = Absent

Motion #8: Adopt Recommendation G as presented by EAR Task Force Member Paul Owens, representing the 1,000 Friends of Florida (see Appendix C).

Mover: Owens; Second: Grosso; passed 8-6 (see vote count below)

Member Organizations:	**Member Name:**	**Vote:**
1000 Friends of Florida	Paul Owens	Y
Sierra Club	Steven Leidner	Y
Agricultural Practices Advisory Board	Lucia Soria	A
Redland Citizens Association	Martin Motes	N
Miami-Dade Limestone Products Association	Kerri Barsh	N
Builders Association of South Florida	Jeff Bercow	N
Latin Builders Association	Pedro Portella	N
Dade County Farm Bureau	David Torbert	N
Latin American Business Association	William J Delgado	A
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	N
Friends of the Everglades	Richard Grosso	Y
Miccosukee Tribe of Florida	Curtis Osceola	A
Miami Waterkeeper	Craig Grossenbacher	A
Miami Homes for All	Annie Lord	Y

Miami-Dade Beacon Council	Ilona Vega	A
Miami-Dade Chamber of Commerce	G. Eric Knowles	A
Everglades Foundation	Elizabeth Fata Carpenter	Y
The Nature Conservancy	Christianah Oyenuga	Y
Miami Association of Realtors	Danielle Blake	A
American Institute of Architects (Local Chapter)	Aaron DeMayo	Y
Laborers' International Union of North America (Local Chapter)	David Rutledge	A
South Florida AFL-CIO	Jeffrey Mitchell	A
United Way Miami	Norie del Valle	Y
South Dade Chamber of Commerce	Lisa Greer	A

Y = Yes; N = No; A = Absent

(Task Force Member Del Valle left the meeting.)

Motion #9: Adopt Recommendation H as presented by EAR Task Force Member Paul Owens, representing the 1,000 Friends of Florida (see Appendix C).

Mover: Owens; Second: Grosso; passed 8-5 (see vote count below)

Member Organizations:	**Member Name:**	**Vote:**
1000 Friends of Florida	Paul Owens	Y
Sierra Club	Steven Leidner	Y
Agricultural Practices Advisory Board	Lucia Soria	A
Redland Citizens Association	Martin Motes	Y
Miami-Dade Limestone Products Association	Kerri Barsh	N
Builders Association of South Florida	Jeff Bercow	N
Latin Builders Association	Pedro Portella	N
Dade County Farm Bureau	David Torbert	N
Latin American Business Association	William J Delgado	A
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	N
Friends of the Everglades	Richard Grosso	Y
Miccosukee Tribe of Florida	Curtis Osceola	A
Miami Waterkeeper	Craig Grossenbacher	A
Miami Homes for All	Annie Lord	Y
Miami-Dade Beacon Council	Ilona Vega	A
Miami-Dade Chamber of Commerce	G. Eric Knowles	A
Everglades Foundation	Elizabeth Fata Carpenter	Y
The Nature Conservancy	Christianah Oyenuga	Y
Miami Association of Realtors	Danielle Blake	A
American Institute of Architects (Local Chapter)	Aaron DeMayo	Y
Laborers' International Union of North America (Local Chapter)	David Rutledge	A

South Florida AFL-CIO	Jeffrey Mitchell	A
United Way Miami	Norie del Valle	A
South Dade Chamber of Commerce	Lisa Greer	A

Y = Yes; N = No; A = Absent

Motion #10: Adopt Recommendation I as presented by EAR Task Force Member Paul Owens, representing the 1,000 Friends of Florida (see Appendix C).

Mover: Owens; Second: Grosso; passed 12-1 (see vote count below)

Member Organizations:	**Member Name:**	**Vote:**
1000 Friends of Florida	Paul Owens	Y
Sierra Club	Steven Leidner	Y
Agricultural Practices Advisory Board	Lucia Soria	A
Redland Citizens Association	Martin Motes	Y
Miami-Dade Limestone Products Association	Kerri Barsh	Y
Builders Association of South Florida	Jeff Bercow	N
Latin Builders Association	Pedro Portella	Y
Dade County Farm Bureau	David Torbert	Y
Latin American Business Association	William J Delgado	A
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Y
Friends of the Everglades	Richard Grosso	Y
Miccosukee Tribe of Florida	Curtis Osceola	A
Miami Waterkeeper	Craig Grossenbacher	A
Miami Homes for All	Annie Lord	Y
Miami-Dade Beacon Council	Ilona Vega	A
Miami-Dade Chamber of Commerce	G. Eric Knowles	A
Everglades Foundation	Elizabeth Fata Carpenter	Y
The Nature Conservancy	Christianah Oyenuga	Y
Miami Association of Realtors	Danielle Blake	A
American Institute of Architects (Local Chapter)	Aaron DeMayo	Y
Laborers' International Union of North America (Local Chapter)	David Rutledge	A
South Florida AFL-CIO	Jeffrey Mitchell	A
United Way Miami	Norie del Valle	A
South Dade Chamber of Commerce	Lisa Greer	A

Y = Yes; N = No; A = Absent

Motion #11: Adopt Recommendation J as presented by EAR Task Force Member Paul Owens, representing the 1,000 Friends of Florida (see Appendix C).

Mover: Owens; Second: Grosso; passed 12-1 (see vote count below)

Member Organizations:	Member Name:	Vote:
1000 Friends of Florida	Paul Owens	Y
Sierra Club	Steven Leidner	Y
Agricultural Practices Advisory Board	Lucia Soria	A
Redland Citizens Association	Martin Motes	Y
Miami-Dade Limestone Products Association	Kerri Barsh	Y
Builders Association of South Florida	Jeff Bercow	Y
Latin Builders Association	Pedro Portella	N
Dade County Farm Bureau	David Torbert	Y
Latin American Business Association	William J Delgado	A
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Y
Friends of the Everglades	Richard Grosso	Y
Miccosukee Tribe of Florida	Curtis Osceola	A
Miami Waterkeeper	Craig Grossenbacher	A
Miami Homes for All	Annie Lord	Y
Miami-Dade Beacon Council	Ilona Vega	A
Miami-Dade Chamber of Commerce	G. Eric Knowles	A
Everglades Foundation	Elizabeth Fata Carpenter	Y
The Nature Conservancy	Christianah Oyenuga	Y
Miami Association of Realtors	Danielle Blake	A
American Institute of Architects (Local Chapter)	Aaron DeMayo	Y
Laborers' International Union of North America (Local Chapter)	David Rutledge	A
South Florida AFL-CIO	Jeffrey Mitchell	A
United Way Miami	Norie del Valle	A
South Dade Chamber of Commerce	Lisa Greer	A

Y = Yes; N = No; A = Absent

Closing

Ms. Brown announced that the next Task Force meeting is scheduled for June 15, 2026, with potential for a second meeting on June 16, 2026, if necessary to conclude the task force proceedings.

Adjourn

The meeting was adjourned at 1:15 p.m.

The following information is provided by EAR Task Force Member
Richard Grosso (representative of Friends of the Everglades)

EAR Task Force Proposed Recs for Report Selected

CDMP Policies

FLUE

CDMP, p. I-69:
Urban Development Boundary. The Urban Development Boundary (UDB) is included on the LUP map to distinguish the area where urban development may occur through the year 2030 from areas where it shallould not occur. Development orders permitting urban development will generally be approved within the UDB at some time through the year 2030 provided that level-of-service standards for necessary public facilities will be met. Adequate countywide development capacity will be maintained within the UDB by increasing development densities or intensities inside the UDB, or by expanding the UDB, when the need for such change is determined to be necessary through the Plan review and amendment process. The CDMP seeks to facilitate the necessary service improvements within the UDB to accommodate the land uses indicated on the LUP map within the year 2035 time frame. Accordingly, public expenditures for urban service and infrastructure improvements shall be focused on limited to the area within the UDB, and urban infrastructure is discouraged not allowed outside the UDB. In particular, the construction of new roads, or the extension, widening and paving of existing arterial or collector roadways to serve areas outside the UDB at public expense will be permitted only if such roadways are shown on the LUP map and in the Transportation Element.

CDMP p 6:
It is reasonably safe to assume, however, that the areas least suitable for urban development today will remain least suitable in the future. These areas include the remaining high-quality coastal and Everglades wetland areas in the County, the coastal high hazard areas, and the Northwest Wellfield protection area.

LU-8F.
The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years. The estimation of this capacity shall include the capacity to develop and redevelop around transit stations at the densities recommended in policy LU-7F, the capacity allowed for within the current UDB considering allowable maximum densities, and the capacity potentially allowed by the "Live Local Act" provisions of section 125.01055 (7), Fla. Stat. The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the Countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities.

LU-1O. Miami-Dade County shall ~~seek to~~ prevent discontinuous, scattered development at the urban fringe in the Agriculture Areas outside the Urban Development Boundary, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.

LU-1R. Miami-Dade County shall ~~take steps to~~ reserve the amount of land necessary to maintain an economically viable agricultural industry. Miami-Dade County shall adopt and implement a transfer of developments rights (TDR) program to preserve agricultural land that will be supplemented by a purchase of development rights program to preserve agricultural land and environmentally sensitive property.

LU-8G. When considering land areas to add to the UDB, or any proposed amendment to the text of the CDMP that would increase the type and density or intensity of land uses allowed outside of the UDB, or reduce or repeal any development standards in such areas, after demonstrating that a need exists, in accordance with the foregoing Policy LU-8F:

i) The following areas shall not be considered:

a) The Northwest Wellfield Protection Area located west of the Turnpike Extension between Okeechobee Road and NW 25 Street and the West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street;

b) Water Conservation Areas, Everglades National Park, Biscayne National Park, Pennsuco Wetlands, and Bird Drive Wetlands, as depicted on Figure 14;

c) Comprehensive Everglades Restoration Plan projects identified in the 1999 Final Integrated Feasibility Report and Programmatic Environmental Impact Statement, as may be modified formally or informally by the United States Army Corps of Engineers or the South Florida Water Management District or that have been approved by the South Florida Water Management District Governing Board, and project footprints delineated in Tentatively Selected Plans and/or Project Implementation Reports,

d) The Redland area south of Eureka Drive (SW 184 Street);

e) Areas within the accident potential zones of the Homestead Air Reserve Base; and

f) Applications for residential land uses within the Coastal High Hazard Areas.

g) Wetlands of Regional Significance as depicted on Figure 14 of the Land Use Element not otherwise listed in subsection (i)(b) of this policy.

h) Land designated Agriculture on the Land Use Plan map, except where located in designated Urban Expansion Areas (UEAs);

~~i.) Land located within the FEMA V Zone.~~

ii) ~~The following areas should be avoided:~~

~~1) Wetlands of Regional Significance as depicted on Figure 14 of the Land Use Element not otherwise listed in subsection (i)(b) of this policy; and~~

~~2) Land designated Agriculture on the Land Use Plan map, except where located in designated Urban Expansion Areas (UEAs);~~ and

~~3) Comprehensive Everglades Restoration Plan projects identified in the 1999 Final Integrated Feasibility Report and Programmatic Environmental Impact Statement, as may be modified formally or informally by the United States Army Corps of Engineers or the South Florida Water Management District or that have been approved by the South Florida Water Management District Governing Board; and~~

~~4) Land located within the FEMA V Zone.~~

iii) The following areas shall be given priority for inclusion, subject to conformance with Policy LU-8F and the foregoing provision of this policy, unless such lands are identified above as those which shall not be considered:
a) Land within Planning Analysis SubTiers having the earliest projected supply depletion year; and
b) Land within the UEAs and contiguous to the UDB; and
c) Locations within one mile of a planned urban center or transit service station or bus stop providing peak hour headways of 20 minutes or less; and
d) Locations having projected surplus service capacity that is unrestricted by this Plan or where necessary facilities and services can be readily extended.

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT

Objective CON-7 Miami-Dade County shall protect and preserve the biological and hydrological functions of Wetlands of Regional Significance that may be contained within the areas depicted on Figure 14 in the Land Use Element by prohibiting development of, or within 75 feet ot, such wetlands. Future impacts to the biological functions of publicly ~~and privately owned wetlands shall~~ be allowed only upon a demonstration that no feasible alternative for locating such development exists and that the density or intensity of the proposed development has been reduced to the greatest extent practicable, and all wetland impacts shall be mitigated on a "type for type" basis within the same drainage basin. All privately owned wetlands identified on Figure 14 in the Land Use Element as Wetlands of Regional Significance and wetlands on Federal, State, or County land acquisition lists shall be supported as a high priority for public acquisition. Publicly acquired wetlands shall be restored and managed for their natural resource, habitat and hydrologic values.

CON-8A. Specimen trees and Natural Forest Communities in Miami-Dade County shall be protected through the maintenance and enforcement of the County's Tree and Forest Protection and Landscape Code, as may be amended from time to time, and shall not be cleared or removed unless there is no feasible alternative is available, including the reduction of the density or intensity of the proposed development or other activity to the greatest extent practicable. The County's Natural Forest Inventory shall be revised periodically to reflect current Natural Forest Community conditions. A Natural Forest Community shall not be removed from the inventory unless its quality and resource values have been degraded to the point where it cannot be restored.

CON-8D. Where hammocks or pinelands are contained within prospective development sites, they shall be given priority for designation preserved as landscape and open space except to the extent that a development applicant can demonstrate that doing so would deprive the applicant of their constitutional or statutory property rights areas and left intact. The extent of hammock and pineland area secondary impacts from adjacent development ~~destroyed~~ ~~shall be minimized by the~~ use of native plant buffers, clustering, large lot zoning, and/or reduced roadway widths. Care shall be exercised when developing adjacent land to minimize avoid root damage and filling. Disturbance to the forest canopy and understory shall be minimized and confined to the least viable areas. Preservation areas shall be located and configured to protect rare, threatened and endangered species and to allow for

prescribed burning, where applicable. In the protected forest areas, understory vegetation and associated geologic features shall be protected and maintained in perpetuity.

CON-8E. The destruction of environmentally sensitive Natural Forest Communities shall be prohibited unless the applicant demonstrates that no feasible alternative is available, including the ~~reduction of the density or intensity of the proposed development or other~~ activity to the greatest extent practicable kept to a minimum; In such cases, a long-term mitigation and management plan shall be developed to assure the ~~continued maintenance of~~ the remaining forest lands and the restoration or creation of at least an equal amount of forest lands to those destroyed.

CON-8K. All new plantings on lands owned and managed by Miami-Dade County, and all landscape plans for all development and redevelopment approvals shall shall only include federally or State listed plants, if appropriate, and or other native plant and/or xeriscape plant material, except to the extent that enforcement of this requirement would be in ~~wherever~~ feasible, in which case, a minimum of 50% of such plantings shall meet this requirement.

CON-9A. All activities that adversely affect habitat for that is critical to federal or State designated, endangered or threatened species shall be prohibited unless such activity(ies) are a public necessity and there are no possible alternative sites where the activity(ies) can occur. (See Appendix B)

CON-9E. Conservation of upland wildlife habitats shall be ~~taken into consideration~~ required during development evaluation and permitting processes and such habitats shall be preserved on-site, unless there is no feasible alternative is available, including the reduction of the density or intensity of the proposed development or other activity to the greatest extent practicable.

The following information is provided by EAR Task Force Member

Martin Motes

(representative of Redland Citizens Association)

Redland Citizen's Association EAR Recommendations

1. Preserve Redland as a unique microclimate devoted to agriculture and horticulture.

2. Preserve one house per 5 acres in Agriculture zoned areas.

3. Preserve and facilitate agriculture within the UDB.

4. Work with U. of Florida TREC to develop new crops.

5. In addition to acreage, consider the value of crops produced when evaluating the viability of agriculture/horticulture in the county.

6. Define Redland as: West of the UDB and East of Everglades National Park, bounded on the North by Eureka Drive and on the South by Avocado Drive.

7. Preserve all wetlands to mitigate salt water intrusion.

8. Improve North/South arterial roads through Redland, north of the Transit corridor.

9. A Congestion Toll should be added to enter downtown during busy hours.

The following information is provided by EAR Task Force Member
Paul Owens (representative of 1000 Friends of Florida)

Proposed Recommendations for Miami-Dade County EAR Advisory Task Force Paul Owens
President, 1000 Friends of Florida

From I. Land-use Element

Recommendation.A¿.Strengthen.policy.to.prevent.fragmenting.of.agricultural.areas.
outside.the.Urban.Development.Boundary¡.

> Policy LU-1O. Miami-Dade County shall ~~seek to~~ prevent discontinuous, scattered development at the urban fringe in the Agriculture Areas outside the Urban Development Boundary, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.

Rationale: The phrase “seek to” means “try to”. It weakens Miami-Dade County’s commitment to the imperative of preventing the fragmentation and eventual loss of viability of agriculture, a critical component for the county’s economic and environmental future.
This commitment needs to be strengthened.

Recommendation.B¿.Require.the.text.of.proposed.amendments.to.the.CDMP?.and.any.
subsequent.changes.made.to.those.amendments.while.pending.before.the.Board.of.
County.Commissioners?.to.be.available.for.review.at.least.❸8.hours.before.a.vote.on. them.may.be.taken¡

> Objective LU-2. Decisions regarding the location, extent and intensity of future land use in Miami-Dade County, and urban expansion in particular, shall be based upon the physical and financial feasibility of providing, by the year 203~~3~~50, all urbanized areas with services at levels of service (LOS) which meet or exceed the minimum standards adopted in the Capital Improvements Element, among other requirements set forth in this plan. Votes on such decisions by the Board of County Commissioners shall be held no sooner than 72 hours after applications for them are submitted or revised.

Rationale: When CDMP amendments and revisions to them are accepted in the last hours before a vote that determines their fate, decision-makers, professional staff and interested members of the public may not be fully aware of the details and consequences of those amendments. Members of the public cannot deliver well-informed comments. Officials cannot cast well-informed votes. Amendments that may lead to irreversible changes in landscapes and communities should be held to a higher standard for transparency in debate and deliberation. A 72-hour waiting period is required following the submission of the proposed final state budget for Florida to allow sufficient time for review before the state legislators can cast a vote. This long-accepted state standard would also be appropriate as a minimum waiting period for proposed CDMP amendments and any

revisions to them. It will provide more information and more certainty for applicants, decision makers and the public.

There may be a more appropriate place within the CDMP to insert this change. I am open to alternatives.

Recommendation.C¿.Require.Miami_Dade.County.to.review.and.update.its.impact.fees. at.least.once.every.four.years.to.ensure.those.fees.keep.up.with.needs.and.their.costs¡.

> Policy LU-2C. Miami-Dade County shall maintain and enhance, as necessary, impact fee and comparable programs and procedures to require all development, regardless of size, to contribute its proportionate share of capital facilities, or funds or land therefore, necessary to accommodate impact of the proposed development or increment of redevelopment over and above preexisting development on a site.
> Miami-Dade County shall ~~periodically~~ review and update fee schedules at least once every four years to ensure that all public marginal costs are appropriately recognized, and that fee structures reflect pertinent geographic (i.e., core, fringe, or rural area) variability in facility usage. Miami-Dade County should consider revisions to impact fee structures to better align the provision of County infrastructure with adopted land use development strategies, which promote infill development and development around existing and planned transit corridors.

Rationale: In recent years, the Florida Legislature has passed laws to set arbitrary percentage caps on increases in impact fees. This means that the longer a local government has delayed updating its impact fees, the harder it is for that government to catch up to the true costs of the infrastructure its fees are intended to finance. Miami-Dade County can avoid this predicament by reviewing its impact fee schedule at least once every four years. The current imprecise requirement to review and update schedules "periodically" has no practical value.

Recommendation.D¿.Adopt.the.state.Live.Local.standard.for.any.affordable.housing. proposed.outside.the.Urban.Development.Boundary¡

> Policy LU-8H. In addition to conformance with Policies LU-8F and LU-8G, applications requesting expansion of the UDB must request designation as a "Special District" on the CDMP Land Use Plan map and include a text amendment under the "Special District" CDMP text to outline the allowable uses, maximum density, maximum floor area ratio, and how the proposed development will satisfy the criteria set forth in this policy. A zoning application must be filed concurrently with the CDMP Land Use Plan map amendment and should meet the following criteria to be approved:

n) At least ~~12.5%~~ 40% of the proposed residential units must be priced affordably for individuals earning ~~up to 140%~~ at or below 120% of the Area Median Income;

Rationale: In passing the Live Local Act in 2023, the Florida Legislature defined affordable housing projects as including at least 40% units that are affordable for occupants earning at or below 120% of the area median income. The lower standard for what's defined as affordable under paragraph n of Policy LU-8H will not significantly increase the supply of affordable workforce housing and is not a compelling reason to expand the Urban Development Boundary. There are other references within the CDMP, such as Objective HO-2, which refer to "special attention directed to affordable units for extremely low, very low, low, and moderate income-households". Paragraph n of Policy LU-8H is not consistent with this better targeted emphasis.

Recommendation.E¿.Strengthen.language.on.development.of.agricultural.land.in.the. expansion.of.the.Urban.Development.Boundary.to.require.any.losses.to.be.fully.offset¡.

Policy LU-8H. In addition to conformance with Policies LU-8F and LU-8G, applications requesting expansion of the UDB must request designation as a "Special District" on the CDMP Land Use Plan map and include a text amendment under the "Special District" CDMP text to outline the allowable uses, maximum density, maximum floor area ratio, and how the proposed development will satisfy the criteria set forth in this policy. A zoning application must be filed concurrently with the CDMP Land Use Plan map amendment and should meet the following criteria to be approved:

q) Require ~~Provide for~~ the preservation of agricultural land commensurate with the impacts of the application on agriculturally-designated land which may include participation in a Transfer of Development Rights program, Purchase of Development Rights program or other similar effort.~~; however, notwithstanding anything in this paragraph to the contrary, in no event shall properties within the Urban Expansion Area be obligated to preserve agricultural land at a 1-to1 ratio.~~

Rationale: The 2023 Evaluation Of Agricultural Land Use Trends and Outlook Final Report concluded Miami-Dade County is not far above the minimum acreage needed to maintain a viable agricultural sector. Given the risk of falling below that minimum, and the negative economic and environmental consequences that would ensue, the weak language of "Provide for the preservation of agricultural land" needs to be strengthened to "Require the preservation of agricultural land". Also given this risk, development in the Urban Expansion Area should not be exempted from the obligation to preserve agricultural land on a 1-to-1 ratio.

Recommendation.F¿.Miami_Dade.County.should.establish.a.new.zoning.category.for.large.data.centers.to.distinguish.them.from.conventional.industrial.uses?.given.data.centers".outsized.demands.for.electricity.and.water?.and.the.significant.compatibility.issues.they.raise.for.nearby.development?.communities.and.conservation.land.based.on.noise?.emissions?.on_site.fuel.storage?.80_hour.lighting.and.other.characteristics¡..

> Policy LU-9W: Miami-Dade County will create a new zoning category for large data centers, defined as those with an anticipated monthly peak load of 50 megawatts or more. Facilities on this scale will be prohibited from location and operation in other zoning categories, including industrial. Data center zoning will apply to areas chosen to avoid incompatible impacts on nearby land uses from data centers' high electricity and water consumption, noise, emissions, on-site fuel storage, 24-hour lighting and other characteristics.

Rationale: In their regular 2026 session, Florida legislators, who have not been inclined to defer to local governments and their planners on many issues, recognized in Senate Bill 484 that large data centers "may present unique planning, infrastructure, and compatibility considerations." The bill, since signed into law by Governor DeSantis, declared that the Legislature "intends that such considerations shall be addressed through local comprehensive planning and land development regulations". Miami-Dade County would be squandering an opportunity in revising its CDMP if not taking full advantage of this invitation from legislators.

From V. Water, Sewer & Solid Waste Element

Recommendation.G¿.Require.the.permitting.of.any.new.septic.tank.within.the.Urban.Development.Boundary.to.be.offset.by.the.connection.to.sewer.systems.or.removal.of.at.least.one.existing.septic.tank.within.the.UDB¡.

> Policy WS-4C. Within the Urban Development Boundary, Miami-Dade County shall strongly discourage the use of septic tanks. Throughout the County, additional septic tanks should not be permitted for the disposal or discharge of industrial or other nondomestic waste. Septic tanks should be discouraged where they may affect water quality of a surface water body or where seasonally high water table will impair proper functioning. Septic tanks should be avoided in wellfield protection areas or where private wells are in use. Under the regulations and procedures established by the Board of County Commissioners, septic tanks may be permitted outside of the Urban Development Boundary and where connection to a public sewer is not feasible. Any new septic tank permitted within the Urban Development Boundary must be offset by the removal of at least one septic tank within the UDB. Where septic tanks are permitted, they should be designed to account for sea level rise and provide treatment necessary to protect human health and environmental integrity.

Rationale: Septic tanks are a multibillion-dollar environmental liability for Miami-Dade County. Any additional septic tanks, especially within the Urban Development Boundary, if not prohibited should be required to fully offset their impacts. Any developer whose project would add any septic tanks has a particular responsibility not to increase this already overwhelming burden.

From III. Conservation, Aquifer Recharge and Drainage Element

Recommendation.H¿.Require.wetland.destruction.from.development.to.be.mitigated. within.or.immediately.adjacent.to.the.basin.where.it.occurs¡..

> Objective CON-7: Miami-Dade County shall protect and preserve the biological and hydrological functions of Wetlands of Regional Significance that may be contained within the areas depicted on Figure 14 in the Land Use Element. Future impacts to the biological functions of publicly and privately owned wetlands shall be mitigated within or immediately adjacent to the basin where the impact occurs. All privately owned wetlands identified on Figure 14 in the Land Use Element as Wetlands of Regional Significance and wetlands on Federal, State, or County land acquisition lists shall be supported as a high priority for public acquisition. Publicly acquired wetlands shall be restored and managed for their natural resource, habitat and hydrologic values.

Rationale: To truly repair the environmental damage from loss of wetland function, mitigation should occur within the same basin where wetlands are destroyed. If not feasible, the mitigation should occur immediately adjacent to the damaged basin.

Recommendation.I¿.Add.a.sea_level.rise.measure.to.the.list.of.Monitoring.and.Data. Programs.to.regularly.monitor?.measure?.record.and.project.sea_level.rise¡.Establish. thresholds.for.increases.to.trigger.updates.to.the.CDMP.and.county.codes.necessary. to.protect.every.component.of.the.natural.and.built.environments?.including.but.not. limited.to.the.water.supply?.homes?.businesses.and.public.infrastructure¡..

Rationale: References to sea level rise in the CDMP are sparse, and do not come close to matching the scale of the enormous potential impact on Miami-Dade County's environment and economy. Prudent and proactive planning demands a higher priority.

From Land Use Plan Map

Recommendation.J¿.Update.the.boundaries.of.the.Urban.Expansion.Areas.to.remove. areas.unsuitable.for.urban.development?.including.Comprehensive.Everglades. Restoration.Plan.areas?.the.Bird.Drive.Wetlands?.and.Homestead.Air.Reserve.Base. accident.potential.zones¡

Rationale: Since the Urban Expansion Areas were first incorporated in the CDMP Land Use Plan Map in 1983, additional policies prioritizing ecosystem restoration, planning for coastal hazards and military compatibility have been adopted. The current, outdated UEA boundaries leave open the possibility of development that would undercut those policies.

(Note: This meeting summary was compiled following cessation of the EAR Task Force and, therefore, remains in draft form. A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division.)

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The meeting commenced at 10:12 a.m. The following County staff and elected officials were present:

- Daniella Levine Cava, Mayor, Miami-Dade County
- Luis Reyes, Assistant County Attorney
- Kimberly Brown, Chief, Long Range and Neighborhood Planning (RER)
- Manuel Armada, Chief, Planning Research and Economic Analysis Section (RER)
- Alex Dambach, Planning Development Manager (RER)

Non-voting agencies represented:

- Lawrence Ventura, Jr., Homestead Air Reserve Base (HARB)
- Isabel Cosio Carballo, South Florida Regional Planning Council (SFRPC)

Roll Call

Mr. Alexander Dambach, Planning Development Manager, conducted roll call and found 17 task force members present. He announced that the task force did have a quorum. The following Task Force members were in attendance:

- Paul Owens (1000 Friends of Florida)
- Steven Leidner (Sierra Club)
- Pedro Portela (Latin Builders Association)
- Martin Motes (Redland Citizens Association)
- Jeffrey Bercow (Builders Association of South Florida)
- Annie Lord (Miami Homes for All)
- David Torbert (Dade County Farm Bureau)
- Tom Roth (Urban Land Institute - Southeast Florida/Caribbean)
- Aaron DeMayo (American Institute of Architects - Local Chapter)
- Elizabeth Fata Carpenter (Everglades Law Center)
- Richard Grosso (Friends of the Everglades)
- Kerri Barsh (Miami-Dade Limestone Products Association)
- Christianah Oyenuga (The Nature Conservancy)
- Norie del Valle (United Way Miami)
- Craig Grossenbacher (Miami Waterkeeper)
- Lucia Soria (Agricultural Practices Advisory Board)
- David Rutledge (Laborers' International Union of North America - Local Chapter)

The following Task Force members were absent:

- William Delgado (Latin American Business Association)
- G. Eric Knowles (Miami-Dade Chamber of Commerce)
- Curtis Osceola (Miccosukee Tribe of Florida)
- Ilona Vega (Miami-Dade Beacon Council)

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- Lisa Greer (South Dade Chamber of Commerce)
- Danielle Blake (Miami Association of Realtors)
- Jeffrey Mitchell (South Florida AFL-CIO)

Mayor's Welcome

Mayor Daniella Levine Cava welcomed the task force by thanked them for their level of commitment. She mentioned that it is important to focus on transit to support growth. She mentioned the importance of agriculture to the local economy, and the importance of drinking water and guarding against flooding. Mayor Cava reminded task force members of the 170 public comments received at public meetings and 892 survey responses, and that public input should inform task force discussions on planning priorities for the community.

Reasonable Opportunity to be Heard

Ms. Kimberly Brown, Chief of Long Range and Neighborhood Planning, opened the Reasonable Opportunity to be heard.

Daniel John Mlodozeniec, Education Director with Tropical Audubon Society expressed gratitude to the task force for passing items at the last meeting. He stated the importance of protecting the Biscayne Bay watershed and sea level rise when making growth management policy decisions. He referred to Biscayne Bay as the blue heart that keeps the local community going, and said standards are needed to protect the bay for effective recovery on a watershed scale.

Laura Reynolds, Science Director with Hold the Line Coalition urged the task force not to mandate providing land area for single-family housing, stating that it would consume up to 3,200 farm acres. She stated that the percentage of residential land used for single-family homes is already at 87%, and that the CDMP is designed to promote a mix of housing types. She expressed support for allowing development in appropriate locations within Urban Expansion Areas. She closed by stating that development should be concentrated in areas near transit and suggested that the task force consider housing affordability.

Frank Janeczek, a citizen, stated that he owns a one-story home in the unincorporated area near the boundary with the City of Miami. He mentioned that his property is not eligible for a rapid transit zone, but the property abuts a 10-story, 161-unit residential building that was recently built within the City of Miami. He stated that Fairchild Tropical Garden relies on one of his mango trees to propagate due to its uniqueness, however, the root stock of the tree is no longer healthy due to the shade from the large abutting building. He stressed that there are people with property in the unincorporated infill areas that should be able to boost their zoning to allow for higher density in development.

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Approval of Minutes

Ms. Kimberly Brown stated that the next item on the agenda is the approval of the May 27, 2026 meeting summary. A motion to approve the meeting minutes was moved by Task Force Member Bercow and seconded by Task Force Member Lord. The minutes were approved unanimously without discussion.

Task Force Recommendations

Ms. Kimberly Brown stated that the topic of the day is task force recommendations. She stated that the order of the day will include recommendations from task force members Mr. Bercow, followed by Mr. Leidner, Mr. Torbert, Mr. Grossenbacher, Ms. Oyenuga, Ms. Lord, Ms. Fata-Carpenter, Mr. Roth, and Ms. Soria. Ms. Brown asked if any other task force members would like to be recognized for recommendations, and Task Force Member DeMayo answered affirmatively. Ms. Brown added Mr. De Mayo to the list, and turned it over to Mr. Bercow to begin.

Task Force Member Bercow opened by referring to Mayor Levine Cava's April 2022 declaration of a housing affordability crisis. Despite subsequent County efforts, including the Building Blocks for Housing Affordability, this issue persists. As of April 2026, less than 3% of the single-family homes listed for sale in the County cost less than $400,000, down from 35% in 2013. By contrast nearly 42% of the available single-family homes inventory in April 2026 was priced at $1 million or higher. He mentioned that working families have a strong preference for single-family housing, and a lack of single-family housing supply may be contributing to the movement of families out of the County.

Task Force Member Bercow proposed a new Policy LU-3K that would draw an Urban Development Boundary line at Krome Avenue as a western boundary and SW 272 Street as a southern boundary, that might effectively strengthen the UDB by adding restrictions and enhanced criteria requiring a finding that no other suitable area is available to approve developments. Task Force Member Lord asked for clarification about what is more restrictive. Task Force Member Grosso asked where the northern boundary would be. Task Force Member Oyenuga asked if this proposal is evidence-based. Task Force Member Soria pointed out that there are some residential areas already west of Krome Avenue, and mentioned there are substantial roadway maintenance needs in the Redland area. Task Force Member Grosso added the policy is writ large inconsistent with protection of environmentally sensitive areas approved in the last meeting. Task Force Member Fata-Carpenter stated that the County already has a current UDB that should be adhered to, and that there is a need to define 'no suitable lands.' Task Force Member Bercow responded suitable use is already defined in the agriculture section of the Land Use Element, and that Code Chapter 24 references suitable use, and that he is trying to add protections west of Krome Avenue.

<u>Motion #1:</u> No zoning action or CDMP amendment shall be approved that would expand

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the Urban Development Boundary to include land west of SW 177th Avenue (Krome Avenue) and north of SW 272nd Street until the Board of County Commissioners has, by the affirmative vote of at least nine (9) members of the total membership, made an explicit finding that: (i) no suitable land within the existing UDB remains available for the land uses proposed; (ii) the County's adopted Level of Service standards for transportation, potable water, sanitary sewer, drainage, and solid waste can be met within the proposed expansion area without degradation of service to existing developed areas; and (iii) a comprehensive environmental sensitivity assessment for the land west of SW 177th Avenue and north of SW 272nd Street has been completed and made available for public review, evaluating the cumulative impacts of UDB expansion on the Biscayne Aquifer recharge areas, wetland systems, and the South Florida Water Management District's water conservation areas. Any modification to this policy shall require the same vote threshold.

The task force's first motion focused on Policy LU-3K, a proposal from EAR Task Force Member Jeffrey Bercow. Mr. Bercow explained that the intent of this policy was to demonstrate that builders were *not* seeking to expand development into the Everglades, but rather to create more stringent criteria for any future Urban Development Boundary (UDB) expansion west of Krome Avenue, specifically north of SW 272nd Street. His proposal would add enhanced requirements—such as proving no suitable land exists within the current UDB and conducting comprehensive environmental analyses—on top of existing LU-8F criteria, making expansion in this sensitive area harder.

Task force members raised numerous concerns. Several questioned the vagueness of terms like "no suitable land," the lack of clarity on impacts of environmental assessments, and the potential implication that other areas west of Krome Avenue might become more vulnerable to UDB expansion or simply treated differently when reviewed for UDB expansion than other parts of the County. Others highlighted infrastructure deficiencies in nearby areas, inconsistencies with previously adopted preservation and agricultural protection policies, and broader worries about promoting sprawl. Multiple members argued the policy conflicted with earlier votes by the Task Force, prioritizing resilience, infill, and protection of the Redland and Everglades ecosystems. After extensive discussion, the motion received only three votes in favor and failed.

Motion 1 – Mover: Bercow; Second: Portela; FAILED 15 to 3 (6 absent)

Member Organizations:	**Member Name:**	**Vote:**
1000 Friends of Florida	Paul Owens	No
Sierra Club	Steven Leidner	No
Agricultural Practices Advisory Board	Lucia Soria	No
Redland Citizens Association	Martin Motes	No
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Yes

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Member Organizations:	Member Name:	Vote:
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	No
Friends of the Everglades	Richard Grosso	No
Miccosukee Tribe of Florida	Curtis Osceola	Absent
Miami Waterkeeper	Craig Grossenbacher	No
Miami Homes for All	Annie Lord	No
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	No
The Nature Conservancy	Christianah Oyenuga	No
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	No
Laborers' International Union of North America (Local Chapter)	David Rutledge	No
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	No
South Dade Chamber of Commerce	Lisa Greer	No

Motion #2: Amended Policy LU-8F: The Urban Development Boundary (UDB) ~~should~~must contain developable land having capacity to sustain projected ~~countywide~~ residential demand for a period of 10 years. The estimation of this capacity shall include the capacity to develop and redevelop around transit stations at the densities recommended in policy LU-7F. The adequacy of residential and non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for single family (townhomes and detached) uses, for multifamily residential uses, and for neighborhood- and community-oriented business and office uses, shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof as determined by the annual Land Supply/Demand analysis prepared by the Research and Economic Analysis Section of the Department of Regulatory and Economic Resources as of January 1, 2024. In order to ensure a variety of housing types and encourage housing affordability, the supply of single family land (including both detached and attached single-family uses) shall constitute at least 15% of the residential land supply. Tiers, Half-Tiers and combinations thereof shall be considered along with the Countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities.

Task Force Discussion

The discussion on the LU-8F motion centered on Mr. Bercow's proposal to revise

Miami-Dade's methodology for evaluating residential land supply, arguing it should mirror the way the county treats industrial and commercial land. Mr. Bercow maintained that working families strongly prefer single-family housing, and that failing to separately analyze single-family land capacity creates an artificial surplus by lumping condo units together with detached homes. He stressed that the county is projected to run out of single-family capacity by 2029 and urged the task force to adopt standards ensuring at least a minimum share of residential land remains available for single-family or townhome development. After receiving pushback on his original 35% requirement, he agreed to lower it to 15%, which became part of the final motion.

Task force members expressed substantial concern with the proposal. Several highlighted that the county's severe land constraints mean setting fixed single-family supply targets would incentivize sprawl and conflict with resilience priorities, Everglades restoration, and agricultural protections. Others argued that affordability challenges cannot be solved by expanding single-family development—especially because new single-family units in South Dade often exceed $700,000 and fail to serve workforce/low-income households. Members also reflected on survey results that showed public preference for walkable, mixed-middle housing rather than single-family subdivisions. Many viewed the proposal as incompatible with long-term county goals emphasizing infill, transit-oriented growth, and protection of sensitive lands. Following extensive debate, the motion went to roll call and ultimately failed, receiving only 3 votes in favor.

Motion 2 – Mover: Bercow; Second: Portela; FAILED 3 to 15 (6 absent)

Member Organizations:	Member Name:	Votes
1000 Friends of Florida	Paul Owens	No
Sierra Club	Steven Leidner	No
Agricultural Practices Advisory Board	Lucia Soria	No
Redland Citizens Association	Martin Motes	No
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Yes
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	No
Friends of the Everglades	Richard Grosso	No
Miccosukee Tribe of Florida	Curtis Osceola	Absent
Miami Waterkeeper	Craig Grossenbacher	No
Miami Homes for All	Annie Lord	No
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	No
The Nature Conservancy	Christianah Oyenuga	No

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Member Organizations:	Member Name:	Votes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	No
Laborers' International Union of North America (Local Chapter)	David Rutledge	No
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	No
South Dade Chamber of Commerce	Lisa Greer	No

Mr. Bercow withdrew proposed Policies LU-8K and LU-14D.

Motion #3: Adopt the proposed Objective LU-14, & Policies LU-14A, LU-14B, and LU-14C (Bercow)

Proposed Objective LU-14. Miami-Dade County shall take specific measures to promote infill residential development in order to encourage housing variety and affordability.

Proposed Policy LU-14A. Parcels designated for residential use located within one block of or 300 feet, whichever is less, of a section-line road or fronting on a half-section line road shall be eligible for residential development or redevelopment at one density category higher than the density indicated by the underlying color code on the LUP only if the development utilizes sound urban design principles adopted by County Ordinance or incorporated in the Urban Design Manual. By January 1, 2030, Miami-Dade County shall adopt amendments to its zoning regulations permitting development consistent with this Policy in all residential zoning districts without the need for a change in zoning. The zoning amendments shall further provide for direct jurisdiction of the Board of County Commissioners for any public zoning hearings necessary for development consistent with this Policy.

Proposed Policy LU-14B. By January 1, 2030, Miami-Dade County shall adopt amendments to its zoning regulations permitting by right the development of single family residential units at the maximum density permitted pursuant to a parcel's future land use designation in cases in which the parcel's zoning designation permits a lower density range. These amendments shall include the necessary changes to the relevant dimensional requirements of the underlying zoning districts to allow for the accommodation of the additional density. The zoning amendments shall further provide for direct jurisdiction of the Board of County Commissioners for any public zoning hearings necessary for development consistent with this Policy.

Proposed Policy LU-14C. By January 1, 2030, Miami-Dade County shall adopt amendments to its zoning regulations permitting by right lot splitting of parcels with residential zoning and future land use designations to the extent necessary to effectuate the provisions of Policies LU-14A and LU-14B. The zoning amendments shall further provide for direct jurisdiction of the Board of County Commissioners for any public zoning hearings necessary for development consistent with this Policy.

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Proposed Policy LU-14E. By January 1, 2028, Miami-Dade County shall adopt amendments to its land development regulations to implement the Density Bonus Programs for Affordable/Workforce Housing as set forth in the Interpretation of the Land Use Plan Map: Policy of this Land Use Element. The density bonus program shall authorize increases of up to sixty percent (60%) above the maximum residential density otherwise permissible under the applicable zoning district for qualifying projects, as set forth in the text of the "Density Bonus Programs for Affordable/Workforce Housing" section of this Land Use Element. The density bonuses authorized by this Policy shall not be combined with any other density bonus or density increase authorized under the CDMP or the County's land development regulations unless expressly permitted by separate Board of County Commissioners action. The County's land development regulations implementing this Policy shall establish application procedures, review criteria, monitoring requirements, and enforcement mechanisms to ensure compliance with the provisions contemplated by this Policy.

Task Force Discussion

Mr. Bercow introduced these proposals as mechanisms to increase infill residential development inside the existing Urban Development Boundary (UDB) by allowing one-step density increases by right on parcels near section-line roads (Policy LU-14A) and authorizing properties currently underbuilt to automatically develop up to the maximum allowable density without needing a public hearing (Policy LU-14B). Policy LU-14C directed the county to adopt zoning amendments necessary to implement these changes.

Much of the discussion focused on Policy LU-14B, which proposed enabling properties to build "as-of-right" up to the maximum future land-use density. Multiple speakers warned this would represent a major shift in how Miami-Dade regulates land use, eliminating the long-standing requirement that zoning increases undergo discretionary review. Members expressed concern that granting maximum density automatically could erode neighborhood protection, eliminate public hearing processes, and reduce the County Commission's decision-making authority.

Several members highlighted uncertainty about the physical and infrastructure impacts of these density increases — including effects on water/sewer capacity, traffic, stormwater systems, and compatibility with existing residential character. They emphasized that without detailed analysis of how many parcels would qualify and what densities would result, the task force risked endorsing changes with significant unforeseen consequences.

A smaller group of members spoke in support of the proposed policies, emphasizing the county's severe housing shortage and arguing that modest increases in density within the UDB — particularly near primary roads — could alleviate pressure to expand the UDB and promote more efficient use of existing infrastructure. These supporters generally agreed that the proposed policies would need refinement but supported the central

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objective of expanding infill housing opportunities.

As discussion progressed, members proposed clarifying amendments, including adjustments to distance thresholds, clarifying map references, and refining urban design language. They worked through these changes during the discussion period, narrowing the text before the motion proceeded to a vote.

Once all speakers who wished to comment had done so, the motion was put to a vote at 3:40:03, where it passed 9–8.

Mover: Bercow; Second: Portela; PASSED 9 to 8 (7 absent)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	No
Agricultural Practices Advisory Board	Lucia Soria	Absent
Redland Citizens Association	Martin Motes	No
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Yes
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	No
Miccosukee Tribe of Florida	Curtis Osceola	Absent
Miami Waterkeeper	Craig Grossenbacher	No
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	No
The Nature Conservancy	Christianah Oyenuga	No
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	No
Laborers' International Union of North America (Local Chapter)	David Rutledge	No
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Yes
South Dade Chamber of Commerce	Lisa Greer	Yes

Motion #4: Adopt proposed Objective LU-15 & Policies LU-15A & LU-15B (Bercow)

Proposed Objective LU-15. Miami-Dade County adopts the findings of the October 2023 Miami-Dade County Housing Needs Assessment as prepared by the University of Florida Shimberg Center for Housing Studies (the "Housing

Needs Assessment"). Miami-Dade County shall implement the Goals, Objectives and Policies of this Land Use Element in order to address the shortage of affordable housing units projected in the Housing Needs Assessment inside the UDB.

Proposed Policy LU-15A. Miami-Dade County projects that by the year 2030 there will exist a 115,684-unit shortage of affordable rental units available to extremely low- to low-income households. By July 1, 2029, Miami-Dade County shall take ~~take any and~~ ~~all~~ action, including amendments to land development regulations and funding efforts, to the extent necessary to satisfy projected 2030 demand by extremely low- to low-income households for affordable rental units inside the UDB. This policy shall not be interpreted to authorize development that is otherwise inconsistent with the environmental protections in the CDMP or County Code.

Proposed Policy LU-15B. Miami-Dade County projects that by the year 2030 there will exist a 33,478-unit shortage of affordable owner-occupied housing units available to low- to moderate-income households. By July 1, 2029, Miami-Dade County shall take action ~~any and all~~, including amendments to land development regulations and funding efforts, to the extent necessary to satisfy projected 2030 demand by low-to moderate-income households for affordable owner-occupied housing units inside the UDB. This policy shall not be interpreted to authorize development that is otherwise inconsistent with the environmental protections in the CDMP or County Code.

Task Force Discussion

This discussion revolved around how the County should encourage workforce and affordable housing production and whether certain policy language was too broad or too directive. Members immediately raised concerns about the phrasing in the draft, particularly wording that required the County to "encourage utilization" of provisions in LU-8 and related density bonuses. Several speakers argued that the language appeared to obligate approval of any development or zoning code change framed as helping meet affordable or workforce housing needs. They warned this could turn into an unintended mandate removing the county's ability to deny proposals that had environmental, infrastructure, or neighborhood impacts. Others expressed uncertainty about what "encouragement" meant in practice, questioning whether the policy would be interpreted by applicants as a guarantee of approval.

Supporters of the recommendation emphasized that Miami-Dade faces a significant workforce housing shortage and that the public expects actionable solutions. They argued that LU-15 should create clear signals that the county wants to facilitate development aligned with affordable housing objectives. These members believed the proposed recommendation simply reinforced existing policy direction and would not force the county to approve undesirable projects. Instead, it would ensure more proactive use of existing incentives and programs.

Through the discussion, staff helped clarify how density bonuses are currently implemented, what "encouragement" means in a policy context, and how this recommendation fits within the larger suite of housing strategies already in the

Comprehensive Development Master Plan. With this additional clarification, and after several members signaled readiness to proceed, the group moved to a vote. The motion for this recommendation was approved with a vote of 10 in favor to 5 opposed.

Motion 4 – Mover: Bercow; Second: Portela; FAILED: 10 TO 5 (9 absent)

Member Organizations:	Member Name:	Votes
1000 Friends of Florida	Paul Owens	No
Sierra Club	Steven Leidner	No
Agricultural Practices Advisory Board	Lucia Soria	Absent
Redland Citizens Association	Martin Motes	No
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Yes
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Absent
Friends of the Everglades	Richard Grosso	No
Miccosukee Tribe of Florida	Curtis Osceola	Absent
Miami Waterkeeper	Craig Grossenbacher	No
Miami Homes for All	Annie Lord	No
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	No
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	No
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	No
South Dade Chamber of Commerce	Lisa Greer	No

Note: For this motion (Motion # 4), Task Force Member Barsh moved to reconsider the motion; seconded by Task Force Member David Torbert. The motion failed on a voice vote.

Motion #5: Adopt proposed Policy HO-3J (Bercow)

Proposed Policy HO-3J. Miami-Dade County shall encourage the private sector to take advantage of the provisions of Objectives LU-14 in order to provide additional affordable housing, including workforce housing.

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Task Force Discussion

In the course of conversation between Task Force Members, there was no outward agreement as to what the County could specifically do that would encourage the private sector to increase development of residential property. Other members expressed concern regarding references back to Policy LU-8 and guidance regarding the UDB, that this policy would be suggestive of weakening UDB policy in favor of increasing residential development.

Motion 5 – Mover: Bercow; Second: Portela; FAILED: 13 TO 2 (9 absent)

Member Organizations:	Member Name:	Votes
1000 Friends of Florida	Paul Owens	No
Sierra Club	Steven Leidner	No
Agricultural Practices Advisory Board	Lucia Soria	Absent
Redland Citizens Association	Martin Motes	No
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Yes
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Absent
Friends of the Everglades	Richard Grosso	No
Miccosukee Tribe of Florida	Curtis Osceola	Absent
Miami Waterkeeper	Craig Grossenbacher	No
Miami Homes for All	Annie Lord	No
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	No
The Nature Conservancy	Christianah Oyenuga	No
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	No
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	No
South Dade Chamber of Commerce	Lisa Greer	No

Motion #6: Encourage utilization of agricultural Best Management Practices (BMPs) for Dade's impaired Biscayne Bay watershed. Implement cost-share agricultural programs through FDACS, South Florida Water Management District and USDA.

Task Force Discussion

Ms. Brown announced that the next recommendation is from EAR Task Force Member Steve Leidner. Members of the task force considered concerns raised by Task Force Member, Mr.

Tobert, raised, that farmers already have many hurdles to overcome—the original proposal seemed like additional regulation for farmers to deal with. Mr. Leidner shared that the state has several programs available as cost-share programs. These programs help reduce costs for water management as well as funding and technologies to help with the minimization of water usage in agriculture or to mitigate the nutrients discharged to Biscayne Bay. Task force members questioned the authority of the County to require these BMPs to which Ms. Brown stated that the Task Force could adopt the policy recommendation. Planning staff would ultimately have to research the policy and its feasibility, including limitations in state law, prior to proposing a final policy to the Board of County Commissioners.

Motion 6 (Leidner Rec 1) – Mover: Leidner; Second: Motes; PASSED 11 TO 4 (9 absent)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Absent
Redland Citizens Association	Martin Motes	No
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	No
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Absent
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Absent
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Yes
South Dade Chamber of Commerce	Lisa Greer	Yes

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Motion #7: Expand no parking allowance from current 500 ft. to .25 miles for new construction multifamily dwellings proximate to rapid transit stations. Transform these radial zones into walkable/bike able "garden districts " maximizing tree canopy and heat mitigation. All structures LEED compliant or comparable programs.

Task Force Discussion

The Task Force discussed refinements to land-use policies concerning development around rapid transit corridors and related zoning incentives. Members focused on how proximity-based standards—particularly those defining areas within a quarter-mile or half-mile of transit—should be updated to support walkability, reduced parking requirements, and heat-mitigation strategies.

Staff and Task Force Members discussed the fact that existing county policies already provide enhanced development allowances close to transit stations. The group seemed to feel that policies and regulations will benefit if there is a clearer distinction between the quarter-mile and half-mile zone. Members discussed how urban center areas receive additional zoning provisions and how the revised text could better reflect walkable “garden district zones” with bike-friendly designs and more flexible parking regulations. Including climate-sensitive guidelines was also considered.

Staff responded by explaining current transit-oriented development standards, describing the existing canopy requirements, and clarifying how zoning tools—such as the landscape code—could implement the new recommendations. Staff noted how policy changes would ultimately be implemented through both land-use policies and regulatory amendments to zoning codes. Members expressed support for finalizing the language and preparing it for a vote. The discussion concluded, transitioning into the formal motion and vote with 13 members in favor and three opposed.

Motion 7 (Leidner 2) – Mover: Leidner; Second: Grosso; PASSED 13 TO 3 (8 absent)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Absent
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	No
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent

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Member Organizations:	Member Name:	Votes
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Absent
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	No
South Dade Chamber of Commerce	Lisa Greer	Yes

Motion #8: Implement Zero Waste Master Plan with emphasis on " Pay-As-You-Throw."

Task Force Discussion

Miami-Dade County generates roughly twice the national average amount of solid waste, and the Solid Waste Master Plan proposes reducing this volume by 40 percent. Members discussed whether it was appropriate to adopt a policy endorsing the plan when it was not yet finalized, cautioning that committing to an incomplete plan could create complications if its strategies later changed.

During the overview of the Zero Waste Master Plan, it was explained that its primary strategies are recycling and composting, intended to divert 40 percent of the waste stream and thereby eliminate the need for incineration. However, another viewpoint stressed that modern incineration technologies have improved substantially and that, in the event of a major hurricane, storm-related debris could rapidly exceed the County's landfill capacity, making incineration an important contingency tool.

The discussion also highlighted persistent issues with illegal dumping, particularly in the Redlands area, where dumping has been occurring for years. Members expressed a strong desire for a more effective strategy to address and prevent this ongoing problem.

The Task Force members concluded the conversation and voted on the item, 12 in favor and 3 opposed, passing the motion.

Motion 8 (Leidner 3)– Mover: Leidner; Second: Motes; PASSED 12 TO 3 (9 absent)

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Member Organizations:	Member Name:	Votes
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Absent
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	No
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Absent
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Yes
South Dade Chamber of Commerce	Lisa Greer	Yes

Motion #9: Affordable or Free, cashless, fast and fully electrified mass transit. Bus stops/hubs mitigated for heat and comfort. Expedite traffic light synchronization County wide.

Motion 9 – Mover Leidner; Second: Motes; PASSED 15 TO 1 (8 absent)

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Member Organizations:	Member Name:	Votes
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Absent
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Yes
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Absent
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Yes
South Dade Chamber of Commerce	Lisa Greer	Yes

Closing

Ms. Brown announced that the next Task Force meeting is scheduled for June 16, 2026.

Adjourn

The meeting was adjourned at 4:00 p.m.

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(Note: This meeting summary was compiled following cessation of the EAR Task Force and, therefore, remains in draft form. A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division.)

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The meeting commenced at 10:12 a.m. The following County staff and elected officials were present:

- Daniella Levine Cava, Mayor, Miami-Dade County
- Luis Reyes, Assistant County Attorney
- Kimberly Brown, Chief, Long Range and Neighborhood Planning (RER)
- Manuel Armada, Chief, Planning Research and Economic Analysis Section (RER)
- Alex Dambach, Planning Development Manager (RER)

Non-voting agency represented:

- Isabel Cosio Carballo, South Florida Regional Planning Council (SFRPC)

Roll Call

Mr. Alexander Dambach, Planning Development Manager, conducted roll call and found 14 task force members present. He announced the presence of a quorum of task force members. The following Task Force members were in attendance:

- Paul Owens (1000 Friends of Florida)
- Steven Leidner (Sierra Club)
- Martin Motes (Redland Citizens Association)
- Jeffrey Bercow (Builders Association of South Florida)
- Annie Lord (Miami Homes for All)
- Curtis Osceola (Miccosukee Tribe of Florida)
- David Torbert (Dade County Farm Bureau)
- Tom Roth (Urban Land Institute - Southeast Florida/Caribbean)
- Aaron DeMayo (American Institute of Architects - Local Chapter)
- Elizabeth Fata Carpenter (Everglades Law Center)
- Richard Grosso (Friends of the Everglades)
- Kerri Barsh (Miami-Dade Limestone Products Association)
- Christianah Oyenuga (The Nature Conservancy)
- Lucia Soria (Agricultural Practices Advisory Board)

The following Task Force members were absent:

- William Delgado (Latin American Business Association)
- Norie del Valle (United Way Miami)
- Craig Grossenbacher (Miami Waterkeeper)
- G. Eric Knowles (Miami-Dade Chamber of Commerce)
- Pedro Portela (Latin Builders Association)

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- David Rutledge (Laborers' International Union of North America - Local Chapter)
- Ilona Vega (Miami-Dade Beacon Council)
- Lisa Greer (South Dade Chamber of Commerce)
- Danielle Blake (Miami Association of Realtors)
- Jeffrey Mitchell (South Florida AFL-CIO)

Welcome

Ms. Kimberly Brown, Chief of Long Range and Neighborhood Planning, welcomed all in attendance and announced that the business of the day is for the Task Force Members to continue hearing and evaluating proposed recommendations.

Task Force Recommendations

Ms. Brown called on Task Force Member Torbert to present recommendations. Mr. Torbert stated that long term planning is important to protect and preserve agriculture. He stressed the importance of adhering to the current Comprehensive Development Master Plan (CDMP) and using areas within the Urban Development Boundary (UDB) to alleviate the housing shortage. He mentioned that expansions into agricultural areas create enclaves and the loss of agricultural acreage. He posited that the Dade County Farm Bureau does not support designating certain areas as agricultural, as all areas are unique, productive, and equally necessary to support the long-term viability of the industry. He mentioned the Right to Farm Act and disclosures provided to neighboring areas to advise of agricultural activities. He asserted that roadways are vital to the transport of agricultural equipment, and that housing for agricultural workers is a continual need. He closed opening remarks by stating the importance of buying plants and products grown by local farmers.

Mr. Torbert presented Motion #1 on protecting agricultural land and UDB expansion. Mrs. Fata-Carpenter recommended keeping the current UDB, and avoiding expansion into environmentally sensitive land and land needed for Everglades restoration. Mr. Bercow mentioned that with the state sprawl statute protections and the local CDMP Policy LU-8H provision this would probably happen anyway and stated that the motion could include language to avoid areas in conflict with Policy LU-8G. Ms. Barsh noted that there are areas with agricultural zoning and CDMP designation of open land located north of SW 8th Street that are used as rock quarries. Ms. Brown stated that the motion could include land designated agricultural on the CDMP future land use map to improve clarity. Ms. Soria added that agricultural lands are those properties with crop and fruit production. Mr. Motes stated that he would not want to see intrusions into agricultural land areas. A discussion ensued about the movements of the entire UDB boundary versus incremental movements of the UDB. Mr. Owens asked about any impacts to study area 3A. Ms. Brown clarified that the

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Urban Expansion Areas (UEAs) have broad language that states when additional land is needed to support County growth, Policy LU-8G(iii) are areas prioritized for inclusion. Mr. Leidner supports keeping the UDB entire boundary as is. Mr. Roth wants more directive language to the UEAs, with more certainty on where to move the UDB. Ms. Brown mentioned that the CDMP has Policy LU-1O whereby the County seeks to prevent discontinuous development and agricultural enclaves by keeping growth and infrastructure contiguous, and that expansions should not be intrusive into the agricultural areas.

Motion #1: Should the UDB ultimately be amended or expanded, we recommend that all new growth be integrated through incremental, contiguous movements along the entire boundary rather than large, discontinuous expansions into areas designated agricultural on the CDMP and avoid areas in conflict with LU-8G subsections i and ii, and proportionate in expansion depth to width along the UDB such that less depth occurs with the width. Expansions should not be intrusive into the agriculture area.

Mover: Torbert; Second: Soria; passed 7 - 6 (see vote count below)

1000 Friends of Florida	Paul Owens	No
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	No
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Abstain
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	No
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	No
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent

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South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Mr. Torbert presented Motion #2 on CDMP applications and Florida Right to Farm Act disclosure.

Motion #2: Any application to move the UDB should be required to provide an agricultural disclosure statement and notice of the Florida Right to Farm Act to all future purchasers, ensuring transparency regarding nearby agricultural operations and activities, as applicable.

Mover: Torbert; Second: Soria; passed 13-0 with 1 Abstain (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Abstain
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent

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South Dade Chamber of Commerce	Lisa Greer	Absent

Mr. Torbert presented Motion #3 on utilizing locally sources materials, trees, and plants for County landscape projects.

Motion #3: Regarding Policy LU-10l, we recommend that all County landscape projects utilize locally sourced materials, including trees and plant stock grown within Miami-Dade County, in support of our local agricultural industry.

Mover: Torbert; Second: Soria; passed unanimously 14-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Mr. Torbert presented Motion #4 recommending the inclusion and expansion of farmworker housing provisions. He stated that finding housing for H-2A workers is difficult.

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H2-A farmworkers are vital to the operations of the agricultural industry, and there are federal standards with housing inspections and minimum square footage requirements for housing units. Farmworker housing is available in the Redland area and southwestern portions of the County near Everglades National Park. He mentioned the recent state preemption that limit the ability of local governments to block or restrict farmworker housing development.

Motion #4: We advocate for the inclusion and expansion of farmworker housing provisions both inside the UDB and in agricultural land outside of the UDB to support the workforce that is vital to our agricultural community.

Mover: Torbert; Second: Soria; passed unanimously 14-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

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Ms. Brown called on Task Force Member Oyenuga to present recommendations. **Ms. Oyenuga introduced Motion #5.** Mr. Bercow expressed opposition, stating that the recommendation is extremely broad. Ms. Soria stated the Redland boundary should be added to the list of areas in Policy LU-8G that shall not be considered for UDB expansion. She mentioned the people of the Redland or the Agricultural Practices Advisory Board should define the Redland area, and not Miami-Dade County. Ms. Oyenuga asked if there are formal boundaries for the Redland area. Mr. Motes responded that the Redland Citizens Association has defined the following boundaries for the Redland: SW 184 Street/Eureka Drive on the north, SW 296 Street on the south, the UDB on the east, and Everglades National Park on the west. Ms. Oyenuga stated the goal of the recommendation is to balance conservation with the development needs of the County, by protecting environmentally sensitive areas, and ensuring design compatibility to enhance ecosystem services.

Motion #5: Miami-Dade County's long-term viability depends on a firm and defensible Urban Development Boundary (UDB) and to account for a 2050 planning horizon, the Comprehensive Development Master Plan (CDMP) shall be updated to uphold Miami-Dade County's urban development boundary. Keeping the existing UDB intact protects agricultural lands, wetlands, working lands, and wildlife habitat, while emphasizing infrastructure investments and delivery of services remain efficient within the UDB. Miami-Dade County shall adopt distinct land use policies and effective land use techniques and designations that direct future growth and development/redevelopment within the Urban Development Boundary through its CDMP amendment process. Miami-Dade County shall require governing land use plan amendments, text amendments, and/or zoning actions to prevent the expansion of the current UDB through its CDMP amendment process and shall make any expansion an extraordinary exception rather than a routine growth strategy.

For any residential development consideration outside the existing UDB or in any currently identified Urban Expansion Areas (UEA), Miami-Dade County shall adopt the Design Guidelines for Corridor Compatible Communities (CCC) through its CDMP amendment process. The CCC Design Guidelines are an evidence-based system of guidelines and qualities that are widely practical, promote low-impact development and the retention and enhancement of wildlife corridor functions, and preserve vital ecological connections while sustaining a high quality of life for residents. The CCC Design Guidelines can serve as a balanced approach to developing in-sync with healthy, functioning natural ecosystems that provide valuable ecological services for Miami-Dade's residents and protect the County's diverse, natural ecosystems for people and nature to thrive. Miami-Dade County shall require any new development outside the existing UDB integrates the CCC Design Guidelines. As part of the development review process, the County shall provide incentives to encourage adoption of the CCC Design

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Guidelines for any development in existing UEA to promote connectivity of wildlife habitats and corridors.

Mover: Oyenuga; Second: Motes; passed 11-3 (see vote count below)

Member Organizations:	Member Name:	Votes
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Oyenuga introduced Motion #6: Miami-Dade County shall clearly define the boundaries of the Redland area, as recommended by the EAR Task Force, and codify land use policies that prevent incremental encroachment to this functioning natural ecosystem through its amended CDMP.

Mover: Oyenuga; Second: Motes; passed 11-3 (see vote count below)

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Member Organizations:	Member Name:	Votes
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	No
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	No
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Oyenuga introduced Motion #7 titled Direct Growth Inward Through Infill and Redevelopment. Mr. Bercow commented that this recommendation is largely duplicative of policies already in the CDMP, and that this could add confusion. Ms. Barsh recommended replacing the word "encourage" with the word "require". Ms. Oyenuga agreed and reiterated that there should be no sprawl beyond the UDB.

Motion#7: To accommodate growth through 2050, the amended CDMP shall require infill development and redevelopment, adaptive reuse and higher densities along existing serviced areas within the UDB. Increased density enables the cost-effective delivery of transit, water, sewer, and emergency services while minimizing development

pressures on agricultural and environmentally sensitive lands. Land Use policies, zoning and subdivision codes shall be updated to remove regulatory and procedural barriers that inhibit compact development and mixed-use development projects. Miami-Dade County shall require increased densities and adaptive reuse along transit-oriented areas within the current UDB through its amended CDMP process, encouraging infill development and redevelopment that promote safe walkability, maintain and restore tree canopy, integrate green stormwater infrastructure (GSI) practices, and improve connectivity to parks and greenspaces.

Mover: Oyenuga; Second: Owens; passed 7-6 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Absent
Redland Citizens Association	Martin Motes	No
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	No
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	No
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

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Ms. Oyenuga presented Motion #8 titled Expand Transfer of Development Rights and Purchase of Development Rights. Mr. Osceola asked that the record clarify that the sovereign lands and interests of the Miccosukee Tribe should be considered separately. He noted that tribal lands may technically lie outside the UDB but are not under the County's land-use jurisdiction.

Ms. Brown clarified that Miami-Dade County does not currently have a fully adopted transfer of development rights program for the agricultural area. She stated that the County's principal existing transfer program is the Severable Use Rights program applicable to the East Everglades area. She added that the CDMP contains policies encouraging consideration of a transfer program for agricultural lands, but such a program has not yet been adopted. The County also has a purchase of development rights program.

Motion #8: Miami-Dade County shall prioritize preserving areas "that shall not be considered" for development and remove barriers to fully adopting Transfer of Development Rights (TDR) to protect high-priority ecologically sensitive lands through its CDMP amendment process. Miami-Dade County shall maintain strong support for and fully implement the Purchase of Development Rights (PDR) program to supplement the TDR and avoid the conversion of agricultural and natural lands to development. The CDMP shall clearly identify TDR receiving areas within the current UDB, and TDR sending areas that prioritize agricultural lands, wetlands, and wildlife corridors outside the current UDB to protect and conserve environmental resources. This proven market-based approach balances future growth with permanent land conservation.

Mover: Oyenuga; Second: Owens; passed 13-1 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes

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Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Oyenuga presented Motion #9 titled Protect Agricultural Lands Inside and Outside the UDB. Ms. Soria asked for clarification regarding language providing incentives to discourage speculative land banking and language establishing clear geographic boundaries. The member expressed concern that formally fixing the boundaries of the Redland could diminish property values and interfere with the rights of agricultural landowners who may eventually need to sell their property. Ms. Oyenuga agreed to delete the sentence stating that clear geographic boundaries must be established to protect the Redland and prevent incremental encroachment.

Mr. Motes disagreed with the concern that agricultural designation necessarily diminishes land value. He stated that agricultural land has value based on the productive activity conducted on it and that the concern arises primarily when land is valued based on the expectation of future urban development. He argued that converting agricultural acreage to urban development creates infrastructure costs borne by taxpayers and described that result as the privatization of profits and the socialization of costs. He stated that agricultural lands should remain agricultural unless a proposed conversion proceeds through the full land-use and zoning process.

Mr. Bercow stated that language related to providing incentives to discourage speculative land banking should not be included. He explained that many farmers view the ability to sell their property at its highest value as an important retirement or exit strategy, particularly

where agricultural operations no longer generate sufficient profits. He observed that this concern may apply differently to ornamental growers and row-crop farmers.

Ms. Barsh questioned language stating that agricultural areas providing ecological benefits should be designated for conservation in perpetuity. He asked whether the language contemplated a conservation easement or another restriction on development rights.

Mr. Torbert referenced the State's Rural and Family Lands Protection Program as a possible model. Under that program, a landowner may sell development rights while retaining ownership and continuing agricultural production.

Ms. Oyenuga agreed to revise the provision so that areas providing ecological benefits and economic value could be designated for conservation or continued agricultural use, rather than requiring conservation alone.

Ms. Soria clarified that farmers do not necessarily want to sell their land but must remain economically viable. She stated that ornamental operations may remain profitable while some row-crop operations face greater challenges. Families may therefore need to consider selling land when continued farming no longer makes financial sense. She emphasized the need to balance preservation of the agricultural area with protection of private property rights.

Mr. Motes responded that agricultural patterns have changed repeatedly over time, including shifts from row crops to ornamental production and other agricultural uses. He stated that subdividing large agricultural tracts into smaller parcels in anticipation of development would undermine the agricultural pattern and increase future public costs. He reiterated that land-use policies should not encourage conversion from agriculture to urban development.

Ms. Barsh asked whether the conservation language was intended to refer to environmental conservation of natural areas or preservation of agricultural activity. Ms. Oyenuga clarified that the intent was to recognize agricultural areas that provide ecological benefits and economic value and to preserve either conservation functions or continued agricultural use.

Mr. Torbert stated that farmers sometimes accumulate operating debt and may have to sell land to satisfy that debt. Large investment groups may be among the few purchasers capable of acquiring major tracts. The representative cautioned against removing that option and reiterated that formal agricultural designations can affect both sale value and access to financing.

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Ms. Oyenuga agreed to delete the sentence concerning incentives that discourage speculative land banking. The revised proposal retained language concerning agricultural uses, protection from premature conversion, compatibility standards, and areas providing ecological benefits and economic value.

Mr. Torbert provided an example of how land value affects agricultural financing. The representative stated that farmland valued at approximately $10 million may be used as collateral for substantial operating loans needed for equipment and production. If restrictions reduce the appraised value to approximately $2 million, the amount available for borrowing may fall dramatically, impairing the farm's ability to operate.

Mr. DeMayo asked whether a transfer of development rights program could preserve land value by allowing development rights to be transferred to another location while agricultural use continues on the original property.

Mr. LaPradd, Miami-Dade County's Agricultural Manager explained that a transfer of development rights program generally identifies a sending area from which development rights are severed and a receiving area where additional density may be used. He stated that Miami-Dade has reviewed such programs previously but faces difficulty identifying receiving areas because substantial density is already permitted in many urban locations. He distinguished a transfer program from the County's purchase of development rights program, under which the County purchases and permanently retires the development rights.

Mr. LaPradd stated that the County currently owns development rights associated with approximately 860 acres through its purchase program, but no current funding is available for additional acquisitions. He noted that participating land remains privately owned and may continue in agricultural production, while the purchased development rights are extinguished rather than transferred elsewhere.

Mr. DeMayo observed that the earlier motion encouraging further development of transfer and purchase mechanisms was intended to make existing preservation tools more effective. He suggested that an effective market for transferable rights could allow landowners to retain agricultural property while realizing some of the development value.

Mr. Dambach responded that transfer programs can be difficult to implement when local governments already allow significant density in desired growth areas. Developers have little reason to purchase additional rights when comparable density is already available without

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doing so. He added that many successful programs require restrictions in the sending area and a meaningful incentive in the receiving area.

Mr. Bercow clarified that selling development rights does not preserve the full value of the underlying property. Once the rights are severed, the remaining land generally has a lower market and collateral value. He noted that lenders consider the property's development potential, its location relative to the UDB or Urban Expansion Area, and whether rights have been removed when determining how much they will lend.

Mr. DeMayo responded that a functioning transfer market could still provide value by allowing a landowner to sell the rights while keeping the land. The member stated that, although the retained property would be worth less after the transfer, the owner would have already received compensation for the rights.

Mr. LaPradd explained that purchase prices under the County program are based on appraisal and market conditions at the time of acquisition. He stated that subsequent sales of land without development rights have generally occurred at substantially lower agricultural values, often depending on improvements such as irrigation, trees, or other agricultural infrastructure. Properties closer to the UDB, located within an expansion area, or affected by major infrastructure plans may command higher prices because of perceived future development potential.

Mr. Motes noted that agricultural land already receives a substantial property-tax benefit through the agricultural classification. He stated that public policy should protect agricultural land and the broader public benefits it provides, rather than encourage speculative holding based on potential future conversion.

Mrs. Fata-Carpenter stated that the revised language remained broad and did not dictate a single regulatory solution. She observed that the policy directed the County to consider measures that minimize negative impacts but left considerable discretion to staff and the Board of County Commissioners regarding implementation.

Mr. Torbert agreed that the language was broad enough to provide flexibility but reiterated that the Farm Bureau's central concern is balancing agricultural preservation with the private property rights of farmers and agricultural landowners. The representative stated that voluntary purchase or transfer programs could be helpful, while mandatory restrictions would remain a concern. Ms. Brown called the vote on the revised motion.

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Motion #9: Agricultural lands provide food security, economic value, climate resilience, and flood attenuation in Miami-Dade. The CDMP should be updated to explicitly protect agricultural lands both outside and within the UDB. Agricultural uses within and outside the UDB should be safeguarded from premature conversion through expanding buffering requirements, integrating design compatibility standards outlined in the CCC Design Guidelines. Agricultural areas that provide ecological benefits and economic value to people and nature should be identified and designated for conservation and continued for agricultural use. Miami-Dade County should adopt distinct goals, objectives and land use policies that minimize negative impacts on and avoid incompatibility with agricultural lands.

Mover: Oyenuga; Second: Owens; passed 7-6 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	No
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	No
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	No
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	No
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent

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United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Mr. Bercow left the meeting. Ms. Brown announced that the departure of a member would result in the loss of quorum. The ability of a member to remain, resulted in quorum being maintained and the meeting resumed.

Ms. Oyenuga presented Motion #10, titled Focus Development Along Established Transit Corridors. Mr. Roth commented that the motion reinforces the density and verticality goals of transit-oriented development and asked to add the words "increasing density" to the motion. Ms. Lord stated that affordability should be encouraged in policy, with affordable housing for households at or below 80% of Area Median Income. Ms. Soria mentioned her support of increased density and incentives. Mr. DeMayo stated that this motion is in line with current policy and with Mr. Bercow's motion from June 15, 2026 to add Objective 14 to promote infill residential development at one density level higher. He added that the City of Miami offers bonus building capacity incentives in certain zoning districts when green roofs are installed. Ms. Oyenuga and Mr. Owens agreed that Miami-Dade County could benefit from following the low impact development concepts from Florida Department of Environmental Protection (FDEP). Mr. Motes stated that there is a need for improved roadway maintenance outside the UDB. Mr. Roth stated that perhaps the need to focus infrastructure in Urban Expansion Areas could be codified.

Motion #10: Through the CDMP amendment process, Miami-Dade County shall emphasize future development along existing transit corridors within the UDB and strengthen land use policies that channel future growth along major roadways and established transit corridors, consistent with the Corridor Compatible Communities design principles. This Low Impact Development (LID) approach, as defined by FDEP, combined with increased density and additional incentives incorporating affordable housing below 80 percent AMI supports multimodal transportation, reduces vehicle miles traveled, and minimizes outward growth into natural and agricultural areas. Miami-Dade County shall encourage incentives for new developments along existing transit-oriented areas inside the UDB adopt low-impact development (LID) best management practices through the CDMP amendment process. Providing incentives would encourage the adoption of LID practices and Miami-Dade County should limit publicly funded infrastructure investments outside the UDB and beyond established transit

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corridors unless necessary for public health, safety, infrastructure maintenance, or environmental protection. The CDMP shall emphasize that infrastructure investments may not be used to justify future land use changes that induce sprawl, habitat loss or land fragmentation. Publicly funded infrastructure should ensure compatibility with land use designations and policies in the CDMP. Miami-Dade County should encourage zoning flexibility for development along existing transit corridors through the development process.

Mover: Oyenuga; Second: Owens; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

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Ms. Oyenuga presented Motion #11, titled Strengthen Protections for Wetlands, Natural Lands, and Wildlife Corridors. Ms. Barsh stated that this motion is inconsistent with the rock mining uses in the northwestern portion of the County that are within wetland areas.

Motion #11: Miami-Dade County shall strengthen land use policies that protect wetlands, environmentally sensitive lands, and designated wildlife corridors through its CDMP. Miami-Dade County shall explicitly prevent land use amendments including text amendments that fragment or degrade vital natural resources or negatively impact environmental quality through its CDMP process. Miami-Dade County shall prioritize wetlands identified in the Comprehensive Everglades Restoration Plan for acquisition to remedy degraded hydrological and biotic conditions. The CDMP shall expand protective buffers around sensitive installations, including Homestead Air Reserve Base, to reduce exposure of residents to pollution, protect wildlife habitat, and advance connectivity to the Florida wildlife corridor. The County's CDMP shall reinforce protections for "Wetlands of Regional Significance" and protections for natural and working lands through integrating the Corridor Compatible Communities (CCC) Design Guidelines within land use and development review processes including development designs to prevent sprawl and promote restoration of regionally significant ecosystems and connectivity between remaining natural systems.

Mover: Oyenuga; Second: Owens; passed 11-2 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent

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Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Oyenuga presented Motion #12, titled Integrate Natural Climate Solutions for Climate Resilience.

Motion #12: Miami-Dade County shall codify land use policies that require the integration of natural climate solutions—such as restored wetlands, living shorelines, urban greening, stormwater treatment areas, and floodable open spaces—to mitigate flooding, sea-level rise, and extreme heat. The CDMP shall require green stormwater infrastructure (GSI) best management practices and provide incentives within the development review process to encourage adoption of GSI practices that replace or supplement conventional stormwater solutions. These strategies restore ecological function, prevent nuisance flooding, improve neighborhood aesthetics, promote mental well-being, enhance community health and resilience to climate change while providing long-term cost savings compared to grey infrastructure alone.

Mover: Oyenuga; Second: Fata-Carpenter; passed 12-1 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent

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Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Oyenuga presented Motion #13, titled Secure Dedicated Funding for Land Conservation and Water Quality.

Motion #13: Miami-Dade County should establish a dedicated conservation funding source—such as sales tax or real estate millage—to support natural infrastructure investments including land acquisition, habitat restoration, septic-to-sewer conversion, and green infrastructure. Dedicated, long-term funding stability is essential to achieving CDMP goals for land conservation and water quality by 2050.

Mover: Oyenuga; Second: Owens; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent

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Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Oyenuga presented Motion #14, titled Support Housing Supply Within the UDB. She stated the goal of the motion to support housing affordability within transit corridors and that new affordable housing projects should not be in areas vulnerable to sea level rise.

Motion #14: Miami-Dade County shall establish a clear, enforceable framework that aligns increased density and infill development with reasonable housing outcomes and along existing transit corridors through the CDMP amendment process. This requirement ensures development remains within the UDB and increased housing supply minimizes displacement. Miami-Dade County should leverage its position to increase financing mechanisms to secure permanent housing affordability along transit corridors within the UDB. Miami-Dade County shall require the use of best available data, models and resources in the development approval process for the location and design of new residential development projects within the UDB are informed by the Southeast Florida Regional Climate Change Compact's uniform sea level rise projections and the Miami-Dade vulnerability assessment, Regional Climate Action Plan 3.0 (RCAP 3.0).

Mover: Oyenuga; Second: Grosso; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes

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Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Oyenuga presented Motion #15 titled Reduce Nutrient Loading and Stormwater Runoff.

Motion #15: Miami-Dade County shall ensure the Land Use and the Conservation, Aquifer Recharge and Drainage Elements of the CDMP require explicit, enforceable land use and conservation policies that reduce nutrient loading and stormwater runoff into Biscayne Bay. In the CDMP, development approvals shall require best-in-class stormwater treatment and adopt green stormwater infrastructure (GSI) and low-impact development (LID) practices as cost-effective tools for managing stormwater, improving water quality and aquifer recharge, and cooling urban heat islands in both new development and redevelopment areas. The CDMP should require infrastructure planning and capital investments to incorporate climate resilience, including flooding, heat, and sea-level rise. Miami-Dade County CDMP shall encourage emerging adaptive

control technologies and leverage predictive analytics to improve flood control, water quality, and hydrological conditions. The County CDMP should require cost-effective nature-based water treatment solutions such as Stormwater Treatment Areas (STAs) wherever possible to improve the water quality in Biscayne Bay.

Mover: Oyenuga; Second: Lord; passed 12-1 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	No
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Oyenuga presented Motion #16 titled Accelerate Septic-to-Sewer Conversion.

Motion #16: Septic systems are a major contributor to nutrient pollution in Biscayne Bay. Miami-Dade County CDMP should strengthen land use policies to accelerate

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septic-to-sewer conversion, particularly in areas draining directly to the Bay and areas in the Biscayne Aquifer. Any redevelopment, up-zoning, and/or land use changes inside the UDB should be contingent upon sewer connection or firm conversion timelines to mitigate nutrient loading and protect the health and resilience of Biscayne Bay.

Mover: Oyenuga; Second: Fata Carpenter; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Oyenuga presented Motion #17 titled Biscayne Bay Watershed Plan.

Motion #17: Miami-Dade County shall adopt the comprehensive Biscayne Bay Taskforce Report and Recommendations (2020) which focuses on a unified restoration

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and management approach to restore and protect Biscayne Bay and improve human and ecosystem health and resilience. Recommendations listed in the Biscayne Bay Taskforce Report and Recommendations are central to the recharge and protection of the Biscayne Aquifer. Miami-Dade County shall require CDMP objectives and policies codify this watershed-based approach as the framework for improving water quality in the Bay and sustaining water supply from the aquifer through 2050 and beyond. The County's CDMP should require new developments will not adversely impact the Bay within the review of development applications.

Mover: Oyenuga; Second: Owens; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

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Ms. Oyenuga presented Motion #18 titled Support Multimodal Transportation Within the UDB. Task Force members discussed adding trails and Mr. DeMayo recommended changing the word "promote" to "prioritize" for Policy TE-2A.

Motion #18: The County CDMP should codify a multimodal transportation system that integrates land use, transportation strategies in the provision of a sustainable transportation and mobility infrastructure for all users. The County should support the development of multimodal transportation corridors, including trails, to increase the viability of walking, biking, and transit and protect wildlife crossings and habitats and integrate Vision Zero principles. And change 'Promote' to 'Prioritize' for TE-2A.

Mover: Oyenuga; Second: Owens; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent

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United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Oyenuga presented Motion #19 titled Capital Improvement Projects Within the UDB.

Motion #19: Miami-Dade County should ensure that any substantial new infrastructure are not developed in areas that are contrary to land use goals, objectives, and policies protecting the UDB. The updated CDMP should require that the location and design of capital improvement projects are consistent with the Southeast Florida Regional Climate Change Compact's uniform sea level rise projections and the Miami-Dade vulnerability assessment. The CDMP should codify an updated development process that uses the best available data, models and resources, including adopting the Compact's Regionally Unified Sea Level Rise Projection, and trusted tools developed by academic institutions and government agencies to inform planning, prioritizing and dedicated annual funding, Regional Climate Action Plan 3.0 (RCAP 3.0).

Mover: Oyenuga; Second: Grosso; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent

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Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Oyenuga presented Motion #20 titled Advance Green and Climate-Resilient Infrastructure.

Motion #20: Miami-Dade County CDMP should require infrastructure planning and capital investments to incorporate climate resilience, including flooding, heat, and sea-level rise. Miami-Dade is considered "ground zero" for climate change risk such as sea level rise and severe flooding. The CDMP should codify green infrastructure best management practices and nature-based solutions should be prioritized as cost-effective tools for stormwater management, water quality improvement, and urban cooling. Miami-Dade County should leverage emerging adaptive control technologies and predictive analytics to improve flood control and water quality outcomes.

Mover: Oyenuga; Second: Lord; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes

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Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Brown called on Task Force Member Lord to present recommendations.

Ms. Lord presented Motion #21 to amend Policy LU-7F in Land Use Element. She mentioned that this would increase the residential allowance to 36 dwelling units per acre, which would support development of missing middle housing.

Motion #21: Recommendation to Amend LU-7F: Residential development around existing and proposed rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within ¼ mile walking distance from the stations and ~~20~~ 36 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between
¼ and ½ mile walking distance from the station. Business and office development around rail stations should have a minimum intensity of 1.5 FAR within ¼ mile walking distance from the station, 2.0 FAR within 700 feet, and 1.0 FAR between ¼ and ½ mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and state laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy.

Mover: Lord; Second: Motes; passed unanimously 13-0 (see vote count below)

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Member Organizations:	Member Name:	Votes
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Lord presented Motion #22. She stated that the recommendation is to change the minimum density referenced in Policy LU-8H(b) from 10 dwelling units per acre to 36 dwelling units per acre.

Motion #22: Amend Policy LU-8H(b) in the Land Use Element to provide a mix of housing types at a minimum density of 36 dwelling units per acre for applications that include residential development.
Mover: Lord; Second: Oyenuga; passed unanimously 13-0 (see vote count below)

Member Organizations:	Member Name:	Votes
1000 Friends of Florida	Paul Owens	Yes

Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Lord presented Motion #23 to amend Policy LU-12E in the Land Use Element. She encouraged the County to incentivize infill development but specify who needs infill development and recommended encouraging workforce development, while prioritizing affordable housing for households earning up to 80% of the AMI. The current dedicated funds, along with additional support, should be given to developers and property owners who are aware of the resources. She stated working people who earn less than $35,000 a year represent a third of the County's households, and they need workforce housing.

Motion #23: Recommendation to Amend LU-12E "Miami-Dade County shall continue to investigate and seek opportunities to incentivize infill development, shall publicize available incentives, and make information regarding available incentives easily accessible to developers and property owners, particularly for infill development that

is transit supportive and provides affordable housing up to 80% of the AMI and workforce housing up to 120% AMI. Such incentives may include, but not be limited to, joint development agreements at transit stations and transit centers, and flexibility of development standards, particularly for irregular shaped or otherwise substandard lots.

Mover: Lord; Second: Motes; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Lord presented Motion #24 to amend page I-35 of the Land Use Element to address Accessory Dwelling Units (ADU). She stated that currently, the minimum standard is that ADUs must be between 400 and 800 square feet in size, and on a single-family lot with a minimum of 7,500 square feet. Above garage apartments and granny flat types can be

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incorporated into the main dwelling, and ADUs can be accommodated on smaller lots. Ms. Lord invited Mr. DeMayo to comment on the matter. Mr. DeMayo added that accessory dwelling units are good practical examples of missing middle housing units. Mr. Dambach mentioned that the zoning amendment was adopted to implement a new policy to allow stand-alone residential single-family lots. The recommendation was being prepared to reduce the lot size by 100 square feet but received push back from the County Commissioners at that time. Mr. Grosso added that the County currently has an ADU program but asked if the lot size minimum should be modified. Ms. Brown asked the board if they wanted to entertain a modification on the recommendation. No modifications were recommended.

Motion #24: Recommendation to Amend page I-35 Accessory Dwelling Units: Accessory dwelling units ranging from 240 to 800 square feet of habitable area are authorized on single-family lots with a minimum area of 5,000 square feet that are located inside the Urban Development Boundary. The appearance of the structure(s) containing the primary and accessory units shall maintain an appearance consistent with the character of the neighborhood. Accessory dwelling units provided in accordance with this section shall not be counted toward the LUP map residential density maximum which governs the subject property.

Mover: Lord; Second: Fata Carpenter; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent

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Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Lord presented Motion #25, a recommendation to add Policy LU-12F to the Land Use Element. She stated the idea is to create clear policies and procedures to use County-owned land for housing affordability at the 30, 60, and 80% of AMI levels. Recent amendments to the Florida Live Local Act require local governments to create a transparent registry of publicly owned land suitable for affordable housing, and to permit affordable housing development on County and school district-owned land. She recommends that Miami-Dade County have a transparent policy and procedure for the distribution of public surplus land to encourage affordable housing development. She added that County-owned land could be deployed for resilient affordable housing projects that improve overall neighborhood resiliency. Mr. DeMayo mentioned that the typical process for providing public land for housing use is through a Request for Proposals. Ms. Oyenuga added the Canadian Land Trust Program could be a useful model. Ms. Soria mentioned a large demand for farmworker housing and extremely low-income units to serve households earning at or below 30% of AMI. Ms. Fata Carpenter added that surplus governmental land could be used for stormwater drainage as sponge parks. Mr. Owens recommended excluding those surplus lands purchased for conservation within the Florida Wildlife Corridor.

Motion #25: Proposed Policy LU-12F: "Miami-Dade County should create a transparent policy and procedure for the disposition of County-owned land (both surplus and otherwise, excluding lands purchased for conservation and lands within the Florida Wildlife Corridor) within the UDB and suitable for housing to encourage affordable housing development for households earning up to 30, 60, and 80% AMI and climate resilience projects such as "sponge parks" or canopy parks."

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Mover: Lord; Second: Soria; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Lord presented Motion #26, which includes two parts, proposing to amend the Housing Element. She stated that language throughout the element should incentivize the private sector to set aside units for households earning less than 80% of AMI. She mentioned that the private sector alone cannot solve the affordable housing need, and that public private partnerships are important. She added that the public sector should sponsor deeply affordable housing projects in addition to directing funding and other incentives.

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Motion #26: (a) Recommendation to Amend CDMP, page III-2 (first full paragraph): "In addition to the above categories, the Housing Element also provides a workforce housing category, which is defined as housing that is affordable to persons or families whose total household income is at or below 140% of the AMI. (b) Recommendation to Amend CDMP, page III-1 (third paragraph): "The Housing Element addresses needs that must be met by both the private and public sector. The public sector can provide funding, administrative, and regulatory incentives. It can also serve as a deal sponsor and directly create or preserve deeply affordable housing.

Mover: Lord; Second: Motes; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

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Ms. Lord presented Motion #27, to create a new Policy HO-3K in the Housing Element. Ms. Barsh and Ms. Oyenuga added to the discussion with questions about Missing Middle. Ms. Lord stated there is a resolution directing the Miami-Dade County staff to provide recommendations on establishing a missing middle housing program. She recommended that the County partner with cross sector stakeholders to collaboratively meet housing goals through accelerated investment.

Motion #27: (a) Create a new policy, HO-3K: "The County shall establish an affordable housing unit production and preservation goal within the UDB, with annual and 10-year targets, that meaningfully addresses the county's affordable housing shortage for households earning up to 80% AMI. The County should partner with cross-sector stakeholders in order to collaboratively meet this goal." (b) Secondly, HO-3A's administrative and financial incentives should also be provided for rehabs of existing affordable housing, whether subsidized or unsubsidized, as we are rapidly losing naturally-occurring affordable housing. Recommendation to Amend HO-3A: "Provide additional administrative and, where applicable, fiscal incentives for new and rehabilitated developments to ensure the inclusion of a wide spectrum of housing options, particularly for extremely low, very low, low, and moderate-income households, including workforce housing." (c) Finally, we recommend amending HO-6D to encourage public and private investment in smaller-scale and infill affordable housing developments. These can increase and diversify the development pipeline while encouraging existing owners to retain their stake in our neighborhoods. Recommendation to Amend HO-6D: "Miami-Dade County shall continue to identify sites adequate for large- and small-scale affordable and workforce housing and promote the development of such sites according to the "Miami-Dade County Affordable Workforce Housing Plan, 2008 to 2015" adopted by Resolution No. R746-08 on July 1, 2008 and adopted by reference in the CDMP."

Mover: Lord; Second: Torbert; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes

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Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Ms. Lord presented Motion #28, which has three parts, a recommendation to amend the Housing Element. She stated the recommendation is to develop a strategy and implement and measure the things we care about, so not to measure the number of units built or rehabilitated, and their affordability levels. This would include permanent supportive housing, not just shelters. Ms. Oyenuga and Mr. Roth added to the discussion.

Motion #28: A) Recommendation to Amend HO-3F: "Develop a strategy and implement measures to encourage the inclusionary zoning program which involves private sector developments in the provision of affordable (up to 80% AMI and up to 60% AMI) and workforce housing (up to 140% AMI). Builders and developers who participate in this program will be entitled to exceed CDMP density ranges and certain other land use provisions according to provisions set forth in the Land Use Element." B) Recommendation to Amend Goal II, Objective HO-5 (page III-9): "The number units built or rehabilitated and their affordability levels through the various Miami-Dade County sponsored or approved programs will be reported for the review period." C) Recommendation to Amend HO-10A: "Continue to provide, in accordance with Chapter 533, F.S. and applicable County codes, housing opportunities for the County's

homeless, elderly, and disabled. Halfway houses~~, and~~ special needs congregate living facilities, and permanent supportive housing for such groups should be made available."

Mover: Lord; Second: Torbert; passed unanimously 13-0 (see vote count below)

Member Organizations:	**Member Name:**	**Votes**
1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Yes
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portela	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Richard Grosso	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Absent
Miami Homes for All	Annie Lord	Yes
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	G. Eric Knowles	Absent
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Absent

Closing

Ms. Brown announced that the next Task Force meeting is scheduled for June 23, 2026.

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Adjourn

The meeting was adjourned at 3:50 p.m.

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(Note: This meeting summary was compiled following cessation of the EAR Task Force and, therefore, remains in draft form. A full recording of this EAR Task Force meeting can be requested by contacting the Miami-Dade County Department of Regulatory and Economic Resources, Planning Division.)

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The meeting commenced at 10:12 a.m., with the following County staff present:

- C.J. Wahl, Assistant County Attorney
- Veronica Sanchez, Assistant County Attorney
- Luis Reyes, Assistant County Attorney
- Kimberly Brown, Chief, Long Range and Neighborhood Planning (RER)
- Alex Dambach, Planning Development Manager (RER)

Non-voting agency represented:

- Lawrence Ventura, Jr., Homestead Air Reserve Base (HARB)

Roll Call

Mr. Alexander Dambach, Planning Development Manager, conducted roll call and found the following 14 task force members present. He announced the presence of a quorum.

- Paul Owens (1000 Friends of Florida)
- Steven Leidner (Sierra Club)
- Jeffrey Bercow (Builders Association of South Florida)
- Curtis Osceola (Miccosukee Tribe of Florida)
- David Torbert (Dade County Farm Bureau)
- Tom Roth (Urban Land Institute - Southeast Florida/Caribbean)
- Aaron DeMayo (American Institute of Architects - Local Chapter)
- Elizabeth Fata Carpenter (Everglades Law Center)
- Lauren Jonaitis (Friends of the Everglades)
- Craig Grossenbacher (Miami Waterkeeper)
- Kerri Barsh (Miami-Dade Limestone Products Association)
- Christianah Oyenuga (The Nature Conservancy)
- Lucia Soria (Agricultural Practices Advisory Board)
- Lisa Greer (South Dade Chamber of Commerce)
- Danielle Blake (Miami Association of Realtors)*

* Task Force Member Danielle Blake (Miami Association of Realtors) – arrived at 11:00 a.m.

The following Task Force members were absent:

- Annie Lord (Miami Homes for All)
- Martin Motes (Redland Citizens Association)
- William Delgado (Latin American Business Association)
- Norie del Valle (United Way Miami)
- Pedro Portela (Latin Builders Association)
- David Rutledge (Laborers' International Union of North America - Local Chapter)
- Ilona Vega (Miami-Dade Beacon Council)

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- Jeffrey Mitchell (South Florida AFL-CIO)

Welcome

Ms. Kimberly Brown, Chief of Long Range and Neighborhood Planning, welcomed all in attendance and called for anyone in the audience wishing to speak to approach the podium.

Reasonable Opportunity to be Heard

Mr. Jim Murley spoke as a representative of the Miami River Commission and the Biscayne Bay Advisory Board. He expressed appreciation to the task force members for their service. He spoke in support of the 2020 Biscayne Bay Task Force Report and Recommendations and stated many of the recommendations are already implemented. He provided two examples of implementation through initiatives including the Biscayne Bay Health Summit and the Department of Environmental Resources Management Biscayne Bay Report Card. He asserted that long-term management of Biscayne Bay should be addressed by the Comprehensive Development Master Plan (CDMP).

Task Force Recommendations

Ms. Brown announced that the business of the day is for the Task Force Members to continue hearing and evaluating proposed recommendations. She called on Task Force Member Grossenbacher to present recommendations.

Mr. Grossenbacher presented Motion #1 – A prohibition on discharge of industrial waste and sewage effluent to surface waters within Wetland Areas of Regional Significance. Mr. Bercow mentioned an area inside the Urban Development Boundary (UDB) located north of SW 8 Street. Mr. Torbert asked for clarification about farm runoff, and Mr. Grossenbacher responded that drainage runoff from farming operations is not part of the prohibition. County Attorney Sanchez asked about sewage effluent and Mr. Grossenbacher responded that all sources of sewage effluent would be subject to the prohibition.

Motion #1: Industrial and Sewage Discharge Prohibition. Miami Waterkeeper recommends that the CDMP be updated to prohibit the discharge of industrial wastewater and sewageeffluent, whether treated or untreated, to the surface waters or ground waters of the Biscayne Aquifer for all new construction within those portions of the County where wetlands of regional significance are designated. This measure is essential to prevent additional nutrient and other pollution to groundwater from wastewater systems in environmentally sensitive areas. We further recommend that large industrial developments examine the feasibility of using reuse wastewater to meet the County's reusegoals.

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Mover: Grossenbacher; Second: Bercow; passed unanimously 14-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. Grossenbacher presented Motion #2 – Binding Phased Schedule for Urban Septic Conversion. Mr. Bercow mentioned the cost and logistical challenge of connecting homes that are distant from sewer pipes to the sewer system and stated that significant effort from the County would be necessary, such as bonding to pay for sewer line extensions. Mr. Grossenbacher stated the County is prioritizing homes in close proximity to sewer lines for connection in the short term, and that homes located a further distance from sewer lines would be connected in later phases. Ms. Soria expressed concern that many homes in the south part of the County are on septic tank. Mr. Grossenbacher responded Miami Waterkeeper supports rural septic tanks that are not connected to the urban sewer system, and that this motion is intended for urban areas inside the UDB.

Motion #2: Binding Phased Schedule for Urban Septic Conversion. Miami-Dade County has morethan 108,000septictanks, andcounty-commissionedresearch foundthatover64%, more than 67,000 properties, could experience periodic septic failure by 2040 due to rising groundwater driven by sea level rise. Despite a 1971 commitment to eliminate

conventional urban septic tanks, that goal remains unmet. Element V's Sanitary Sewer Subelement must be amended to establish a binding, phased schedule for converting all urban septic systems, inside the UDB, to centralized sewer connections, with interim milestones, a completion target year, and annual progress reporting. Priority should be set by both proximity to a sewer main, septic vulnerability to sea level rise, proximity to sensitive water bodies, and drinking water wellfields. Financing mechanisms, including low-interest loans, grants, and subsidies for low-income households, should be embedded in Element V and reflected in the six-year capital program of Element IX.

Mover: Grossenbacher; Second: Bercow; passed unanimously 14-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Task Force Member Danielle Blake (Miami Association of Realtors) – arrived at 11:00 a.m.

Mr. Grossenbacher presented Motion #3 – Co-location of Utility Improvements. Mr. Bercow stated a concern for financial impacts on rate payers and does not want to include Florida Power and Light. Mr. De Mayo suggested selecting major roads and specific streets where this provision would apply. Ms. Fata-Carpenter recommended adding "to the extent practical" to the motion.

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Motion #3: Co-location of Utility Improvements. Miami-Dade County should amend the Infrastructure Element of the CDMP to require the co-location of utility improvements whenever public rights-of-way are opened for septic-to-sewer conversions, sewer main extensions, or other wastewater infrastructure projects. The CDMP should establish a policy requiring County agencies, municipalities, and utility providers, including Florida Power & Light (FPL), to coordinate the undergrounding of overhead power lines, to the extent practical, concurrent with any road-opening associated with sewer construction. This approach is consistent with FPL's existing Storm Secure Underground Program, which replaces overhead neighborhood power lines with underground lines to improve grid resiliency during hurricanes and severe weather.

Mover: Grossenbacher; Second: Owens; passed 14-1 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. Grossenbacher presented Motion #4 – Septic System Offset Requirement.

Motion #4: Septic System Offset Requirement. For the construction of new septic systems

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inside the UDB, the CDMP should require that the developer or property owner either: (a) abandon two existing septic systems within the same municipality for every new one installed, or (b) donate to a county-maintained fund that the County will utilize exclusively to finance septic-to-sewer conversions. For the replacement of septic systems inside the UDB, the CDMP should require that the developer or property owner using an enhanced Onsite Sewage Treatment and Disposal System to either: (a) abandon one existing septic systems within the same municipality for every new one installed, or
(b) donate to a county-maintained fund that the County will utilize exclusively to finance septic-to-sewer conversions. Exemptions would be allowable for owner-builders, lower income households, Community Development Block Grant eligible areas, and infill areas.

Mover: Grossenbacher; Second: Fata-Carpenter; passed 13-1 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. Grossenbacher presented Motion #5 – Enhanced Stormwater Standards.

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Motion #5: Enhanced Stormwater Standards. Miami-Dade County should enhance stormwater performance standards inside the UDB and onsite retention, prioritizing low-impact development strategies by requiring applicants to demonstrate that green infrastructure alternatives have been evaluated and, where feasible, incorporated as the means of stormwater management. Specifically, the CDMP should mandate the use of rainwater harvesting systems, reuse, bioswales, and vegetated swales along roadways and parking areas to filter and slow runoff, and permeable or pervious paving materials in surface parking lots, driveways, and pedestrian corridors. These requirements should be codified through amendments to the Land Use and Infrastructure Elements, with complementary zoning overlays applied to critical aquifer recharge zones, wellfield protection areas, and wetland buffers where conventional impervious stormwater systems pose the greatest risk.

Mover: Grossenbacher; Second: Jonaitis; passed 13-2 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

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Mr. Grossenbacher presented Motion #6 – Time-Bound Water Quality Improvement Goals for Biscayne Bay.

Motion #6: Time-Bound Water Quality Improvement Goals for Biscayne Bay. Upon approval, theCDMPshouldbe amended to require explicit, time-bound water quality improvement goals for Biscayne Bay and its tributaries, tied to the Reasonable Assurance Plan (RAP). The RAP must include measurable nutrient reduction benchmarks, expressed in total nitrogen and phosphorus loads consistent with Biscayne Bay's Total Maximum Daily Loads (TMDL) requirements, and regular public reporting. New development should showcase compatibility with the Reasonable Assurance Plan (RAP), once approved.

Mover: Grossenbacher; Second: Oyenuga; passed unanimously 15-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. Grossenbacher presented Motion #7 – Waterfront Edge Design Guidelines.

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Motion #7: Waterfront Edge Design Guidelines. Miami-Dade County should amend the CDMP's Coastal Management and Infrastructure Elements to require that all new waterfront development with the exception of detached and attached single-family, duplex, and triplex units and significant redevelopment of waterfront properties adhere to the Waterfront Edge Design Guidelines (WEDG) standards, as developed by the Waterfront Alliance. WEDG provides a nationally recognized framework for resilient, sustainable, and publicly accessible waterfront design, and its adoption within the CDMP would ensure that waterfront properties do not contribute to the degradation of Biscayne Bay and its tributaries through unmanaged stormwater discharge, hardened shorelines, or loss of marine habitat. Specifically, the County should require WEDG compliance for all waterfront development proposals above a minimum threshold of site area or development intensity, prioritizing green infrastructure features such as nutrient-reducing baffle box systems, rain gardens with native vegetation, permeable hardscape, and living shorelines over conventional seawalls and hardened edges. Miami's own Jose Marti Park on the Miami River, the first WEDG-verified project in Florida, demonstrates that these standards are achievable in a South Florida context.

Mover: Grossenbacher; Second: Oyenuga; passed 12-3 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	No
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent

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United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. Grossenbacher presented Motion # 8 – UDB Expansions Threatening Environmental Resources

The Task Force next considered Recommendation No. 8, which stated that the Urban Development Boundary should be treated as a water-quality protection instrument, a mitigation tool, and a fiscal-responsibility mechanism, rather than merely as a planning line. The recommendation further stated that growth should continue to be directed to urban infill areas where water, sewer, and transit infrastructure already exist.

Mr. Bercow read from the Comprehensive Development Master Plan and argued that the Urban Development Boundary is fundamentally a planning tool used to distinguish where urban development should and should not occur. He stated that it is not itself a regulatory rule and that the existing Comprehensive Plan framework has generally worked, noting that relatively few Urban Development Boundary expansion applications have been approved and only where need was demonstrated.

Ms. Brown responded that the Urban Development Boundary also operates as a service boundary and has practical regulatory consequences. Following additional discussion a vote was taken on the motion.

Motion No. 8: UDBExpansions Threatening Environmental Resources.TheCDMPshouldaffirm the UDB as a water quality protection instrument, a flood mitigation tool, and a fiscal responsibility mechanism — not merely a planning line — and expressly link UDB integrity to the conservation goals of Element IV and the infrastructure priorities of Element IX. Growth should continue to be directed to the Urban Infill Area, where water, sewer, and transit infrastructure already exist.

Mover: Grossenbacher; Second: Leidner; passed 10-5 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent

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Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	No
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	No
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. Grossenbacher presented Motion # 9 - Prohibition on Dredging or Filling of Publicly Owned Wetlands Outside the UDB

Mrs. Barsh raised concern regarding language that would allow certain activities only upon a showing of "extreme hardship." She stated that the phrase appeared to establish an unusually high and potentially uncertain standard, particularly where a public project such as a canal, flood-control facility, or other water-management improvement might be necessary outside the Urban Development Boundary.

Mr. Grossenbacher explained that the language was intended to address situations in which a public water-control or flood-management project had not yet been constructed, but a related project needed to move forward. After discussion, he agreed to replace the phrase "extreme hardship" with language allowing an activity when it is "necessary to prevent or eliminate a threat to public health, safety, or welfare."

Mr. Bercow questioned whether this proposal was necessary given all the existing federal, state and local regulations.

Ms. Brown asked whether the reference to publicly owned lands included municipal, County, State, and Federal property. Mr. Grossenbacher confirmed that the language was intended to encompass all such public ownership categories.

Motion # 9 Prohibition on Dredging or Filling of Publicly Owned Wetlands Outside the UDB. Miami Waterkeeper recommends that the Conservation Element of the CDMP be strengthened to <u>prohibit any further dredging or filling of publicly owned wetlands</u>

located outside the Urban Development Boundary (UDB), except in cases where necessary to prevent or eliminate a threat to public health, safety, or welfare and where all applicable local, state, and federal wetland regulatory requirements are satisfied. This prohibition does not apply to environmental restoration projects.

Mover: Grossenbacher; Second: Leidner; passed 13-1 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	Absent
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. Grossenbacher introduced Recommendation No. 10 as a policy intended to strengthen and clarify wetland mitigation requirements. The recommendation would place greater emphasis on mitigation occurring on site or as close as possible to the impacted wetland and would require mitigation within the same drainage basin as the proposed impact. The stated purpose was to preserve not only habitat value, but also functions such as water storage, hydrology, and benefits to Biscayne Bay and surrounding wetlands.

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Ms. Brown noted that a previously approved recommendation contained similar language but addressed a broader range of wetland impacts. Mr. Grossenbacher stated that Recommendation No. 10 was simpler and could operate as a complementary policy.

Ms. Barsh asked whether the Lake Belt should be excluded because mining-related mitigation is governed by a long-established framework involving Federal, State, and local agencies and may occur outside Miami-Dade County.

Mr. Grossenbacher agreed to amend the recommendation so that it would not apply to rock-mining activities within the Lake Belt. The seconder, Mr Leidner agreed to the amendment.

Mr. Bercow asked whether the language would prevent use of mitigation banks for wetland impacts. Mr. Grossenbacher explained that the recommendation was intended to govern County-level mitigation requirements and to require on-site or same-basin mitigation for the County permit. It would not prohibit an applicant from also using an off-site mitigation bank to satisfy separate State or Federal permit requirements, although doing so could require an applicant to undertake both forms of mitigation.

Ms. Brown cautioned that this area is affected by state preemption and that the language would require careful legal review. Mr. Grossenbacher noted that existing Chapter 24 provisions already contain a hierarchy favoring on-site or nearby mitigation, but the new recommendation would establish a more specific same-basin policy.

Motion No. 10 In-Basin Mitigation Requirement for Wetlands of Regional Significance. The Conservation Element should further require that all dredging or filling of wetlands designated on the CDMP Wetlandsof Regional Significancemap be fully mitigatedwithin the same basin as theimpacted area. This policy would not apply to rock mining activities within the Lake Belt.

Mover: Grossenbacher; Second: Leidner; passed 12-3 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes

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Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	No
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. Grossenbacher introduced Recommendation No. 11, which would designate lands needed for the Biscayne Bay Coastal Wetlands restoration project under Chapter 33 as areas of critical environmental concern, similar to the framework historically used in the East Everglades. He stated that the purpose was to facilitate restoration while protecting lands identified for specific project features.

Ms. Brown explained that the East Everglades framework includes separate management areas and unique regulations rather than one uniform standard. She further noted that the East Everglades designation was historically linked to a transferable development rights program, and that any comparable program created today would need to account for modern private-property-rights laws and State requirements.

Several Task Force Members expressed concern that applying new regulatory restrictions before the Federal government acquired private land could reduce the land's value and create the appearance of a taking. Members questioned whether the designation could make future acquisition less expensive at the expense of private landowners.

Mr. Grossenbacher stated that the recommendation was not intended to downzone private property or reduce fair-market value and invited clarifying language to address those concerns. Staff advised that the recommendation did not clearly identify which elements of Chapter 33 should apply and that a new management area or multiple management areas would likely be required.

Because no satisfactory clarifying language was immediately available, the proposer withdrew the motion. The Task Force agreed that the matter could be revisited if revised language were developed before the Task Force completed its work.

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Mr. Grossenbacher presented Motion # 12 – CDMP Amendments to Facilitate the BBSEER Project.

Mr. Grossenbacher introduced Recommendation No. 12 concerning the Biscayne Bay Coastal Wetlands restoration project, a Comprehensive Everglades Restoration Plan project for which a draft tentatively selected plan had been prepared. The recommendation would prioritize use of undeveloped County-owned and other government-owned lands needed for project features, update Comprehensive Plan language where necessary to facilitate the project, and place the County's historical practice of making public lands available for restoration projects into written policy.

Ms. Brown explained that existing Comprehensive Plan language primarily addresses tentatively selected plans through criteria related to Urban Development Boundary expansion. Areas being considered for restoration are generally identified as areas that should be avoided, while areas within a tentatively selected plan may become areas that shall not be considered for Urban Development Boundary expansion.

Mr. Grossenbacher described a prior Biscayne Bay Coastal Wetlands project in which five County-owned wetland parcels were needed downstream of a pump station. Although the County supported the project, obtaining approvals from multiple County departments and the Board of County Commissioners reportedly took approximately five years. The recommendation was intended to avoid similar delays by establishing a clear policy in advance.

Mr. Bercow asked staff to identify the geographic areas affected. Staff and Mr. Grossenbacher discussed project features near the South Dade Wetlands, areas south and west of the South Dade Landfill, and other locations where the County owns significant parcels that may be needed for water-reserve or restoration features. Staff clarified that the recommendation would apply only to specific lands needed to construct project features, not to the entire study area.

Mr. Bercow also questioned whether language allowing modification or updating of the Comprehensive Plan could permit the restoration project to avoid otherwise applicable plan requirements. Mr. Grossenbacher responded that no known policy currently prevented the project, but the intent was to ensure that staff reviewed the Comprehensive Plan for provisions that might unnecessarily impede implementation.

Mr. Grossenbacher explained that for South Florida restoration projects, public lands needed for project features are typically made available through certification-of-lands agreements rather than sale or transfer of fee ownership. Under these agreements, the State or Federal project sponsor receives the rights necessary to construct and manage the

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project, while the County retains ownership. The proposer stated that this arrangement can reduce County land-management costs and prevent delays caused by repeated approvals.

Motion #12: CDMP Amendments to Facilitate the BBSEER Project. The CDMP should be amended to facilitate the Army Corps of Engineers' BBSEER project by incorporating language that:

a. **Prioritizes the use of undeveloped county-owned and other government-owned parcels within the footprint of proposed BBSEER project features for the construction and operation of this CERP project;**
b. **Modifies or updates any CDMP language that is inconsistent with the implementation of the BBSEER project; and**
c. **Adds policy language to address Miami-Dade County's historical position to certify county-owned lands needed for CERP to the South Florida Water Management District and/or the Army Corps of Engineers.**

Mover: Grossenbacher; Second: Carpenter; passed 13-2 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent

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South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. Grossenbacher presented Motion # 13 - Strengthen policies to more robustly protect fish, wildlife, and plant species. The Task Force next considered Recommendation No. 13, which proposed to strengthen existing Comprehensive Plan policies related to critical habitat, nesting and roosting sites, lighting impacts, buffers, mitigation ratios, and management of non-native exotic vegetation.

Mr. Grossenbacher explained that the first provision would add a specific mitigation ratio for impacts to critical habitat. Other provisions would strengthen protections for nesting and roosting sites by prohibiting further degradation or destruction, establish a 330-foot separation standard based on distances used by State and Federal agencies, address lighting impacts, and require management to prevent the growth of non-native exotic vegetation.

Mr. Bercow asked staff to identify precisely how the proposal differed from existing policies. Ms. Brown explained that current policies already protect habitat of Federal and State designated species, but the recommendation would expand certain references to County designated species and would add more explicit standards, including the buffer distance and vegetation-management requirements.

Task Force Members asked whether maps existed showing critical habitat in Miami-Dade County and how the recommendation would affect recently designated critical habitat, including habitat associated with the bonneted bat. Staff stated that Federal and State designated habitat can be mapped but cautioned that the Comprehensive Plan also refers more broadly to habitat critical to listed species, which is not always identical to formally designated critical habitat.

A member asked for the basis of the proposed mitigation ratio. Mr. Grossenbacher stated that the ratio was intended to create consistency in an area where County standards are currently applied on a case-by-case basis. Mr. Grossenbacher acknowledged that some members might consider the ratio too weak because critical habitat should not be developed, while others might consider it too burdensome, but stated that the proposal was intended to establish a predictable standard.

Motion # 13 - Strengthen policies to more robustly protect fish, wildlife, and plant species. Miami Waterkeeper recommends:

a. **All activities that adversely affect habitat critical to federal, state, or county-designated endangered or threatened species shall be prohibited unless such activity is a public necessity with no feasible alternative site. Critical habitat**

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loss should be mitigated at a ratio of not less than 3:1 (new habitat to impacted habitat), with all mitigation approved by DERM before any permit issuance.

b. **Require that all nesting, roosting, and feeding habitats used by federal, state, or county-designated endangered or threatened species be protected and buffered from surrounding development, and that no further degradation or destruction of such habitat be authorized.**
c. **Rookeries and nesting sites used by federal, state, or county-designated endangered or threatened species shall not be moved or destroyed and shall be protected from degradation or destruction. At development sites, rookeries and nesting areas shall be incorporated into landscape plans with appropriate permanent buffers of not less than 330 feet to protect them from disturbance. No clearing or other work shall occur within 330 feet during agency-established nesting and when there are active nests. Lighting impacts on listed species nesting or feeding habitat are prohibited.**
d. **Conservation of upland wildlife habitats shall be taken into consideration during development evaluation and permitting processes, and critical habitat shall be protected as well as managed at all times to prevent the growth of non-native exotic vegetation.**

Mover: Grossenbacher; Second: Jonaitis; failed 6-9 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	No
Agricultural Practices Advisory Board	Lucia Soria	No
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	No
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	No
American Institute of Architects (Local Chapter)	Aaron DeMayo	No

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Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	No

Mr. Grossenbacher presented Motion #14 - Miami-Dade County shall require mitigation for the loss, conversion, or development of lands designated or utilized for parks and recreation purposes. Mr. Bercow questioned whether this provision is needed in the CDMP and mentioned that Article 7 of the Miami-Dade County Home Rule Charter establishes protections whereby parks and open spaces cannot be converted to a different land use without voter approval.

Motion #14 - Miami-Dade County shall require mitigation for the loss, conversion, or development of lands designated or utilized for parks and recreation purposes. Such mitigation shall occur within Miami-Dade County and shall include the provision of replacement parkland of substantially equivalent or greater acreage, recreational function, accessibility, and public benefit. Replacement parkland shall be located within an appropriate distance of the affected parcel to continue serving the recreational needs of the impacted population and maintain adopted level-of-service standards.

Mover: Grossenbacher; Second: Soria; passed 12-3 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	No
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	No
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes

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Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. Grossenbacher presented Motion #15 - Mitigation for all unpermitted environmental impacts where Miami-Dade County is the local sponsor. He cited an example of a dredging project and reminded the task force that the County has responsibility to mitigate impacts. Mr. Bercow agreed that the County has the responsibility to mitigate any impacts related to dredging projects.

Motion #15 - Mitigation for all unpermitted environmental impacts where Miami-Dade County is the local sponsor. Miami-Dade County should amend the CDMP to require that the County, in its capacity as local sponsor for state or federal projects, ensure full mitigation for all unpermitted environmental impacts resulting from such projects, including impacts to wetlands, seagrass, coral, shoreline habitat, and water quality. The CDMP should explicitly close this gap by establishing a policy that holds the County to the same mitigation standards it applies to private applicants, requiring that any unpermitted environmental impact resulting from a County-sponsored project be fully mitigated at aminimum ratio of 2:1 within the same basin or ecosystem as the impact, and that a mitigation plan be reviewed and approved by the Miami-Dade Department of Environment and Management.

Mover: Grossenbacher; Second: Greer; passed unanimously 15-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes

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American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. Grossenbacher presented Motion #16. He stated that glass waste typically goes to the landfill. He proposes a motion to capture glass from the waste stream for appropriate infrastructure construction uses as roadway fill. Ms. Barsh questioned the use of crushed glass as compared with limestone for fill uses. Mr. Grossenbacher spoke for crushed glass having utility for use as alternative fill material. Ms. Barsh asked if a study exists on uses for glass. Mr. Grossenbacher responded that 50% of glass in the waste stream could be useful, and a measurable standard is needed as an objective. Mr. Leidner added the idea has all upside and no downside, and that he recycles glass. Mr. Member Grossenbacher clarified that the County would need to separate glass from the waste stream, which is not currently being done. Ms. Barsh added it would reduce dependency on limestone for certain uses.

Motion #16: By 2030, require at least 50% of the glass in Miami-Dade County's waste stream to be recovered and used by Miami-Dade County:

a) **As crushed grass land filling to raise ground elevations in support of future development including redevelopment of low areas**
b) **for use in County and other public works infrastructure projects for reuse of this material**
c) **to aid the filling in of canals and ditches to be eliminated pursuant to resilience projects and Comprehensive Everglades Restoration Plan Projects**
d) **for use in County restoration projects to reduce the need to mine sand or limestone from quarries thereby preserving more quarry material for development projects and preserving landfill space where glass is currently disposed.**

Mover: Grossenbacher; Second: Blake; passed unanimously 15-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent

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Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Ms. Brown called on Task Force Member Fata-Carpenter to present recommendations. Mrs. Fata-Carpenter began stating the first proposal by the Everglades Law Center to protect federal, state, and local ecosystem projects identified in the programmatic environmental impact statement for all applications requesting to amend the CDMP Land Use Plan Map. Task Force Member Bercow stated all map amendments must show need, compatibility, availability of infrastructure, and must specify whether the proposal enhances or degrades environmental systems and historical land uses, and urban center transit criteria.

Motion #17: Amend Objective LU-8E to read: vii) Be compatible with federal, state, and local ecosystem restoration projects, including those identified in the 1999 Final Integrated Feasibility Report and Programmatic Environmental Impact Statement.

Mover: Fata-Carpenter; Second: Jonaitis; passed unanimously 15-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes

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Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mrs. Fata-Carpenter spoke on the importance of updating the Urban Expansion Areas (UEA) to ensure they do not conflict with yellow book projects identified in the 1999 Final Integrated Feasibility Report and Programmatic Environmental Impact Statement, project footprints delineated in Tentatively Selected Plans, Wetlands of Regional Significance, Bird Drive Wetlands, or other important environmental resources. Mr. Roth mentioned that clarity is needed on where to expand UEAs and he has a proposal to add Objective LU-8Giii to prioritize land within ½-mile of the South Dade TransitWay for inclusion in the UEAs. Mr. Dambach displayed a map of UEAs in a pink color on the monitor. Ms. Oyenuga inquired why these specific UEA areas are prioritized. Mr. Roth recapped the Miami-Dade County 2021 report that addressed transit-oriented development and proposed updates to UEAs. Mr. Bercow stated changes should be made to the Future Land Use Map. Discussion ensued on whether certain UEAs should be prioritized for development over others, and Mr. Bercow does not recommend prioritization. Ms. Barsh asked if areas not in an environmental project footprint could be released back into the UEAs. Ms. Soria asked if there is farmland within the UEAs. Ms. Brown answered yes, and Mr. Dambach showed the UEAs map. Mr. Torbert cited an example of UEA number 3 including land with tree farms and land within the Biscayne Bay Southeastern Everglades Ecosystem Restoration (BBSEER) project footprint.

Motion #18: The UEAs shall be amended to ensure that they do not conflict with projects identified in the 1999 Final Integrated Feasibility Report and Programmatic Environmental Impact Statement, project footprints delineated in Tentatively Selected Plans, Wetlands of Regional Significance, Bird Drive Wetlands, or other important environmental resources. UEAs shall be focused on areas that are aligned with smart transit corridor plans. The Land Use Plan Map should be amended to prioritize land within ½ mile of the South Dade Busway for inclusion in the UEA.

Mover: Fata-Carpenter; Second: Roth; passed unanimously 15-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes

Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mrs. Fata-Carpenter introduced six recommendations and urgings to the Board of County Commissioners by the Biscayne Bay Watershed Management Advisory Board to incorporate certain areas of the 2020 Biscayne Bay Task Force Report and Recommendations into proposed CDMP amendments, which are motion numbers 19 through 24. Task Force Member Bercow asked why the water quality standards should be added to the CDMP, and not to Chapter 24 of the Code that deals with environmental issues.

Motion #19: Water Quality Standards in Land Use Planning - The CDMP should establish science-based pollutant load reduction goals as a guiding standard for future land use and development decisions within the Biscayne Bay watershed. Development review criteria should explicitly require stormwater retention, permeable surfaces, and green infrastructure sufficient to meet nutrient reduction targets. A county-wide fertilizer restriction — including seasonal application bans and nutrient-free buffer zones adjacent to waterways — should be embedded in CDMP policy language.

Mover: Fata-Carpenter; Second: Owens; passed unanimously 15-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes

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Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Motion #20: Stormwater Infrastructure Requirements - The CDMP should require updated stormwater design standards for all new development and substantially improved structures within the watershed, including mandates for property-level retention and infiltration. Policies should set a long-term planning goal of eliminating direct and indirect untreated stormwater discharges into Biscayne Bay and its tributary canals, with basin-specific retrofit prioritization tied to documented water quality and habitat degradation data.

Mover: Fata-Carpenter; Second: Owens; passed 14-1 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	Yes

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Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Motion #21: Coastal Development Standards and Natural Infrastructure - The CDMP should establish policies requiring ecological review of all new seawall permits and promoting living shoreline alternatives consistent with the Biscayne Bay Aquatic Preserve Act. Land use policies should protect existing mangrove shorelines, establish voluntary Mangrove Protection and Restoration Zone designations in flood-prone coastal communities, and incentivize green and blue infrastructure — including green roofs, bioswales, and vegetated shorelines — for new development, substantially improved structures, and coastal retrofit projects.
Mover: Fata-Carpenter; Second: Owens; passed unanimously 15-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes

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Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Task Force Member Bercow asked about a large swath of land subject to the BBSEER project which is not finalized. Task Force Member Torbert agreed that the BBSEER project encompasses thousands of acres with indefinite recommendations.

Motion #22: Everglades Restoration Coordination - The CDMP should include explicit policy support for the Biscayne Bay Coastal Wetlands (BBCW) project and the Biscayne Bay and Southeastern Everglades Ecosystem Restoration (BBSEER) plan, affirming the County's commitment to timely construction commencement, land acquisition coordination, and ongoing advocacy for adequate state and federal funding. These restoration projects should be recognized in the CDMP as critical freshwater delivery infrastructure essential to the long-term health of the Bay.
Mover: Fata-Carpenter; Second: Owens; passed unanimously 9-6 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	No
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	No
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	No
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent

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Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	No
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	No

Task Force Members Bercow and Barsh mentioned some hesitance on Motion #23 and would rather the Board of County Commissioners decide.

Motion #23: Watershed-Scale Governance and Intergovernmental Coordination. The County shall seek to align capital improvement planning, development review, and stormwater management with Biscayne Bay Watershed Management Board priorities and Watershed Restoration Plan goals.

Mover: Fata-Carpenter; Second: Owens; passed unanimously 15-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent

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United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Motion #24: Water Climate Resilience and Adaptation Planning - The CDMP's Adaptation Action Area framework should be expanded to explicitly address Biscayne Bay watershed vulnerability, incorporating scenarios for sea level rise, increased storm frequency, and altered freshwater delivery. Development standards in identified Adaptation Action Areas should reflect the Bay's dependence on clean freshwater flows and the cumulative water quality impacts of coastal land use decisions through 2050.

Mover: Fata-Carpenter; Second: Owens; passed unanimously 15-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Yes
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Task Force Member Blake left the meeting at 3:00 p.m.

Ms. Brown called on Mr. Roth to present recommendations. Mr. Roth stated that the CDMP should endeavor to create greater certainty around where growth should and should not

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occur in Miami-Dade County. The Urban Expansion Areas are an existing vehicle that should carry more weight and have greater vigor dictating where development will be supported. Triggers established already in the CDMP will determine when more land can be added to UEAs. He suggested that RER staff could present these findings each time the EAR Task Force convenes. When triggers are met then the land will be identified, and the EAR Task Force will vote to add land to an existing UEA or create a new UEA.

Motion #25: Amend Policy LU-8F to include language whereby Regulatory and Economic Resources shall provide a report for each EAR Task Force that is convened that indicates the shortfall of land supply needed to meet the 10-year demand of residential and non-residential uses and will propose land for creating new Urban Expansion Areas based on criteria in LU-8G (iii) for the EAR's consideration.

Mover: Roth; Second: Barsh; passed unanimously 14-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

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Mr. Roth introduced Motion #26, which has two parts. He stated that in keeping with Policies LU-1C and LU-1S and the stated purpose of the EAR Task Force, to focus on infill development opportunities where capacities already exist to support development, the County should use its jurisdictional power to promote greater densities of housing near where people work – like it already does near transit. This can be accomplished by 1) expanding Urban Centers to include major employment centers in the County and 2) amending the Code of Miami-Dade County to give similar entitlements found in Rapid Transit Zoning to Urban Centers.

Motion #26: 1. Add a new CDMP policy directing the County to designate new Urban Centers inside the UDB in areas with significant employment concentrations throughout Miami-Dade County (to be identified by Regulatory and Economic Resources) to encourage housing and a mix of uses with greater densities in Miami-Dade's incorporated communities and unincorporated areas. 2. Modify Policy LU-7F to include Urban Centers.

Mover: Roth; Second: Bercow; passed unanimously 14-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent

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South Dade Chamber of Commerce	Lisa Greer	Yes

Motion #27: Expand the County's planning and zoning authority under the Charter to include incorporated and unincorporated Urban Centers within the UDB to support increased density and intensity.

Mover: Roth; Second: Torbert; passed unanimously 14-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Ms. Brown called on Task Force Member Soria to present recommendations. Ms. Soria presented **Motion # 28**, which has 7 parts and is recommended by the Agricultural Practices Advisory Board. She mentioned that future growth in Miami-Dade County is inevitable; however, infrastructure needs to be in place as a matter of public safety. Currently, the level of service of the roads in the South Miami Dade are affecting residents, business owners and visitors. The potholes have caused property damage to vehicles, pose a current

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threat to human life and the economic viability of moving agricultural products to their next destination.

Motion #28: We suggest: 1. A South-Dade regional traffic study by the Department of Transportation and Public Words to obtain updated information on vehicle and truck traffic affecting our road conditions. 2. Review the current level of service these roads provide. Additionally, review the use designation of roads outside the UDB as they are vital to the agricultural industry. 3. Acknowledge and take accountability for the roads built and/or maintained by the county. 4. Consider a bond to address the county-wide road conditions. 5. Consider Florida State Statute 336.021 as well as Section 95.361 of which states: "if a county maintains a constructed road continuously and uninterruptedly for 7 years, it is deemed legally dedicated to the public and the county retains maintenance responsibility". 6. Making sure we have the capacity/capability to provide first responders to the growing population in South Miami-Dade County. 7. Planning for transportation strategies that support the viability of walking, biking and transit and provide viable solutions to first and last mile connectivity.

Mover: Soria; Second: Osceola; passed unanimously 14-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes

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Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Ms. Soria presented **Motion # 29**, which has 3 parts and is recommended by the Agricultural Practices Advisory Board. She spoke on Miami-Dade County having the only tropical growing region in the continental United States with approximately 68,000 acres designated by the United States Department of Agriculture as soils of unique importance. The economic impact, direct and indirect jobs creation, agricultural sales and winter production ranks Miami-Dade County agriculture as an impactful and vital industry. The CDMP already has language in place protecting agriculture. As it pertains to having defined boundaries for Redland, it is of concern because landowners' property rights should take priority. The Agricultural Practices Advisory Board could not at this time reach a consensus in providing boundary recommendations for this task force. She closed by stating that maintaining a strong and sustainable agricultural industry is essential to the economic, environmental, and cultural development of our community.

Motion #29: We recommend: 1. Farmworker Housing to be prioritized inside and outside the UDB and ensure that when it is located outside the UDB, it doesnot disrupt the connectivity of the Florida Wildlife Corridor. 2. Miami-Dade County should support our local businesses by utilizing locally sourced materials, including trees and plant stock as it relates to Policy LU-10l. 3. Have developers provide green space/parks within in each of the residential communities of 100 units or more they are developing.

Mover: Soria; Second: Osceola; passed unanimously 14-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes

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Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Ms. Brown called on Task Force Member DeMayo to present recommendations. Mr. DeMayo presented **Motion # 30 Infill Capacity Monitoring Measures**, which has 4 parts, centered on tracking residential supply and unused density and applying missing middle housing options that are reasonably attainable.

Motion # 30: To ensure that the County fully accounts for the housing capacity that already exists inside the UDB, the CDMP monitoring program shall track: (a) the Land Use Map, shown by acreage of each category; (b) residential supply and unused density on a per-acre basis across all Land Use and Zoning designations; (c) estimated achievable density on existing residential lots, applying missing-middle housing options reasonably obtainable under existing zoning at the time of review; and (d) a comparison of acres and density units of unrealized capacity between Land Use and Zoning across each Zoning designation. Miami-Dade County shall incorporate these measures into the CDMP monitoring program and report on them at each Evaluation and Appraisal Report cycle, consistent with the seven-year review.

Mover: DeMayo; Second: Greer; passed unanimously 14-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes

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Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. DeMayo presented **Motion # 31 Greenways, Blueways, and Transit**, which has 6 parts. He stated a canal-side blueway is a clear case of compounding returns, flood-control infrastructure, ecological corridor, mobility network, and civic space at once. The motion addresses the public's clearest mandate: 83% chose expanding public transit as the best way to reduce congestion and improve air quality, compared with 21% for expanding roads.

Motion # 31: (a) TE-1A. As provided in this section and the Mass Transit Subelement, the County shall promote prioritize the development and increased frequency of mass transit alternatives to the personal automobile, such as rapid transit (heavy rail, light rail, and bus rapid transit), premium transit (enhanced and/or express bus), local route bus, and paratransit services. (b) TE-2A. The County shall continue to prioritize and assist in the creation of a Countywide system of interconnected designated bicycle ways, and prioritize the implementation of the Miami-Dade Bicycle Facilities Plan. (c) TE-2B. The County shall continue to develop a comprehensive countywide greenways and blueways network providing continuous corridors for travel by pedestrians and non-motorized vehicles, incorporating elements of the adopted South Dade Greenway Network Master Plan and the North Dade Greenways Plan. (d) The County shall pursue interlocal/shared-use agreements with the South Florida Water Management District and other canal-system operators to establish canal-adjacent shared-use paths and water trails where consistent with flood-control operations and maintenance access, and shall review existing Land Use, Zoning, and other regulations to plan for adjacent spatial constraints that allow for the long-term functioning of the water-management system and the inclusion of adjacent public-use blueways. (e) Monitoring item —

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mileage of established blueway/water-trail and canal-adjacent shared-use path, added to the Recreation and Open Space and/or Transportation monitoring program. (f) MT-7B. Miami-Dade County shall investigate and adopt strategies by 2028 for preservation of planned mass transit rights-of-way and exclusive corridors, including consideration of railroad and utility rights-of-way that may be appropriate or cost-effective in the construction of rapid transit lines, express bus lanes, or high-occupancy vehicle (HOV) lanes.

Mover: DeMayo; Second: Roth; passed unanimously 14-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Yes
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. DeMayo presented **Motion # 32 Emerging Vehicle Technology,** which keeps land-use priorities, not vehicle technology, in the driver's seat, while remaining technology-neutral.

Motion # 32: Miami-Dade County shall ensure that its land use, transportation, and development policies continue to prioritize walkable, transit-supportive, and land-efficient development. As passenger transportation services and technologies evolve

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to include shared, on-demand, ride-hailing, autonomous ride-hailing, and micromobility services, the County shall integrate them in a manner that supports those priorities and the safe, multimodal functioning of the public right-of-way. The operational needs of such services shall not determine the form, scale, or land use of development. Miami-Dade County shall coordinate these measures with the Countywide Transportation Master Plan, the SMART Plan, and the County's multimodal mobility programs, so that emerging mobility services reinforce the County's high-capacity transit investments rather than compete with them.

Mover: DeMayo; Second: Bercow; passed unanimously 12-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Absent
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Absent
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. DeMayo presented **Motion # 33 Enable Courtyard Block Housing Inside the UDB,** to further enable missing middle housing, especially courtyard housing.

<u>Motion # 33:</u> (a) Miami-Dade County shall direct staff to affirmatively identify, remove, and update the dimensional and procedural standards that prevent

attached, missing-middle, and courtyard block housing for specific locations or zoning designations inside the UDB, and to adopt in their place standards that allow buildings to define a continuous street edge and that govern light, air, and design quality, consistent with the parking reductions near transit the Task Force has already adopted. (b) Miami-Dade County shall enable, through its subdivision and zoning regulations, the division of a block into fine-grained, independently buildable and financeable parcels governed by a coordinated block plan, and authorize a shared-courtyard association, established by recorded easements and covenants, to maintain, insure, and govern the common courtyard.

Mover: DeMayo; Second: Bercow; passed unanimously 12-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Absent
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Absent
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. DeMayo presented **Motion # 34 Allow Neighborhood-Serving Commercial and Live-Work by Right**. He stated that residents asked for "having shops, restaurants, and recreation within walking or biking distance" as the second-most-selected way to reduce congestion and

improve air quality (37%), proximity to shops recurred in the Question 10 Survey responses, and the connected, walkable neighborhood was the top-ranked ideal (56%). He reiterated the County's adopted Vision Statement, stating "targeted development is accommodated in suburban areas to increase employment opportunities and reduce commute times", yet the existing tools for locating daily goods, services, and local jobs near homes are coarse-grained, and commercial is steered to section-line "activity nodes," and the Traditional Neighborhood Development provision requires forty contiguous acres under single ownership. The fine-grained places, the corner store, the café, the live-work unit within a five-minute walk, are largely absent.

Motion # 34 Miami-Dade County shall amend the Land Use Element to authorize small-scale, neighborhood-serving commercial and live-work uses by right within specific Residential Communities, subject to objective standards governing use size, frontage, and parking, so that daily goods, services, and local employment are available within walking distance of homes. The County shall adopt implementing standards by December 31, 2028.

Mover: DeMayo; Second: Jonaitis; passed unanimously 12-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Absent
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Absent
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent

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United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. DeMayo presented **Motion # 35 Public Right-of-Way Design for Missing Middle Corridors**. He stated that it carries the streetscape ambition of the County's CHD-1F policy (a 2014 deadline) into operative form. It is supported by the public's two strongest healthy-living priorities, planting trees and using cool materials to lower temperatures (72%) and developing walkable, mixed-use, transit-served neighborhoods (54%), and by the 56% who chose the front-porch, walkable community as their ideal. Continuous sidewalks and protected bicycle facilities on these corridors are also the most direct remedy for the County's pedestrian-safety record. These corridors are the public-realm complement to the missing-middle and mile/half-mile density measures the task force has already adopted.

Motion # 35: Miami-Dade County shall design and program the public rights-of-way along the half-mile plat-line corridors designated for increased residential density to carry continuous sidewalks, street trees, and bicycle facilities sufficient to support that density. The County shall coordinate this right-of-way design with the Miami-Dade County Parks and Open Space Master Plan and with utility providers regarding the siting of street trees and utility infrastructure to minimize conflicts among the tree canopy, underground utilities, and overhead power lines. Where a continuous tree canopy is infeasible, the County shall provide shade through structures and alternative off-site plantings, consistent with its tree-canopy and extreme-heat objectives. The County shall adopt right-of-way design standards implementing this requirement by December 31, 2028.

Mover: DeMayo; Second: Jonaitis; passed unanimously 12-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Absent
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes

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Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Absent
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. DeMayo presented **Motion # 36 Rails to Trails**. He stated that the County should prioritize the creation of the complete Miami Loop and other rails to trails projects, especially along the CSX corridor.

Motion # 36: Recognize rails-to-trails in Policy TE-2B.

Mover: DeMayo; Second: Soria; passed unanimously 12-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Absent
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Absent
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes

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Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. DeMayo presented **Motion # 37 Dredge and Fill for Coastal Resilience,** which has 2 parts.

Motion # 37: (a) Resilience use. For purposes of implementing the Back Bay Study, The CDMP shall authorize dredging and filling within coastal and estuarine waters only where the activity implements a regional storm-surge protection feature identified in the U.S. Army Corps of Engineers Miami-Dade Back Bay Coastal Storm Risk Management Feasibility Study, or in a successor or comparable federal coastal storm-risk management study, and is designed as nature-based green infrastructure, living shorelines, restored coastal natural areas, mangrove and dune systems, or reef structures. Any such feature shall be conveyed to and held in public ownership, and its creation shall confer no additional development right, density, intensity, floor area, setback relief, lot area, or buildable area on any adjacent upland. (b) Land-creation prohibition. Consistent with the Coastal Management Element's existing protections of coastal and estuarine waters, the CDMP shall make explicit that dredging or filling of coastal or estuarine waters as it relates to the Back Bay Study, or successor, shall not be authorized as a means of creating new developable land, expanding developable land area, or accommodating new residential or non-residential building capacity.

Mover: DeMayo; Second: Leidner; passed unanimously 12-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Absent
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	

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Everglades Foundation	Elizabeth Fata Carpenter	Absent
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Mr. DeMayo presented **Motion # 38 Urban Heat Island,** which has 2 parts. He mentioned that survey respondents asked for extreme heat to be addressed. Mr. Leidner asked if the County has control over road surfacing. Ms. Brown mentioned the CDMP policies related to urban heat mitigation, such as preserving green spaces and tree canopy along streets. Mr. Bercow mentioned the Extreme Heat Action Plan, and that he is not comfortable adding reference to it in the CDMP.

Motion # 38 – (a) Miami-Dade County shall amend Policy LU-10I from its current hortatory form ("shall consider strategies... which may include") to require urban-heat-island reduction measures, including tree-canopy protection and expansion toward the County's adopted 30 percent canopy target by 2030, high-albedo and permeable surfaces, and cool roofs and streets, in County projects, and shall establish incentives for their use in private development. (b) Miami-Dade County further supports incorporating the Extreme Heat Action Plan (2022) and the Climate Action Strategy (2021) into the Community Health and Design Element as a binding policy, and shall adopt implementing measures for heat resilience and green infrastructure by December 31, 2028.

Mover: DeMayo; Second: Grossenbacher; passed 11-1 (see vote count below)

1000 Friends of Florida	Paul Owens	Absent
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	No
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes

DRAFT

Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Absent
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Ms. Brown called on Task Force Member Greer to present recommendations. Ms. Greer urged the task force to consider the recommendations of Homestead Air Reserve Base (HARB). She mentioned the Air Installation Compatible Use Zone (AICUZ) Program guidance provided on noise contours, accident potential zones, and compatible land uses making it the primary planning tool for protecting both public safety and military operations. HARB is a critical national defense asset and economic driver. Ensuring compatible surrounding land uses directly supports mission sustainment, readiness, and future federal investment. She closed by stating that consistent with existing County commitments, aligns with prior County actions and ensures local regulations reflect current conditions, updated studies, and evolving mission needs at HARB. **Ms. Greer made Motion # 39, which has 3 parts.**

Motion # 39 - (a) Amend AV-5E to remove the reference to the 2007 Air Installation Compatible Use Zones Study and instead reflect the most current version. (b) Amend LU-4H to update Article XXXV (Homestead Air Reserve Base Zoning) of the County Code to reflect and include most recent AICUZ recommendations. (c) Amend LU-13H to include the South Florida Military Installation Resilience Review.

Mover: Greer; Second: Soria; passed unanimously 12-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Absent
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent

DRAFT

Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	
Everglades Foundation	Elizabeth Fata Carpenter	Absent
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Ms. Brown called on all EAR Task Force Members to present recommendations, or to present a motion to incorporate all Task Force recommendations into a report. Mr. Osceola made

Motion # 40 – Authorize Regulatory and Economic Resources to incorporate all Evaluation and Appraisal Report (EAR) Task Force recommendations into a report, and to correct any scrivener's errors.

Mover: Osceola; Second: Fata-Carpenter; passed unanimously 13-0 (see vote count below)

1000 Friends of Florida	Paul Owens	Absent
Sierra Club	Steven Leidner	Yes
Agricultural Practices Advisory Board	Lucia Soria	Yes
Redland Citizens Association	Martin Motes	Absent
Miami-Dade Limestone Products Association	Kerri Barsh	Yes
Builders Association of South Florida	Jeff Bercow	Yes
Latin Builders Association	Pedro Portella	Absent
Dade County Farm Bureau	David Torbert	Yes
Latin American Business Association	William J Delgado	Absent
Urban Land Institute (Southeast Florida/Caribbean)	Tom Roth	Yes
Friends of the Everglades	Lauren Jonaitis	Yes
Miccosukee Tribe of Florida	Curtis Osceola	Yes
Miami Waterkeeper	Craig Grossenbacher	Yes
Miami Homes for All	Annie Lord	Absent
Miami-Dade Beacon Council	Ilona Vega	Absent
Miami-Dade Chamber of Commerce	(vacant)	

DRAFT

Everglades Foundation	Elizabeth Fata Carpenter	Yes
The Nature Conservancy	Christianah Oyenuga	Yes
Miami Association of Realtors	Danielle Blake	Absent
American Institute of Architects (Local Chapter)	Aaron DeMayo	Yes
Laborers' International Union of North America (Local Chapter)	David Rutledge	Absent
South Florida AFL-CIO	Jeffrey Mitchell	Absent
United Way Miami	Norie del Valle	Absent
South Dade Chamber of Commerce	Lisa Greer	Yes

Closing

Ms. Brown thanked the Task Force members for their service.

Adjourn

The meeting was adjourned at 5:05 p.m.

DRAFT

Attachment D: Public Outreach Summary

Miami-Dade County

Comprehensive Development Master Plan

Evaluation & Appraisal Report



Public Outreach Summary

Introduction

Every seven years, the Comprehensive Development Master Plan (CDMP) is reviewed and updated in accordance with Chapter 163, Florida Statutes. This process, known as the Evaluation and Appraisal Report (EAR), evaluates the County's progress in achieving the goals, objectives, and policies of the CDMP and identifies recommended updates. Public input is a critical component of the EAR process, as the community's vision helps shape the long-term future of the County. To gather this input, various outreach activities were used, but the two primary methods were public workshops and an online survey.

The Miami-Dade County Regulatory and Economic Resources Department, Planning Division, hosted six public workshops across the County on various evenings during January, February, and March 2026. In addition, a daytime workshop was held on March 17, 2026, in the lobby of the Stephen P. Clark Government Center in conjunction with a public hearing of the Board of County Commissioners. Staff from multiple County departments assisted to provide interdisciplinary coordination and technical input. The Planning Division also administered a 13-question online survey consisting of multiple-choice and open-ended questions to capture public perspectives on the future of the County. The survey was available from January 13, 2026, through April 3, 2026.

In advance of the workshops and survey release, Planning staff conducted outreach activities at Baynanza and all Adopt-a-Tree events in 2025 to generate public interest in participation in the EAR project. These well-attended events provided Planning staff with an opportunity to educate the public on the CDMP, its purpose, and its importance to the County. Many people visited the information booths Planning Staff established at those events, and 79 of those signed up to receive email notifications about the workshops, the survey, and the meetings of the Mayor's EAR Task Force. In addition, the County extensively utilized social media platforms, including Facebook, X, and Instagram, to increase awareness of the workshops and the online survey. Planning staff also contacted the representatives of all 4,329 registered homeowners' and community associations and made outreach to advocacy organizations and interest groups to get participation in the workshops and survey. Public comments were also accepted by email (see Appendix A).



Typical Information Booth at Baynanza and Adopt-A-Tree 2025



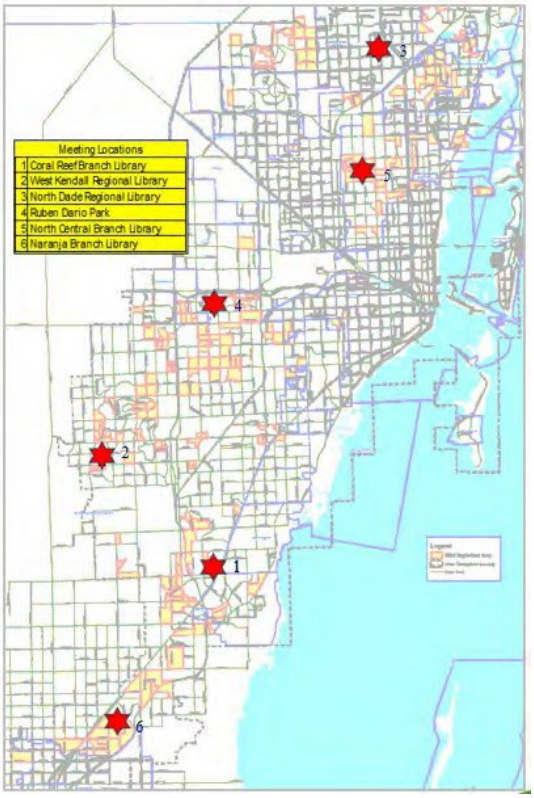
Selected social media posts

Workshops

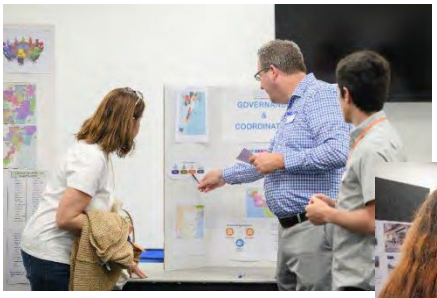
The below images show the flyer used to promote the workshops, which was also translated into Spanish and Haitian Creole. Also below is a map showing the general locations of each workshop. These events provided:

- An overview of the CDMP and the EAR process.
- Opportunities for residents to share input on how the County should grow and evolve.
- Interactive discussions with planning staff and subject-matter experts.





The workshops were conducted in an open-house format, allowing participants to engage directly with staff, ask questions, and review information related to Land Use and Urban Form; Infrastructure; Environment, Resilience & Quality of Life; and Governance & Coordination. Attendees were encouraged to provide written comments to ensure their input was documented and incorporated into the EAR process. In addition to the six workshops noted in the flyer, a seventh workshop was held at the Stephen P. Clark Center lobby on March 17, 2026 from 9 a.m. to 2 p.m. A total of 107 people visited the workshops, and they filled out 157 comment cards. Comments received at the public workshops are included Appendix B of document.









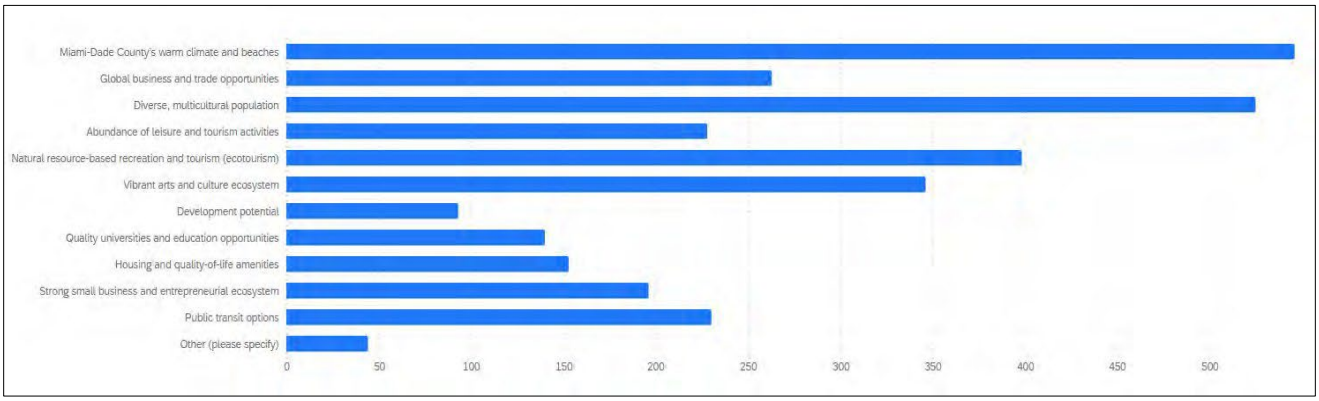
Images from Workshops

Survey Responses

The County posted the public survey for the EAR on its website and provided links via email and social media, and it provided flyers with QR codes to the public. The survey's 13 questions had been discussed during the December 11, 2026, Evaluation and Appraisal Report Task Force Meeting, and the online survey was launched on January 13, 2026, and was available until April 3, 2026. Many questions asked participants to select answers from provided lists, but all questions provided space for participants to add comments or provide an answer choice that was not on the list. There was a total of 892 completed survey responses. Below are each question and their responses:

Question 1. What do you consider to be Miami-Dade County's greatest opportunities? Select up to four opportunities.

Selected Answers in bar chart format:



Selected Answers by percentage and count:

Miami-Dade County's warm climate and beaches	61%	546
Global business and trade opportunities	29%	263
Diverse, multicultural population	58%	525
Abundance of leisure and tourism activities	25%	228
Natural resource-based recreation and tourism (ecotourism)	44%	398
Vibrant arts and culture ecosystem	38%	346
Development potential	10%	93
Quality universities and education opportunities	16%	140
Housing and quality-of-life amenities	17%	153
Strong small business and entrepreneurial ecosystem	22%	196
Public transit options	25%	230
Other (please specify)	5%	44

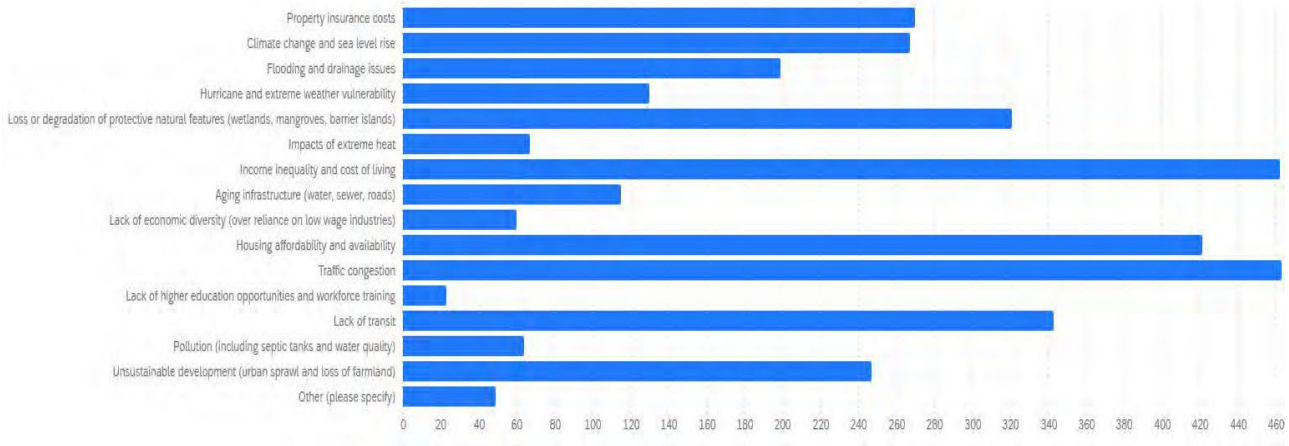
Statements to accompany the selection of "Other" and general comments on this question (in alphabetical order):

A more human like city
additional marinas and boat ramps
Agriculture
Close access to all services, medical and all others
Coastal protection due to Sea Level Rise, need to adopt "preferred alternative" for innovative concrete hybrid solutions for seawalls and shorelines to protect our Ecosystem and EcoTourism. Need to protect & encourage private sector technology to do this promptly
develop and deploy ways to adapt to climate change and sea level rise for rest of USA
Enough over development! It's housing no one can afford and it's destroying countless ecosystems in the process
Expand metro transit
Expanding the development boundary to provide the land supply necessary for lower cost residential projects and regional employment centers.
FADO!!!

Farming
Farming and agriculture. The same industry that previously was the economic engine of the area.
Food and restaurant scene
Green Spaces
Greenery
Highlight the two National Parks that forces us to be more resilient
Hype / brand (i.e., the broad public perception, whether substantiated or not, that Miami is a cool, happening, growing, low-tax, sexy place to be)
I hate it here. Wish I could leave but my family won't. Make it walkable and give us transportation and then I'll change my mind
It is offensive you included Public Transit on this list
Lush beautiful natural habitats
MDAS funding
MDC has a unique identity, and appreciate the ease of access / travel with MIA
More bike lanes and running spots.
More green spaces, third spaces, the ability to easily open businesses, a more cultural European feel
more sidewalks/trails
Moving the development boundary to build new business and residential centers
Need improvement in allllllll areas
New Element in the CDMP - Arts, Culture, and the Creative Economy. Public Art through out Miami - Dade including all municipalities on govt and mixed-use development projects.
Our natural ecosystems
Our position as a high profile international city, which will be impacted significantly by changes in weather patterns and rising seas. We have an amazing opportunity to set the pace for a resilient city dealing with future challenges.
Peruvian cuisine
public educational divide
Renowned healthcare district
Rich early history
Road Infrastructure
Strategic expansion of the development boundary to allow for new regional business centers.
Tax structure
The fact that you put public transit is a joke. Miami is the only major city without a real rail system. Even though we've been paying for it for decades.
The greatest opportunity lies in moving the Urban Development Boundary to create jobs, affordable housing, and reverse commuting
The Redlands
The Redlands
This question is poorly worded. What do you mean by "opportunity" an existing asset or something that can/should be achieved/retained?
What is a culture ecosystem? Food trucks ? I don't see corruption on the list

Question 2. What do you consider to be Miami-Dade County's greatest obstacles that the County will face over the next 10-20 years? Select up to four obstacles.

Selected Answers in bar chart format:



Selected Answers by percentage and count:

Property insurance costs	30%	270
Climate change and sea level rise	30%	267
Flooding and drainage issues	22%	199
Hurricane and extreme weather vulnerability	14%	130
Loss or degradation of protective natural features (wetlands, mangroves, barrier islands)	36%	321
Impacts of extreme heat	7%	67
Income inequality and cost of living	51%	462
Aging infrastructure (water, sewer, roads)	13%	115
Lack of economic diversity (over reliance on low wage industries)	7%	60
Housing affordability and availability	47%	421
Traffic congestion	51%	463
Lack of higher education opportunities and workforce training	3%	23
Lack of transit	38%	343
Pollution (including septic tanks and water quality)	7%	64
Unsustainable development (urban sprawl and loss of farmland)	27%	247
Other (please specify)	5%	49

Statements to accompany the selection of "Other" and general comments on this question (in alphabetical order):

ALL OF THE ABOVE
All of the above. Emphasis on lack of transportation
All of the above. Impossible to choose just 4
All of these
ALL of these. You know 4 options is not enough!
Artificial Land Scarcity and Stagnant Planning Boundaries: The rigid maintenance of the current UDB is our biggest obstacle. It has created a supply side housing crisis that fuels record high rents and forces a hub and spoke traffic model.

Artificially limited land supply that drives up property values and creates traffic bottlenecks.
barriers to small business at the level of county and city permitting
Corruption
County workers need to be paid higher salaries to compensate for the cost of living. You take care of your employees they will take care of the County.
English is no longer the primary language spoken here
Every single one choice needs to be addressed.
Excess waste generation
Expanding the UDB to create business hubs would encourage reverse commutes and lessen traffic congestion
FAFO!!!
Fraud
High property taxes
High Property Taxes
High property taxes
High rent, no regulations around rental costs. Protect the younger generations.
Hype / brand (i.e., the same perception that Miami is the place to be is drawing billionaires and millionaires who aren't necessarily investing in local industry, workforce, or infrastructure)
I really hope we can improve our transportation infrastructure so as to avoid all the traffic issues we face.
Inaccessible parking options/ predatory parking systems
Increasing surveillance state, lack of police oversight, political favoritism used to silence and harass
Influx of additional new residents
Irresponsible AND unsustainable development
Lack of metro rail extension (e.g., through US-1, etc.) and lack of highway extension (e.g., through Krome Ave, etc.), Cost of living
Lack of parks and walkways
Lack of sufficient utilities like clean water, power, etc
Lack of third spaces, lack of green spaces and insane traffic
Lack of waterfront opportunities
Leftist Mayor
little or no single family housing supply.
lost of historic and cultural resources
Miami Dade County employees should be paid more to compensate for cost of living. Our goal as employees is to provide excellent customer service every day and we do!
Miami’s greatest obstacles are its lack to care about its locals. The city does a poor job at maintaining historic sites and buildings. They care more about upperclass tourist, and don’t care to help the very people who build this city. Everything is ridiculously expensive, and made out to be a cash grab. The city only pretends to care about public Transportation because the only areas with decent public transit are “luxury” neighborhoods. For a city that has grown and change so much to be considered the “Manhattan of the south”, at the very least we could have a metro rail from East to west and real sidewalks.
Over development
over regulation of Condominiums causing excessive costs for lower income households.
Parking
Poor management by county
Poor road conditions - potholes, non-optimized traffic lights

Property Taxes

Raise salaries
restrictions on land use that cause property prices to skyrocket and limit the construction of homes for the working class
Restrictive land boundaries that drive up home prices and cause traffic gridlock
Road pot holes
Tech and Manufacturing Development
TOO MANY PEOPLE NOT ENOUGH ROADS/SCHOOLS/HOSPITALS/AFFORDABLE HOUSING
Too much building up.no commute options...need to stop building if not working on these solutions. It affects all businesses because our employees don't want to drive.

Question 3. Our vision for growth through 2040 includes:

- **Directing growth into mixed-use urban centers that are walkable, connected by premium transit corridors and less vulnerable to the impacts of storms and sea level rise**
- **Increasing employment opportunities in suburban areas to reduce commute times**
- **Maintaining growth boundaries that protect environmentally sensitive areas and continuing to support agricultural land**
- **Directing our growth through resilient land use patterns and ensuring that the infrastructure and services that support our growth are also resilient to shocks and stresses**

Do you agree or disagree with these statements, and do you have any comments about the statements?

Selected Answers in bar chart format:



Selected Answers by percentage and count:

I fully agree	57%	483
I fully disagree	4%	36
I would suggest adding the following:	26%	217
I would suggest deleting the following:	4%	35
Comments:	9%	73

Responses for “I would suggest adding the following:” (in alphabetical order):

'- Improving house affordability

The Urban Development Boundary are far too lax. These boundaries are here to prioritize opportunities for business and the economic state for our constituents. I can see great potential for job opportunities and growth but not for it to be wasted. allowing corporations like Kelly Tractors the ability to take over protected wetlands and to know just some of the project plans include 582 parking spots for transloading, this is an abysmally low-value use case for filling wetlands and easing the rules on the UDB. The mere allowance of applicants seeking to build outside the UDB seems to contradict everything. Projects like these need urgent review and reconsideration entirely. It contradictory designation of Urban Expansion Areas that contain natural resources and assets designated for protection and conservation. Florida deserves to thrive as a rich and flowing economic state but not at the expense of a corporation requesting to obliterate protected lands. Miami Dade has been far too lax with allowing these applications to even make it this far don't be so lax with relinquishing lands that serve the community in lieu for parking sports and a business that won't be shovel ready for the next 10-15yrs.
(1) Straighten the UDB, (2) strengthen UDB rules so it's harder to move; and (3) update zoning codes to allow more industrial and agricultural uses INSIDE the UDB and in proximity to urban centers with the goal of removing barriers to innovative industries
1. Leveraging data, AI, and smart technologies to guide growth through real-time analytics, scenario modeling, and performance-based planning to improve land use decisions, infrastructure investments, and service delivery. 2. Aligning AI and data center development with climate and resilience goals by encouraging energy-efficient design, on-site renewable energy, heat recovery, and water reuse systems. 3. Supporting economic diversification and innovation by aligning land use and infrastructure investments with emerging industries, remote work trends, and local entrepreneurship.
A bit more emphasis on protecting the environment, especially the Everglades and mangroves and our water systems. We need heavier focus on this.
A focus on affordable-housing development and securities.
A focus on protecting current natural land and expanding the canopy by preserving more
a more diversified and comprehensive and direct approach to the traffic congestion problem
Achieve zero greenhouse gas emissions and double carbon sequestration from business as usual. â–¡ Protect, conserve, restore, enhance, and manage biodiversity within the county â–¡ Provide significant economic benefits in the form of measurable ecosystem services, co-benefits, and livelihoods. â–¡ Address climate and biodiversity injustices, amplify the power of communities and increase the equitable distribution of climate and biodiversity investments.
Active CONSERVATION (not just protection) and preservation OF NATURAL HABITATS/RESOURCES
Actual affordable places to live
adaptation to climate change and sea level rise
add bike lanes!!!
Add more goals that support the preservations of our natural ecosystems
Adding affordable housing
Adding affordable housing so people can actually afford to live here
Adding features to help attract and keep native wildlife through thoughtful landscaping
Adding in affordable housing cost. There is a rapid tourism happening in Miami. Wealthy investors keep building high rise, luxury apartments. And pushing locals out because they can not afford those prices. Gentrification of neighborhoods without keeping locals in mind. And further pushing them from what they call home. Brickell. Why wood. Coconut grove. MOMO. Overtown. When in reality developments should be happening with locals in mind. To upgrade the area WITHOUT pushing them out.
Adding more public transit

Adding more routes for the metrorail
Adding public transport that is fast safe and accessible by foot
Adding trees to the top of buildings/houses to help with heat and more work from home opportunities to reduce traffic
adding waterfront recreational opportunities
Address traffic congestion

addressing the wage inequality in the county, so the people who live and work here can afford the "affordable/mixed-use" housing..
Adress how unfordable housing is not only through low income housing programs as they have strictnincome requirements and also are not readily available
Affordability for everyone. Rent control. Allowing people the opportunity to be homeowners without having to increase their commute by an hour +. Decongesting the palmetto. Worrying less about transplants and tourism and more about the local community.
Affordable housing
Affordable housing
Affordable housing
Affordable housing for Florida natives that have been residents for over ten years
Affordable housing is much needed amidst glossy towers for milliners
Affordable senior housing
Agree, Public transportation that heads east to west, plenty of latex down tracks that can be used for public transportation, and add more green spaces, native trees and plants, miami isn't miami with out their plants, help with small businesses
agriculture. Preserve and expand agriculture capacity. Educate on and open up community gardens. Thru partnerships, expand the education of 'food forests' via individual or community gardens. Block HOA, zoning, or other regulations that limit or prohibit native landscaping and food gardening on residential property. Our climate promotes year-round sustainable food sourcing; let's make it feasible to grow food locally.
Allow development in UEA 2, to allow a fully planned large scale development address many of the above issues.
An emphasis should be made on increasing density rather than promoting sprawl
Banning development that hurts the Everglades and our delicate ecosystem
Baywalk - Riverwalk completion
Benefits for Florida residents over out of state residents
Better schools and oppurtunities for students. Jobs are fine, well paying jobs with educated personnel is better
Better trains in north
Better transit corridor and connectivity. From trains to buses to even water taxi when going to the beach. There needs to be a focus on green canopy and plant density
Better transportation that is affordable
caring A LOT more about public transportation
Climate adaptation
commit to decreasing income gaps and increasing diverse incomes
Commute times can also minimize if there was more protected bike lanes and trains
Conservation efforts and accountable architects when developing ancestral land
Converting the land on arterials streets to "Missing Middle Housing" zoning. Those streets should already have water and sewer lines so it would be easier to build that kind of housing there. This would be really good along Coral Way west of the Turnpike.
Cost of living, affordability
cost to live in Miami-Dade
Covenants and protections to defend natural areas such as everglades and other natural systems that protect us and replenish water
Create better transit commuting systems. Make them affordable, drastically reducing reliance on cars.

Creating a genuine zero waste master plan

Creating affordability for our local community in housing
creating an environment that attracts and encourages small businesses across retail, manufacturing, maritime, technology and other markets successful small businesses can drive major economic benefits.
creating county remote offices for those living in the suburbs to work from instead of commuting all the way to downtown.
develop more public transit options especially in the suburbs connection west part of Miami-Dade to the East. Maybe even starting rail options again as there are railroad tracks still there.
Developing public transportation options
education
Encourage growth near transit
End development and stop letting more people move here
Enhancing road safety through better traffic management, stricter enforcement of driving laws, and infrastructure designed to protect all road users
Ensure that historically underinvested and predominantly Black communities such as Liberty City, Overtown, Brownsville, Opa-locka, and Allapattah receive equitable infrastructure investment, transit access, climate resilience upgrades, housing protections, and economic development opportunities comparable to areas like Aventura, Brickell, Downtown, and Miami Beach. Growth strategies should prioritize closing long-standing racial and geographic investment gaps while preventing displacement of long-term residents.
Ensuring housing is secured for residents of Miami-Dade over foreigners
Ensuring the city is working in service of the residents and fiercely eliminating corruption in the govt, especially including waivers, laws, and business that greatly favors developers over reindents.
Expand metrorail
Expanding commercial real estate zoning options for small business
Expanding mass transit to wynwood, edgewater, Miami Beach
Expanding metro rail
Expanding the metro and prioritizing public transportation
expanding the metrorail and other modes of public transportation
Expanding train transit systems west
expansion of mass transit options and investment in infrastructure such as roads, water & sewer, stormwater, parks, etc.
Expansion of metro rail transit lines to the west
Exploring infrastructure plans that timely progress and are feasible with urban sprawl to connect highly dense communities. More diverse industries for workers to receive training in. Miami is heavily reliant on hospitality and tourism, and I worry about displacement as these industries could automate to change delivery of experience for wealthier residents and visitors.
Extend reliable, public transit to high density suburban areas (like adding a metrorail stop to Fontainebleau)
Extending the metrorail westward to focus less on automotive construction and creating as much shade as possible on sidewalks and pedestrian corridors even if mechanically provided.
Fix the cost of living and housing crisis. Rent is extremely high major cities like Miami need a rent control and stabilization
Fixing traffic congestion.
Focus on a better education system for our children.
Focus on how we are going to tackle hurricane and FLOODING issues, and losing electricity

focus on protecting our water supply by protecting the Everglades and surrounding wetlands

Focus on using what's already there and making it the best for the people instead of making more for more profit.
Focusing on unincorporated areas of growth
Getting rid of fraud and scammers. This city isn't going to grow unit city spending, waste and fraud is dealt with.
Higher salaries for government employees
Housing affordability. Maintaining cultural and linguistic diversity.
Housing and affordability
Housing and rent are too high for a single being. Help lower housing and renting costs, if not, help us with increasing salaries in Miami Dade.
Housing of affordability and availability
hybrid work settings to decrease traffic, improve air quality and population frustration due to heavy traffic
I fully agree but would add strengthening the UDB and otherwise avoiding loss of farm AND industrial land. To this end, you might allow more industrial uses in mixed use areas and urban farming.
I fully agree with the statements, but I believe that we also need to connect these transit corridors (specifically the metrorail) to suburban areas such as Homestead and Southern Miami-Dade County, West Kendall, and Western Miami-Dade County (Neighborhoods surrounding FIU). Additionally we need to reflect our County's unique cultural diversity in our new developments by adjusting the architectural plans of these new developments. I have seen Miami-Dade County lose its visual cultural identity as more and more Modern buildings replace historic Art Deco buildings. I believe these new developments must reflect the Art Deco architecture that made Miami famous in the first place and incorporate more Cuban and Caribbean Architecture to reflect the diaspora that call this beautiful city home.
I fully agree, but would add public rail transit throughout Miami-Dade. The development of career opportunities through-out Miami-Dade is feasible, but will never balance against the opportunities that exist and will continue to increase in East Miami-Dade (take other major city histories as an example). There needs to be a train system connecting West Miami-Dade (where congestion starts) to East Miami-Dade, equivalent to transit systems in other major cities in the world.
I would address the housing affordability and availability
I would also suggest increasing public transit availability
I would explicitly mention engaging in both small and large scale projects to transition to more circular economies to reduce waste production and engage communities.
I would suggest, including something about maintaining and expanding our existing tree canopy to manage extreme heat and make the city more walkable, breakable, and generally more enjoyable to be outdoors
implementing a continuous network of bicycle/mobility lanes
improvement to existing and continued expansion of stormwater, water, and sewer infrastructure
Improving and adding more transit availability
Improving infrastructure to accommodate increased traffic due to overdevelopment
Improving public transit
Improving transit options and congestions issues
Include the type of employment opportunities in suburban areas for all levels of education and language barriers.
Including affordable housing and public transportation
incorporating rail
Increase accessibility to transit. Expanding the METRO

increase employment opportunities in urban areas as well
Increase housing affordability for Floridians by creating a rent cap and preventing monopoly companies to landlord the housing market.
Increase pay for County workers in order to compensate for the cost of living.

Increase public transportation, including trains to aid those that live in suburban areas.
Increase the investment to create more parks and areas when the public can enjoy meeting other people. More open spaces and less buildings
Increasing green spaces in our urban and suburban areas.
Increasing the amount of Green spaces to promote healthier living
Increasing the presence of transit resources (metro). Increasing salary in accordance of cost of living. Decreasing the cost of insurance
Integration of nature-based solutions to adapt to extreme heat and flooding.
invest in schools in development areas
Investing in our lower income and diverse communities by directly giving them more economic opportunity. Less investments of transplanting global powerhouse companies into our city, when our neighbors are being kicked out due to unmanageable costs of living and lack of adequate job opportunities.
less development
Less development overall, decreasing living costs, and more nature,,(like in palmetto bay)
Less emphasis on “ultra luxury” housing development only affordable by non-Miami Dade residents
Less luxury developments
Less luxury developments and more normal income developments. More bike lanes and green spaces. Expanding environmental sensitive areas-we barely have mangroves and the flooding is horrible.
Let incorporated municipalities decide their own vision.
Limit development programs, especially those that push out long-time residents, harm surrounding nature and erase cultural history, such as what is happening in Coconut Grove. Please be considerate of locals.
limiting new housing in congested areas like downtown/brickell, edgewater, etc...
Lowering cost of living OR making sure salaries are higher + more funding for public education
Make affordable housing for seniors
Making buses routes better and making sure increase transits, Miami and the USA can’t be #1 without this infrastructure, we’re far behind Europe and Asia
Making it more affordable to live and having income reflect the same
Mass Transit
Miami-Dade must prioritize high-capacity east-west rapid transit. Our western communities deserve the same level of connectivity as our north-south corridor. We cannot continue to rely on highways alone. The County should accelerate a dedicated, rail-ready East-West corridor linking Kendall, FIU, Westchester, the Airport, and our urban core. Infrastructure must be resilient, elevated where necessary, and built to withstand storms and sea level rise. Transit investment must be paired with mixed-use development, job centers near stations, and safe pedestrian and bicycle access. This is how we reduce commute times, expand opportunity, and protect our environment. If we are serious about growth through 2040, we must build a transit system that moves people west to east as efficiently as it moves them north to south.
More emphasis on protection of natural and green spaces
more free community activities like parks, gardens, and free parking
More green (natural) energy/resources and recycling programs.
More hands on education to children about the natural world and environment.
More public transportation to create a more walkable environment and add more sidewalks

More transit. Less cars. From broward to homestead

MUST add protection of coastal infrastructure via living shorelines & seawall enhancements, need to protect coastal infrastructure with innovative technologies to support ecotourism & environmental conservation. Not mention of enhancements beyond leaving what is existing, because SLR continues, so must be inclusive of the dynamic environmental demands. Define nature-based technologies as a preferred alternative to support Miami's expansions
Nature-based infrastructure that solves for multiple urban-quality issues
Nature-inclusive designs and asset hardening technologies
No ai data centers, stop building townhouses, and don't waste money on those huge bus stops
not cluttering US1
Open bus lanes during rush hour. Extend the metrorail across the county, from Homestead to the Dade/Broward line. Improve east/west transit. Encourage business opportunities and growth in suburban areas.
Parar el desarrollo urbano excesivo y las construcciones mostruosas en las areas de downtown, brickell, Coconut grove, Coral Gables and US1.
Parking Spaces, Public Transportation
Pay County workers more money to compensate for the cost of living if you take care of your people the people will take care of you.
Permits difficult business development
Preserving already standing and historical homes and making sure affordable housing remains available to the working class
Preserving ecological areas such as the everglade fauna and flora
Preserving endangered ecosystems like the pine rock lands. Also ensuring that development does not endanger native species like the gopher tortoise, the burrowing owl and the marsh rabbit
Prioritize walking, biking and transit. De-emphasize automobile dependence. Concentrate on livable, mixed use neighborhoods that shorten trips. Plant street trees and restore tree canopy throughout the county.
Prioritizing nature-based solutions to address large-scale infrastructural issues, such as flooding and drainage, coastal resiliency, stormwater management, and urban heat islands.
Promoting nature integration
Promoting resilient landscapes within mixed-use growth areas through the use of native planting, expanded tree canopy, and nature-based stormwater systems that mitigate heat, absorb rainfall, and enhance environmental resilience
Property tax reduction
protect Miami ecosystem, ensure affordability for Miami natives
Protect the Urban development Boundary
Protecting the remaining pine rockland forest in Miami-Dade County is critical: it is a globally imperiled ecosystem, with less than 2% of its original extent remaining outside Everglades National Park. These forests help prevent species loss, support aquifer recharge, reduce urban heat, and strengthen resilience to sea-level rise.
Protecting the UDB and surrounding buffering areas
Protecting water supply against overdevelopment and potential data centers.
Protection of established communities from excessive development
Protection of natural ecosystems and state parks
Protection of our natural resources which serve as vital infrastructure providing clean fresh water, grow our agriculture food, protect our seafood
Providing affordable homes for native Miamians should be a priority as well.

Public Transit

Public transit
Public transportation that doesn’t just go to south Miami grove brickell downtown!! Traffic is unbearable and significantly reduces our quality of life. I have to pay $$$$$ to live in a walkable village that makes me happy but am being priced out
Public transportation trains
Raising wages and housing affordability
Reducing the impacts of extreme heat and reducing private automobile usage.
Regulating the interference and corruption between developers and city and county managers
Remediation of polluted areas and greater investment in protecting community members from air and water pollution.
Remove property tax
remove tolls for miami residents. Toll should be enforced on visitors who live outside of the county or city limits., provide better transportation opportunities rather than bulky busses that just add to congestion. Perhaps a train station that connects the suburbs to the city. Remove property taxes for residents of miami that have proven historyof living in miami for over 15 years.
Rent controlled housing
Responsible investments such as curing the diseases plaguing our orange industry
Restore and further protect our existing natural resources, while right sizing impact fees and associated impact cost of critical infrastructure burden toward new developments.
Restricting power of private developers and using land for more public spaces, particularly parks
revising affordable housing criteria to address the shortage of workforce housing
SCHOOLS,HOSPITALS,AFFORDABLE HOUSING OPTIONS,BETTER TRAFFIC PLANNING
shuttles to have more connections to transits
Something related to affordability and helping preserve community
Stop building
Stop building into farmland and every inch of greenspace
Stop developing homes!
Stop moving the Urban Boundary Line & Freeze it completely & Invest in better Public Transit
STOP OVER DEVELOPMENT
Strongly prioritize nature preservation and increasing canopy over development. Increase funding towards meeting canopy goals, mitigate tree removals, restore natural habitats, and coastal areas.
Supporting agricultural land with regenerative farming practices and supporting small family owned farms. More emphasis on water quality. More efficient governmental change management so projects move along faster.
Supporting growth that advantages the vibrant and diverse leisure, tourism and business opportunities through smart development and regulation provisions.
Sustainability, update infrastructure
Tackling affordability and overdevelopment
Tackling homeowner insurance, special assessment, and cost of living
The governing bodies of Miami have let themselves be bought by developers. As a born and raised Miamian, I will believe this when I see it. Right now, it is a garish playground for the rich that lacks identity in any form. I wish, every day, that I was raising my daughter in the Miami I grew up in. These ideas sound nice, but that's at the least end. I'm all for progress if it's done properly. Stop letting Miami get steamrolled by money grubbing developers.

There is lack of trust in you guys doing any of these

This statement is too large and does not indicate a prioritization. Every developer will claim their developement is walkable, etc... But it is not real. Need at actually put measurable metrics. Like 70% of new development will be mixed-use urban centers that are walkable, connected by premium transit corridors and less vulnerable to the impacts of storms and sea level rise. Define walkable. Define mix use.
To lead with a landscape-driven approach to sustainability. Green infrastructure and interconnected open spaces. Prioritizing the landscape improving quality of life.
Traffic flow and drainage
Traffic patterns
Transit Connections, and enough employment within suburban areas to support residents, without driving more growth into vulnerable low-lying areas.
transit to more rural areas such as the west part
Transporte publico y regulacian de algunos factores como la vivienda y el reciclaje
Unless you believe premium transit includes an actual rail system like every other city then it's not real. Busses sit in the same traffic as everyone else. It's a joke.
Update traffic signals to be optimized for timing. Fix potholes and poor road conditions. Build bus lanes to reduce traffic congestion.
Upzoning more of our low density zoning to allow for more walkable communities to flourish. We need to appropriately account for the cost of suburban sprawl. Housing that carries large infrastructure costs should be allocated those costs long term.
Using green infrastructure as a way to create comprehensive policy around climate change, public health, and mitigation of heat and flooding
Walkable cities, more farmers markets and all types of markets for people to make a living.
We also need to proyect our communities from gentrification whilst also uplifting the educational and economic outlooks for the folks within these targeted neighborhoods. And we need a hecknof a lot more Green Infrastructure.
We need a comprehensive pupbic transit solution bc it helps keep miami liveable affordable and accessible to all in our community. Remove the car centric mentality from our urban design. And before more development os permitted, fix these issues so new developement follows this new code.
We need affordable housing and lower cost of living or for our salaries to rise to match
while protecting established single-family residential districts or neighborhoods from the intrusion of excessive density, height, and traffic.
World Class Public transit
You should have every building that is build have a green garden on the roof to lower heat index. Many cities around the world do this. Also STOP PAINTING BUILDINGS BLACK AND GREY! All it does it attract heat. Keep developers out of Florida's natural ecosystem.

Responses for "I would suggest deleting the following:" (in alphabetical order):

about maintaining current growth boundaries. Our current boundaries are the biggest barrier to solving the housing crisis. We must be willing to shift the line to build enough homes to meet demand. Opening up this land allows for lower cost construction and gives us the space to bring jobs to the suburbs so residents can commute away from the city center.
All of them until you root out corruption
Better public transit in substitution of suburban jobs

Continuing to support agricultural land
Delete reference to UDB. It needs to be moved to help address housing supply and affordability.

deleting the point about maintaining growth boundaries. We must move the boundary to build more affordable homes. This allows for new jobs in the suburbs which helps traffic flow.
directing growth into mixed use urban centers, etc.
Directing growth through resilient and historic preservation or updating existing housing stock and helping homeowners develop additional units. Development is also bad for our landfills. Low growth development and high rate of repurposed building and housing stock.
Directing our growth through resilient lan use patterns and ensuring that the infrastructure and services that support our growth are also resilient to shocks and stresses. Last option is very vague, to much working with little meaning. Clarity is key!
Directing our growth through resilient land use patterns and ensuring that the infrastructure and services that support our growth are also resilient to shocks and stresses
Growth of mixed use urban centers as they are adding to miami's congestion and have not improved walkability
GROWTH: We do not need growth in numbers, or more urbanization. We need improvements in QUALITY of life and services
I suggest deleting the sentence about maintaining current growth boundaries. We need a flexible approach to our boundaries to fix the affordability crisis. Moving the line allows us to build the commercial centers needed for residents to work closer to home and travel against the usual flow of traffic.
Increase public transport- buses, metro movers , etc .
Increasing employment opportunities in suburban areas to reduce commute times
Increasing employment opportunities in suburban areas to reduce commute times
Increasing employment opportunities in suburban areas to reduce commute times. Employment spreading out makes it harder to implement efficient public transit.
Increasing employment opportunities in suburban areas to reduce commute times. We don't need commerce in suburban areas, we need better transit options so that suburbanites can get to more urban areas without a car.
Maintaining growth boundaries
"maintaining growth Boundaries"
Maintaining growth boundaries that protect environmentally sensitive areas and continuing to support agricultural land
Maintaining growth boundaries that protect environmentally sensitive areas and continuing to support agricultural land
Maintaining growth boundaries that protect environmentally sensitive areas and continuing to support agricultural land
Maintaining growth boundaries that protect environmentally sensitive areas. To actually achieve increased suburban employment, we must modernize our land use policies. A static UDB is the primary obstacle to building the hubs that would create a true reverse commute and provide a meaningful supply of affordable homes.
Mixed used urban centers get abused by developers to create pockets of ecosystems that are unsustainable
remove "protect environmentally sensitive areas". Accept the fact that the county has been fully developed. Protecting environmentally sensitive areas will only protect small pockets of already developed areas. It does nothing for the environment except create opportunities for illegal dumping, accumulation of transient individuals, etc.. Accept the fact that wetland mitigation credits are more available. Therefore, there is no need to hinder development within the county for the sake of protecting pockets of environmentally sensitive lands.
Stop growing and selling everything off to the highest bidder. We need to fix what we have to make it more resilient.

Stop reducing the fines on RER liens. We are a broke county . Stop rewarding people and illegal entities from the practice of not correcting violations and severely reducing liens that are settled with pennies on the dollar. I don't think anyone can correct the damage that has been done with respect to poor planning.
This county is pretty much ruined. Adding more people is not the answer. Believing developers and city planners is another mistake

Suburban (should be any all areas close to where people live)
Suburban employment growth
Support agricultural land
the last bullet point above
Walkable isn't reasonable...its too hot and we don't have the "walk" culture. Focus on figuring out how to get people to use public transportation, then consider walking. Definitely not a priority

Statements to accompany the selection of "Other" and general comments on this question (in alphabetical order):

"Directing our growth through resilient land use patterns and ensuring that the infrastructure and services that support our growth are also resilient to shocks and stresses" I would like a clear deffintion of what this means to you.
All of this needs to be revised
Business should allow remote work to minimized commute time and pollution
By directing growth to urban centers, we ignore the lack of public transportation into more income diverse areas
commute time can be reduce by working from home opportunities. The county should aloud working from home.
Creating new SFR opportunities in order to creating housing affordability through larger supply for the demand
Directing housing away from HOA/Condo communities. Twin homes may be a better use of land.
Doral is said to be walkable but there are sevral locations where sidewalks are non existent and many are forced to share the road with cars as pedestrians. This is unsafe. Canarias homeowners have been here for five years and have yet to be ableto have a walking path to city place.
Economic diversity that can bridge the gap between low wages and disparaging cost of living and more housing affordability and zoning over commercial developments
Enforce traffic laws and rules. This place had become a fury and crazy place to drive, completely unsafe
For Miami Dade Government employees to work remotely
forget about wasting time with developing suburban jobs: that is ridiculous! You have all this jargon in these directives, and what this city really needs is a reliable, fast, public transportation to the airport! Take Miami Beach: you have thousands and thousands of cars traveling from this most heavily touristed area to MIA: if even half of these people were able to take a public transport bus from a MIA transpo center at say 6th and Alon, something that cost $5 and left every 20 min on schedule 18 hrs/day, traffice would be noticeably improved
growth boundaries are antiquated and draconian. allowing live, work, and play development outside the urban line is what we need.
House affordability snd homeless is not addresses. It affects everyone in the community. More so the working people and homeless.
How realistic are these goals and do they align with the speed of growth?
I agree with these statements, but not really sure how you execute on them. Also, these statements, some of these are kind of subjective.
I agree, but the increase in multi level housing in South is beyond what the area and streets can handle
I do hope to see these goals reached in my lifetime.
I do not believe we are directing our growth in a way that benefits the environment or citizens.

I do strongly agree, but this nothing new. We allow developers to push their agenda without developing with the environment and the residents in mind. Build without fully considering the negative impact on our
shade trees and traffic. I am not anti-development, I am pro-development that is considerate, responsible, and works to foster a win for both sides. There is so much more I can say , but again, nothing new.

I mostly agree, but would also add focus on growing free use of green spaces for communities to gather. Parks with markets, beaches, places that are fun and easy to gather with community in the reach of public transportation. Not just restaurants and bars for gathering, but beautiful green spaces!
I see a lack of planning and a lack of oversight allowing developers to keep building dense residential centers without any regard for traffic congestion.
I think that improving the urban landscape in Miami, and mixed use, transit oriented development will improve quality of life for residents. Car dependency is robbing residents of time and resources
I would add to the resilient something related to flooding or changing water tables/intrusion.. There are going to be a lot of climatic factors we will face over the next 20 years and I think this plan needs to speak to how we can help address resilience related to the environment. Not just protecting ag lands, but improving stormwater mitigation, flooding, and planning for changing sea conditions.
I would focus on housing, cost of living, diminishing traffic and expanding eco friendly attractions we have the space
I would focus on trying to preserve the nature more than adding more infrastructure, adding more trains for a faster and more reliable transportation mode
I wouldnt choose those points as the main problems dade is facing. Since the pandemic the amount of transplants from other places have created a huge gap between income and cost of living. Essential workers like firefighters, nurses, and paramedics are struggling to keep afloat. The county doesn't give a mandatory cost of living adjustment. On top of flooding problems - which are directly caused by the destruction of our natural lands (mangroves), which initially was one of our main tools to prevent flooding. All in all, these are good points but I wouldn't say they're the most important
If you have a good transportation system, don't need urban centers, which people will travel out of anyway. Protect environmental boundaries. Encourage more trees and protections for them from aggressive vines, etc, People need to be responsible neighbors.
IMPROVE PUBLIC TRANSPORT INSTEAD OF BUILDING MORE HIGHWAYS
Increased density is a concern with infrastructure and lack thereof to deal with what is down south.
Increasing employment opportunities that provide sustainable living wages for residents
It's not the what that matters as much as the how you will do it.
keep the boundaries already set. protect the wetlands, that's where our water comes from.
Many areas in Miami are overcrowded and roads do not support additional development. However, this does not seem to be considered. The focus should be on developing other areas not as busy, where roads and transit permit proper development.
Miami Dade County should also be concerned with our rural areas such as the Redland.
Miami Dade is an Urban disaster period from total environmental loss (Whats left to enjoy?) to a gut wrenching congestion, over population and zero affordable options. Insurance is a ponzi scheme here and the only affordable housing options are stay put or sell and move to another state
Miami is already overcrowded in many areas. Limiting further growth in these areas is important as it is beckming impossible to drive.
missing discussion of housing availability and affordability, how miami will absorb or deal with pollution
mixed use walkable centers sounds good, but are directed to the wealthy residents. The rest of the county just wants to be able to cover their rent and needs a dramatic increase in supply to lower costs.
More affordable housing and more walkable areas cleaner cities more European style living!

More Metrorail is needed across the entire county. Creating jobs within suburban areas will cause traffic within those suburban areas and people won't like that. Even with developers trying to build apartments and mass housing in suburban family home areas.
more transit that's not just buses
Most of us want our suburban areas to stay suburban. Stop building wider roads and instead create dedicated bus lanes that offer express service to the rail and other significant destinations. Many of us refuse to take the bus because it adds time to our commute.
Need less "Signature Bridges" (btw $400M overbudget & yr 2021 end date now 2029) and MORE PUBLIC TRANSIT!

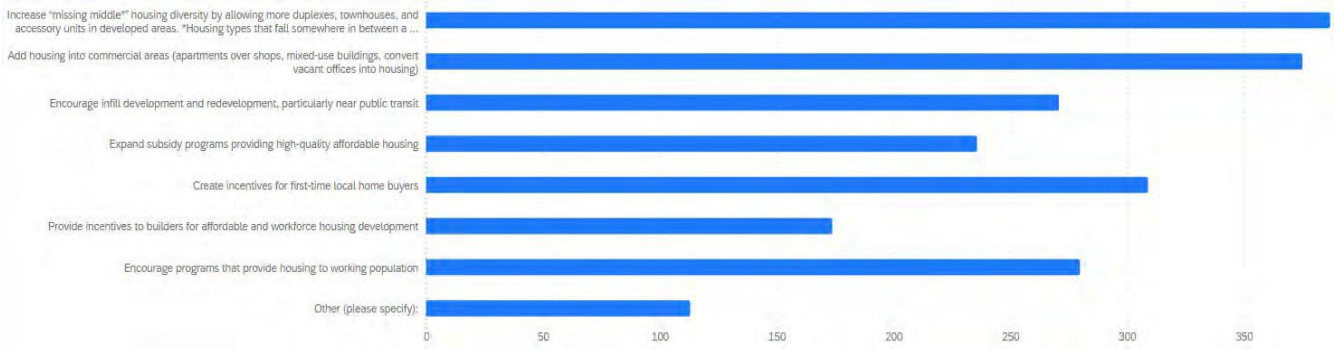
No more mixed use. Ugly, unaffordable, unsustainable
Prioritize the preservation and expansion of biodiverse green spaces using native plants, creating functional and enjoyable parks with seating, shade, and varied landscapes, while integrating bike lanes and pedestrian pathways to promote active, accessible, and environmentally resilient communities.
Protecting environment is crucial!
Revise agriculture text as farmers may want to sell their land - not farm it forever. Housing affordability is our biggest sour and balancing that with environmental impacts
Stop letting developers do whatever they want, please. We can't afford to live in luxury homes that look like dentist offices
Stop overdeveloping land for housing
Stop pushing boundary line in Redlands
Stop pushing the boundary line in the Redlands
Suburban areas are already being overdeveloped, ruining their appeal. County should incentivize companies to allow work from home to reduce traffic congestion. Stop flooding suburban areas with multi-family apartments.
The county does not care
The details are important...this is too general
The government shouldn't be directing growth. They should be building the infrastructure to allow for growth and keeping the bureaucracy and our taxes low. That will direct all the growth we need here.
The issue is the county is allowing for many buildings to go up. That adds to the traffic footprint, and there is nothing being done to address public transportation. These things need to go hand in hand. It is not about creating new jobs or new businesses.. The city has allowed this too happened, and now nobody can travel and get to their jobs. There are plenty of jobs and many people who are trying to hire.And the issue is that people don't want to drive because of the ridiculous traffic, lic
The lower income households are being displaced by the new "affordable" living projects that are being developed. It is clear that working class and lower income families will eventually be displaced out of south florida.
There are not enough mixed use urban centers that are affordable in miami dade, and there is no language regarding bike use, if we want to increase our resiliency we must also begin to normalize car free transportation and PROTECT the spaces where people bike and walk
There is no focus on infrastructure at all
There is no transit. The roads are overcrowded. There is poor infill usage. Developers have too significant an effect on the decisions of the county commission and the residents are not even an after thought.
There needs to be studies done before more residential development projects are approved. We are already extremely congested and our daily lives are being affected. Native Miamians have been pushed out of our county to areas such as Homestead and Florida city where there aren't many jobs for those with careers. At some point when does the building stop? At what point is developing in rural Redland no longer acceptable. Also most of the new development projects are being made for tourists and not residents. Continuing to build more resources in the Brickell downtown area is not for native Miamians. Also the bus system made for the 601 and 602 did not take into consideration the traffic it has caused for residents living west of the busway. This shouldv'e been a metrorail extension project.
These goals can only go so far until politicians are not bailed out for their clear crimes and receive no funding from private firms/developers/equities

This vision doesn’t address the future gaps highlighted in the previous question.
Too late. Development has already destroyed any chance of this vision
Walkable areas is a great idea
We are continuing vast development without the infrastructure in place to sustain it. We are losing agriculture lands rapidly.
we don’t need walkable areas. you need to increase transit in existing area. expand the metro rail, create affordable housing any one can access to that does have cut off on when you can apply.

We need reconsider the amount of development and make the city accessible to anyone, commuting or living within the city. Keeping in mind a more dense population due to development requires more access public spaces such as parks, recreational areas, PUBLIC parking(not this blue park private lot scammers)
What does resilient land use patterns mean exactly???
You need to build some public transit nothing else matters

Question 4. How should Miami-Dade improve housing affordability in future years? Select up to three.

Selected Answers in bar chart format:



Selected Answers by percentage and count:

Increase "missing middle*" housing diversity by allowing more duplexes, townhouses, and accessory units in developed areas. *Housing types that fall somewhere in between a single-family home and mid-rise apartment buildings – such as townhomes, duplexes, triplexes, fourplexes, courtyard clusters, and accessory dwelling units (ADU)."	47%	387
Add housing into commercial areas (apartments over shops, mixed-use buildings, convert vacant offices into housing)	46%	375
Encourage infill development and redevelopment, particularly near public transit	33%	271
Expand subsidy programs providing high-quality affordable housing	29%	236
Create incentives for first-time local home buyers	38%	309
Provide incentives to builders for affordable and workforce housing development	21%	174
Encourage programs that provide housing to working population	34%	280
Other (please specify):	14%	113

Statements to accompany the selection of "Other" and general comments on this question (in alphabetical order):

Acknowledge infill diversity without land use attorneys over using verbiage such as affordable housing that starts over $650k.
Affordability
All the above
Allow development in UEA 2.
Allow out of state buyers some discount on property taxes
Allow residnetial uses outside the urban boundary

Allowing accessory dwellings in single family lots

Already built out with unaffordable options
Become stricter on multifamily housing. This is the sole reason the traffic has become so bad
Broaden the development boundary to provide the land needed for large scale and lower cost residential projects.
Build up not out
consider expading Habitat for Humanity, or P3 type activities to encourage the quasi-public sector to increase their role in being affordable housing providers
Create affordable parking garages for multi-generational homes that do not have enough parking in their high-density housing complexes
Create more assistance programs for county employees and the working class. We cant keep our own staff living where they serve. Too expensive
create more single family homes for families
Creating more jobs / industry incentives in west and south Dade
De-centralizing work centers, reduce new constructions.
Dejar de construir edificios de precios tan altos que solo los ricos pueden acceder a comprarlos.
Develop areas that are not as busy as the ones where development has been focused on for the last 15-20 years.
Develop multifamily units that are suitable for families throughout their lifecycle (not just 2/2, 800 sf).
Disincentivize retention of vacant homes (investment properties, 2nd/vacation homes) by nonresidents, especially in urban centers. Disincentivize corporate acquisition of affordable homes
Do not let outsiders move to Florida
Do not sacrifice our natural resources under the guys of affordable housing.
Don’t allow corporations to buy starter homes.
Eliminate property taxes after purchase.
encourage housing in the urban core, near transit and employment centers, away from sensitive forested areas, agricultural lands and established neighborhoods.
End code enforcement harassment.
Ensure “affordable” is connected to to a specific AMI that is 60% and below of the AMI, thus serving the most vulnerable
Establishing rent control and tenant rights.
Expand or fix existing road infrastructure
Expand the public rail line
Expand the supply of housing to bring the cost down by expanding the UDB
expand the urban boundary to increase inventory and specifically for single family homes
Expand UDB systemically over next 20 years
Find ways to reduce mortage rate lock in so people continue to move.
Fix the Insurance CRISIS! Get the leaders of this state to stand up to insurers. Stop building, the years this county had to develop vertically they developed horizontally with zero long term plans
Have companies pay what it actually takes to pay rent here
higher quality infrastructure that withstands our weather for many years.
Historic preservation of existing housing stock and buildings. Renovation and repurposing of existing commercial spaces.

I cannot believe how much you all are missing the actual cause of our housing crisis! Consider that on my 600 sq ft 1 bedroom rental unit, I am being taxed at $4000/year from the city of miami beach, and on top of that, you are allowing insurance companies to run wild: we were just required to pay $60,000 to replace our roof, in order to keep our wind policy : this was because our roof was 'older than 15 years" and in excellent condition because we maintain it that way. So in order for anyone to be able to buy or sell a unit in our complex, we must keep this wind policy, which will only ever cover the roof! (as windows blowing out are only covered by an owner's policy on their unit): so we pay $10,000 year for a wind policy to cover a $60k roof, plus the cost of that roof every 15 hrs: this is $210,000 split over 15 years just for our roof and wind policy combined! THAT is why rents are high! WAKE UP!!!!!!!!!!! You all are letting this happen!!!!
i do not approve of continuing to do mass projects of housing. We need to ensure we have schools, hospitals, roadways etc that can sustain the residents that are already in miami dade county. continuing to build without realixing that we dont have the capacity in our schools and hospitals and public resources need to be addressed. The public feels like we are getting sold out to developers for profit
I don't see Miami-Dade improving affordable housing.
I don't think we necessarily need more housing. I think we need the housing that we already have to be more affordable.
I was going to select the first optionr regarding missing middle housing but ADU's are a terrible development choice for the county to get behind. Also while denser development is needed near public transit, it should not replace changing zoning of fully suburban neighborhoods to include a few essential businesses (grocery, pharmacy, ect.) also the county should consider limiting the number of gas stations near eachother and in urban/mixed use neighborhoods.
incentÃvate landlords to participate in low income housing programs e.g. plan 8
Inclusionary housing - only failed by a couple of votes back when Comm. Edmonson was promoting it
Increase county pay
Increase density and create mixed residential areas rather than solely residential areas that are sparse and car- dependent
Increase homestead exemption
Insurance is causing housing to be expensive
It is essential to prioritize existing units (make them affordable through incentives and subsidies) before building more
Kick the billionaires out. They ruined the city
Land Value Tax instead of property tax.
Let's focus on they quuality of housing these big builders are building all over the county. It's sad that we allow these substandard unites to be constructed in flood zones.
Limit property ownership. One individual has no reason to own 5 plus different housing properties
Limited and thoughtful UDB expansion
Local young families should have more incentives and help Purchasing property over out of town new yorkers
Low income housing needs to be near urban centers and accessible areas. Putting low income housing in areas far from where the employment is located for low wage earners is functionally a tax. It’s ineffective and unhelpful
lower current cost of living
lower property taxes
Make housing truly affordable.
Make more land available for development instead of the dying agricultural fields

Make restrictions on foreign and big companies buying single family homes and driving up pricing
miami dade county residents only
More housing to buy, less rental communities

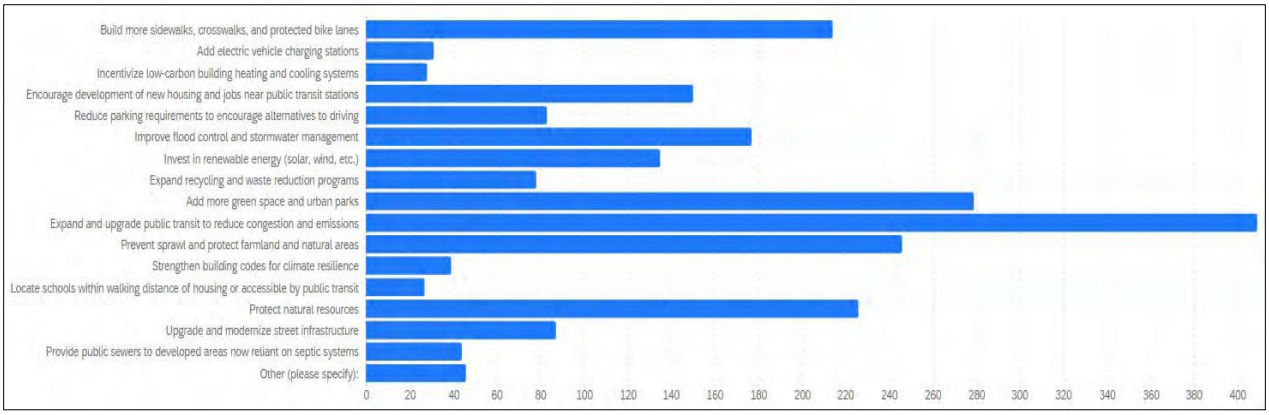
Needs to be eco-friendly with a lot of greenery. There may have to be a limit on the population for the health of society and the environment. The expected flooding may be a natural population limiter. Also, without a good transport system traffic will only increase.
NONE of these builders have given back to the community. In fact any leasing building they charge the residents EVERYTHING Ã la carte ! from water to flat rate trash fee $15/ month to amenities fee $300 / year etc etc it’s an extra 500-800 per month on top of rent! They are robbing people and the unit they build are cheap and tiny! Look into this!!!!!
Not give the developers carte Blanche to overdevelop and then incentivize them to build some affordable housing while making billions.
Obligatory contribution of developers to the county’s development plan.
Parking at least 2 perHouse
Prohibit Commissioners from voting on development and zoning issues when there is a conflict of interest such as accepting funding from the applicant
Provide opportunities for hime ownership.
Public transit that is fast and reliable
Put a cap on the percentage rent can go up
redefine & rezone how minimum income of the "workforce" is defined, right now it is unrealistic - include arts and culture workers as a sub-group for housing support
Reduce property insurance and taxes
remove illegals who compete on housing with legal residents
Remove property tax
Rent control and stabilization
Rent control; landlord penalties
Renter protections
Restrict land and property purchases from out of state and foreign buyers.
Seek ways to reduce insurance costs
Shift the development boundary to increase land supply and lower the cost of new housing
Stabilize rent to prevent yearly price hikes
Stop airbnb and people owning more than 2-3 homes/apartments
Stop allowing corporations to buy houses.
Stop allowing developers to build.
Stop building
Stop building apartments in small places with limited parking close to streets, Metrorail, and/or other stablished buildings.
Stop building high rises in the middle of communities
Stop foreigners from buying property and stop seeing housing as “investments”
Stop giving handouts. Discourage people from wanting to move here.
Stop HOA abuses
Stop increasing rent for locals living in developing spots. You are kicking them out intentionally. Hold yourselves accountable and think about the local population.
Stop letting companies buy houses. Let real people purchase affordable homes. Pretty simple.
STOP OVER DEVELOPMENT
Stop pacing over paradise. Consider, prioritize & respect the natural environment
Stop producing sprawl.

STOP SO MANY NEW BUILD SPUT TO USE OLDER STRUCTURES, CAP ON RENTS

Stop with the multi-family home approaches, you're developing the county beyond its capacity to handle the existing population.
Stopping corporations from buying homes
Strategic expansion of the development boundary to increase the total inventory of residential land and lower the entry price for new homeowners
strategically expand the Urban Development Boundary (UDB) to unlock the land supply necessary for true affordability
The county needs to green light supply in various forms: single family, townhouse, apartment. Families cannot live in a one bedroom apartment which makes up 70% of these buildings.
The waivers for double density need to be addressed. These do not address cost of living when there is no law against 1) foreign investors and 2) short term rentals. The decisions being made now are being masked as affordability solutions but lack responsible growth efforts. The traffic and livability of our neighborhoods needs to be assessed before double density buildings continue to be approved by right.
transit based development
We must unlock new land by moving the UDB to allow for master planned communities that offer a lower land cost basis, making workforce price points feasible for developers.
we need single family housing in addition to the missing middle.
Without a master plan to support critical services (pollution-free, resilient water, sewer, garbage, power) for increasing housing units, I don't support any of the above. I am critical of ANY subsidies to developers without strong oversight, auditing, and compliance enforcement w/ severe consequences (not a low fine or slap on the wrist).
Without destroying single-family residential neighborhoods, convert vacant offices (of which there are PLENTY) into housing. This is a WIN-WIN situation for everyone!
Work with local underserved communities to revive their housing options so they don’t get pushed out of their neighborhoods
would highly focus on redeveloping with mixed use options near metro rail corridors.

Question 5. Which of the following should Miami-Dade prioritize over the next 10-20 years? Select up to three.

Selected Answers in bar chart format:



Selected Answers by percentage and count:

Build more sidewalks, crosswalks, and protected bike lanes	27%	214
Add electric vehicle charging stations	4%	31
Incentivize low-carbon building heating and cooling systems	4%	28
Encourage development of new housing and jobs near public transit stations	19%	150

Reduce parking requirements to encourage alternatives to driving	11%	83

Improve flood control and stormwater management	23%	177
Invest in renewable energy (solar, wind, etc.)	17%	135
Expand recycling and waste reduction programs	10%	78
Add more green space and urban parks	35%	279
Expand and upgrade public transit to reduce congestion and emissions	52%	409
Prevent sprawl and protect farmland and natural areas	31%	246
Strengthen building codes for climate resilience	5%	39
Locate schools within walking distance of housing or accessible by public transit	3%	27
Protect natural resources	29%	226
Upgrade and modernize street infrastructure	11%	87
Provide public sewers to developed areas now reliant on septic systems	6%	44
Other (please specify):	6%	46

Statements to accompany the selection of "Other" and general comments on this question (in alphabetical order):

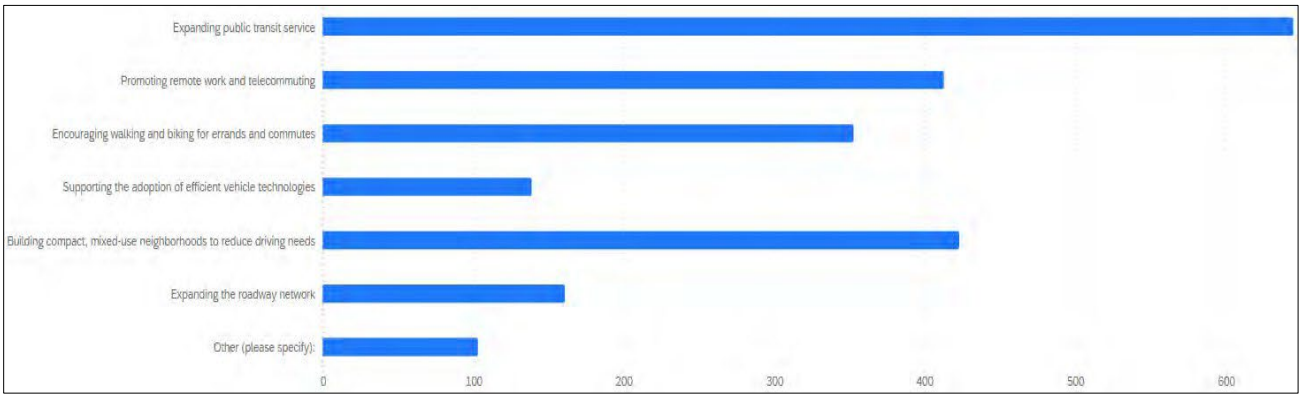
add water taxi routes throughout the County
Allow development in UEA 2.
Allow more affordable homes to be built
And I feel homeowners bear the responsibility of septic tanks, not my tax dollars. Before increasing capacity (housing, commercial, industrial or otther), get the services (water, utilities) in place to support growth without impacting the environment.
Block developement of new housing
Build new housing and office parks in the west to distribute growth
Build parking spaces in municipalities where the residents can have alternatives to park at night
Develop a dog training and educational center and competitive area for indoor and outdoor training and competition in agility, obedience, and education. Why do you think you have to build more dog shelters? Get to the root of the problem.
Eliminate tax for homestead
Enforce current immigration laws.
Expand CDMP boundaries systemically over ne t 10-15 years to keep housing more affordable
Expand Metrorail to the east and west
Fast and reliable public transportation that connects entire city from the suburbs to Miami Beach
Focus on hosing affordability by expanding the supply of housing
Funding for affordable housing
Green space - require developers to add/keep existing green space; DO NOT allow building up to the sidewalk/streetside!
Have incentives for developers to build affordable single family homes for housing the MIDDLE CLASS! And cap the renting prices too!
Housing
Housing / cost of living should match job opportunities of the median / mode of Miami Dade County. Rather than new developments, look for better incentives for people to rent / buy homes AND more jobs in the community that allow people to afford it
Housing affordability so our kids can afford to live here and its not just transplants from NYC. Create more supply of single family homes to lower the prices. decrease
increasing the supply of single family homes. Not everyone wants to live in a studio apartment

Invest in renewable energy (solar, wind, etc.) to strengthen building and codes for climate resilience

Make more land available to attract business to the county
Make transits better and overall the place more walkable, less giant useless parking lots and more greenery.
More bookstores in Hialeah
Nature-based solutions for coastal infrastructure
Prioritize shifting the center of gravity for jobs toward the west to reduce the total mileage residents have to drive.
Prioritize spreading out our employment centers toward the west to better balance the county map.
Prioritize the development of new housing and job centers in the west to better distribute the population.
Provide missing middle housing by changing zoning to accomodate this along arterial streets
provide more single family supply for working families
Provides overpasses for traffic to smoothly exit West Kendall area
Public transit. Climate change
recalibrate the SMART plan, needs to address urban sprawl into single-family residential and agricultural districts. Has resulted in major congestion in all directions.
Reduce excessive regulations that add unnecessary costs to condominium HOA's. Those additional state and county regulations just add costs that must be passed on to the lower income persons that live in these communities.
reduce highrises
Reliable public transit
Sobre las escuelas deberian de admitir a estudiantes dependiendo del area seria la zona escolar por cid code esto aliviaria el trafico escolar y tendria mas control con relasion para laejora de la proteccion de los estudiantes
Stop pushing boundary line in Redlands
Subsidies and grants for mid-age local homeowners or cooperatives homeownership.
The environment
These all sound like subjective green initiatives that are important but do not help the working class right now. We are treading water right now. Can't thrive if barely surviving
These choices slant toards one side of the political spectrum
They are all important. Difficult to stick to only 3
Use vacant offices spaces for affordable housing, or even upscale housing.
We should prioritize growth patterns by moving the UDB to balance the county's map, rather than further densifying already congested centers.
Which of the following should Miami-Dade prioritize over the next 10-20 years? Select up to three. - Other (please specify): - Text

Question 6. What are your preferred ways to reduce traffic congestion and improve air quality? Select all that apply.

Selected Answers in bar chart format:



Selected Answers by percentage and count:

Expanding public transit service	83%	645
Promoting remote work and telecommuting	53%	413
Encouraging walking and biking for errands and commutes	45%	353
Supporting the adoption of efficient vehicle technologies	18%	139
Building compact, mixed-use neighborhoods to reduce driving needs	54%	423
Expanding the roadway network	21%	161
Other (please specify):	13%	103

Statements to accompany the selection of “Other” and general comments on this question (in alphabetical order):

Build more sidewalks, crosswalks, and protected bike lanes. Infill. Stop expanding highways. More roundabouts.
1) Do not expand the roads. This has been known by traffic engineers for decades now, but elected officials don't seem to understand. Wider roads equals more traffic, not less. 2) Walking, Biking, etc only works when you have shaded cool streets and lifestyle supporting resources (affordable food, clothing, work) within walking distance. I'm in favor, but we have to stop cutting down the street trees.
A car train like in Switzerland
Add bike lanes along existing roads. Connect sidewalks in suburban neighborhoods that don’t have any.
add water taxis
approve live,work, and play communities
Austing, TX city planning has dedicated bike/scooter/walking lines that have physical barriers for separation of traffic lanes. I feel safe biking or taking scooters in these lanes. I don't feel safe biking in road-side bike lanes in the Miami area.
Bring more business opportunities to suburban areas.
Build bike lanes, work with urban development specialists to figure out traffic before adding 3 high rises in one place
Build sidewalks and bike lanes.
Connect places, make cities walkable. E.g connect Edgewater all the way to coral gables or design district, midtown wynwood and edgewater can easily be connected with better walkable areas, currently they are very sketchy this can be easily fixed.
Create more employment centers with higher paying technical and aerospace jobs

Dejar de construir tantos edificios juntos en una pequena area. La construccion excesiva en Downtown y Brickell esta causando contaminacion del aire, mucho trafico, cortado arboles y daÃ±ado las calles.
Design and Make no car zones and have non motorized pedestrian corridors around large workforce centers.
Don’t spend ridiculous amounts of money on things we don’t need like the awful freedom bridge. Nobody asked for that
Encouraging businesses to relocate to the county fringes to create a reverse commute that uses existing road capacity more efficiently
Enforce current immigration laws.
Enforce traffic laws
Ensure road and construction contracts are being fulfilled timely. Maybe stronger project management is required
expand free ride share like palmetto bay has.
Expand Metrorail along I95 northbound and southbound from dadeland to homestead instrad of the bus lanes.
Expand metrorail west & south
Expand Public transit West to East. Too much traffic comes from the west-east but roadways have never been upgraded for the gross amount buildings, apartments townhouses, etc.of new
EXPAND THE METRO AND STOP BUILDING FANCY BUS STATIONS
Expand the metro!
Expand the metrorail system and require that all neighborhoods in Miami-Dade County provide some form of free public transportation (for example, trolleys).
Expanding the Metrorail
Express bus lanes
Extend the metro rail and highways
Finish all current construction! Taking forever!
First mile/last mile is crucial if we are to get people out of their cars.
Fixing traffic lights timing at major intersections to avoid lengthy wait times during peak hours & enforce penalties to drivers that are on their phones texting & watching videos while driving.
FOr our hot humid climate, micromobility is a game changer and will continue to grow. We need to provide safe lanes for bicycle and micromobility commuting
Fully fund and Implement the 2026 proposed Bike master plan
Have police ticket Uber drivers that park or loiter in Brickell & in the middle of the roads. Easy way to alleviate traffic & generate revenue by enforcing proper pick-up & drop off zones with $200 tickets. That is an easy fix and enforcement in hyper congested areas.
I’d strongly encourage the maintenance of dedicated lanes along major streets to accommodate pedestrians and cyclists. These should be protected from vehicular traffic by planting shade trees to provide not only shade but physical barriers to irresponsible car drivers. Maybe look at how Amsterdam changed its car culture in the 1970s to allow for safer cycling and walking experiences for its residents! This would not only reduce traffic congestion but also improve public health! Kids could walk to school in a safer environment
Improve sidewalks. Biking lanes. Crosswalks.
Incentives to use public transportation. Such as busses having specific express lanes that can avoid traffic. OR incentives from their jobs to use the transit
Include business shopping centers in areas of high housing development
Increase the urban tree canopy in (mainly poverty) areas, this improves air quality and reduces inland urban heat island
Increasing tree canopy

Install more EV charging stations, not just Tesla chargers

instead of expanding roads and causign a never ending cycle of construction and traffic, focus on building a train station capable of connecting the suburb to the city.
invest in public transportation
Investing in infrastructure that reduces hostility to pedestrians.
It's a delicate balance and it will be a slow transition to get public used to commute to use public transit, but we need to start somewhere. So at the same time that the roadway system needs to be improved in MDC, all the other suggestions noted here must be implemented little by little so that in 20-30 years we'll have a more efficient system that works for everyone. So instead of expanding the current roadway network, we need to improve it and apply all the other changes/suggestions noted here as well.
Keep the 1/2 sales tax promise and extend Metrorail down to SW 344 Street!
local shuttle service
Make trafficc lights "smart"
Making our streets more pedestrian friendly in general. More side walks, better cross walks, protected bike lines, paved roads for skating, less big shopping strips and more local shops that are walkable from housing. No reason a bike should ever have to share a lane with a car or bus as it happens frequently. Or that someone needs to walk through a sidewalk less avenue next to cars to get to a coffee shop.
More bike lanes
More trees and greenery.
Move the boundary to bring companies closer to where people live and create a reverse commute
Moving the UDB to create business centers allows us to use existing highway capacity in the empty direction during rush hour.
Need turn arrows at busy intersections
No more building homes
Not approving development projects that make traffic worse. Install roundabouts instead of traffic lights, synchronize traffic lights, for the head of traffic department who has done nothing to synchronize traffic lights and created a traffic mess with the not so SMART plan.
Nothing else will work we NEED public transportation! Need east west transportation to get to metro.. or shuttles/ free bees that take you from metro to different drop off spots
Plant more trees
Plant more trees and provide shade on existing crosswalks for pedestrians to avoid overheating
Please expand the metro rail to Miami Beach and all over downtown
Prioritize development of pedestrian/biking-first infrastructure such as reducing road space and increasing green space/safe sidewalks/pleasant outdoor experiences
promote remote work where people wont need to drive as much
Provide cheap parking passes for people to use the metro consistently.
Provide incentives for companies to allow remote work where possible to reduce traffic congestion & pollution.
Public bike lanes along the canal system
Railway
reduce highrises
Reduce sprawl, promote infill of urban core
reducing or eliminating parking requirements and setbacks, increasing density, reduce average unit sizes, encourage mix-used development, focus on economic development and job opportunities.

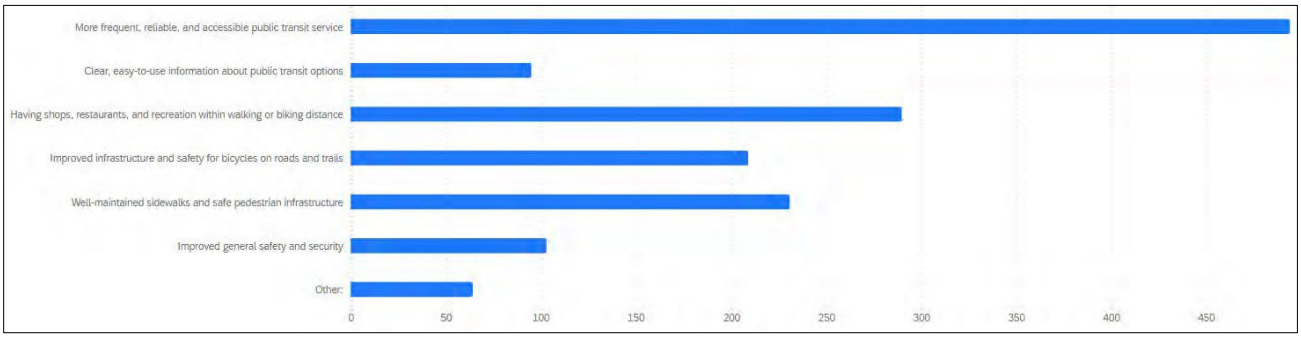
Release a county-wide policy to immediately allow for remote work and telecommunting options. Do not gatekeep this option to select employees (of which there are many). Do not limit approval to Directors,
allow supervisor approval based on each unit's work environment.

Remodelar y agregar vias en las zona's de cog3stion como la 41 st y collins ave Miami Beach y Biscayne Blv down town la Salida del puente y restaurar ciertas salidas que continuan cerradas de edpressways
Restore treei canopy so walking and biking are actually possible in the heat
Reverse commute in West Kendall by building a self contained community with all the amenities in UEA 2.
sidewalks/trails
Specifically RAIL SERVICE like every other major city. I don't understand why this is so hard for this county to understand. You just keep adding busses and busses and nothing changes. It's like trying to empty your pool by adding more water. So astoundingly stupid.
Start with your own workforce at MiamiDade County by allowing county workers to work from home or work at hubs close to their homes
stop adding new high rises in already congested areas
Stop building
Stop building homes!
stop building more and more in already congested areas
Stop building more housing until studies are done for sustainability of a larger population
Stop building more multi floor buildings and high rise buildings in areas that are already over congested.
Stop building new houses, stop letting more people into Florida, plant more trees
Stop corruption. Developer capture
Stop expanding sprawl. Stop expanding roads. Build public transit already
Stop over development
Stop overbuilding
Stop overdevelopment of suburban areas with town houses and apartments that bring in more people and vehicles than our roads can support
Stopping having 50% of the roads closed for construction at all times.
subsidies for companies to relocate to the western and southern part of the county to encourage reverse commuting.
Support policies that encourage businesses to move to the outskirts to utilize highway capacity more effectively.
The voters of Miami Dade have vote TWICE and won the majority demanding that the metro rail system be expanded. Start working on that for once!!!!
Traffic congestion in Miami-Dade is largely a directional problem where everyone is heading toward the urban core at once. By expanding the UDB to attract major businesses to the west and south, we create a reverse commute.
Traffic enforcement by police
Trains, rail systems that goes from east to west, downtown or even Miami Beach to FIU
Trains. Not buses. Also, ticket under the speed limit driving and texting while driving, fix our awful entrances, merge lanes and exits on 95N and 95S from 195 up to Golden Glades. This is the only stretch of highway in the entire county that has left completely to neglect and horrible engineering and it is the cause of traffic and accidents. Also take out the stupid sunpass lanes. This also creates additional congestion and idling of cars.
use planning tools taht allow for teh development of new employment and entertainment centers out west
Use the canals (8th street) for a water taxi system to the airport and transit system. Miami's roads are too dangerous to promote people to walk more and ride bikes to work.
We need more train expansion to areas it currently does not reach!

We need waaaay more SAFE bicycle facilities: more bike lanes, more bikeways
wider walkable sidewalks
working from home.

Question 7. What are your preferred ways to reduce traffic congestion and improve air quality? Select all that apply.

Selected Answers in bar chart format:



Selected Answers by percentage and count:

More frequent, reliable, and accessible public transit service	63%	494
Clear, easy-to-use information about public transit options	12%	95
Having shops, restaurants, and recreation within walking or biking distance	37%	290
Improved infrastructure and safety for bicycles on roads and trails	27%	209
Well-maintained sidewalks and safe pedestrian infrastructure	30%	231
Improved general safety and security	13%	103
Other:	8%	64

Statements to accompany the selection of “Other” and general comments on this question (in alphabetical order):

A real rail system. The current rail system is a joke.
A well designed master planned community that can accommodate self contained living. L
Actual working street lights! half of Biscayne the lights are out. It’s scary.
Add actual shade trees like live oak. Enforce traffic safety laws.
add shade with trees along bike paths (that don’t exist yet) (west kendall)
Be realistic - it rains/storms here regularly. Even if I was still working - walking/bikeing is not realistic
Better commuter rail
Build rapid transit in El Portal / 79th street
Build the Ludlam Trail and other trail projects that connect neighborhoods to transit.
Create a giant air conditioner to lower the outside temp to 75 degrees
Create more canopy to make walking/biking paths cooler during hotter times of the year
Creating major employment districts on the outskirts so residents can live in affordable neighborhoods right next to their offices
Creating major employment zones on the county fringes to drastically shorten commute distances.
Definitely having an expansion of the metro to more areas will increase its use
Designing connect paths to public transit- civic institutions.
Does not work in mimai dade as we are toblarge and spread out.
Expand into the UDB
Expanding the Metrorail

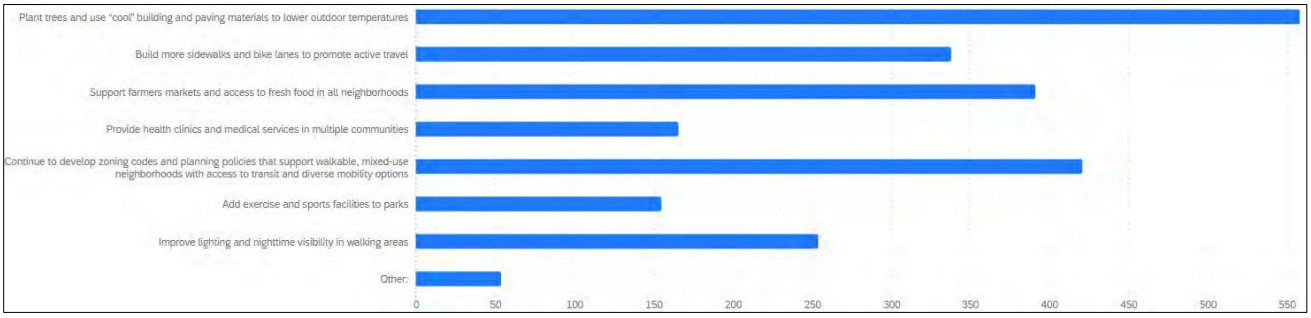
Extended schedules on mass transit, especially on express routes
For me, public transit only works when it's single-source point to point. If the trip requires multiple sources, for example a bus or trolley plus the rail services, the commute + wait times become too long. If the trolley or bus had more frequent service and was up to a 10 minute walk from my final destination I'd be more likely to do it.
Get bikes out of the sidewalks.
Get the freebee transit in the county on the west side of town
i don't use public transit
I live in Brickell / Downtown which is very walkable. I would like to see more investment when possible in things like shade trees, rain shelters, modest lighting, etc. in areas beyond to expand walkability, and in concert with the metro mover and metro rail in particular.
I will continue to drive in Miami
If I could take the metro to go to the beach or Kendall
It needs to either be cheaper or faster for me to use public transit than to drive
It’s South Florida. Nothing was established with rapid public transit in mind. The highways could be rail ways. But they are not. Seeing people standing at a bus stop that has no shelter in the middle of a thunderstorm is ridiculous.
Locating major employers on the outskirts to reduce the distance people must drive
Make sidewalks wider, shaded, and activated with abutting uses. Or, global cooling.
More efficient public transit then driving
More frequent, reliable, and accessible public transit service like a light rail system that is not handcuffed to local traffic congestion.
More hardwood canopy trees providing shade and reducing heat.
More police presence
More shade, trees and safe ways to walk in Miami heat
More shaded areas because sometimes the sidewalks and street infrastructure is good but there is so much sun and it is so hot that it feels unreasonable to walk in the direct sunlight. It’s is very discouraging and just motivates car usage.
More shaded areas. it's too hot in Miami to walk or bike.
More trees to offer shade
Not feasible for me
nothing
Nothing would encourage me to walk outside in our climate
Nothing, public transportation is useless south of Dadeland
People drive recklessly in the city. Promoting walking and bike ridding is just asking for more deaths and more traffic because when the bicyclist and walkers get hit by cars it’ll shut down roads
Plant large trees and other shade creating structures alongside roadways and especially over sidewalks. Our city is incredibly hot in the summertime, and there is a vast difference between shaded walkways, and those indirect sunlight to the point that the latter becomes unusable.
Safety
Scarce parking
See Atlanta Beltline for inspiration
SHADE and cooler sidewalks

Shade my guy.
Shaded sidewalks
Start putting the crackhead homeless in jail. No one wants to deal with them on public transit, and I can't imagine women feel safe around them so can you blame them for not taking public transit?

Stop building
take out light poles, stoplights, large signage from sidewalks, and expand sidewalk minimum to 4 ft
The best way to get people out of cars is to put their offices within five miles of their homes through smart suburban expansion.
The government shouldn't be getting involved other than providing infrastructure.
The greatest encouragement for alternatives to driving is proximity to the workplace. By expanding the UDB to attract high paying employers to the county's fringes, we create a reverse commute and localized economies.
Trains not buses. And separate scooters and bikes from roadways completely. Create entirely separate pathways.
Transition traffic to accommodate for E Bikes which should be able to be utilized on the busway as PART of the SMART plan with supported E Bike infrastructure.
Trees for shade
Trees!
We like our cars. Stop trying to invest in mass transit.
Well maintained sidewalks and safe pedestrian infrastructure AND prioritizing pedestrian experience (eg not just sidewalks but also less car-focused infrastructure/more green spaces
What stops me from taking the bus is how far the bus stop is and how there is no sidewalk that will allow me to safely walk over to it. Additionally, it does not feel safe
Working closer to home, if I worked closer alternative transportation would be an option

Question 8. Which three of the following planning efforts do you think would best promote healthy living? Select the top three.

Selected Answers in bar chart format:



Selected Answers by percentage and count:

Plant trees and use "cool" building and paving materials to lower outdoor temperatures	72%	558
Build more sidewalks and bike lanes to promote active travel	43%	338
Support farmers markets and access to fresh food in all neighborhoods	50%	391
Provide health clinics and medical services in multiple communities	21%	166
Continue to develop zoning codes and planning policies that support walkable, mixed-use neighborhoods with access to transit and diverse mobility options	54%	421
Add exercise and sports facilities to parks	20%	155
Improve lighting and nighttime visibility in walking areas	33%	254
Other:	7%	54

Statements to accompany the selection of “Other” and general comments on this question (in alphabetical order):

Activate streets! Walking for daily tasks is easy when the neighborhood is alive, engaging. Long, hot sidewalks where the only activity is vehicular and too close for comfort makes walking a nightmare.
Add exercise classes and/or low cost gyms to local libraries or other government owned buildings
Add meeting facilities at all public parks.
Add misting fans and top cover to bus stops
affordable housing would create a healthier lifestyle as residents will be less stressed, and have more disposable income
ask local groups how to do it. It will vary depending on the area.
Broaden the development area to provide attainable housing and better work life balance
Canal easements to trails - Convert Canal easements into linear parks. Treat the canal as a frontage vs the back for zoning practices, acquire property along the canal easement for future park land.
Create more parks in more neighborhoods
decrease the cost of housing
Decrease the cost of housing so people don’t have to work so hard to live here, and have more disposable income to be healthier
DERM needs new managers
Design and build neighborhoods that include Socual determinant of health.
Develop & implement fresh gardening opportunities within the community.
Develop a dog training center to educate people about the dogs you want them to adopt so we have less impulse buying of dogs and less dogs given up or abandoned. The county has shelters but the root of the problem is the humans. So a training center and dog educational center and a dog competitive sports center.
Developers don’t build parks or recreational areas. This does not include any comment on light pollution. It is killing our trees and wildlife. There needs to be a better balance with these communities that glow like the sun in the middle of the night.
Ensure pedestrian safety/visibility, even in the daytime
Expand highway net work including Kendal Parkway
Expand metro rail and the health, safety, and general quality of life of most residence will be positively impacted.
Expand metrorail to reduce traffic & bus congestion
Expand the development boundary to improve housing affordability
Healthy and organic food more economical than other foods whether in markets or stores.
I don't want to see higher density or more building (of buildings OR transit lanes). We need more green spaces and areas to offset the warming due to urban development. It's not a simple as 'plant more trees'. It's re-imagining large blocks of urban planning to preserve what undeveloped areas we have and to increase green ares when re-developing the footprint.
Infrastructure that allows people to walk indoors or under cover when weather is rainy or too sunny.
Keep our parks green, add more trees, remove fake turf, add walkable trails that are shaded by trees and foliage.
Lawless aggressive driving and traffic are top problems affecting healthy living
Make things more dog friendly

Market "Hall "perminate structurefor Farmers Market
More community led fitness/health program availability.
more police or service people to enforce traffic violation
Move the development boundary to build new communities where work and leisure are both located.

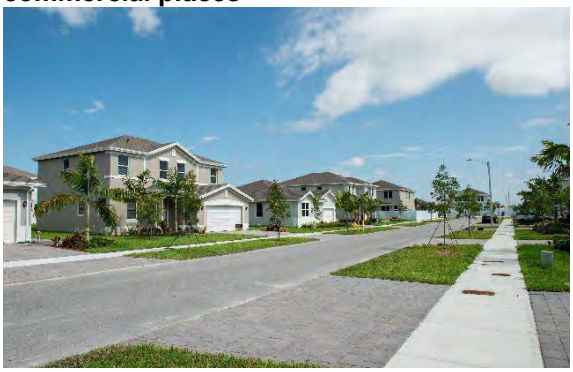
nothing
Parar la construccion excesiva
Plan for more single family and towhomes
Plant more trees.
Plant trees
Promote exercise in the working environments.
Promote more tree canopies
Promoting remote work
Protect natural resources in Florida
Reduce building
Reducing commute times by having an actual fully functional rail system would have a much greater impact on a persons health than a farmers market.
Reducing the financial stress on families by expanding the development boundary to lower the cost of living and shorten commute times
Restore vehicle emissions inspections
SAVE EXISTING TREES AND DONT ALLOW OVERDEVELOPMENT TO CAUSE DEFORESTATION OF OUR ALREADY DWINDLING TREE CANOPY.
Stop allowing destruction of mature trees for development. Build bike and walking paths away from roads
Stop building
stop over-development
Strengthen tree code to prevent the removal of legacy trees under the auspices of Transit or affordable housing.
True healthy living requires reducing the stress and sedentary time associated with 90 minute commutes. By expanding the UDB, we can build master planned communities that co-locate attainable housing with major employment centers.
True wellness starts with giving people back the two hours they currently waste in traffic by moving jobs closer to residential frontiers.
Upgrade local parks, Simpson Park is largely ignored & in disrepair. Defined maintenance and encourage/educate local parks that can be visited
With all the issues in Miami this should be very far down the list of priorities.

Question 9. Which of the following best describes your ideal neighborhood?

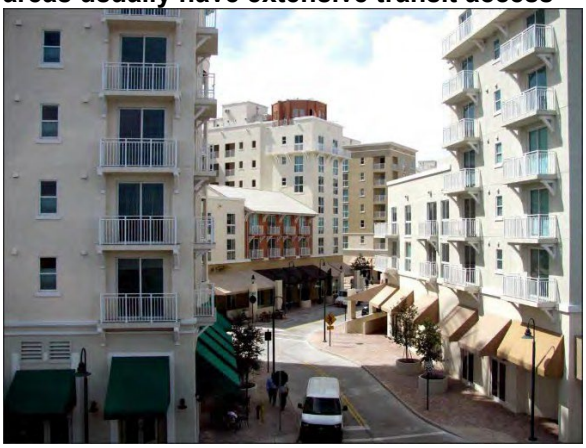
A connected, social community where neighbors interact frequently - homes have front porches and outdoor seating areas in neighborhood with gathering spaces like café's, pubs, dog parks, and exercise areas in walking or biking distance



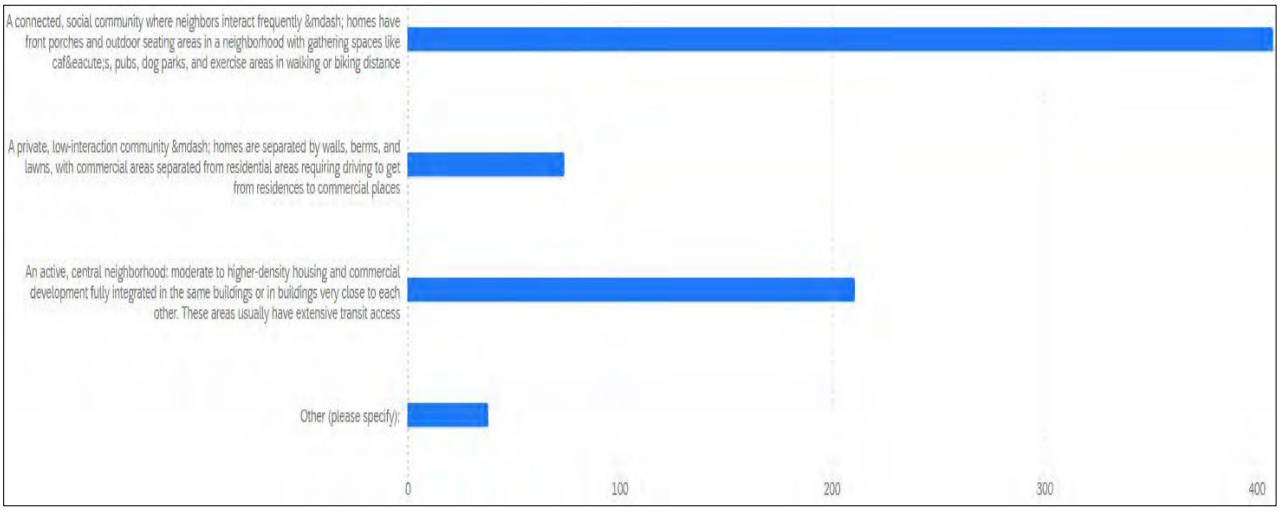
A private, low-interaction community; homes are separated by walls, berms, and lawns, with commercial areas separated from residential areas requiring driving to get from residences to commercial places



An active, central neighborhood: moderate to higher-density housing and commercial development fully integrated in the same buildings or in buildings very close to each other. These areas usually have extensive transit access



Selected Answers in bar chart format:



Selected Answers by percentage and count:

A connected, social community where neighbors interact frequently - homes have front porches and outdoor seating areas in a neighborhood with gathering spaces like cafes, pubs, dog parks, and exercise areas in walking or biking distance	56%	408
A private, low-interaction community - homes are separated by walls, berms, and lawns, with commercial areas separated from residential areas requiring driving to get from residences to commercial places	10%	74
An active, central neighborhood: moderate to higher-density housing and commercial development fully integrated in the same buildings or in buildings very close to each other. These areas usually have extensive transit access	29%	211
Other (please specify):	5%	38

Statements to accompany the selection of “Other” and general comments on this question (in alphabetical order):

4 plex maximums with nice parks and commerce zoning.
A blend of all 3 options
A hybrid between the first and third options
A mix of 1 and 3.
A mix of the first and third options
A sustainable, mixed-use model featuring mid-rise (4-6 story) residential units above ground-floor commercial spaces like cafes and fresh markets. This design emphasizes non-motorized transit through high walkability and bike-friendly corridors. The infrastructure incorporates green building standards, utilizing rooftop gardens and vertical greenery to create a lush, shaded urban environment.
An active, central neighborhood: moderate to higher-density housing and commercial development but with GREEN SPACE. That last image has small unsupported trees that are not going to survive for long. GREENSPACE IS INFRASTRUCTURE!
An active, central neighborhood: moderate to higher-density housing and commercial development fully integrated in the same buildings or in buildings very close to each other. These areas usually have extensive transit access with gathering spaces like cafÃ©s, pubs, dog parks, and exercise

areas in walking or biking distance
Combine connected social communities with high density transit

Coral gables or Miami Beach style neighborhood
Downtown coconut grove or downtown coral gables
Farm area
Gated townhouse community. Having a car is unfortunately essential
I dont like apartments but the houses now don't have enough yard space for me to grow chickens
I envision 15 minute suburban cities built on newly opened UDB land that combine living and high wage working in one green, resilient district.
I have a very connected and social neighborhood. But we're not really within walking distance to gathering spaces. So in between the first two.
Integrated neighborhoods on new land that blend residential units with local business sites.
Missing middle housing with small apartment buildings 3-stories or less, with single-family houses and duplexes.
Mixed use with public community squares and parks
Modern suburban districts built on newly available land that integrate housing with local career opportunities.
My ideal neighborhood is a Master-Planned 'Edge-City' hub made possible by strategic UDB expansion. Unlike traditional sprawl or over-densified urban cores, these communities are designed from the ground up to be mixed-use and attainable. By co-locating affordable housing with new suburban business centers, we create a reverse commute that takes cars off the road. This '15-minute neighborhood' model allows residents to live in a modern, green, and walkable environment while remaining close to high-quality jobs on the county's fringes
My ideal neighborhood strikes a balance between privacy and intelligent urban planning. Residential homes and buildings should provide separation, security, and green spaces, all while being situated near mixed-use hubs that include shops, offices, and services within easily walkable areas. Development should prioritize moderate density along key corridors that have robust transit access, while also maintaining quieter residential streets in the vicinity. It is essential that commercial and residential spaces are strategically grouped together rather than being isolated, ensuring that daily necessities are within reach without compromising the character of the neighborhood. This approach promotes transit development, decreases reliance on cars, and enables Miami-Dade to expand in a responsible manner without overwhelming infrastructure or encroaching on environmentally sensitive regions.
N/A
New master planned districts that combine attainable single family homes with local office and retail space on newly available land
None of the options apply. I live in a private low interaction community that is now really congested with cut-through traffic and we cannot walk or bike anymore as we used to due to unwanted traffic in the neighborhood (a lot of bad cut-through traffic).
None of these models adequately balance social interaction, environmental performance, and accessibility. A more holistic, mixed approach would be preferable
People need choices. Stupid polling question
Redland needs protection
Rural, agriculture, farmland with homesteads
Single home with yard space.
Stop building new communities, we have enough
Stop corruption and developer capture
The top one but maybe not cafes and pubs (alcohol should not be encouraged) but places to meet for lectures on plants, music, animals, etc. Perhaps food sharing meals. More like a community center, perhaps with book exchanges, food bar.

This is a stupid choice. You can have all the benefits of the three choices and none of the cons of all.
Well intergrated Urban Agri hoods.
You all are smoking crack with this question: a neighborhood is what it already is

Question 10. In thinking about your neighborhood, please list two things you like about your neighborhood and two things you don't like.

Responses of "I Like" (in alphabetical order):

Safe and close to shops
Sidewalks, Neighbors Who Live Here Long Time, Not Renters
the safety and neighbors/community
(Miami Springs) I like the safety of it. I like the small town feel within Miami.
1) That my neighborhood (Kendall West) has many stores and amenities within walking and biking distance. 2) That my neighborhood has many parks,green spaces, and trees.
1. High walk ability 2. Shopping convenience
1. Limited entry and exit. 2. Only single-family homes.
1. Sense of community with many people walking and biking, 2. Very quiet and residential while being within walking distance of several stores and parks
A central location
A lot of trees and close to shopping, church, family, transit
A rear yard and privacy
A walking path near my home and walking to few but close stores
Ability to bike to shops and restaurants
Ability to walk to local parks and shops without using my car
Abundant access to nature via parks and the Beachwalk. Second - well maintained sidewalks make it easy to travel to the numerous shops and restaurants within walking and biking distance.
Access to a lot of places and shade
Access to beaches and coastlines for public.
Access to freebee, walking distance from shops/restaurants
Access to good public schools. Used to be nice and quiet, we used to be able to safely bike and walk (not anymore...)
Access to parks
access to public parks and beaches
Access to public transit. Affordability
Access to the beach/parks and convenience to downtown Miami/MIA
Accessibility
Accessibility to grocery stores, cafes, and parks!
Accessibility to other neighborhoods & the access to walking
Accessibility to plentiful and high-quality public library services, Preservation of nearby local historical landmarks
Acreage, woods
Acsess to public transit, distance to stores and parks
All the green space our neighborhood has between homes and the many trees.
Amenities available
Areas away from main transportation, green spaces
Availability for shops, restaurants, banks
Bay view and access to the bay
Bayfront Park! Lots of stores/dining in walking distance.

Be able to walk to do daily things and interact with neightbores
Being able to walk to parks, restaurants and feel safe
Being able to walk to the underline, which lets me walk or skate to multiple different shops or parks
Being able to walk to Trader Joe’s
Being close to health care & grocery stores
Being on Biscayne Bay
Big yards with lots of trees. Access to walking along the canal - but need to add trees along the canal.
Builder 1/2 acre lots with privacy and security and a family functional home
Caminar al supermercado y zonas verdes y la estaciÃ³n de autobÃºs
Can walk to commercial areas for needed daily supplies. Close to county park that provides ways to exercise
can walk to other neighborhoods, parks
Canopy and wide sidewalks
Central and affordable
Central location in county
Central location, local culture, proximity to parks and schools, feels relatively safe,
Central, easy access around Miami, with a small home.
Centrally located and access to stores and parks
centrally located-yet removed
clean
clean
Clean and safe
Cleanliness, very accessible
Close by markets/stores
Close driving distance to places, and relatively clean
Close to a nice park, has necessities within 5-10min drive
Close to downtown
close to everything
Close to everything
Close to everything
Close to grocery store, parks, and protected bike lanes nearby
Close to metro, central location about 30 minutes from most things
Close to neighborhood amenities
Close to park and schools
Close to public transport, calm area
close to shopping and highways,
Close to shopping centers
close to shopping, restaurants, health care,
close to the beach
closeness and accessibility to parks/green spaces. diversity of population and food
Closeness to school and foodstores
Closeness to transit and walkable to local shops

Coconut grove has great green spaces and walkability.
Comfortable parking, public amenities (i.e. gym, pool)
community
Community
Community
Community and garden
Community events, preserved land and cows
Community, like to see and speak with people never feel alone or unsafe
Compact and easy access to recreational and eating places
Connected grid
Convenience of stores around me
convenience shopping around
Convenient access to everyday essentials Schools, parks, and local services are nearby, making it easier to manage daily life without long commutes.
conveniently located; green area
covering trees, side walks
Cul-de-sac, Quiet and street lighting
Dense neighborhood with many interactions and nearby amenities like shops, restaurants, and friends in nearby apartments and condominiums.
Distance to shops
Distance to stores and job
Diversity and accessibility
Diversity and I can walk to shops
Diversity of stores and restaurants nearby; safety
Ease of movement
Easy access to local businesses, greenery along streets
Easy access to parks and cafes (Edgewater)
easy access to services; safe
Edgewater - being able to go on long walks and walking tot he grocery store
Es amplio, tranquilo y prospera
Everthjngs near by
Everyone has a backyard and Neighbors are decent towards one another
Everyone has a separate yard.
everyone take care of their houses and it is quiet
Everything I need walking distance in cooler seasons or under a mile during the summer.
Everything is close by. I can drive to the supermarket , hair salon, my doctor’s office and the mall within less than 2 miles.
Extensive tree canopy, smaller discontinuous streets minimizing thru traffic so is more pedestrian friendly with a sense of calm and safety leading to greater interaction.
Family oriented area, relatively quiet
Farms and space between houses

Feeling free to be myself as people stay to themselves mostly, and being relatively close to the highway.
Food and locals
Friendly neighbors and access to walking paths and clean parks for kids and dogs that our covered
Gated community
Gathering spaces
Geography and community.
Good amount of sidewalks, proximity to amazing park
Good schools walkable distance, lots of plants and trees
Good, helpful neighbors; Room to have more trees - which people should have an incentive to plant, since many aren't otherwise.
Great neighbors and being near the lake and close access to the dwindling agriculture farms.
Great neighbors, centrally located
Great Neighbors. It's a bit walkable, can walk to Publix & Pharmacy if need be
Green areas
Green areas and excellent sidewalks
Green areas and parks
Green space
Green space with sidewalks for walking, dog friendly allows community to interact, near nature preserve for all to enjoy open spaces away from traffic n congestion.
Green space, closeness to central areas
green spaces, low crime
Green spaces, parks, tree canopy.
greenery
Greenery and diversity of things to do
Greenspaces and closeness to job centers/ activities
Having a backyard and a sidewalk
Having a Community that everyone enjoys together and cares for and having private space that has grass and trees.
Having enough parking space to invite people over. Houses have front and back yard, space between houses.
having families with kids
Having green space
Having some stores/amenities within walking and biking distance.
Having trees and grass, and safe sidewalks
High activity; high interaction with neighbors; highly amenitized
High tree canopy cover, Proximity to metrorail
Highrise living and close shopping
Historic houses (charming architecture). Street trees.
Home Beautification, calm and quite homeowners
Houses aren’t too separated from each other
Houses without fences that encourage community building and neighbor interaction
How accessible many community services there are on 2nd avenue to me. I also like how pur community interacts in a way that makes everyone seem more connected

How big and old the trees are and how walkable.
How calm it is and how many trees we have.
How central it is
How clean evyrthung is and the green spaces and good landscaping
How close I am to everything I need, the access to public transit
How close I am to the heart of the city and how beautiful the city looks from my neighborhood.
How close it is to everything
How easily accessible things could be by just walking downstairs.
How many people are out walking daily and our close access to green space
How safe my neighborhood feels
I am close to public transit (metro and bus stop) and have access to Cocowalk (filled with restaurants but overpriced shops)
I can walk to an area with most of my needs, it's safe
I can walk to many restaurants and some entertainment
I feel safe and I can walk to a couple of places to shop.
I have access to two parks, Banyan Park and Tropical Park, and many good, local restaurants
I have easy access to grocery store, nightlife, and transit and bike paths
I have everything I need within a 2 mile radius
I know most of my neighbors and the houses are older construction.
I like easy access to public roads and to commercial businesses via the use of a motor vehicle.
I like how everything is walkable
I like how much I get to walk and how close I can be to the metro rail.
I like how my neighborhood is walking distance from my school, the beach, some restaurants, and a farmers market which encourages me to be more active. I like how it has a little boulevard and two public parks near which encourages community.
I like how my neighborhood recenlty got its first fire hydrant.
I like its proximity to transit and shopping centers.
i like living near the water and being near great restaurants.
I like our huge yards, filled with trees and a safe neighborhood
I like size of our home and safety of my neighborhood
I like that I can walk to target and whole foods, my gym is close by, and I can easily get on the expressway
I like that it is located in the central part of Miami and that it is generally safe.
I like that mostly everyone abides by the rules for continuous cleanliness safety, I like that it is private, but near a lot of places (stores, laundry mat, banks and restarants
I like that my neighborhood has an extensive canopy that provides shade for the walking path and it’s proximity to transit, restaurants and grocery stores
I like that my neighborhood has sidewalks and trees.
I like that people can interact and there is easy transit access
I like that the buses are a little more frequent. I also like it’s diversity
I like the access to community ,I like the green spaces around,
I like the comfort of my neighborhood and the safety
I like the nearby parks and the beach of course.

I like the quiet areas.
I like the weather and business friendly tax policies.
I live in a shopping center that is walkable in fountain bleau..
I live in Brickell and like that I can walk everywhere I need to go.
I love being surrounded by water and to see people walking their dogs or simply excercising.
I love loving next door to a park. My two year old daughter goes normally twice a day and has met many friends there. I also love the tree lined streets that provide lots of shade.
I love Miami beaches public parks, I hope other neighborhoods of Miami develop more parks as well. I also love the art deco designs! Miami beaches public parks is beautiful
I love my neighborhood because of its trees and it centrality.
I love my neighborhood. I was born and raised here. It hasn't changed too much. It's quiet but there is enough nearby.
I love that our neighborhood is close proximity to everything. Malls, downtown and parks.
I love the historic homes and buildings.
I love the trolley and the walkability
In the ideal neighborhood i like the idea of being able to park in front of my own home and not have to fight for street parking.
Individual houses with yards, porches, sidewalks and NO HOAs!
Integrated green spaces and the availability of local schools.
Integrated parks and live work potential in new developments. Walkable local retail.
is growing
It has pathways for walking, exercising
It is a neighborhood with older families
it is close to grocery, lots of people, there are sidewalks directly in my community (not to get to nearby shopping/schools)
It is on the denser side and central location
It is possible to walk to the commercial zones to enjoy restaurants, movies and shops.
It is quiet and in the middle of everything.
It is quiet. There is only residential no commercial traffic.
It is welcoming, plenty of gathering spaces
it’s close to stores and restaurants and it’s not a high traffic road.
It’s close to the high way and stores
It’s fairly Walkable
It’s in the suburbs, safe community and everything is nearby
It’s proximity to everything, I like it’s walkability.
It’s quiet
It’s quiet and safe. Nearby parks.
It’s quiet, and easy biking access
It’s safe. Quiet.
It’s well maintained
it's affordable and located near all highways
It's okay. Low crime rate, moderate walking-distance to shops and parks.
It's on a lake and the townhouses are very modern.
its quiet, and I know who my neighbors are, and theres plenty of parking

its safety and cleanliness
Its walkability.index is high meaning we have easy access to public transit route (bus 8, 11) amd can walk to supermarlet and convenient stores
its within walking distance of a few stores and a library branch with some sidewalks.
Lake on the backyard
Landscaping; community center
Large front and back yards. Being within 30 minutes to the beach and university
large lot size. Easy access to main roadways.
Large lots with separation from neighbors.
Large property lots that provide ample space between homes, many large trees that provide shade and cool
Large yard
Layout
Legion and Morningside Parks, being able to walk up and down Biscayne to get food, coffee, etc
like my single-family neighborhood, the amount of trees
Little population.
Living in a walkable neighborhood (downtown)
Living in Coral Gables, I like Connectivity to Metrorail and the Trolly in less than a 5 minute walk. I also like quick access to shopping and eating that isn't in a mall
Living in walking distance to a grocery store and next to a metro mover stop
Location
Location and location
Location is central and feels safe.
location is very quiet, but accessible to major stores
location, and parks near it
Lot size, that I'm not on a main roadway.
Lots of areas to walk
Lots of greenery, walking distance to grocery stores
Lots of mature living oak trees in swales more than 3'
Lots of trees
Lots of trees and neighborly
lots of trees, people know eachother, close to metro
Love the residential and calm feel of my neighborhood.
Love the tree canopies, wildlife and access to my well.
Low crime.
Low rent prices and diversity
low scale, varied architectural styles, dense tree canopy, large lots,
Low traffic
Low traffic on weekends
lush tree canopy
Lushness and biodiversity.
Many lakes and low crime
Many parks in my area

many spacious sidewalks, lots of tree coverage
Margaret pace park, lots of coffee shops and casual dining
Mature trees, large yards
Minimal front setbacks and active fronts; parking via rear alley.
mixed renter/owner community, lots of trees, some sidewalks internal to neighborhood
Mix-use and walkable. I don't have to rely on a car.
more public transportation
More space in my front and backyard
My Ability to Walk to restaurants and bars
My apt and location.
My backyard and privacy
My home, my palm trees
My kids schools are nearby
My neighborhood is calm and quiet which is nice.
My neighborhood is very close to transit corridors and ease of mobility to the urban core is easy. As well as, local and cultural assets(facilities, unique neighborhood character) is nice to interact with.
My neighbors and the safety of the area
My neighbors and the spaces between houses.
My neighbors, my community
my neighbors, some of whom have been there 30+ yrs
NA
Natural areas
Nature park , dog poop stations
Nature peace
Near a park
Near highway
Near to shops and public park
Neighbors know each other, shops are convenient
Neighbors take great care of their homes. Its a quiet and safe neighborhood.
Neighbors, sidewalks, proximity to parks
New schools and neighborhood parks.
Newly paved roads; well maintained sidewalks
No HOAs, quiet, large yards
No traffic
North Beach: walkability and access to outdoor activities
Not completely gentrified and close to agriculture
Not much
Not to dense, and recreational activities
Nothing
Nothing
Nothing. I don't like anything about my neighborhood.
Older housing

Open areas of nature
Open space.
overall quiet and greenery
Park and lake close by. Shops biking distance
Park close by
Parks
Parks across the street.
Parks and Neighbors
Parks and walkability
Parks, Green areas
People walking, strolling babies, walking dogs.
Plants and good neighbourhood in terms of safety
Plenty of backyard space and plenty of parks and trees
Prevalent greenery and proximity to metro
Prior to this overdevelopment of South Dade, our neighborhood was peaceful and safe.
Privacy
Privacy
privacy and distance between houses
Privacy and neighbors close by
Privacy, close to miami
Privacy, silence
private
Proximity
Proximity to beach
proximity to both Dade and Broward locations
Proximity to essential businesses (e.g., super market), Safe/peaceful community
Proximity to highway, good schools in area
proximity to highways, access to cultural venues
Proximity to I-95 and areas such as Little River, Little Haiti, and North Miami
Proximity to local, small businesses, waterfront, and green spaces; maintaining historic character
Proximity to majot roadways, schools, shops (though driving distance), and humility.
Proximity to many services frequently used by seniors
Proximity to my work and proximity to 2 metro rail stations
Proximity to ocean, health food cafe nearby
Proximity to parks and recreation, commercial centers, schools
proximity to retail and entertainment
Proximity to shops
Proximity to shops and medical facilities.
Proximity to shops and restaurants, tree canopies
Proximity to shops, grocery, restaurants, parks
Proximity to SR 826, Great schools

Public amenities & flora
Public parks like Bayfront and Maurice Ferre which are easily accessible. Cultural institutions, such as Arsht Center, PAMM and Frost Museum of Science.
Quiet and clean
quiet and safe
quiet but close to shopping, work, and play
Quiet calmness
Quiet neighborhood with families and good amount of backyard space as well as adequate space between homes.
Quiet. Serene. Waterfront.
Quietness, open space, safety, and nearby commercial centers.
quite and have a lot of families
Relatively low traffic congestion, green space nearby
Residential houses only and no traffic from commercial stores.
Restaurants close by
Restaurants, Workplaces, Homes, and places of leisure all in distance of biking,walking,or public transit. Diverse culture and densely populated creating alot of opportunities for trade and small business to thrive (Tropical New York).
Robust tree canopy and open green park space nearby, places to walk to for coffee or to eat
Safe & centrally located
Safe and free parking
Safe area, family-friendly.
Safe neighborhood and respectful neighbors
Safe, walkable
safety
safety
Safety and accessibility
Safety and leisure activities
safety and proximity to highways
Safety and tranquility
Safety, greenery
security, privacy
Sense of community, walk ability to schools and food
separate housing and proximity to commercial uses
Shade provided by old growth, trees, and a walkable downtown
Shaded trees, limited access roadways, proximity to highways
Shopping plazas and main stores are don one road (88 st). Surburban housing. S
Shopping within bike distance
Short driving distance to work, near grocery, restaurants, and other amenities
Sidewalk, greenery and shade
Sidewalks and nearby parks
sidewalks, walking distance to supermarket, parks nearby
Single family homes and trees

Single family living, green spaces
Size and privacy
small community and its walkability
Some really nice old trees by the main road
Space
Space provided and privacy
Street grid with traffic calming; urban parks
Suburban space
Supermarket choice & safety
teh open streets, lack of fences, porches and overall neighborhood feel
Tener vista a la bahia
that I am in close driving distance to do regular errands
That I can find anything that I need within 15 minutes walk
That I can walk everywhere and that it is relatively quiet
That I can walk to about anything I need
that I can walk to school, restaurants and hospital
that i can walk to shops and restaurants
That I can walk to the metrorail and stores
that I feel safe, there are a lot of parks I can walk in
that I have a short commute, and the neighborhood is safe
That I have walkable access to cafes and restaurants.
That I like semi close to my friends. Some places are close by but most are not.
That I live close to the metro
That im close to the highway
That is quiet and conveniently located
That it is close to major highways.
That it is residential
That it is safe and has access to parks.
That it is very walkable
That it is walkable, there are some public transit options
That it’s peaceful and has many parked
That it’s walkable
that it's a quiet and safe neighborhood
That my neighbor's lookout for each other.
That Pinecrest has lots of trees.
that the nature and scenery is very lovely
that there are no commercial buildings, near expressways
That there’s a park right down the street. Ships around my area.
That there's not apartment complex
The aesthetic
The agriculture.

The amenities
The amount of green spaces in my neighborhood
The amount of greenery and the well maintained sidewalks
The amount of nature and having a backyard
The amount of shade provided because of all the trees and the close community I have in Little Havana
The amount of trees and the shade they provide and the proximity to public transit
The area of location - community
the area to walk around
The availability of local parks and the presence of quality schools in newer residential areas.
The beach
The beautiful landscaping in the right of ways and space in low-density
The beautiful location in the middle of the bay.
The central location
The close proximity to public open space and parks and shaded streets.
The closeness to social areas such as Coconut Grove, UM and Sunset/South Miami
The communal nature of the neighborhood and the close proximity to schools and parks
The community
The community and restaurants
The community I have gained through interacting with neighbors, its centrality in regard to the city and major vendor areas
the community, the proximity to the areas i frequent
The community, we talk to each. We have easily accessible grocery stores, schools nearby, & other businesses.
The culture that everyone brings
The diversity and less traffic
The diversity and the people
The diversity found in my neighborhood on 8th street and its proximity to the Everglades
the diversity of people and the closeness of neighborhoods
The ease of access to public transportation
the environment and the people I live with.
The fact that it’s walkable in Midtown, and you have all the food and shopping and exercise facilities you need.
The farms
The green space and how I have access to shops and groceries closely.
the green space and intimate community
The greenery
The greenery and tress of my neighborhood, and how quiet it is
The growing "shade" tree canopy. Even tough it is an ongoing challenge with few residents that don't value shade trees.
the house i live in is nice. i’m in close proximity to my university
The improved sidewalks and clear pathways.
The lake, the trees
the land and the farming
The landscape and serenity

The little bit of nature that’s left
The local businesses that have been around for years and feel like family.
The local mom and pop shops
The local park
The location
The location and mix of homes, and my neighbors
The location and proximity to the beach and highway
The location, proximity to transit
the low density and lots of trees.
The lush canopy and walkability
The lush environment and the local shops
The many large oak trees and green spaces that neighbors enjoy on their properties.
The natural environment, i.e. the lake by my house and the backyard.
The nature and farmland
The nature, sidewalks around the neighborhood
The neighborhood is safe and walkable with amenities close by that are easy to get to by distance.
The palm trees
The privacy and how close it is to things I like to do
The privacy. My backyard and the ability to have some separation from my neighbors.
the property
The proximity of basic needs like groceries and services. The shared sense of neighborhood and unique character
The public park & tree-lined streets.
the quality of the houses
The quiet of the area since it is off of a main road. I also like that I am not too far away from shops and other businesses.
The relative density and access to public transit options and shops/restaurants, as compared to other areas of Miami-Dade.
The safety
The safety and the closeness of everything I need
The safety being in a gated community
The safety in the neighborhood, the calm at night.
The safety of the area
The safety of the area
The sense of community
The sense of community and location
The sense of community and space: I value neighborhoods designed with integrated green spaces and gathering areas (like local parks and "front-porch" layouts) that allow for social interaction without the claustrophobia of the high-density urban core. Proximity to diverse amenities: I appreciate the convenience of having essential services, such as high-quality schools and local retail, integrated into the neighborhood fabric rather than being tucked away in distant, standalone commercial strips.
The shops along Coral Way and I love Giralda Plaza is walkable all day. We need to take back more streets to create world class ambiance seen in many European cities.
the space

THE SPACE AND PRIVACY I HAVE IN MY OWN YARD

The space between neighbors
The space my house offers, the lake in my backyard
The train station is walking distance, and the neighborhood is green.
the transit amenities and walkability
The tree canopy in Coconut Grove and the feeling of a village it has.
The trees
The trees
The trees and the great mom and pop restaurants
The two main positives I appreciate about my neighborhood are the steady growth of local businesses and the diversity of businesses and communities flourishing in North Miami, especially in the downtown area. I also value the strong sense of safety and security, which is well maintained throughout the neighborhood.
The variety of amenities and the location it's in, in relation to where I need to go throughout the week.
The view of the Hard Rock Stadium
The walk abilitiy and potentional for more trees
the walkability
The walkability
The walking path near my house and how close to Calle Ochoa I am
There are many amenities nearby (grocery stores, parks, restaurants), even though they require driving. The area feels residential
There are things to do
There is an abundance of trees lining the roads and that it doesn't have wide straight expressway lanes that would promote high-speed car traffic.
there's a lot nearby that i can walk to and i'm close to nature
There's a lot of trees and sidewalks. More residential so a lot of homes with lush backyards, and from my apartment I can see a lot of greenery.
Theres a lot of greenery around it
to be within walking distance to coffee shops and stores
too much traffice
townhomes being higher density, and the location near a highway.
Tranquil, safe area
transit access and integrated buildings
Tree canopy
Tree canopy
Tree canopy and walkable restaurants
Tree canopy, preservation of the neighborhood
Tree canopy, privacy, quiet
Tree canopy, trolley that connects me to the metro station
Tree canopy, walkability
Tree canopy, walkable
Tree lined streets. Enclosed community,/guardhouse
Trees
trees and safety
Trees and green areas

Trees and greenery

Trees and houses
Trees and parks.
Trees and quiet
Trees and sidewalks
Trees and wildlife
Trees, close to the Bay
Trees, parks and transit terminal
Trees, safe infrastructure for walking, greenery
Trees, trees and more trees; predominantly single family home community
Two things I like about my neighborhood are the ample space and having a park within one mile.
Urban park spaces, tree coverage
Vicinity to good restaurants and healthcare facilities
Walk ability
Walk ability
Walk ability. Healthcare options.
Walk to services and shops.
Walk/run paths, neighbors
walkability
Walkability
Walkability
Walkability
Walkability
Walkability
walkability
walkability
Walkability (close to Miracle Mile), architecture
Walkability and central location (Westchester) access to shops, highways, etc.
walkability and green spaces
Walkability and transit access
Walkability to downtown coral gables and safety of the neighborhood.
Walkability to goods and services, and the amount of commercial and street activity.
Walkability to grocery stores and dog parks.
Walkability to nearby shops
walkability to shops and schools
Walkability, access to public transport
walkability, lots of cultural activities
walkability, mixed use spaces such as parks and dog spaces
Walkability, Nature
Walkability, nature
Walkability, proximity to everything
Walkability, tree canopy

Walkability/transit and green spaces nearby
Walkable
Walkable
Walkable
Walkable
Walkable
Walkable
Walkable / diversity of things to do: entertainment, retail, services, transportation
Walkable + everything is close
Walkable access to restaurants and activities
Walkable amd urban
Walkable distance to park and supermarket
Walkable main street with yards and parks
Walkable scale and access to recreation
Walkable spaces for people to walk and walk their dogs.
Walkable to food, cafes, grocery stores
Walkable to groceries, retail, medical offices, public parks. Proximity to government and community services including public transit (I live downtown - Met 1)
Walkable to Metrorail and to shops.
Walkable with shady sidewalks
Walkable, a lot of tree shade
Walkable, access to all necessary goods (grocery, markets, restaurants)
Walkable, bicycle friendly, shade trees, good transit options
Walkable, low concentration of people
Walkable, near the ocean
Walkable, public transportation options with the metro
Walkable, safe, close to urban center
Walkable, safe, transit accessible
Walkable, vibrant
Walkaility
Walkibility, green spaces
walking and bikeability
Walking distance to a grocery store and close to public transportation
Walking distance to lots of restaurants, the Sweetwater trolley
walking distance to shops restaurants
Walking everywhere
Walking to downtown
Walking to run errands, coffee shops, etc
walking to stores, trees/greenery
Walking trails and Trees
Walking tree-lined streets; observing wildlife
water access, walkability

We have amenities close to the HOA
We have schools very close to us as well as parks. I feel safe to walk around at night and my area is very quiet
Weather, grocery store near me
well, maintained
West Flagler_ I like the one - (max) two stories building approach - Not tall buildinds

Responses of “I Dislike” (in alphabetical order):

Duplexes and junk
the massive developments like the soccer stadium being built to cater to tourists , making it so so many of my neighbors have to leave grape land heights because they can't afford to live there anymore
1) That there is a lack of fast and effective public transportation (metrorail) anywhere near where I live. The closest metrorail station is a 25 minute drive from where I live. I would like to live within walking, or at least biking distance to a metrorail station. 2) Traffic Congestion. Traffic congestion getting to and going out of my neighborhood is unbearable and it always adds at least 10 to 15 minutes to my commute daily, even during the weekend. Additionally, over 900 apartments (strictly residential) were built nearby where I live, significantly adding to the traffic congestion.
1. Not enough bike paths 2. Car noise
1. The unnecessary medians restricting access to banks and businesses, 2. The high number of stray cats
1. We can hear the expressway from our house. The sidewalks have cracked and been lifted by trees.
A lot of traffic
A lot of traffic, long commute, expensive
Adult bicyclists on sidewaks!
Airbnbs; housing facades including concrete driveways and chainlink fencing.
All the new condos and townhomes and high density building taking away the reason we purchased and moved here in the first place. Traffic congestion.
All the privatized development along the coast
alot of homeless people and crime
Amount of time it takes to get places at traffic hours and lack of public transport
An elementary school around the corner that causes traffic congestion in the neighborhood! Especially the teachers drive at high speeds.
Animal waste on sidewalks
animals and pets unmanaged (chickens), no street lights, no code enforcement
bad architecture and building maintenance
Being a pedestrian is quite dangerous in this area making it hard to use nearby bus stops, park and library hours end quite early in the evening which make them less useful with a standard full-time work schedule
Being in an apartment as opposed to a house
Better schools and parks aren't well lit at night.
Bike lanes. Nobody uses them because they are not protected. A strip of paint is not "protected," there needs to be a physical barrier, and not plastic bollards. A concrete barrier. And you know Miami drivers are savages.
Black exhaust from ships coming to my face as I walk on the bat (downtown miami)
Boats violating “no wake zones” and too much density/not enough streets.
Broken inner roads with no side walks

broken sidewalks and trash and debris everywhere
Built to close to a high traffic main street making for a loud living experience

Bumpy roads and lack of accessible public transpiration
Business, lack of privacy
Busy 5 lane road in front of apt
canopy deficient streets and separated residential areas
Car dependency
Car dependency
Car noise and speeding vehicles
Car oriented development and urban blight
Car-centric design, High noise pollution
cars are still generally are allowed to travel at high rates of speed with virtually no sign of police patrol units ever in the area.
Cars speeding down my street to reach North Miami Avenue and the frequency of accidents on NM Ave in Miami Shores.
Cars speeding through our residentials. This isn't just in my area. Our government leadership is aware of this old never changing problem. Please get serious about public safety and demand change.
Code enforcement not doing their job by proactively enforcing regulations and only taking action on complaints. Get out and do your job protecting way of life, property, infrastructure and natural resources resources
Commute for everything, and last of alternate transportation options
Commute to north for more activities. Lack of non chain restaurants
Commuters passing through my street at high velocity, pest
Complete lack of police enforcement of Uber drivers stopping in the street for their ride shares in Brickell. Complete disregard for traffic congestion that's solely caused by lack of enforcement.
Congestion due to traffic. Trash in streets/nature areas.
congestion, density, and noise
Congestion, traffic, unsafe
Constant gridlock toward the city center and the high cost of rent caused by restricted land supply.
Constant new high rises, lack of green space, traffic and congestion
Constant opposition to new construction and too many recreational cyclists interfering with the flow of cars
Continued push to expand UDB for more housing and traffic
Cost
Cost, that so few neighborhoods around town are like mine
Cost.
Cut through for traffic. Uncontrolled development by Lennar and the total disregard of existing homeowners to this blatant reduction of our quality of life. Pave all the agricultural lands.
Cut-through traffic that uses small streets and neighborhoods to avoid congested big streets that are the ones that should be used. We cannot walk or bike anymore due to unwanted traffic that is not from our area.
Demolition of our historical homes which could be refurbished to keep the character the neighborhood had. We don’t need more “ sugar cube” mega mansions. We need affordable and sustainable housing options that respect nature and Miami’s history.
Dependence on cars
Developers are buying up residential properties and trying to get zoning changes for Mixed-Use high density apartments.
Developers bringing traffic, congestion, road damage, low water pressure
Developers cutting down all the trees

Difficulty finding parking and dead ends for vehicles/pedestrians when going west

Directional traffic and long commutes: I dislike being forced into a "hub-and-spoke" commute where the only high-paying jobs are in the urban center, creating massive congestion and stealing hours of personal time every day. The lack of attainable housing options: I dislike how the current artificial restriction on land supply has driven prices so high that young professionals and the local workforce are being priced out of quality neighborhoods, forcing them further and further away from their jobs.
Disconnected suburbia feeling
Dislike living in an HOA community due to lack of housing options & traffic density
Disrespectful neighbor; this neighbor refusing to get control of his aggressive vine was backed up by the powers-that-be in the County.
Disruptive neighbors & parking
Distance from coffee shops, restaurants, supermarkets, etc is not accessible by walking and public transit is unreliable; a wildlife sanctuary within my neighborhood is in danger of being destroyed to accommodate for unnecessary housing
distance from inter-county public transport. building traffic congestion.
Distance to good restaurants and supermarkets
distances to commerce and necessities
Dividing lots to build zero-lot homes, the destruction of Morningside Park
doesn't encourage walking and not enough trees planted
Dog poop everywhere + getting in and out of the neighborhood on weekends
drivers ignoring traffic laws
Drivers not following the posted speed limit and not picking up after their dog when they are walked.
Driving
Dumping, too much light at night
duplexes or homes with ADUs with several cars parked on their lawn
Es necesario mejorar el transporte pÃºblico, rutas tiempo de espera etc y el gasto del aire acondicionado
Even though its central to the city it is still hard to get to places without a car,
Everything is at least a 15 minute drive and we are being priced out of our communities.
Everything is far away, not walking distance. No sense of community.
Excessive development
Excessive traffic n new high rise rental buildings.
Expensive
Extremely limited parking for multi-generational homes & no easy connection to the metrorail (or similar, efficient transit)
Far from entertainment, minimal green space
Far from everything and congested
Far from everything. Car transport is the only real option.
Feels congested, no landscaped yards only driveway, slow stormwater runoff, no connectivirty to "outside" the neighborhood
Fencing around the neighborhood, no bike lanes and infrequent cross walks on busy streets
flooding
Flooding concerns
Flooding increased A LOT in past 6 years with construction/develomemt increase
FPL doesn’t bury the lines, also lot line building changing the character of the neighborhood and in most cases large legacy trees are removed to build the oversized speculative spec homes.

Gentrification

good nieghbors
Government overreach.
Growing population density, property insurance
Hard to get around because of terrible sidewalks
Have some drainage issues and pest problems (rodents, termites)
having to drive everywhere
Having to drive everywhere and no Metrorail station nearby
Having to hop on my car for everything. I'm getting a job downtown soon and will have to drive in early morning traffic for quite a long commute. If there were a train station near my house I could take the train all the way to the government center building. But that is not an option for me. And many people I know, unfortunately.
Having to use the car for everything.
hay una sola opcion de bus que toma mucho tiempo su espera 602
he extreme cost of housing due to limited land and the heavy traffic caused by everyone driving in the same direction for work.
Heavy traffic and car dependence
High cost
High cost of housing, road congestion
High cost of living and excessive dog waste
High cost of living and long drives toward the city center for work.
High emissions and pockets of gang activity
High insurance costs, missing sidewalks on busy roads
High monthly condomium fee
high rises on the oceanfront, traffic congestion
High speed traffic, lack of crosswalks
High tide flooding
High traffic during the week
High traffic leaving the area
Highly congested streets that are difficult to cross as a pedestrian, no bike lanes make it difficult to bike
highway access
HOA and Parking
HOA; parking rules can result in towing even when parked in front of your house; restrictions on keeping boats and RVs in yout property
Home prices because I'm looking for a house
Homes are suburban homes from 1950s so they do not have a central sense of community. It's a very car centric community, you only really know your next-door neighbor and that's it.
Honking and needless emergency sirens.
Houses to close to each other
housing has become very expensive due to limited supply
How big each of the houses are
how difficult it is to hike to my university even though it's only a mile away. lack of local business and dependency of cars to reach these husniesses

How difficult it is to secure an apartment or residence in this kind of neighborhood. High costs.

How distant many cafes/restaurants are (mainly residential/office space nearby, little mixed use buildings), and lack of public transit to go further distances (can get around neighborhood easily but visiting other parts of the city takes a much longer time than driving)
How expensive and unattainable/unaffordable, truly any housing is.
How expensive everything is becoming, rent, restaurants, shops.Also, the lack of green spaces that are public, they are usually artificial turf, unshaded, etc. would love nice area for shaded walks, picnics, kids to play within the neighborhood. No just allowing buildings to be built against property lines with no greenspace
How expensive housing is
How expensive the cost of living is and housing prices
How far I have to commute to access cards, restaurants, even markets
How far I still am from Ocean access and the lack of community gardens
How far it is from where I work when traffic is bad
How far stores are, flooding after storms
how far the local parks are. There are no pocket parks
How I can see so much trash on the sidewalks during my walks and the lack of strict enforcement on drivers not doing full stops at stop signs or learning how to enter a round about
How i need a car to get anywhere
How limited the public transit is, the flooding
How loud it is, and its lack of bike lanes / shade trees.
how much trash is on the streets and the poor sidewalk infrastructure
how my neighborhood only build sidewalks near the new development.
How not walkable it is
How often drag racing and drunk driving happen on Alton rd
How recklessly people drive through residential streets + construction workers taking all of the street parking by my apartment
How sometimes the nearest metro or bus stop is late which in turn makes me late. I also don't like how sometimes on my walk I get catcalled like crazy.
How there's barely any shade, highways near by that are ugly and loud, lack of bicycle lanes and protection to walk/run, there's an emphasis on building roads but not transit, lack of bus stops and lack of shade at bus stops!
How unaffordable it is, no cross walks on main avenue
I can't walk to a grocery store
I can't walk to much
I dislike all the dead-ends that there are on the streets that aren't the main streets. I also dislike how little sidewalks there are on certain intersections
I dislike that there aren't as many crosswalks, resorting to many people jaywalking. I also don't like that it's becoming more and more congested
I dislike that we have million dollar condos and half the street lights are out in Biscayne! I dislike that I sent in 2 request via the 311 app and one over they phone and nothing has been done about painting a very busy intersection by midtown. How many accidents need to happen?! I dislike that they are no parks in Miami when we live in a tropical climate it's building after building ZERO quality of life. No green spaces, no dog parks, no exercise areas. Also Biscayne is tiny AF and can't even handle the amount of people we have no and you guys are allowing more buildings to be built?!?! Make it make sense!. Does our safety matter at all?!?! An emergency happens or a hurricane we will never be able to leave!!!!

I dislike the fact that I need a car to participate in society. I would like to more conveniently be able to commute within Miami-Dade to more places without having to drive.

I dislike the lack of bikeability, I have to share the board walk with tourists or the road with cars. Not enough protected lanes for practical use. Easy fix is parking protected lanes. I also dislike the extreme heat in the summers, it’s a big reason people leave.
I dislike visibility of law enforcement that would promote safety in our communities. Also, lack of housing opportunities for our younger generations. Additionally, there is a lack of prime businesses like Sergio's or Macy's in our community
I don’t have any store or gym etc within walking distance, there’s no community feel either
I don’t like that I can’t access the metro without driving there and the traffic is difficult
I don’t like that I do not have bulk trash pickup.
I don’t like that I have to walk over half a mile to reach a crosswalk and that the local parks don’t offer much in the way of amenities like restrooms and sports facilities.
I don't have easy access to restaurants or entertainment in walking distance or easy transportation access
I don't like that without a car your trapped in exclusively the neighborhood because walking in the heat is hard distances are long walk feels uncomfortable and unsafe around busy road ways
i dont like the traffic and i dont like the cost of rent.
I hate the lack of parking spaces. The City should be stricter in fining people who do not pick up after their dogs.
I have to drive everywhere I want to go
I have to drive everywhere.
I live in a single family home but I can still hear my neighbors sometimes
I love my neighborhood.
I need a car for everything
I need a car to get anywhere. Growing more unaffordable by the minute.
Ignorance of traffic laws and lack of sidewalks
Inadequate bike lanes, parking and safety
inconsistency of buses, lack of bike lanes, etc
Increase in new developments. Traffic is becoming terrible.
Increase of homeless, security problems and noise
Insufficient wildlife population control (racoons, iguanas, cats, termites, mosquitos, etc), streets in disrepair
Isolation and few trees
It can be sketchy at night. I would like to be able to walk to Brickell easily from Edgewater
It drives me absolutely crazy the number of delivery vehicles / transport vehicles (amazon, uber, cisco, etc.) that park on the street with flashers blocking traffic in and around AND the bridges over the Miami River that go up well before boats come and seem to go up and down constantly with limited / no restriction that constantly cause backups having lived in Las Olas and other cities with a river there are more structured timing mechanisms for the boats.
It feels unsafe. There isn’t many accessible things to walk to
It is extremely un walkable because of the abundance of single-housing. I dislike that there is not much commerce within it, making it necessary to always go to another neighborhood for daily needs.
It is not walkable. Most daily needs require a car, which increases traffic and limits accessibility.
It takes me 2.5 hrs at 7 am to get to work by taking my nearest bus stop.
It tends to flood a bit and some areas lack shade.
It will most likely be too expensive and unattainable

It’s a 15 minute drive to the nearest train station where there may or may not be parking. Biking to the train is dangerous.
It’s a gentrified area.

It’s awful to see people scorched by the sun at the bus stops constantly
It’s far from where I work resulting in a drive that should be 30 minutes taking an hour and a half with traffic
it’s unaffordable to buy/rent without help, public transit isn’t accessible
Its so far from turnpike & expressway. Also, public transport sucks
La construccion excesiva, trafico, cantidad de gente por metro cuadrado, pocas areas verdes
Lack of access to major retail. State expressway underpasses are dirty and not maintained
Lack of access to public transportation. Lack of trees.
Lack of access to water despite being near a canal and lack of buses
Lack of bike infrastructure and speeding cars down Kendall dr
lack of bike lanes
lack of bike trails
Lack of canopy cover in general but specifically on walkways, mismanagement of housing funds
Lack of cleaning
Lack of covered parking
Lack of diverse businesses because it is not a commercial friendly zone (on Ponce de leon)
Lack of green and shaded opportunities
Lack of grocery store nearby
lack of infrastructure
Lack of lighting
lack of lighting and noise
Lack of local shops & lack of greenery making it hard to walk
Lack of metrorail & overdevelopment/congestion
Lack of neighborhood amenities. Lack of quality infrastructure.
Lack of parking spaces
Lack of parking spaces, traffic , MIA airport needs to grow
Lack of parking. Although things are near by it’s not very walkable.
lack of parks
Lack of pedestrian infrastructure, lack of large green areas
Lack of public lighting and slow maintenance of common areas
Lack of public transit
Lack of public transport
Lack of public transport and mass transit options
Lack of public transportation
lack of public transportation
Lack of public transportation to the west. Lack of public transportation options in the west dade.
Lack of reliable transit, lack of walkable spaces/reliance on cars, lack of green spaces to walk to things
lack of safe bike lanes
Lack of safe walkability. Side walks are very close to busy streets with no barrier
Lack of safety, terrible traffic, focus on roads over sidewalks
lack of security at night
Lack of sidewalks and bike lanes to access public trains like the metro rail. And lack of community fee.

Lack of sidewalks, not sufficient recycling, overbuilding, traffic
Lack of sidewalks, so many schools in one small area that come out at the same time which causes traffic
lack of transit access, difficult to commute across town
Lack of transit options, tree coverage, roadway conditions, and street lighting.
Lack of transportation and terrible zoning
Lack of tree canopy and
Lack of trees, traffic congestion
Lack of trees; likely often congested due to lack of transit access from places outside the neighborhood
Lack of tress in the streets to keep temperatures cool when walking. For a lot of the day and year it's too hot to walk in broad daylight, specially with dogs who touch the very hot pavement. We wait until evening or early morning. - And lack of clean gutters and outdated drainage systems for when heavy rain and flooding comes.
Lack of urban planning done BEFORE buildings are approved. We support growth, but it needs to be smart growth. The double and sometimes triple density buildings going up with no plans to address traffic, residents quality of life, and prevent short term rental buildings (like edge house) needs to be halted and better managed by the city.
Lack of walkability / sidewalk structure to all areas; distance from beach
Lack of yard
Landscaping committee, virtual meetings should be face to face neighborhood meetings
Large road, traffic, boarded up buildings that should either be redeveloped for use or torn down for park space
Level of poverty & lack of economic opportunities.
Lights invading neighbors
Limited parking
Limited Parking and Traffic Congestion after 3pm on weekdays
Little to no lighting on streets and not many sidewalks.
Locally owned businesses struggle to survive unless they are national chains Independent and culturally rooted businesses often close quickly, while national brands are more likely to receive the support, visibility, and stability needed to last. Rising costs make it harder for small businesses to stay long-term High rents, short leases, and limited access to capital create constant turnover instead of a stable local economy.
Located in cul-de-sac but exit is normally blocked by backed up traffic on main street.
Locating utility poles in sidewalks; lack of designated bike lanes
location, proximity to busy roads
Loud music after 7:00pm especially on Sundays.
loud neighbors
Low interaction between neighbors
Low landscaping maintenance
Low lights in neighborhoods that are unsafe for pedestrians. Sewer and drainage system are not updated for rising flooding issues
Low plants
Luxury developments pushing out locals and increased parking prices.
Maintenance of pedestrian infrastructure is lacking.
Making traditional single family homes, homes that house multiple families

Miami river bridges opening at peak hours for private vessels.
Missing better restaurants and shops
Missing bike lanes.

more sidewalks and development
My HOA and landlord have virtually no regulations in place to ensure they are keeping the property up to a livable standard and allocating resources effectively.
My neighbor doesn't have protected bike lanes making the bike experience unsafe and undesirable to do. There is no middle or even mixed use density in my neighborhood. It feels a bit like spot zoning where few buildings are developed thus no congruity in the neighborhood. This affects the public realm because the higher density building only has uses are solely applicable to the residents (rental offices, gym & apartments). So essentially everyone is in a silo.
My neighbors
My neighbors are predatory developers who have bought the local commissioner also my neighbor and he is destroying our trees and green space to cover in concrete
NA
near main street
Nearly everything else
Need a car for everything else shopping, etc. & there are few if any transit options. No Parks within walking distance.
Need a car for most everything.
need car to go to supermarket
Need more walking distance shops
Needs more bus routes and shade
needs more markets and less traffic
Neighborhoods are knocking down quality houses to boxy poor material houses Also dislike the cutting of trees I think trees should be provided to cool off any pedestrians walking
Neighbors do not interact frequently. On a personal note, my (Asian) family has experienced racism from another household.
New development. Insurance costs.
New developments pushing out small businesses and raising neighborhood costs
New residential developments
No access to fresh goods within walking distance. Closest bus stop is over a half hour walk. Closest train station is a 30 minute drive.
No commercial space
No communal space for neighbors to get to know each other.
No community or group events
No food markets or other stores close by
No good public transit options to go Downtown, there's a lot of litter too
no interaction, no green area
no lighting at night , illegal dumping
No metro mover stops, a lot of cars
no much buses
No nearby stores or public transit
no one knows each other
No parking, too many people
No parks in my neighborhood, hard to find shaded places to walk my dogs
no public transit access, lack of walkability
No public transport and lots of inequalities relating to wealth

No public transport that is actually safe to take or unreliable also
No public transportation-too much traffic during peak hours - pass thru neighborhood
No sidewalks!
no sidewalks!!!
No sidewalks, not enough trees.
No sidewalks, overdevelopment too close
No street lights, public road has potholes.
No street trees, no protected bike lanes, bridge sidewalk is too narrow and close to speeding cars, vacant lots under i95 make it unsafe.
no transition in scale from the intrusion of development along the busway. Multi-story development 8-10 stories adjacent to EU-M, EU-S EU-1 and AU. Resulting in out of scale development outside the original contemplated mixed-used districts.
No trees
no trees, lack of public transit
no viable parking options
Noise & lack of affordable restaurants/activities
noise and traffic
Noise pollution, lack of pedestrian accessibility and safety
noise pollution, S Bayshore Dr traffic, drivers speeding, ignoring pedestrian crossings. Lack of maintenance and connectivity of the Commodore trail.
Noise, luxury developments pushing out locals
noise; poor lighting
Noisy vehicles; use of pesticides on golf course; little access to unreliable buses; no access to metro rail
Non-optimized traffic timing signals, lack of affordable food options
Not a lot of cross walks and not many restaurants nearby
Not able to walk anywhere. Not feeling safe to walk alone after the evening.
Not accesible to restaurants
Not always safe for pedestrians
Not close to shops / grocery
not currently safe
Not enough cross walks NE 2nd Ave Edgewater
Not enough green areas
Not enough outdoor markets.
Not enough shading on sidewalks and a public green park should be built in my neighborhood of wynwood..
Not enough sidewalks, not enough green space or trees
Not enough trees - trees clean our air and create shade and lower heat index
Not enough trees and shade
Not enough visibility at night, doesn’t have a park for children
not lights at night and developers want to ruin it
Not many great public spaces to spend time at, like a pool or recreation area. In between two busy roads.
Not many transit options and transit connections are available.

not much to do without having to drive
Not much within walking distance

Not safe for bikes and pedestrians, and not enough shops in the area
Not shopping centers around and connectivity
Not to mich parking, dog poo in the parks
Not very walkable, not very green
Not walkable
Not walkable, etail is shopping centers only
nothing
nothing
Nothing
Nothing
Nothing Commercial Walkable & No Transit, Not Enough Shade or Tree Coverage, Bad Night Lighting
Nothing is walkable. You need a car or biking.
Now our neighborhood has no peace and quite. We are dealing with roads full of deep potholes, people dropping of thier unwanted dogs, trash and recently a travel trailer.
Old housing options, newer are too high end
Only one way in and out
Over development and limited access/reliability of transit
Overcrowded and traffic congestion
overhead powerlines and no sewers
Parking is scarce and complex. Expensive
Parking is the worst. There’s no actual developed outdoor park or tree density, and the public transportation is mid at best.
Parking situation.
Parks and beaches on’t allow dogs. Registering dogs DNA to fine people who leave their poop could help.
Paying for parking
paying for parking
peacocks
People on bicycles on sidewalk! They take over sidewalk in a mean way.
People thinking my area is not safe
People use the road to avoid a busy intersection and drive extremely fast and recklessly on a residential street. Also, there aren't enough trees to shade the sidewalk to make the area walkable.
Poor public transport
Poorly maintained sidewalks, traffic lots of cars
Price of rent
Price of rent
Prices
Prices / old, vacant buildings
Prices, maintenance
Public school performance - I would enroll my child at the one in walking distance if it had better performance
Rapid tree cutting and allowing for irresponsible development that increases traffic overuses concrete and hardscape instead of plants

relying always on the cars

Rent is extremely high and
Reptiles and racoons
Residents to pay parking in the streets of the community.
Reving rented Ferrari’s, the cost becoming astronomical
Revving of car engines
Roads are in disrepair and have not been resurfaced in 45 years
School traffic, massive developments to be built nearby
Severe car traffic, not enough trees and nature/parks
Sidewalks aren't consistent and you have to walk in the street at times. Also dislike high prices and displacement
So many schools zones. It is not a bad thing. But the problem is that it causes so much traffic. There is traffic between 1-3 when kids get out. And then 5. When parents get out. An influx of people moving in and everyone has cars. Not enough roads.
Some parts of the road have potholes and there needs to be improvement irrigation that can be faulty.
Sometimes people drive like idiots in neighborhood. Some people don’t pick up their dogs poop
Speeders and loose dogs
Speeding cars
Speeding cars; plane and sportscar/motorcycle exhaust noise
Speeding vehicles on Collins and Indian Creek have led to monthly crashes, knocking down fences and huge palms making it less safe to walk. More street trees.
Speeding, cutting down of large trees, little access to public transportation going east and west
Still need to drive to the grocery store or restaraunts
street lighting is inadequate
Street sounds are sometimes loud (noise pollution)
Streets are more car focused than pedestrian focused and there’s no reliable transportation
Super congested with traffic during the week, lots of school zones and people using the neighborhood to avoid congestion on US1 and old cutler
Tallahassee making decisions that impact my neighborhood
That biking is unsafe and walking without sidewalks, TRAFFIC is insane!
that I have such a small lot, and that my neighbors have several families living in one property with an ADU
That I have to get in the car to go to the grocery store. I also dislike the traffic.
that it is harder to access public transit
That it would be extremely expensive to purchase a similar home for a young home-buyer
That it’s far from public transit and there are no mixed use areas
that its not walkable and has no public transit options.
That it's too dark at night to walk outside
That lights get turned off, there are always loud cars at like 3 AM
That my lot isn’t larger for more privacy
That my walk to get to the underline isn’t always well shaded or well protected from traffic. Pedestrian connectivity is key for me.
That Pinecrest’s streets are quiet and the only life or community I see daily are yard workers and uninterested dog walkers. We need a downtown - not strip malls on US-1
That rent keeps increasing despite the minimum wage
that the commute to Miami from Homestead has become unbearable

That the highway has a lot of traffic
That there isn’t more vegetation in the right of ways
that there’s always bumper to bumper traffic on us1
That with out a car you cannot get any where. To walk to the closest grocery store is 55 minutes
The
The ability to scale house without moving into wetlands and affordability in Miami Dade.
the amount of cars that speed through the street as if it were a major road, sidewalk ends a lot or is just nonexistent
the amount of potholes/uneven roadway and neighbors who don't care for the home's appearance.
The amount of space reserved for surface parking and lack of trees providing shade in streets
The area is still very car-oriented, covered in impermeable surfaces, lacking in green spaces, and in need of infill along many blocks.
the changing of the zoning by putting apartment building around single family zoned neighborhood.
The city does not promote anti litter programs.
The commute
The cost of living
The county is allowing the area to be populated with new home development. Increasing the population and reducing the fam land.
The development who establish chain restaurants/ big business after driving out the locals due to high rent prices.
The disconnect between people and lack of third space that you don’t have to pay for
The disconnection of community
The disregard for the animals that live in the neighborhood and the fact there’s nowhere to park or walk anywhere, so therefore people in my neighborhood walk on the road, which is causing accidents.
The distance between residential and commercial businesses needing to be traversed timely and efficiently using a motor vehicle and the lack of "community togetherness" it creates.
The distance to most places requires a car and there is no public transportation
The elevators
The fact I don’t have a yard. Also how congested parking is after a certain time in the night.
The fact I need a car to go anywhere
The fact that neighbors are allowed to do illegal and against codes activity break the rules that allow decency and empathy within the community.
The fact you have to drive everywhere and a lot of sidewalks are completely unsafe for pedestrians. Literally unwalkable.
The giant, white "sugar Cube" box houses that use every square inch of the lot. It discourages cohesiveness of the neighborhood
The higher-density housing. It should be low to moderate in a mix. The first option is really the nicest, but not feasible in a large city like ours.
The highrise buildings in the middle of neighborhoods which overlook into the privacy of homes that have been there over 20 plus years.
the HOA, and small gym for a big community
The homes are squished together and people are living on top of each other. the worst part is, some homeowners, like myself make over $100,000 annually and still cannot afford a larger, spacious home. I had to settle for a 900sq ft town home with no front or backyard, almost 20 miles away from my place of work.
The inconvenience of crossing the bridge to mainland without a car
THE INCREASEOF CRIME AND TRAFFIC FLOW

The lack of cohesion in historic architecture and sidewalks for pedestrian safety
The lack of community and walkable things
The lack of interaction within neighbors
the lack of lighting at night, the pricing
The lack of maintenance on the residential sidewalks
The lack of public transit efficiency and night vision.
The lack of public transportation, and the lack of tree it’s too hot
The lack of safe walkability to most places
The lack of sense of community; not enough trees.
The lack of shade on walking paths and inadequate drainage systems after rain
The lack of shade trees, and speed bumps
the lack of sidewalks and biking opportunities
The lack of sidewalks and community center
the lack of space between houses
The lack of things like bike lanes and the less pedestrian friendly avenues
The lack of transit and affordable housing
The lack of trees on the right of way
The lack of walkability and no access to major public transit like the metro rail for north miami
The lack of walkable options
The lighting , HOA cost
The low frequency of public transit routes and the lack of safe bike infrastructure
The need for urban sprawl and lack of safe side walks
the neighborhood - dangerous and dirty
the noise from revvedup engines, from cars racing between stop signs, the traffic that has doubled any commute anywhere by 50-100% in the past 10 years
The one way traffic gridlock toward downtown. The lack of diverse, attainable housing stock caused by land restrictions.
The over development that is happening here means we are losing our plant life and it’s getting hotter during walks
The parking is horrible
The partying that takes place all night, and multiple cars dedicated to one household so.much that they have to park in neighbors yard
The pass through traffic
The people
the people
The playground/park in the community need a remodel
The prices. We got very lucky and bought our home in 2018. Our little home can now sell for more than double what we paid for it but our friends can’t afford to buy here.
The rising costs associated with living in a home owners association of a high rise
The road is private and there are no sidewalks. The HOA is run by a bunch of incompetents.
The road we turn off of is a busy street people speed on and we don't have sidewalks.
The small sidewalks
The smell of dog droppings, having to drive everywhere

The smell of dog urine on sixewalks due to so many dogs in apartment buildings and lack of safety from wreckless drivers
the speeding and loud cars and homeless epidemic
The street construction
the street lighting is not sufficient and I have to cross a very wide 4/5 lane road to get to the nearest community park
The street trash and poverty that comes with decades of an underserved community.
The streets are bad maintain and very dangerous to walk or bike.
The terrible way it is managed by county
The three major highways nearby that are loud and difficult to cross.
The traffic
The traffic
The traffic
The traffic
The traffic
The traffic and congestion, growing homeless population
the traffic and lack of education on the streets
The traffic congestion
the traffic on my street
The traffic that is starting to form.
The traffic, high rent prices
The traffic, noise, and parking
The trash and high cost of property insurance.
The two main issues I have with my neighborhood are its heavy car dependency and the lack of safe transit infrastructure. Even many residents who live in Downtown are forced to drive to access their daily necessities instead of being able to walk. Additionally, bus stops and train stations-especially in North Miami and throughout Miami-Dade County-need significant safety improvements. Transit infrastructure should be cleaner, better lit, weather-protected, and designed to feel secure for all riders.
The very noisey Metrorail trains and from ridiculously loud cars.
There are no parks near me within walking distance
there are no retail stores near my house and no transportation.
There are no spaces to interact with other residents
there are not sidewalks everywhere
There are too many main roads with poor pedestrian safety and maintenance.
There are too many visitors at the Culter Bay Isles At Bayshore fighting for guest parking, visitors should be limited or restricted at the isles to avoid congestion in the area from residents that actually pay to live here.
There is a lack of walkability. It is far from public transport and as a result requires a vehicle at all times. (Also) my district appears to be separate ineligible to participate in mayoral elections for Miami dade
There is almost no green space. The underline willl be nearby, but that is not enough, there should be another pocket park
There is constant construction behind my house. Heavy traffic makes walking or biking difficult.
There is no night time parking
There is no sidewalk or bike path to city place. This is Doral not homestead Speedway. Loud exhaust sounds from racing and car enthusiasts. FHP DOES NOTHING ABOUT IT. Local police

could not care less about the
loud car sounds at night

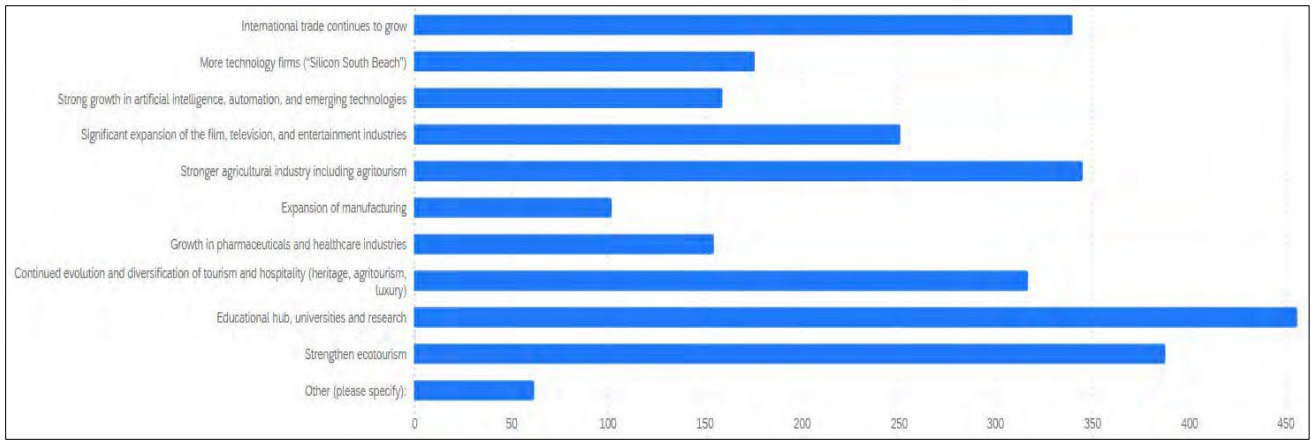
There’s not enough parking. And someone actually approved it and it’s a shame that there’s one assigned parking spot for 3/4 bedroom apartments it’s unacceptable.
To!!! MANY HOME EFFICIENCY.
Too expensive
too far to walk to the stores
Too few destinations within walking distance. Poor bike infrastructure for getting to things that are within biking distance
Too much construction on Venetian Causeway. It’s endless.
Too much driving to get anywhere or too long a wait time for public transit that does not have enough options to connect to different areas
too much new development with oversized and overpriced housing
Too much traffic daily, not enough bike lanes or walkable areas.
Tourist overcrowding, traffic
Townhomes next to other residents causes fights about limited parking or cars
Traffic
Traffic
Traffic
Traffic
Traffic
Traffic
traffic
traffic
Traffic
Traffic
Traffic
Traffic
Traffic
Traffic
Traffic
Traffic
Traffic - no public parks
traffic & loud noises
Traffic and disobeying laws
Traffic and lack of affordable housing
Traffic and lack of clean
Traffic and lack of public transit
Traffic and noise
Traffic and noise
Traffic and noise pollution
Traffic and parking
traffic and speeding in my area
Traffic and the 2 hour commute I have to go downtown

Traffic and the facts I can’t walk anywhere and it’s very loud due to traffic
Traffic and traffic lights that are not timed.
traffic at certain times of the day.
Traffic at on/off ramps to the Palmetto Expressway.
Traffic conditions and the frequent accidents caused by the increase in the population.
traffic congestion
Traffic congestion
Traffic congestion
traffic congestion (it takes me 45 min to travel 4.2 miles)
Traffic congestion and low density
Traffic congestion and not many green spaces in the neighborhood
Traffic congestion and not safe to walk around
Traffic congestion associated with Brickell Bridge openings. Biscayne Blvd as a drag strip for motorcycle "gangs" and high perf autos.
Traffic congestion inside and outside of neighborhood
traffic congestion, I don’t have 2 items.
Traffic congestion, lack of parking
traffic congestion, safety issues
Traffic congestion, unnecessary development
Traffic down my street since I am two blocks off Coral Way. People drive 40mph where it should be 20 mph. I think smaller streets in residential neighborhoods would make cars passing through go slower. We don't need the width of two full lanes all the time. That encourages people to drive faster not slower.
Traffic getting on/off the beach. Cost of living.
Traffic getting worse & no close central hub
Traffic in Biscayne boulevard
Traffic noise
Traffic on the Venetian Causeway
Traffic onto US 1, sidewalk limitations towards cocowalk
Traffic pile up that happens
Traffic to leave the community
Traffic when trying to get elsewhere
Traffic, aggressive drivers
Traffic, congestion, prices
Traffic, Increased prices
Traffic, lack of metro
Traffic, lack of sidewalks
traffic, lack of support for small businesses,
Traffic, no public transit like metro rail to connect other neighborhoods
Traffic, spotty bike infrastructure
Traffic, very crowded
Traffic. Tourists.
traffic; cost of living

Traffick
Trash and traffic.
Two things I don’t like are the lack of shade and the absence of accessible, reliable public transportation.
Ultimately, there is no enforcement from RER. Tickets are handed out but ultimately liens are just ignored
Ultra luxury buildings not used by anyone who lives here, No green spaces or parks
Unaffordable housing
Uncleanliness and poor public transportation
Unsafe environment where there are homeless people. Flooding water since there are no drainage system.
Unsafe/nonexistent sidewalks!! No designated bike lanes.
Unstable neighbors,
unstopable street breaking in unfinished projects - traffic increase
Unwalkability, have to use the car for everything. Traffic.
Urban sprawl taking place. Reduction of green space.
Vehicles exhausts should not be permitted. These make too much noise. Especially in the middle of the night. Also vehicles doing donuts in the intersections.
Very far from any public transportation, not very communal
Very little amount of trees on the individual feeder roads to the houses
Volume of traffic and traffic violations to get around traffic.
walking can be far for shops, transit
Walking to shops and restaurants is difficult
Way too much police presence and too many food delivery self operated carts
We have a big well used park but it’s ugly (Colonial Drive Park). It lacks beautiful landscaping and shade.
We have alot of cut thru traffic from mayor intersection (sw 8 strett and lejeune road.) Missing bike lane connectivity to trirail, modal cemter and airport bus hub. Mayor failure in urbab planning for its design yet disconnected from commuters in at
We need a traffic light at the main entrance of the neighborhood. I do not want to see high rises in this area.
We need cars to make it to those amenities
Wide roads with no shoulder, too far from amenities to comfortably walk
Wish it was more walkable
you have to pay for parking

Question 11. What should Miami-Dade's business climate look like in 20-30 years? Select all that apply.

Selected Answers in bar chart format:



Selected Answers by percentage and count:

International trade continues to grow	47%	340
More technology firms ("Silicon South Beach")	24%	176
Strong growth in artificial intelligence, automation, and emerging technologies	22%	159
Significant expansion of the film, television, and entertainment industries	35%	251
Stronger agricultural industry including agritourism	48%	345
Expansion of manufacturing	14%	102
Growth in pharmaceuticals and healthcare industries	21%	155
Continued evolution and diversification of tourism and hospitality (heritage, agritourism, luxury)	44%	317
Educational hub, universities and research	63%	456
Strengthen ecotourism	54%	388
Other (please specify):	9%	62

Statements to accompany the selection of "Other" and general comments on this question (in alphabetical order):

Organic food production. Organic food and healthier should be economical and cost less than other food. Unhealthy food and condiments (alcohol, tobacco, etc.) should cost the price to society (med bills, insurance cost, etc.). Hospital safety for patients - all on video or tape with patient approval. Intelligence apparatus out of our schools (UM houses the 2ndÂ largest CIA hub.)
A program should be established that any incoming out of state company is required to hire X percentage of locals who have lived here before covid
Advanced technologies supporting citizen experience when dealing w/ government services. The city/county govt is using cutting edge tech to increase citizen services
Aerospace and related industries
An efficient countywide transit system
Art and Culture Destination
Become the political, cultural and sports capital of the Caribbean and Latin America.
better housing. affordability. make the american dream, affordable in miami.,

Better non stop connections to Europe please!!!!
commercial campuses on the county edge that offer high quality jobs near newly developed residential zones
Creating affordable property and resource options for locally-owned, small, independent businesses that are not chains of larger corporations
Do not establish AI or tech centers. These are ruining our water supply and killing our ecosystem.
DONT SUPPORT AI COMPANIES
emphasis on local and small businesses
Encouragement of local businesses
Expand the metro to relieve congestion in traffic
expand waterfront opportunities
Expansion of places for people to hang out aka third spaces
Farming
focus on alternative medicine & preventative healthcare practices
health and wellness
I believe Miami is poised to excel in all these areas for the next 20 to 30 years. It is essential for Miami to enhance its position as a global center for international trade, technology, and innovation. The region has the potential to expand its "Silicon South Beach" ecosystem by fostering growth in AI, automation, fintech, and climate tech industries, while also bolstering advanced manufacturing, pharmaceuticals, and healthcare. The film, television, and digital media production sectors should continue to thrive, alongside a diversified tourism industry that encompasses heritage, luxury, agritourism, and ecotourism. It is crucial to preserve and modernize South Dade agriculture to ensure food security and promote agritourism. By investing in universities, research institutions, and workforce development, Miami can establish itself as a premier educational and innovation hub, all while creating a more resilient and diversified economy.
Idk
I'm always a fan of growing locally owned business regardless of the type.
Incentives for entrepreneurial ventures
increase restaurant and leisure options.
Instead of trying to be the "next silicon valley" etc, focus on the things that miami already strong in instead of chasing technology that directly impacts the city negatively (ex. Artificial intelligence data centers put extra strain on water systems, and miami already deals with potential fresh water shortages)
Invest in industries that won’t collapse in the next 10 years
Invest in something that doesn’t just serve rich white people.
Keep palantir out
Large commercial campuses on the county edge that require significant acreage for innovation.
Large office campuses on the county edge providing jobs near affordable housing
larger reliance on creatives, arts, and culture integration. more connection amongst industries
Literally anything that isn't crypto/AI bs. Anything to bring jobs for young people with and without degrees that isn't in tourism. Everybody I know growing up here has either left entirely or still lives at home.
M-DC needs to support LOCAL, SMALL businesses. These are the people struggling to make it in their home county.
Miami Shores
Miami should be the international finance capitol, the new NYC per say

Miami-Dade’s business climate should be decentralized. We must move away from a model where all high-paying jobs are concentrated in a single urban core. By strategically expanding the UDB, we can create secondary and tertiary business hubs on the county's fringes.

More 'active', low impact, ecotourism like kayaking and paddling in Biscayne Bay and nature tours
More clean neighborhoods. Less homeless individuals in our neighborhoods.
More companies besides cruises, spirits and private wealth
More farmers markets, fresh produce
more government jobs
More locally owned,”mom and pop” shops
More parks
More pickleball courts
More public schools with services available for disabilities
Multi modeTransit industry and professional hub of the Americas
No AI
Protect natural areas, plant more trees, reduce traffic
Safe county, now is a jungles. More financial aid for students in Florida universities publica or privates
Stop over-developing.
Strong business environmental should be well rounded, forward thinking and future proof. This is why I selected all of the above.
Support nature-based solutions for coastal regenerative infrastructure
Technology hub that connects businesses with established stakeholders and government
The design district is a good example but I would argue there is a healthy “in between” that and something like Lincoln road.
Trail or express transit everywhere
utilizing the county's fringes to house the physical infrastructure (labs, warehouses, campuses) that the urban core can no longer support.
We have the most beautiful natural resources and our residents should be educated about them and have access to them to appreciate and protect them
welcoming to migrants
Well-paid careers with benefits for locals
Where on here is any work for ANY mom and pop business? I can't believe how out of touch you all are! This is absolutely shameful!!! Perhaps you all live in a neighborhood where you can only drive to a large grocery store, rather than getting milk from a walkable local bodega. Perhaps you all want to eat at Chili's rather than a locally owned place (that shuts down due to building code being so ridiculous) ...All these businesses you are so focused on developing will not bring community nor livability they detract from it. You want Silicon South Beach? Great: so what are you going to do with the 200 employees who will make $200k+ per year and the car(s) that they will buy: what happens to traffic and infrastructure then? Wake the *()&*)(& up already!

Question 12. Help us weave together our story in the making. Tell us in 200 words or less your wish, prediction or wildest dream for a Miami-Dade of the future.

Responses to this question (in alphabetical order):

Affordable housing for middle class incomes, Permanent remote work from home, Competitive incomes, less traffic congestion, build more homes and not condos in the North Miami areas, public transit options to west Miami Dade area
Green spaces that works with our water, our cannals being seen as an asset, vs back of house. Perminate Farmers Markets, similar to the redland market, where local produce can be found and

sold.

1.Apply "Garden City" design principals to all Miami-Dade developments. 2. Host the Pan Am Games and leverage investment in housing and facilities into permanent local benefits.
826 and 836 are reduced to 2 lane roads, replaced by trains and walking/biking trails. 15+ story buildings are no longer allowed to be constructed within downtown and Brickell, and builders elsewhere in the county are capped to 10 stories. areas adjacent to canals are turned into nature trails so that people may enjoy them.
A rare case of modern sustainable development - a city that grew with respectful proactive planning with preservation of nature. A city that increased its canopy and green space achieving reduction in temperatures and improvement in climate resilience, while using all the newest technologies to restore coral reefs, biodiversity and natural habitats, provide clean energy and air for its residents. Green space is not only a privilege for the richest neighborhoods but is abundant in everywhere.
A business hub that includes a southern Wall Street.
A city for everyone - welcoming people of all backgrounds, cultures, and walks of life. A city where residents feel proud and connected to the place they live because it is designed for them. Reliable and efficient public transportation works together with safe sidewalks, protected bike lanes, and shaded streets lined with trees. Local businesses thrive throughout central neighborhoods such as Little Havana, Allapattah, and the surrounding communities, all seamlessly connected to established areas like Coconut Grove and Coral Gables. In this city, opportunities and jobs exist for people of all economic backgrounds, and urban development moves in harmony with the climate rather than against it. Instead of building barriers that separate us from the water, the city strengthens its relationship with it - creating resilient, accessible waterfronts that celebrate and embrace the natural environment.
A city interconnected with transit in which owning a car is a choice rather than a necessity. Every neighborhood is unique and filled with mom and pop shops and the zoning codes include mixed use housing. If miami makes owning a car a choice, traffic willl lower, and local economic hubs would grow within neighborhoods. I would love to see more public spaces and 3rd places for the locals of Miami to hang out at for free rather than have to pay for a membership at a gym or social club to spend their free time. And connecting these parks with walking and biking access to surrounding neighborhoods would encourage this. All of this would be kicked off but the expansion of our already in place heavy rail network.
A city similar to those in Spain & Colombia where you can walk to your nearest coffee shop everyday!
A city that you can commute with public transportation like Chicago and New York. this will reduce traffic and make us more walkable.
A city where all corridors can be connected via on time public transit, where a car isn't fully necessary and is affordable for middle class people
a city where cars are not necessary and we can fully rely on public fast transportation
A city where its residents can afford to live in and there be a thriving middle class.
A city where people can get to any area of Miami with ease and comfort without relying on cars
A city where you can travel by light rail or express bus or other innovative systems everywhere and you don't have to be on 1rh + commutes. Where there is high-paying technology, healthcare, financial and professional employment. Where we have plenty of green spaces and we respect the environment, stop urban sprawl, where we can walk and feel safe anywhere. We should have a city where the needs of the homeless and elderly and most of all our children's education are top priority.

A city within an amazing puboic transit system and green spaces that make it desirable for all who live or visit. A stop to rampant development and useless projexts like the skyway bridge in downtown.
A clean, affordable, truly equal-for-all community.
A clean, enviornmentally healthy, diverse communities, productive agricultural lands, and no traffic headaches.

A climate-resilient, walkable, mixed-use urban city that prioritizes green spaces and tree canopy to keep cool amid rising temperatures and sea levels. Banning obscenely loud vehicles from roadways. Mandating that restaurants and businesses use eco-friendly, compostable packaging for foods without PFAS contaminating our water supply. Banning single-use plastics except where absolutely necessary (hospitals, research labs, etc.) to prevent environmental degradation. Limiting expansive sprawling development to favor high-density, walkable urban areas.
A combination of Washington DC and Sanfrancisco.
A community where every worker can afford a high quality home. By moving the development boundary we finally addressed the severe shortage of residential land. This expansion allowed for the construction of thousands of attainable houses for our local workforce. At the same time we brought major employers to the west so people can work near their families. The result is a county where the reverse commute is standard and housing costs no longer cripple our families. We chose a future defined by accessibility and economic opportunity for everyone.
A cooler, shaded, water-smart, transit-connected Miami where daily life no longer depends on a car. Where infrastructure works with the subtropical environment, not against it.
A county that supports public transit and walkable, liveable communities. One of less greed and more protection of natural land. A county that has a great education system from elementary to College.
A design-first city that carefully assesses and builds climate-smart solutions, smart growth decisions that truly favor the residents, and a modern city where construction sites do not appear to be 4th world country liability projects.
A dream would be affordable single-family homes with front and back yard for Miami-Dade County.
A highly-dense, vertical Miami-Dade connected by a robust public transit network that includes expanded MetroRail and MetroMover services. Abundant housing of all types, with a strong emphasis on apartments and missing middle for-sale & rental housing.
A metrorail with routes and frequency like DC's WMATA and to not die while biking for errands or work
a miami dade that feels that home actually and doesn't require a tense lifestyle for basic human needs.
A Miami Dade where traffic has been resolved and not by spending 10+, years constructing. Parking is affordable. Most roads are lined with trees. Nature and boundaries are protected. Zoning and neighborhoods are respected. Government meetings are in the evenings or weekends so our voices can be heard.
A Miami that have accessibly priced housing, with little to no congested roads. Easier more extensive and safe access to public trasit. A short trasit takes you to local businesses and and one of the many farmers markets. On the weekends you meet with a community to exercise in the park. The city has reduced their carbon footprint by 50% and ecological areas are protected and preserved.
A Miami where we can walk around and not either get hit by a car or have heatstroke. A city where you can travel from neighborhood to neighborhood without hours of traffic. A place that takes care of their natural resources. Clean sidewalks and beaches.
A Miami-Dade County which embraces smart development to address the housing crisis, this means both redevelopment in the urban core as well as new single family home and townhome neighborhoods in appropriate areas.
A Miami-Dade of the future has an economy that thrives in tourism and hospitality, is top-ranked nationwide in our education and research skills, has accessible public transportation within a 10-minute walk from established communities, and has a strong middle-class that can easily purchase a home without having to live paycheck to paycheck.
A Miami-Dade of the future should include strong storytelling of the history of Miami, safe and accessible transit for all, less traffic, leisurely biking possibilities, recycling systems, and beautifully preserved natural areas.

A more unified diverse community. Walkable with options for public transportation include trains, metro, underground metros, etc. preserved landscape and wildlife. Advocating for protecting farm life, natural resources, free health care.
A network of slow, safe, green, connected streets leads to all of life's basic daily needs within 15 minutes of home.
A perfect population balance with minimum traffic congestion.
A place full of options for the residents to enjoy the tropical weather with less taxes and more access to the medical system

A place that celebrates it's natural beauty and makes that natural beauty accessible to the normal residents.
A place where people can escape when seeking peace. Where they can reconnect with nature as well as a place families feel safe and a strong security and support for their children.
A place where people want to be educated and can get good jobs. And where we respect the different cultures and take care of the land and water in which we depend on.
A place where the citizens and politicians actively work together to create a strong community that cherishes and protects its natural resources and unique habitats. Implementation of the 15 minute city, focus on pedestrians not vehicles, room for growth, access to resources and opportunities for all citizens.
A place where there is more public transit, the streets are safer for cyclists and skaters, people walk to the store instead of driving everywhere
A place where we can afford to live. Please.
A public transportation line connecting south beach all the way west to the everglades, as north as aventura and as south as homestead
A realistic prediction for Miami-Dade County might look impressive-but a wildest dream version pushes it into something almost futuristic: Picture a coastal metro that has fully reinvented itself around water and climate. Instead of fighting rising seas, Miami-Dade embraces them. Parts of the city function like a modern-day Venice-elevated streets, water taxis replacing Ubers, and neighborhoods designed with canals as primary transit routes. Autonomous electric boats glide between hubs from Miami Beach to Brickell. The skyline becomes a model for climate architecture: buildings that generate their own power, filter seawater into usable resources, and sit on adaptive foundations that rise subtly over time. Think glass towers covered in vertical mangrove systems-natural storm barriers integrated into design. Transportation evolves too. A fully expanded, high-speed version of Metrorail runs above flood levels, connecting every corner of the county, while underground freight tunnels keep streets clear. No traffic, no parking headaches-just seamless movement. Culturally, Miami-Dade becomes one of the most influential global hubs in the Americas. It's the capital of a new Pan-American economy-where tech startups from Latin America, finance from the U.S., and creative industries from the Caribbean all collide. Art districts rival global capitals, and festivals feel like year-round celebrations. Environmentally, the Everglades are no longer just protected-they're expanded and engineered as a living shield. Massive restoration projects turn them into the world's most advanced natural flood defense system, protecting the entire region while boosting biodiversity. And maybe the boldest dream: Miami-Dade becomes the global blueprint for coastal cities. Instead of being a warning story about climate change, it becomes proof that adaptation, design, and culture can turn vulnerability into strength.
A resilient county with interconnected neighborhoods and an efficient transportation system. One that offers housing for all income levels.
A social neighborhood with single family homes that have driveways to park at least two cars and with neighborhood parks, restaurants and entertainment in walking distances. Where the homes are affordable for the working middle class.
A solution for traffic, for parking to be easier in downtown Miami and for it to be a more walkable city that encourages greenery and parks, trees and shade. ideally, a more european style in terms of its pedestrian life.

A sprawling rail system that gets you anywhere in the County in 20 minutes or less!
A strong sense of community that grows in healthy ways to promote happiness!
A ton of accessible, reliable, clean and safe public transit that allows you to get everywhere in Miami. Miami is such a great city, but the traffic makes it almost impossible to enjoy it.

A vibrant city that is affordable, safe and equipped with a mass transit system that can take you almost anywhere.
A vibrant, culturally and economically diverse city that preserves its natural resources and is resilient to a changing climate and extreme weather.
A walkable city where you can easy walk to a deli, bakery or cafÃ© all within a few blocks. Great very large open spaces to gather with large open lawn multi-use outdoor like Tropical Park and some Neighbor hood parks. Miami doe Not have enough green spaces everything is cemented or full of brick walls, very uninviting.
A walkable community, where you can work, live, and play at the same time, with easy and safe access to public transit to other communities and, more so emphasize of middle housing... Not a tall building but compact buildings like townhomes, or 2 or 3 stories tall apartments, still promoting close proximity communities.
A walkable, affordable city with cultural activities for the community. A city that fights for its residents and protects them.
A walk-friendly county. At the very least, reliable public transportation throughout the entire county that can get you from A to B in reasonable time. Encouraging the use of public transportation with specific bus lanes during certain times and have them running more often.
A way for all of Miami Dade to be better connected and make it easier for residents to enjoy all that it has to offer
A well-connected subtropical place where I can walk/bike/ride and get what I need but also where I can just be outside chitchatting, meeting new people, or exploring the arts and interesting architecture. It's a city in a garden. Theres a lot more integration of previous ecosystems. People of various backgrounds mingle, work, rest etc. the insides of buildings and buses aren't so totally freezing cold- they're more attuned to the exterior climate. Buildings are respond to the climate and are very interesting to experience
A zero-waste community, with people that respect each other, the environment, zero crime, no need for conventional vehicles, bicycle and pedestrian friendly, no guns, less police, more parks.
Accessible interconnected public transportation Neighborhood centers in the neighborhood
Actual protection, conservation and restoration of sensitive lands such at wetlands which protect our water, no development of sensitive protected lands especially when directly adjacent to them, affordable housing for specifically Floridians, a metro rail that goes West.
ADUs should be allowed in 7000 sq ft lots; ecosystems must be protected starting with Everglades and B Bay, protect diversity.
Affordable housing and comfortable, reliable public transport, as well as less congested roads. It shouldn't take 1hr+ to drive less than 10 miles.
Affordable housing for all - especially the workforce that supports our mega tourism industry. Closing the income inequity gap. A sustainable natural environment with access to public spaces for recreation. A network of public transit (multimodal) that connects all of our communties. A feeling of pride in our city and its environs.
Affordable single family homes for young families in communities that are walkable (can walk to grocery store, coffee shop, restaurant, ect). Meaning don't have to walk on sidewalks that are next to busy streets to get there, we want areas meant for walking
Affordable, multicultural, good education where teachers are paid well, teach phonics, and don't have to worry about book bans.
Allow Miami Dade to work on itself as is, stop creating problems by bringing in more housing and more people. Focus on stopping development and supporting farmers, protecting natural areas and resources, and work more closely with ICE to remove as many illegals as possible. Put Florida First.
Allow small businesses to thrive

Allow the County to continue to grow and attract businesses by creating new employment and entertainment areas in our western communities so they do not need to drive east for every little thing. This will reduce traffic and create amenities for the local communities in west Miami Dade.
Alot more EV charging stations (not just Tesla chargers!?) so that we can run on EV power, reduce heating of earth and climate change, and create new jobs that the "missing middle" market can afford, to buy a home or townhome - and a place to raise their families.

An affordable and culturally tich city that supports its residents and long time local instead of appealing to outsiders and companies. Keep people in miami do not price them out of our community. Increase metro and buses! That is how we minimize traffic and keep each other connected!
An affordable location to live for my family and future generations. A county that puts the environment and welfare of the residents first and foremost. A focus on protecting the environment from developers, ensuring an affordable cost of living, with a cultural/art scene for all to access and enjoy. Less traffic congestion due to homes being build in reasonable distances to main hubs. The septic systems of older homes are modernized so they aren't left in the past.
An affordable walkable city where the train can take you to all parts-from Kendall, Miami Gardens, to downtown.
An amazing low key city where folks walk to work and say hello on the street. If you work hard you can have safe housing with the opportunity to have good clean fun exploring an interacting with the natural environment. Music outside, fun exercise, and opportunity for time alone with one's thoughts.
An area that truly respects and cherishes the beauty of the natural environment around us! I'd like all our residents to be aware how fortunate we are to be located within easy reach of unique protected spaces like the Everglades, the Big Cypress, the great beaches, and the Keys. My dream would be if children growing up here appreciated the wealth and the fragility of their surroundings, and truly embraced the necessity to consume less in order to ensure a sustainable future for human and nonhuman beings
An attractive, important place for business, appreciation of nature, arts, culture, and healthy lifestyles.
An ecosystem focused green city that recognizes it's own unique challenges (sea level elevation, extreme summer weather/heat, and urban sprawl) and uses them to push for research and tech to combat those challenges.
An expanded Metrorail network heading east-west from Government Center to Florida International University, and north to Hard Rock Stadium. An expanded MetroMover network connecting to Miami Beach and and the Design District, and even further north to Little Haiti and Little River. Dense, multi-story housing near all transit stops and routes.
An ideal Miami would be completely connected through reliable public transport that makes travel even from Doral to Miami Beach Feasible. I think it would be much more green, with the shade encouraging people to walk and frequent parks. I would want parks to have the same slice and community feel that parks in Miami Beach have where locals go and play volleyball, work out, socialize. We should be able to walk to the grocery store. I would also want to protect our natural beaches like key biscayne and protect our mangroves. Also, plant fruit trees around the city.
An inclusive safe international place
An urban county where the majority of trips are taken by walking, biking, and public transit. It has a strong, competitive business climate with a diversity of industries and jobs, fueled by a talent pipeline fed by strong public schools and higher education institutions. Despite a warming world, the county manages to keep cool with abundant trees, shade, and water features that make spending time outside comfortable. It is affordable due to abundant housing and by not needing to own a car to access everywhere you want to go.

As a born and raised Miamian, I've had the privilege of watching this city transform - from the gritty, electric energy of the 80s, through the explosive growth of the 90s, to the world-class metropolis it has become today. That journey is personal to me, and it fuels everything I wish for our future. I envision a Miami-Dade where government works for its people - lean, efficient, and enabling. A city where entrepreneurs and businesses thrive without unnecessary friction. Where every neighborhood has its own beating heart - a "Downtown Westchester," a "Downtown Kendall," a "Downtown Hialeah" - so residents can work and prosper without crossing a single highway. Crime is low because opportunity is high. Schools - from kindergarten to graduate school - are world-class. And housing is affordable enough that a young couple can plant roots here rather than flee to another state. Property taxes that don't punish homeownership. Miami has always been a place where dreamers arrive with nothing and build everything. My wildest dream is simply that we protect that promise - and make it accessible to everyone who calls this extraordinary city home.
As a local I wish for a miami with better public transport infrastructure, affordable housing and recreational centers that supports Miami’s thriving art scene.
As an aspiring urban planner for Miami-Dade County, I would primarily like to see the metrorail system be expanded to the West and South corridors of the County. I would also like to see a change in the architecture of new developments being created, building Art Deco and colorful Cuban and Caribbean developments instead of the colorless, lifeless modern developments that are becoming more and more prevalent. I would also like to see the protection of agricultural areas, such as the Redlands, and keeping urban sprawl from taking over the remaining farmland. Additionally, I believe it is incredibly important to maintain and protect natural areas in the county (such as the Everglades, Mangrove Forests, Pine Rocklands, and Tropical Hardwood Hammocks).
As our community grows, I hope we place an even stronger emphasis on civic responsibility and shared respect for our public spaces. A thriving city depends not only on great infrastructure and planning, but also on everyday actions-respecting traffic laws, driving responsibly, keeping our streets and beaches clean, and looking out for one another. My dream is for Miami-Dade to be known not only for its beauty and dynamism, but also for its sense of community, safety, and pride. With thoughtful planning and a culture of mutual respect, we can create a future where residents and visitors alike experience a city that is vibrant, safe, and well cared for by everyone who enjoys it.
Balance of housing so roads can handle traffic flow without excessive commute times. There is plenty of room for people to move North rather than cramming everything in the south
Bars close at 2am and not open all night. Education increases. Safety increases. Noise reduces. Traffic reduces. Work from home opportunities increase. Designate more green spaces.
Being able to access all my daily needs without having to drive. Being able to go from one side of the County to the other on a one seat transit ride. Being able to bike and use micromobility as well as walk in more urban centers scattered across the County.
Being able to afford a home as a two-income family with no HOA fees.
Being able to afford to live here and embrace everything it has to offer. Improve conditions for people without proper housing.
Better housing stability.
Better infrastructure, green building, ecotourism, animal protection.
Better public transport
better public transportation - too much traffic.

Better rail service. Light rail going down Coral Way from Brickell into Coral Gables. Rail to Miami Beach from downtown. Rail into Wynwood from downtown. Rail connecting Coral Gables to downtown. Like that empty platform at government center that was supposed to go east to west. Sad! Miami does have some nice walkable areas, the problem is that none of them are connected by useful transit. Also a cultural issue. People here don't value others like that. Maybe I'm bitter. But I grew up here and it sucks seeing this city do everything it can to get young people to leave. That doesn't belong in a transit survey tho.
Better recognition and investment of the Black communities that are integral to this city. For example, instead of outpricing or displacing the Bahamian community in Coconut Grove, I wish for a city that could co-exist and thrive because of its diversity. I want it to be safe for all types of people, especially LGBTQ+ population. I want Miami to be a city recognized for its unique identity, and not a replica of New York or Madrid with all the same restaurants and stores. I want Miami to stay lush and green, continue to prioritize clean water systems, and implement easier ways to get involved and educated with the environment instead of relentless development. I wish for innovative, safe, and sustainable improvements of our communities before we continue with never ending development.
Better roads, faster and better commute areas, less traffic, traffic improvement I would like to commute to work in 30 minute
Better schools for kids, livable wages, affordable rent prices for people that have lived here for more than 20 years
better traffic
Building housing to safeguard against storms, such as monolithic dome houses which resist earthquakes, windstorms, fire and which are more energy efficient than traditional housing.
Businesses will pride themselves in providing services in ENGLISH. not forcing Hispanic culture on other culture who make up Miami-Dade county.
By 2040 Miami Dade has fixed the affordability crisis through strategic boundary expansion. This move provided the land necessary for lower cost housing and paved the way for major commercial districts in the west and south. This shift created a reverse commute allowing people to travel away from the center for great jobs. Our residents now live in sustainable neighborhoods located just minutes from their offices. Thoughtful growth has turned the county into a balanced region where short commutes and accessible housing are the standard. This new geography ensures a high quality of life for every member of our community.
By 2050, the Strategic Miami Area Rapid Transit Plan and the Miami Loop are fully realized, establishing a foundation for a diverse mobility ecosystem. Residents choose between autonomous vehicles, trolleys, gondolas, and micro-mobility based on their abilities, budget, and the weather. A protected bike network, shaded bus stops, and well-maintained sidewalks allow for safe movement within mixed-use neighborhoods where housing, shops, and services are seamlessly integrated. This connectivity supports high-quality infill, featuring townhome-style blocks with center courtyards and tree-lined streets. By holding the Urban Development Boundary and focusing growth inward, we have created walkable centers that preserve agricultural land and protect the Biscayne Aquifer. Simultaneously, a regional coastal defense system safeguards the county from sea-level rise. By prioritizing human-scale design and community health, we have created an unparalleled quality of life that attracts top talent and global employers seeking a healthy, happy workforce. This Miami-Dade is a global model for a subtropical metropolis that balances population growth with environmental protection. Our legacy is a built environment that is functional, beautiful, and inclusive, ensuring a sustainable home where every resident can thrive and opportunity is accessible to all.
Cheaper rents, but nice modern places to live in, trains or subrails, more evening green spaces that are safe to take children(like night time park or beach), and less traffic jams during the

weekday.
City would be as walkable as NYC. Bike paths on every road. Streets well lit for evening or early morning safety. Conservation of local ecosystem and marine life is prioritized (including legislation against harmful sunscreens, clean beaches, regulating large cruise/cargo ships). Affordable housing for all residents.
Cleaner- less trash, underground power lines, affordable housing prices, keeping our parks. Most importantly a better salary for our county employees, one that compensate for the cost of living - if you take care of your people the people will take care of you.

Communities where one could work remotely, walk children to school, bike or walk for groceries and entertainment, green spaces everywhere.
Completely replaced government officials including commissioners. No more corruption and ignoring us for money.
Connected neighborhoods allowing sharing of local culture and jobs through reliable fast transit. Expansion of opportunities by strengthening our universities and giving locals tools for success. Ensuring a healthy environment for local businesses to have a chance to compete, grow and thrive. More green space to enjoy the beauties of Miami.
Connected through mass transit More green space and parks Maintain heritage housing and less high rises in suburban neighborhoods
Culture and love and respect for our environment. We are closer to nature than we think. I'd love to see the respect for nature and for outdoor activities that's somewhere like Colorado or Seattle has in Miami. Also fostering cultural arts, and that really starts with affordability.
Darkness at night to see the stars. Gteen spaces and (food)gardens everywhere, wildlife corridors without fences.
Diversity and diversified - industry, options, people, workforce.
Easy and interconnected public transit. Improving parking availabilty
economical public transportation system where you don't have to wait over an hour and takes you all over the county and beyond.
Electric cable cars on every street, less cars, wider sidewalks, more mixed use and middle housing, more townhouses, more parks that are well designed, best public schools in the world.
Encourage people to move into the many vacant building, offices spaces that already exist in the downtown area, and all-around Miami Dade County. Incentivize this by adding green spaces, dog parks, and walking/exercise areas that are in the vicinity of these former offices. Many of these former office spaces already have coffee shops, and restaurants. This would be a great opportunity to get people to move where shopping and socializing are within walking or cycling distance to where they live and work. Not enough effort has been given to this idea.
Excellent public transportation with an amazing ecosystem with trees ðŸŒ³ and shops
Expand the metro rail and bring more quality schools to Miami to attract more HQ relocations.
Expand the metrorail down south. Put that half penny to work finally.
Expand the metrorail everywhere like you're supposed to. I don't want to be obligated to have a car anymore.
Expand the metrorail so it is a more viable option
Fewer high-rise buildings being built and more communities being developed. Strengthen community networks that have access to all of their needs in a centralized area.
Finish the Baywalk - Riverwalk so there is a fully connected boardwalk along the entire waterfront.
Fix our storm drains so we don't have flooding after 1 hour of rain. Make it so that public transit is either faster or cheaper than driving from point A to point B. The housing market does not match the average income of Miami Dade County as a whole. There are not enough stable corporate jobs to support a family living and growing here as most people in the metropolitan are working remote jobs as NY NJ transplants
Focus on outdoor living including walking in neighborhood with lots of outdoor cafes, restaurants and walking/biking paths. Green spaces taking advantage of the nature beauty and climate of Miami. Housing developments that target the lower classes of society.
For a community of diversity in all aspects of life to be able to live sustainably, affordably, and happily.
For employees to be aloud hybrid remote work

For Miami-Dade county to stop growing in density and instead grow in richness and beauty. For empty buildings to be revitalized and homes be lived in by multi-generational families. For agriculture to once again be a strong economic factor in homestead and the redlands.
For the metro rail system to be expanded to homestead. for houses to come down in prices. for traffic to disappear.

For the palmetto and other highway's construction to be finally completed
Future Miami-Dade is a welcoming city for people of all backgrounds and walks of life that "lives and lets live". The different neighborhoods are well-connected by clean, efficient public transit (like Montreal). Greenery and natural beauty are everywhere (like Singapore). A high quality of life is possible for folks of all income, with opportunities for career advancement and free education. Museums and consulates host free events that serve as third spaces where people can connect with each other (like in Washington DC). This Miami does not experience brain drain (i.e., educated people leaving to other cities to pursue advanced education or seek better-paid employment).
Great transit system
Growing in ecologically responsible way, support green and emerging technologies, encourage community living and walking/socializing between residents
Have better roads and express ways. Currently commute times are show stoppers. If i was not retired and had to commute to work I would move from the county.
Have companies increase salaries just like New York they need to be paid what it actually costs to live here. Have more public transit to reduce transit and bring more tech companies to miami.
Healthiest city in America. Technology-forward yes, but with sustainable and eco-friendly technology like renewable solar energy and regenerative farming practices that still supports our environment keeping it a beautiful place to live. We have so much sun and water here - we could have a public transit system powered by solar and water energy.
Hollywood of the South. More middle class salaries for the working class that are our backbone. More appreciation/celebration of our unique ecosystem. An incredible aquarium that rivals Chicago's and rest of the world's.
hope we become a global model for climate resilience - leading the world in flood prevention, clean energy, and sustainable coastal living. I imagine neighborhoods from Liberty City to Little Havana, from Homestead to Miami Beach, thriving with affordable housing so families who grew up here can actually stay here. I dream of a Miami-Dade where public transportation is fast, reliable, and connects every community - where you don't need to sit in traffic on the Palmetto for hours just to get to work. A place where small businesses flourish, artists and entrepreneurs feel supported, and our diversity remains our greatest strength. I want our schools to be fully funded, our parks expanded, and our bay clean and protected for the next generation. I hope we continue to celebrate our cultures - Caribbean, Latin American, African American, and beyond - not just as history, but as living, thriving identities. My prediction? Miami-Dade will be one of the most innovative, resilient, and culturally powerful communities in the world - if we choose to build it together.
Hopefully no AI companies, tech companies, automation companies that you listed above. None of those companies made any of their prior cities better!
Housing affordability. A Miami-Dade that treasures care of their residents rather than catering to wealthy out of start billionaires
I am an optimist so my prediction and wildest dream for Miami is that it will be the New York City of the 21st century. It has the potential to become the Singapore of the west, focusing on health and wellness, strong community and education, local market driven foods, and abundance of lush parks, public transit infrastructure, automation of transit and payment systems, climate resiliency focusing on technologies that will get us there including the use of AI and more solar technologies. It's a bright future.

I am certain you know how the aggressive and heavy traffic situation affects us all. Seriously address this and it goes a long way in a positive quality of life. I envision a county where traffic congestion and dangerous lawless driving is strongly addressed. Better reliable modern and efficient public transport build up, as promised long ago. I95 and other area expressways not being in constant construction! More lanes do not reduce congestion. US1 properly lined with good shade trees like a parkway, not just the Underline. The roadway problem greatly contributes to our feeling of safe living as well as our overall mental health.
I believe in a place that is constantly growing and evolving-economically and culturally-one that is business-friendly, well connected, and designed to be lived in. A city where people can step outside their homes and enjoy parks, restaurants, and cultural venues; where there is always something to do or somewhere to go; and where public transit, high-quality walkability, and well-lit streets support everyday life.

I believe Miami should be made to be more communal in the sense of having more options for more accessible parks and pedestrian infrastructure to encourage more alternative means of transportation. There needs to be less reliance on car culture and development for high rise residential areas that end up pricing out lower class and middle class families. Streets and sidewalks should be safer for children. We should incorporate more green areas and expand land for farming and agriculture. A focus on public schools should be a priority over privatization of schools.
I don't want locals like myself to leave. Our community has turned into just a place for others to come and enjoy the tax benefits. I want locals to be able to enjoy ealkabakle neighborhoods without having to pay such a big price. I live in coconut grove and why IS EVERY new construction luxury. Make Miami for middle and lower class!! Stop the mass exodus! We are catering to the wealthy. Stronger zoning laws.
I dream of a Miami that balances growth and sustainability. A Miami that preserves the history of those who built it. We need expansion of public transit farther out west. We need more trees and protected bike lanes. AND NO MORE SCAMMY PRIVATE PARKING LOTS. PUBLIC PARKING ONLY. FREE STREET PARKING.
I dream of a Miami-Dade that is cleaner and friendlier. I think many issues with the county stem from a selfish, individualized culture at the local and governmental levels. The water taxis have been a great addition, and I hope we can expand the metromover to South Beach.
I dream of an affordable Miami-Dade that locals can afford. I dream of more public and green third spaces, bike lanes, improved public transit, and more tree-lined sidewalks. I dream of a place with a police force that does not collaborate with ICE and terrorize the communities that have singlehandedly built Miami's culture. I dream of traffic decongested and better traffic laws to protect cyclists and pedestrians. I dream of a Miami that protects its fragile and unique ecosystem whether it's the coastal mangroves or the Everglades.
I dream to have a city with way less traffic and better drivers. I wish to take the metro(no bus) to different places to do errands or enjoy. I wish i could have in walk distance a trail where to bike(for few miles),run or walk, plenty of a canopy trees.
I envision a Miami-Dade where long-time residents can continue to call this community home without being priced out by a rapidly changing market. As our county grows and attracts new investment, I hope we prioritize balance-ensuring that growth does not come at the expense of the people who have built and sustained our neighborhoods. I dream of a future where housing remains attainable for working families, and where thoughtful planning protects communities from displacement. A Miami-Dade that values its residents by promoting policies that support stability, opportunity, and equity. I also hope to see greater protection of our unique environments, including the Redland, preserving its cultural and agricultural significance for future generations. Equally important is a connected county, where reliable and accessible transit makes daily commuting more efficient and less burdensome. My vision is of a Miami-Dade that grows with intention-where progress, preservation, and people are equally prioritized, and where residents feel supported, valued, and able to thrive.
I envision a walkable Miami that will reach our tree canopy goal, expand composting services, and protect our most precious ecosystem, the Everglades.

I envision Miami-Dade as a county that cares for every one of its residents by providing safe and affordable transit across the ENTIRE county. Transit connects to hubs/stops with cafes, clinics, local businesses, and good job opportunities. Good transit reduces traffic congestion and the pollution that comes with it. Historical and cultural institutions are protected. Developers are no longer taking short cuts to maximize profit at the expense of home buyers (example: Lennar). Developers are also not saturating the market with low quality “luxury” apartments that are incredibly small for a massive price tag. Developers must be held to better standards. I envision a Miami-Dade that prioritizes effective social & educational programs. After-school activities are instrumental for children, specifically at-risk youth. The return on investment are well educated and well mannered members of the community that contribute to the counties well being instead of becoming nuisances. A strong community is the key to a better quality of life.
I foresee Miami-Dade as a diverse and exciting city with transit oriented development as a predominant urban form.

I foresee Miami-Dade becoming an international model. A global crossroads where climate resilience, social equity, and economic vitality are not competing goals but integrated ones. Education, values/ethics, science, and governance work together. Development supports existing communities rather than displacing them, with accessible housing, efficient transportation, and safe, welcoming public spaces.
I hope for a Miami less catered to business moguls and millionaires and more focused on the average person and the Miami native. I want to preserve our wildlife and cut down on development. It's gotten ridiculous. There is no more room for all these luxury residences that no one can afford to live in anyways and the traffic the building causes is unbearable. Whoever the city planner is seriously needs to be fired and whoever keeps approving these projects, especially the new arena by the airport, should be sued.
I hope for Miami to attract people who truly care about the community and its natural resources and uniqueness. People are showing up, flipping affordable homes to million dollar boxes that none of us can afford. There is lots of attention on tech and innovation that attracts people who want to use Miami for the moment and are not invested in the city's culture and perseverance, just its affordability to them. Which ironically ruins our quality of life and opportunity to live where our grandparents and parents fought so hard to establish roots
I hope Miami can protect wild Florida and provide public transportation where many people don't even have to own a car to get around Miami. I hope there is less traffic and more walkable cities
I hope Miami's future is a sustainable one that foster a connection and community. I think if education were more hands on students will not only want to learn about the world around them but take part in it.
I hope that I am not pushed out of the only city I know and have lived in for 32 years. I can barely afford to stay, let alone raise a family here. I wish for more green space, more connection, and a slower pace.
I hope that there are more walkable, safe, and affordable neighborhoods similar to Coconut Grove throughout Miami. Less reliance on cars would improve the quality of life here greatly by reducing commute times.
I hope that we focus on Miami's charm through supporting its local businesses, respecting and nurturing its ecosystem and stabilizing rent rates.
i hope this place will have more eco friendly places, that not all the parking sites have to be paid, more parks that i can go at any time because they close at 7 pm and lessss traffic!
I hope to live in a place that protect green spaces and encourages people to get outside and be active. Not just active for social media and to document everything online. Families at park safe spaces for kids to use their energy and people to walk their dogs. While also living in smaller communities that prioritize small businesses and shops as opposed to every possible NYC ran coffee shop expending to miami to cater all the transplants.
I hope to see a diverse, thriving city with significantly less traffic, stronger infrastructure, more walkability regions available to mainland Miami, and better affordability overall. I think we do a great job with safety, beach patrol, walkability and convenience in Miami Beach, however the rest of the city could benefit greatly from this structure as well. Reducing traffic and emissions should be high on the priority list as well as reducing construction, and focusing more on public transport that works well & seamlessly.
I imagine a city that celebrates diversity and is livable for all who want to live here, not just the tech leads and AI founders moving here temporarily or for tax breaks.

I imagine a Miami-Dade where I can ride my bike to get around on safe, shaded streets whenever it's not too hot or raining, and not have to rely on my car for everything. I dream of a Metro Rail system that easily connects the west and east sides of the county, making it simple to get wherever I need to go. I want to be able to go out, enjoy my community, and live comfortably without constant financial stress from how expensive everything has become. My dream is a more connected and affordable Miami-Dade, where daily life feels easier, more balanced, and full of opportunity.
I imagine walkable neighborhoods with shaded sidewalks, reliable public transit, thriving small businesses, and farmers markets at the heart of each district. Green spaces and eco-friendly development would protect our environment, alongside serious investments in flood control and hurricane resilience.
I know it's tough so thank you. My ideal Miami Dade has less foreigners and takes care of the locals and people who grew up here. More remote work and walkable neighbors to help ease up traffic.

I love this question. I hope that Miami keeps pushing towards more of a “European” style living where walking to and from places of more common than having to drive. A place where there is a lot green open spaces for people to spend time. This city can be the city of health and fitness where taking care of yourself is extremely encouraged in the way the city is laid out and the fitness culture. This would mean more parks and state funded activities that get people out and moving. Miami would also be a place that is know for having excellent schools and education that embrace the bilingual children and encourages kids to learn both their Spanish and English so that it is an asset for them in the future.
I Miami dade that is TRULY walkable and interconnected with amazing and an abundance of transit options. Everyone is walking and there’s shade, many people biking and cars have a decreased reliance. The Everglades and beaches are protected and clean. Everyone is able to afford housing regardless of their occupation. Imagine Coppenhagen but in Miami.
I predict that unincorporated communities of MDC are the future of Miami Dade
I see Miami dade as a flourishing economy that prioritizes its Miami natives. I hope to see a more walkable community that allows for the community to grow and rely on each other. Miami was built on community and we should expand on that rather than allow business to come in and dominate the space I call home
I see Miami-Dade supporting locals with healthy food options, affordable places to live, shaded streets and ample access to public green spaces. Green infrastructure and resilient design is valued as a part of the Public Works mindset. Maintenance is an enthusiastically supported part of the development process and upkeep of our city-beautiful. The county uplifts and supports our vibrant community first before outside monied or development pressures and interests.
I see the train connecting not only homestead but also the keys.
I see the train expanding by going west of Miami (all the way to Krome) with a few stops along the way that have parking garages. This would connect residents that live in Homestead and Kendall commute to downtown for work regularly. The train would go from 8th street and connect to the 836 going east. This would be much better solution than having a second story highway (currently being built) going to downtown.
I think Miami should focus more on healthcare and ecological technology industries more than general technology industries, like software and hardware. Miami is a pretty small city in reality. Not sure how realistic it is for Miami to compete with cities like NYC or San Francisco in tech and finance industries when population is transient and heavily geared towards tourism.
I want a Miami dade county where people actually know our history, its ties to the water, and our cultural diversity. A city where citizens understand that our nature and water are directly linked to our economic prosperity and as such people are more encouraged (and have the infrastructure) to go outside and interact with the water and nature. A Miami where nature is not thought as different from the city and where everyone has the ability to rest under a shaded tree.
I want a Miami that is calm, beautiful, and affordable, yet vibrant, fun, and communal. No longer a playground for the rich, no more empty ultra-luxury apartment for overseas millionaires and billionaires... But an actual home for a community that cares about it.
I want a Miami-Dade county with a public transit system that is as efficient as that found in cities like New York, San Francisco, and DC. I want fruit and vegetable markets in every neighborhood, along with corner florists. I want small businesses in all neighborhoods.

I want a Miami-Dade that prioritizes improving public transit, with expanded railways and bus routes that can reach nearly every avenue. I want a Miami-Dade that works to enforce rent stabilization and prevent housing costs from becoming outrageous, so the focus remains on the people who actually live here, not just business owners or property investors who may not even reside in the city. I want a Miami-Dade that protects what little ecosystem we have left and invests in green spaces where people can gather, connect, and enjoy outdoor activities. I want a Miami-Dade that supports small businesses by providing incentives and educating aspiring entrepreneurs on the proper steps, certifications, and resources needed to succeed. Overall, I want a Miami-Dade that puts its residents first, not the top 1% with the power to shape the city for their own benefit. At the end of the day the residents of this city are what makes Miami-Dade beautiful and if you keep breaking our spirits by neglecting us, Miami will one day become a shell of what it once was.
I want a Miami-Dade where a car is not a necessity
I want community. People to know their neighbors. Pride in who we are and where we come from. We want more local food and farmers market. We want more sidewalks, so we can walk places or bike places. We want sustainable buildings, more resilient, we want better. Landscaping, native. composting sites or trash can like in NYC.

I want miami dade to remain as a diverse city that its people can afford.
I want Miami to be a health centered city, with the European feel of arts and culture and be walkable.
I want Miami to be a place for locals to enjoy themselves
I want Miami to be a safe and clean city for my daughter where there are parks everywhere and the metro rail is clean and extended to other parts of Miami I want there to be sidewalks and trees everywhere to help with the excruciating heat of the summer I want more connection with the community. I want the police to be better trained. No person with anger issues or a bad temper should be a cop. Cops shouldn't think they have power over citizens they should be ready to serve the citizens of Miami not control them.
I want Miami to be a safe haven for innovation and business so that there continues to be an air of business prowess while still developing a large equitable middle and lower class. Ideally we keep the luxury amenities and activities while perserving the culture and activities of the lower/middle class.
I want Miami to be as forward thinking and safe as Dubai.
I want Miami to continue to be a city of diversity and dreams for incoming immigrants. Our city is most vibrant when you know who your community is, and you're able to rely on one another for anything. Currently Miami is too divided and I wish to see it step away from that and come closer to a tighter knit community.
I want the people who work in the homes of the ultra wealthy moving here to have an affordable safe place to live with their families within city limits.
I want there to be more places people can hang out safely without spending money or being hot in the sun. More dog friendly and walkable spaces. Rent caps for businesses and peoples so we can afford to live here with reasonable salaries.
I want this place to be one i'm proud to live in. Where the environment is respected and the people are given a voice
I want to be "wowed" at every turn, and for each community (incorporated or not) to "pop". It is very exciting driving from centralMiami south through South Miami, Coconut Grove, even Pinecrest. There are activation moments, and rich unique character along the way. But as you go further south, or west, that experience becomes few and far between. It would be great for every place to look like a place you'd want to be
I want to see a city where families and young professionals can afford a home with enough space for all members, in a community with biking and walking options for shopping and leisure. A community that focuses on not only sustainability, but regenerative efforts, working with the climate and the natural environment instead of encroaching upon and exploiting it. I environ a city with clean drinking water, free of PFAS and other forever chemicals and beaches with equally clean ocean water for all to enjoy. communities are connected by public transportation like trams to help reduce carbon emissions and free up our roads. Citizens will not need to rely solely on indicials cars to commute.
I want to see a Miami that has a wide green canopy from above, an increase in linear and multi use parks like the Underline, and support for our shorelines and natural areas so the Bay and aquifer are healthy again and our flood costs go down.
I want to see a Miami-Dade with more parks, libraries (even small neighborhood ones), better public transit options, a rail connecting west part of the county to the east part of it. I want to see more affordable homes and better environmental policies.
I want to skip this question.

I was in Istanbul last year and I was amazed by the city. Imagine all the single-family houses in Miami being buildings. That's Istanbul. It has 16,000,000 people. I would like Miami to be denser but have the kind of transit that Istanbul has. Without transit throughout the county, we will be impassable. The traffic in Istanbul is horrible, but they have a wonderful transit system. That should be our first priority - creating rapid transit throughout the county with Freebee cars from there to our final destinations.

We need transit on the west side of town. We have nothing out here!

We could have Missing Middle Housing if you just rezone the arterial streets away from single-family to small multi-family.

I would also like to see community buildings in all the public parks. I have seen them on the north side of the county, but not often on the south side of the county. We need these, particularly for HOA meetings.

I wish for a city that functions no differently than New York or Chicago or DC or any other major city. I should not have to own a car to live here. And if I do have a car, a 10 mile commute shouldn't take an hour. Resident have been screaming about this for a decade and no one cares. We can spend a billion dollars on sports stadiums and hosting FIFA but _ the people paying for it trying to get to work to pay for it. The lack of care is disgusting.
I wish for a city that is more affordable.
I wish for a future Miami-Dade where government is reduced to the minimum size necessary to provide essential services and meet basic needs, instead of the bloated system we see today. Even after collecting the highest property tax revenue in history, the county faces a 400 million dollar deficit. Many residents see this as a failure of leadership and point to serious concerns about mismanagement and alleged corruption in the mayor's office. Miami-Dade deserves a lean, accountable government that works for the people, not over them.
I wish for a Miami dade where it is safe to walk to other locations. I live near town and country but the shopping center barely has a connection for pedestrians to reach the shops and restaurants by a sidewalk. I dream that it is easier to cross Kendall drive safely and a sidewalk surrounded by trees shelters me from the high heat as I get to my favorite shops. I would go more often if the it was not so packed since it is walking distance for me. Things are overly packed with cars and having safer ways to walk or bike would reduce this. It would even encourage younger generations to not be dependent on their parents to take them places because they could safely go there. I've had several friends get hit in their bikes and two people close to me died while riding their motorcycles, they were both teenagers then. More safety and less reticle centered industries. Thank you for these changes.
I wish for a Miami that values our natural ecosystem and actively works to protect and restore it. I want a Miami where our government is not 'bought' by developers who want to destroy nature under the guise of 'jobs' that never materialize and campaign checks. I wish for developers who embrace our natural environment and actively work to protect it (is their project a 'Net Benefit' to our environment). I wish for a Miami who looks at Biscayne Bay and the Everglades as an asset - not a resource.
I wish for a Miami-Dade fully connected by public transit (i.e. Metrorail expansion), and less cars being driven on the daily.
I wish for a Miami-Dade that is not car dependent.
I wish for a Miami-Dade that makes climate change a priority and protects the Everglades with all its heart. There is less congestion because public transit options are affordable, on time, and thoughtfully presented to residents in a digital format. I wish for a Miami Dade that is safer to drive in, where potholes are not a common part of the driving experience, but rather are fixed quickly, and bus lanes are put in for buses to stop so that traffic doesn't build up, where traffic signal timing is optimized and efficient such that there is no time in which a light is green when there are no cars going in that direction.
I wish for an urban forest that includes the Biscayne bay and that my historic homes is elevated against storm surge and I have a nature based yard underneath. Where I can retire and my city lets me by capping long term local homeowners property tax at $2000 a year.
I wish for MDC to protect its key and delicate environmental areas while expanding public transit and pushing for more community engagement.
I wish for Miami Dade to be the most natural tropical city that support agriculture for everyone to be able to consume fresh foods, have walkable sidewalks for everyone to enjoy including handicap people while having nature cool us off as we want to take a stroll outside . Have more community and free events and provide higher incomes for government workers or any Miami dade employee so we can be able to enjoy your time with family. Support more small businesses and support local businesses that make Miami , what's a protect Miami gems that locals love.
I wish for Miami Dade county to become like the New York City of the south. I would like transit lines everywhere connecting all over Miami Dade county.

I wish for Miami Dade to become easily accessible affordable for everyone safe and for there to be public transit that connects the suburbs to the city. I also hope to one day be able to walk down the sidewalk near my house, and have cafes, shops, restaurants, and things to do without having to pay over $40 for parking. I
wish that parking was free or very reduced and the most important. I wish Miami dad could be affordable safe, not full of tourists and people from other states moving here and that it could be a Haven for locals.

I wish for Miami to acknowledge and embrace its roots and the people who made the city what it is, not the flashy-ness that is currently enticing people to flock over here. I wish for Miami to focus on infrastructure that benefits the average citizen such as public transportation, and to focus on honoring and protecting our natural ecosystems which does more to protect us than we know.
I wish for Miami to be less congested. To stop building luxury sky rises that nobody wants. To refocus on the people who actually live here, not the snowbirds.
I wish for Miami to focus on native plants and provide an ecosystem for native wildlife to thrive. This would in turn reduce fight global warming (because that is what it should be called) by creating tree canopies that absorb carbon and provide cover from the sun. I hope Miami stops trying to be like New York and finds its culture and image in it's heritage as a beautiful subtropical oasis for all the endangeded wildlife that roamed here thousands of years ago.
I wish for Miami-Dade to be a safe place to live and work. I hope that over the years the traffic improves and the crime rate is lower.
I wish for Miami-Dade to honor and prioritize the people who live here right now. Families that have lived here for generations can continue to afford to live here and own a place to live, and it is a safe and welcoming place to live and be despite the color of your skin, the language you speak, the place where you were born, the gender you identify as, or the sexuality you identify with.
I wish for Miami-Dade, and I mean ALL of Miami Dade, not just downtown or trendy areas, to be accessible by reliable public transport or by foot, for there to be more trees and green spaces to rest, commune, and relax in, and more equal housing opportunities for EVERYONE not just the wealthy that are moving into the city.
I wish for more community and walk ability and better public transit to get around
I wish for us to have a better public transportation system to lower our dependence on cars. I hope that one day we can have a better metro system and trains that can take us to other major cities in Florida. I wish for us as a city to be more sustainable and take care of our environment. I hope that Miami never looses its multi cultural diversity which makes it so special.
I wish it could be a coherent region that could be accessed without a car.
I wish it will become a city I can move my family back to.
i wish miami dade was a safe environment for all. I wish Miami Dade wasn't so expensive, I've lived here for 21 years of my life and the next 10 to 5 years. I probably won't live here anymore. Miami Dade has become unlivable the climate the population the scenery. It's disgusting. There's constantly construction work going on. It's disgusting The lack of education is disgusting. The fact that education in Miami date is 10 times more expensive than anywhere else in America's disgusting the fact that a family of four can no longer live in Miami date is disgusting. Miami do better
I wish miami has affordable housing and continues to care for its residents that have been living in miami for over a decade.
I wish Miami would have less traffic. Expanding roads won't solve the issue. We need better public transit. If we expand the trains to various neighborhoods this will reduce the number of cars on the roads. This will also reduce car accidents and increase employment.
I wish Miami would stop being a place where only the super wealthy can survive and thrive. It's never been that way, but I'm hopeful that the county commission actually serves the people one day and stops lining their pockets. I wish Miami actually respected history and culture of areas instead of being committed to destroying all things in the name of "progress". Miami is quickly becoming weird and lame.
I wish Miami-Dade to be a connected, social community where neighbors interact frequently - homes have front porches and outdoor seating areas in a neighborhood with gathering spaces like cafes, pubs, dog parks, and exercise areas in walking or biking distance.

I wish Miami-Dade to be an affordable, multicultural, ecofriendly city with many green spaces, efficient public transport, and a strong sense of community.
I wish Miami-Dade to become a dense, popular and affordable community with a variety of options to transportation and getting around. I want high-rises and affordable apartments close to the city center in the east and where we successfully help protect our wetlands and more suburban and rural communities to the west.

METRORAIL TO DORAL VIA 36TH STREET CORRIDOR METRORAIL TO FLORIDA INTERNATIONAL UNIVERSITY VIA FLAGLER STREET CORRIDOR
I wish Miami-Dade was they way it was in the past
I wish that all 3 of my children could purchase homes here and stay in the area
I wish that Miami would invest in its people and its environment. We have one of the most precious and valuable ecosystems in the world. WE HAVE TO STOP OVERDEVELOPMENT. Let's protect what makes Florida, Florida.
I wish that Miami-Dade becomes a place that embraces its history, rich cultures, and the stories of the people that built it. No more pushing people out, and more uplifting them and their surroundings. Make it affordable, clean, and safe for those that make it what it is.
I wish that Miami-Dade had more a better infostructure for trees that more closely resembled Pine Rocklands or Tropical Hardwood Hammocks in addition to non-driving traveling options/improve pedestrian infrastructure/better zoning with pedestrian access in mind + native agriculture and farming operations.
I wish that our commute would become way better and that we can stop letting everyone crowd our city. Also, everyone needs to learn English.
I wish the county would find a way to make housing affordable so our kids can live here with their families. The way the county is going now is to restrict growth, and focusing on studio or one bedroom apartments.
I wish there was a cable car (like in mountain ski resorts) from Miami Beach to Metrorail/Metromover stations. It would be a cheap and quick to implement system. I also wish water taxis were commonplace.
I wish there was a stronger public transit to encourage less personal vehicles on the road. We continue to have our lively city with green spaces, but we keep our preserves, national parks, and sensitive natural areas undeveloped. More jobs that gives people an opportunity with higher pay and not just receive minimum wage.
I wish to be able to have transit options that take me farther north like Tampa. I also see wish to see better improvements to our wetlands and nature ecosystems.
I wish to go back to the old Miami, before it was overcrowded, gentrified, and treated with little to no respect from the tourists and the transplants. Miami is a beautiful city, we need to protect it.
I wish to go outside and feel happy. See the sun shining and not hurry to get out of the humidity and burning sun. There should be more shade provided my trees and lighter roads to encourage cooling. I wish to be able to walk out of my house and get something I need from the store. My closest grocery store is a mile away and I must drive there.. The roads are big and busy and I wouldn't feel safe to walk alone on the streets. I want a friendly community where I know my neighbors and we gather at locally owned businesses. Even when I do go on walks, it's like i'm walking on streets. It would be nice to have things more nature focused. (Disclaimer: I live in a neighborhood where these things are way more attainable that most others, and it still feels this way).
I wish to live in a Miami that holds respect for the immigrant communities that made this city what it is by protecting them from being pushed out to make way for more luxury developments. I wish to see Miami prioritize biophilic design and embrace urban biodiversity as a tool for resilience as well as public health.
I wish to see Miami-Dade embrace a nature-based approach to connecting our city. I want to be able to enjoy the sunshine without being cooked on the pavement and choking on exhaust fumes. It would be amazing to live walking distance from my friends, walk with my friends to the store, or a park, or to a cafe, or to a bar. To be able to take the train late after a night out and not worry about driving home. To hear birds in the trees and the canopy rustling while I walk from point A to point B and get there without dripping in sweat. To be able to wait for the bus or the train in the shade. To be able to get to work without driving. To not worry if my house will get flooded because everything is paved over and the water has nowhere to go. To be able to

afford a house.
I wish we could be like Vermont
I wish you could expand our train system.
I would hope Miami Dade doesn't allow development on any of its public green spaces and chooses to continue to expand green spaces and conserve nature areas and opt for ecological storm protection like mangroves and new research projects UM or FIU work on.

I would hope that in the following decades Miami Dade continues to be as diverse and lively as it is now. I would also hope that we can protect our green spaces from being bought for construction. I would hope that our affordable housing crisis has been dealt with in a way that allows individuals to purchase a home atleast once in their lives. I would also hope that there is more emphasis on public transit & more available routes for busses & also more routes to take when biking or walking long distances. I would hope that more fruit trees would be available around the community as well.
I would like a safe, walkable city. That expands the METRO, relieving traffic congestion. I would love for housing to be affordable
I would like for our government to implement strict campaign finance laws and corruption oversight. Stop developer capture and celebrity worship, protect our environment and resources. Give DERM its permit power back. Fix the airport. Do your job. Let neighborhoods grow organically. Get advanced waste solutions like the City of Austin. Stop trying to be real estate developers or tech investors, let Miami grow on its own and just fix and upgrade what we have
I would like MDC to expand its highways and transit systems and offer more single family housing outside the Urban line that must provide places to work, retail, and leisure. a city within a city. the working family is being forced into expensive condos or rentals and all because of limited supply. fix these things and Miami Dade County will become the envy of the world.
I would like to live in a Miami that protects its remaining green spaces and natural beauty. I want to see revitalized communities that offer different types of housing and not just high rises. A Miami that encourages outdoor activities and open spaces, not cementing every single available green space to provide luxury living.
i would like to see house prices go down, more green spaces and get rid of housing taxes for people that live in their own house
I would like to see more effective, efficient and practical public transportation.The commutes are long. I would like to see more walkable neighborhoods. Maybe encourage mini-marts so people can do some shopping on foot.
I would like to see older neighborhoods being renovated instead of gentrified, and more green spaces and sitting areas within residential areas.
I would like to see private land ownership decrease, so there are more public green spaces and communal gathering locations that can be shared and enjoyed by the whole community. Cost of living should be lowered by using our tax dollars to fund housing, education, and public transit systems that reduce costs for working families. Conserving natural coastal areas but offering more access option (trails, boardwalks) can be a way to harmonize public appreciation and conservation for the protective natural systems we rely on.
I would like to see sensible growth and improved mass transit. More and protection of tree canopy. Fix our infrastructure. Stop paving our county. We need storm water to drain.
I would like to see the city better protected from westher events, and one where we feel safe, and free enjoy living and others want to come to worrk, vacation and connect with the arts, museums, activities. nature and community from diverse countries.
I would love a diverse neighborhood, that supports physical activity and flourishes in fauna and flora
I would love a miami that is more walkable. A miami that advocates for pedestrians. A miami with an impeccable public transport system. A miami with less traffic congestion. More affordable housing. Better employment opportunities across city.
I would love a Miami-Dade County that prioritizes its people and the environment for the long-term success of our community. I see expansive public transit, less reliance on cars, more green spaces, protected natural resources, and extensive affordable housing.

I would love for Miami to be the new New York City with amazing high rises and sky scrapers. I want it to be known for its International trade and amazing public transportation but I would also love a diverse city with different parts of the city depicting the culture that can be seen there. I would also love it to be the financial capital of the world
I would love for Miami to have the best Metrorail system in the world. It's important to connect several neighborhoods like FIU, Doral, Downtown Miami to improve commute times and making Miami walkable

I would love for Miami-Dade to stop selling land to foreign developers and defacing the integrity and history of the county. I want Miami-Dade to have more and reliable public transit, more green spaces, and the ability for residents to do more than just survive - I want people to thrive. I want Miami-Dade to understand how important it's ecology is and to work with it instead of against it.
I would love if Miami could stay with their Hispanic multicultural diversity when it comes to businesses. I feel like we've lost the lack of it, but in the same time, I wish it could be a little bit more community centered. I would love that neighborhood have the ability to be walkable and be able to bike without having a fear of someone running them over. I think our public transportation can improve a significant amount by making it more accessible, for instance having trolleys within neighborhoods that have special areas for dining or going to the mall or anything of those sorts to reduce traffic and congestion in neighborhoods.
I would love Miami to focus on improving existing and underserved communities without gentrifying them. Talking to them and seeing what they need before changing. PROTECT NATURAL RESOURCES AND NOT BUILDING ON THEM. More planned neighborhoods but not single family homes. Much less traffic, way more trees
I would love middle class preservation in Miami dade so that it does not become a place where only the wealthy can afford to live
I would love to be able to start and raise a family in Miami-Dade, but the increased cost of living has made me start considering moving to another city. Which is heartbreaking because it would mean moving away from my family. I want Miami to be safer and have a stronger sense of community. I want it to be a place I'm not scared to bring my future children into. I want it to be a place where families can thrive and stay together.
I would love to have a strong public transport system in Miami. Specially to have the metro connect across all of Miami-Dade County. With that investment in walking paths, safe sidewalks, bike lanes, bike rentals, and walkable neighborhoods.
I would love to see Miami become more affordable for its locals and to decrease the brain drain. So many highly intelligent people leave the city because they can't afford it.
I would love to see Miami retain it's long term residents by increasing affordable home buying options. This would allow tenured workforce staff to remain local, increase the amount of families with children that make Miami their permanent home and encourage and maintain small business development. I want to live in a Miami that is not overdeveloped and where green space is prioritized. Id like to see a Miami where tourism, festival and international events are a regular part of the economy. My Miami would also include more access to an expanded public transit network, increased roads and infrastructure, and community diversity is abound. Miami of the future would include an expanded train system (i.e.. Amtrak) , increased neighborhoods of homeowners and the development of a local amusement park.
I would love to see more parks with plenty of trees to provide shade and invite families to go out and enjoy beautiful Miami. I would like to see an improvement in public transportation making it reliable enough for people to want to use it, rather than having each member of a family of five own their own car. I find it unhealthy both for the environment as well as people, not just physically, but mentally, as they drive frustrated in heavily congested traffic. In other words, less cars, less traffic, less frustration, less accidents, and less heartbreaks.
I would love to see the suburbs with mixed zoning where we become more walkable and accessible like a Boston or NYC. Also better connection via public transit to reduce traffic

I would want our neighborhoods to be able to be a mixture of the suburbs and the wildlife. In places like Hialeah, there is next to no shade because there are barely any trees which means less walking and bicycling leading to a downward spiral of more people drive, making the area hotter so less people walk. My wildest dream would literally have Miami-Dade be essentially a Utopia that knows how to mix the two traits I mentioned previously to make something beautiful
I would welcome high-tech industries in a city with less traffic congestion.
I'd like Miami to be a major city in the eyes of the US. I want Miami to be the Chicago or New York City if the south. I want Miami to grow and develop into a city with plenty of parks, public transit, small businesses, and affordable housing/living for the working class. I want Miami to accommodate the real people that live and work here not just rich snowbirds.

I'd love for Miami to be a green county with tons of natural, renewable energy sources. With more easy access recycling facilities/plants. Beautiful natural recreational areas and nature preserves that are protected and for the enjoyment of all people.
I'd like to see Miami Dade with less crime, Less traffic congestion and definitely with the farmland untouched by developers. Keep all new construction east of Krome Avenue.
I'd love to see the rail go more east/west, I think there needs to be more connections for people to use it. While BRT did extend south, I would love to see the rail extend down to Homestead, since there are a lot of people moving there and further bogging down US-1.
Ideally I would see a city that embraces small and medium sized businesses in conjunction to the growth of builders. People crave walkable neighborhoods and spaces. That's why places like brickell and midtown is packed with tourists and locals. But I would love to see more greenery (great investments in to the proper landscape can help cool streets bring that beautification element) why I would dream of this is bc we thrive off of tourism and all people online care about is "an authentic trip with the local spots and the hidden gems" bridging that with our local cafecito and mom and pop soul food to Cuban food to old school American diners that can help our community thrive.
Ideally, Miami would have a well-interconnected metro system the likes of Beijing (where trains arrive every 3 mins, transporting millions of people every day all around the city). It is imperative that this railway network extends all throughout the city but also to places of high tourism and therefore high traffic not only of visitors but (more importantly) workers of the tourism industry. A lot of low income people make up the bulk of these workers (housekeepers, waiters, etc) and they are forced to drive and congest traffic every morning. An expansive metro system will fix this problem!
If I could dream of my perfect Miami, it would be one that works in unison with the environment, creating a symbiotic ecosystem where human beings, interact and thrive alongside animals, plants, and technology. From afar, it could look like a little jungle, but when you get closer, you would see a complex interconnected web, tying the natural world to the emerging technologies of the modern times, but doing so in a way that respects and honors the nature by which it got its form the nature that served as its model. Artificial intelligence, and all these emerging technologies are imitations of the natural, so if energy consumption switches and becomes more efficient in allowing both the expansion of access to this technology, as well as, preserving the natural world required to give the technology a platform by which it can continue to exist sustainably. Meaning renewable energy, walkable cities, fruiting trees, nutritious complete additive-free foods, and clean air/water/soil. As the baseline.
If Miami Dade is to take advantage of its rising popularity, it needs to better handle traffic (including significant further development of water taxis) and storm water flooding. Creative expansion of mid- density affordable housing is critical. It must vigilantly protect its urban development borders and Everglades water supply, or it won't exist.
Imagine streets canopied by native mahogany, royal poinciana, and sea grape, trees that remember this land before the concrete came. A city where you walk to your market, your neighbor's garden, your child's school, without surrendering to a car or the sun's brutality. Buildings breathe. Rooftops catch rain. Walls of living plants cool the air without asking anything from the grid. Architecture that works with the tropics instead of fighting them with fossil-fueled cold. Every neighborhood, from Little Haiti to Hialeah to Homestead, holds a plaza, a farmer's market, a gathering place. Multilingual, multigenerational, unapologetically itself. Walkable corridors connect cultures the way Biscayne Bay connects shores. The ocean is not a threat we wall off. It's a teacher. Miami-Dade learns to live with water rather than against it, designing with the Everglades as its model, honoring the Tequesta who knew this land as living. A city where the heat doesn't punish the poor. Where shade is a public good. Where beauty is infrastructure.

In 20 years, the people of Miami-Dade will be able to travel across the county in less than an hour at any time of day or night. There will be outdoor areas much like the plazas in Spain where people will gather to socialize. You'll be able to walk to the grocery store in 10 minutes and not be drenched in sweat thanks to a dense, beautiful tree canopy. There will still be places like parks to get some sun after a day in the office.
In 2040, Miami-Dade is has broken the 90-minute commute by strategically moving the Urban Development Boundary (UDB), unlocking thousands of acres for attainable housing, ending our crisis as the nation's most rent burdened community. Expanding the line created space for business hubs/innovation districts in South Dade and West Kendall that act as economic magnets. This birthed the reverse commute: while the urban core remains vibrant, residents

travel outward to high paying jobs in sustainable campuses near their front doors. Thoughtful expansion is the key to a truly affordable Miami Dade for everyone, not just the super wealthy coming from other states.
In my dream Miami Dade has solved the housing crisis by expanding the development boundary. This move created the land needed for affordable workforce homes. We also attracted major companies to the west which established a reverse commute. People now live in quality neighborhoods just minutes from their jobs. This balanced growth model reduced traffic and made the county accessible for everyone. Our residents enjoy a high quality of life with short commutes and lower living costs. Expanding the line was the key to a sustainable and prosperous future for the entire community
In the future more infrastructure against hurricanes, climate change, and flooding is built making Miami a safe city to invest and live in. Housing and insurances are affordable so it makes more sense to own property. Business owners are also happy because of rent control and entertainment and commerce prices lower down.
Increase affordability, protect the multicultural communities, conserve nature, provide rent controlled apartments, set up quality public transportation
Increased access to metrorail across the entire city. More parks/greenspaces, increased shade from trees/plants. Protection of the Everglades and biodiversity
Innovation that nonetheless aspires to preserve its communities and roots.
It is going to be an international hub for business and education.
It would be more walkable areas and an expansion public transport service as well as feeling safe using them.
It's no longer a headache/nightmare to leave my house to drive anywhere - work, school, errands, etc. Miami is no longer known as having the rudest people, worst traffic/drivers, bad corruption, or is better for tourism/seasonal than full time homesteading.
I've lived here for 36 years and I want more green, more natural parks, water, trees, trails. This is no longet Florida and no longer healthy period
Less air pollution from cars and ships. Miami port failed to advise whether black exhausts from ships are in compliance with laws, rules and regulations ! I tried for months to talk to them, had a video call meeting and they failed to clarify in simple straightforward manner the issue I raised. I guess a lot of money is in the game so port did not want to comment - I live in downtown and breath the polluted air daily. Have gallery of photos over months that show various ships at different times with giant black smoke clouds blown into residential areas by wind. PÃ©rez museum area, I stopped going to walk in the park cause of ships pollutants parking literally in front of the museum and again wind blowing the air into my face. This is so strange to see how black the smoke/exhaust is and port miami not wanting to comment even tho port has “environmental resiliency” department and Ms. Becky at as the head. I wonder what this resiliency department is actually overseeing if they cans address basic most human simple question from the public.
LESS CARS ON THE ROAD AND LESS NEIGHBORHOOD HOME EFFICIENCYS
Less corruption. Clean, litter-free communities. Less traffic and improved public transportation. Re-wilding of all public green spaces with native plants to support our local ecosystem. Employment opportunities with salaries to afford stable housing and high cost of living. Government that works for residents.
Less corruption. Operate more like a European city. No traffic more trains public transportation.
less driving.
Less expensive, less traffic, more affordable food,
Less ground traffic congestion due to affordable flying taxis. Incentives for remote work. More green areas as city expands.
less illegal immigrants
Less luxury developments, less traffic congestion, less noise pollution, and oversight on setting a cap on how much private parking lots can charge people.

Less noice pollution, less luxury developments
Less people
Less people and less traffic and better infrastructure and transit system.
Less people and more affordable housing.
Less tourism. More highly skilled businesses.

Less traffic - more use of public transit (which will be safe, clean, highly used); More 'microcommunities' with amenities and work opportunities in the community so people don't have to leave where they live to enjoy a high quality of life; Significant investment in quality, truly affordable housing - including programs to help people in historic areas refurbish and update their homes instead of knocking down their homes and communities to put substandard apartments.
Less traffic congestion, more walkable areas,affordable housing
Less traffic heading into the city of miami (brickel, Edgewater/Wyndwood, downtown) from suburbs
Less traffic, friendly people
Less traffic, less horrible drivers who follow no traffic laws.
Less traffic, less population, cleaner streets, more bicycle lanes, more security / officers in the streets patrolling
Less traffic, more efficient, non-polluting public transportation. Less homelessness, cleaner streets and cleaner air (vehicle emissions restrictions!).
Less traffic. Affordable restaurants. Better public transportation.
limit high rises on the ocean front to allow more access. Additional marinas and boat ramps to accommodate the number of registered boaters in this County. Tired of being told no, no, no.
local farms and fresh produce, lower taxes, less highrises
Make Miami a modern transportation city. Develop ideas where people can get around w/out the use of their cars all the time. See Boston transit system, Chicago, NY. Understandably Miami cannot have an underground system but expand the Metrorail. Build transit infrastructure in other areas. Invest in Miami's growth by improving the worst transportation system in the Northeast.
Make traffic a priority. We are all tired of the poor planning in particular with development approvals, lack of traffic lights synchronization, the busway causing major traffic issues and delays, they need to build bridges over major intersections that busses can travel over unimpeaded. Especially in south west Miami Dade. This should have been done originally!!!!
Making sure Biscayne Bay is protected- leave single family neighborhoods in tact- build more mixed use neighborhoods in properly zoned areas near transit- stop trying to build over the everglades.
Many things are going well in Miami-Dade: improvements in public transit, underline development, kids swimming training. There's a focus on Biscayne Bay / water management and septic tank conversion, but it's hard for the average resident to keep up and know how to support and advocate. There's a good focus on the Parks' system.
Me gustaria que haya exceso de construccion, menos poblacion, mas espacios verdes, que haya respeto por el ambiente y los arboles que han estado sembrados por mas de 50 anos en las avenidas como brickell y coral way, me gustaria que tomaran en cuenta a la clase media y dejar de construir para la gente rica, que haya menos trafico promoviendo el trabajo remoto, eso ayudo mucho a tener menos trafico. Urge tener una nueva pavimentacion en Brickell, Coral way, I95 pues todo esta lleno de hoyos y parches, lo cual es un peligro. Mi deseo es que se respete las zonas naturales y paren la construccion en todos lados y la expansion en los Everglades. Respeto a los animales y la naturaleza.
Metro rail going to south beach, homestead, west kendall and aventura
Miami be a small well run city that caters to its citizens first, making tourists want to stay and live here.
Miami can be a beautiful city on the bay that lives in Harmony with a beautiful unique ecosystems of the Everglades and Biscayne National Park. Developing in the sustainable and human friendly manner.
Miami dade is becoming and will continue to become a world hub for technology and business. I predict Miami to be the financial and technological capital of the United States. A city full of opportunities and beautiful ecosystem.
Miami Dade is known as and international destination for hi-tech and tourism, not its crime rate.
Miami dade is the center of it all. Fashion industry, more cultural events, our own broadway shows all year long. And the best metro of all USA to reduce traffic

Miami Dade should be the tropical new York, a walkable vibrant city with culture and parks things to do that are AFFORDABLE all over the city not exclusively in Wynwood, downtown and brickle. All of Miami Dade should be connected via fast reliable public transit with parks and public spaces and community centers that serve as useable free or affordable 3rd spaces. With more local business and neighbors that are integrated
into the community

Miami dade should be walkable. 15 minutes to get anywhere, regardless of mode of transportation. Lots of greenery, emphasis on the environment than on luxury
Miami Dade should have better and faster transportation services, avoid highway tolls or avoid paying for parking. Make rent and housing affordable for the working class.
Miami has a proper train system with elevated tracks and safe pedestrian crossings with multiple stops on the beach and along Biscayne. Additionally separate cycling, scooter and jogging paths away from the streets, the completion on 95 further south and traffic calming and noise pollution regulations throughout our municipalities.
Miami has the opportunity to become one of the worlds most iconic and popular cities while keeping its community and natural environment in mind and simultaneously integrate the modern world of technologies with it. Take inspiration from cities like Medellin who have integrated their building with nature. Take inspiration from Madrid and its walkable infrastructure and clean and safe public trÃ¡nsit. Use technology and keep nature in mind. People move to miami because of our access to nature such as the beach. We still have green spaces let's protect that and keep developing but in strategic areas. There has a lot of land in south Florida another building in the beach or a new development in the Everglades is not necessary because there is other land available.
Miami has the potential to be the best city in the United States. I LOVE how safe it feels compared to other citys, especially as a woman. I would continue this by using police and security in streets, parks, and transit. I also love Miami's public parks, there would be more parks in the more downtown areas to give people more reason to want to live in those neighborhoods. More luxury condos that are half vacant will not make people want to live in those neighborhoods. More walkability, more shops, cultural centers(like churches or museums), parks, farmers markets .Traffic is a BIG problem and everyone's main complaint. There are people like me who are willing and able to bike for transportation, but I often choose to drive because of the lack of protected bike lanes and safety. Heat is another big issue, there needs to be more trees and green roofs. Not only does this beautify the city and make people want to live and invest here, but it will create shade and cooling so people want to stay for longer. Iv had many friends leave because of the heat and the traffic. Miami Beach is beautiful and convenient for the most part, I wish this for the rest of Miami as well.
Miami is filled with different beautiful cultures and communities. We should make it common for communities to gather and engage together. I think a great way to do this would be to start gardens in parks that kids and adults take care of and can gather from. Promotes community, learning, and good for the environment. More walkable spaces and third spaces for people and young people to gather.
Miami is getting too congested...nonetheless I will never move away!
Miami is such a great city with so much natural beauty, I want it draw more inspiration from what makes cities really great and pleasant to visit and convenient to live in! From London, to NYC, to Boston to European neighborhoods: nice to walk through, pedestrian first, public transport second, car last, great public transportation connecting many neighborhoods of the city, this is what makes a cohesive unit! Going nearly anywhere outside the neighborhood takes minimum 1 hour in a car, and buses are too unpredictable or don't connect enough. Expand the current rail systems we already have to a wider reach, Miami Beach, North Miami, Kendall, Miami Gardens etc. Our city has grown a lot, and I want our accessibility to all the things it has to offer with out the need for very expensive Ubers or long drives. Emphasis on things that help communities thrive: access to good locally like farmers markets, great parks with lots of green space and cool benches tress, dog parks, green trees for cool walks in a hot city, welcoming events, workouts, third spaces to spend time in that don't all revolve around businesses. So much more education and emphasis on home recycling programs. So many people don't recycle in their home out just a lack of education and overwhelm. Miami sees a lot of

environmental impact, education and free city recycling containers for homes and resources around it now is very important for what our future holds.
Miami returns back to the cultural hub it used to be. More local places that highlight the melting pot of countries this area is and honoring the history by keeping historic buildings, nature spaces, and less demolition for new buildings.
Miami should become a more eco friendly, with my inclusion of plants supporting a healthy system. Such as more trees along roads. More eco friendly parks where families can improve movements within their lives. Etc.
Miami should become affordable to all and not just for a specific part of the population

Miami should become the climate positive case study for other cities and countries across the globe look to for ecological solutions and rapid innovation and development. Miami should focus on repairing and developing assets that are hardened and protected by natural infrastructure (reefs/mangroves/trees). Developers and owners should have incentives on insurance and permits that integrate natural alternatives into their designs thereby creating reasonable standards for future growth and success.
Miami should preserve its culture and tradition instead of focusing on making the city more modern. Long-time residents have been kicked out in favor of creating new buildings that essentially do not improve quality of living. We should preserve the natural resources that are unique to only Florida, and we should preserve the very important American and Hispanic history of this city. It should be a city where individuals do not have to stay stuck in traffic for an hour every morning.
Miami to be a top city with reliable and accessible public transport. Ferry service to beach, free parking for residents. More Dade resident perks and discounts , decongested traffic
Miami will be a worldwide leading destination for entertainment, arts & culture, technology, and finance.
Miami would be a better city with an accessible public transit system thats main intended purpose would be to help residents commute to work. Having a train that is expanded from homestead to miami lakes/gardens. Streets that are safe for pedestrians to cross and are conscious in having canopy shade to avoid less heating and allowing for residents to walk safer.
Miami, a warm tropical climate, with sprawling neighborhoods that provide local markets within walking distance, tree lines protecting from the strong sun, public transportation highly accessible from the edge of the everglades to the beach, from the edge of broward county to the edge of florida city.
Miami's transportation network is dominated by "stroads"-a term popularized by Strong Towns to describe corridors that try to be both fast-moving roads and people-oriented streets, but fail at both. To improve walkability, Miami must begin reclaiming these spaces and converting them into true streets that prioritize people, not just cars. Strong Towns emphasizes that streets are platforms for community life. In Miami, this could mean transforming corridors like Biscayne Boulevard or sections of Flagler Street by narrowing travel lanes, widening shaded sidewalks, and introducing protected bike lanes. Instead of six lanes of fast traffic, a redesigned street might include two travel lanes, a center turn lane, wider sidewalks, and space for outdoor dining or small businesses. This "taking back the street" creates safer, slower environments where people can comfortably walk, linger, and spend money locally. A useful example comes from New Jersey, where towns have converted state-controlled stroads into complete streets by reducing lane widths, adding pedestrian islands, and improving crossings. These projects showed that traffic still flows, but crashes decrease and local economies benefit from increased foot traffic. Miami can adopt similar incremental changes-starting with pilot projects, temporary curb extensions, and painted bike lanes-to demonstrate success. Over time, reclaiming stroads as true streets would align with Strong Towns principles, creating safer, more productive places that support both mobility and vibrant community life.
Miami-Dade becomes an increasingly dense, neighborhood based city with plentiful transit options and fewer cars and traffic. Miami invests heavily to prepare for inevitable sea-level rise and does not build new infrastructure in vulnerable areas. Miami-Dade encourages distributed renewable energy to save residents money, keep the power on when bad weather hits and increase economic competitiveness by keeping electricity costs low.

Miami-Dade can become a global model for resilience, innovation, and inclusive prosperity. In the coming decades, the skyline of Miami may be defined not only by iconic architecture, but by climate-smart design-elevated infrastructure, expanded green spaces, restored mangroves, and clean energy powering homes and transit. The county could lead the nation in sea-level adaptation, transforming vulnerability into opportunity through sustainable engineering and thoughtful urban planning. Economically, Miami-Dade County can strengthen its position as the gateway to Latin America while becoming a hub for technology, healthcare innovation, trade, and creative industries. Expanded public transportation, including improved rail and electric bus systems, can better connect residents to jobs and education. Neighborhoods grow more walkable and mixed-use, blending affordable housing with workforce development centers, cultural institutions, and community health services. Schools and universities could partner with industry to prepare students for careers in AI, marine science, logistics, and clean tech. Most importantly, Miami-Dade's future can be defined by inclusion-multilingual services, equitable access to care, and vibrant cultural expression. A county that honors its diversity while investing boldly in resilience will not just survive change-it will shape it.
Miami-Dade County should become a NetZero County. They should protect the environment, which does not happen. There should be solar panels on every County Building
Miami-dade need to improve its education infrastructure to attract the best work force and families
Miami-Dade prioritizes its citizens and ecosystems over corporate tech companies
Miami-Dade should emerge as the leading force in sustainability. It will undergo immense change to become one of the most sustainable counties in America. Its Office of Sustainability and Resilience will become the most impactful in the country.
Miami-Dade should focus on expanding the successful Metrorail & Metromover lines from downtown to Aventura along I95 (on the west of the highway) and southbound from Dadeland to Homestead where the empty bus lanes are currently located. This is very likely to dramatically reduce traffic congestion & pollution improving mobility, job opportunities and overall social interaction. This project alone would give a huge boost to living standards and should be implemented east-westbound in the SW and NW areas. The use of solar is a no-brainer given the extreme heat to provide a part of the energy required. The county should invest & promote/educate the public accordingly. There is great support for this project within our community.
Mid-rise buildings with shops on the ground floor and no parking requirements.
Mixed-use dense neighborhoods connected by efficient transit/bike paths (such as the underline) with lots of available green space and plentiful accessible affordable housing. Not needing a car, but improving the driving experience (less traffic, parking) for those that chose to drive. Also due to investment in infrastructure, the city will be less vulnerable to strong weather/hurricanes and climate change. Seeing investment in the city and its spaces, infrastructure, and development work for the majority of the citizens rather than profit.
Modern Metro mover all around the county, not thinking on waste one hour driving everywhere, affordable housing, tech and tourist hub
More diverse job base, stronger educational system, lower cost of living
More focus and protection of our nature and agricultural areas. Better public transportation. Fix the cities water ways to avoid flooding a
More green space, better protection of environment, better cost of living, housing that is truly affordable not just called that, sustaining & building up our historical communities not just development for wealthy, good public transportation, development of "green" energy, access to food, medical care, recreation, education within neighborhoods, expansion of economic & cultural resources for everyone not just the rich,

continued & expansive honoring of all the rich multi-cultural history & traditions of Miami!
More neighbor friendly neighborhoods with AFFORDABLE homes and more trees which will held the air quality. Less apartment buildings.
More parks and green spaces. Protect the e wetlands and natural resources we have! A more sustainable future looks like more small businesses, more housing for all and more opportunities to spend time outside and less time in traffic. Improving public transport and safety for walkers and bikes is crucial.
More programs to assist the citizens of our county to make the cost of living a little less

More roads being built and less traffic congestion, lower property insurance rates and more activities and parks for the youth to grow and learn sports and community.
More trees on top of buildings to reduce heat, more remote work required to reduce traffic and stop multifamily housing
More walkable, better public transportation, more trees and parks, less traffic congestion, more outdoor workout areas, and more tech and artificial intelligence opportunities for work. Bring back third spaces for the younger generations, and promote socialization and healthy living.
Multicultural community that is resilient and where locals can thrive, not just ultra wealthy and tourists
My biggest dream for Miami is to make west Kendall/FIU just as accesible by public metro rail as most of downtown is. I want people who are born and raised here to feel like we don't have to leave Miami to make something of our selves. I want more people to care about the everglades and have sense of community. I want downtown to have stores again for everyday people, and affordable housing instead of tearing up farm lands when buildings are sitting empty. And most importantly I want to preserve our history in Miami, with things like the Freedom tower and the Olympia theater and not everything has to be for the luxury market.
My biggest hope is that in its increasing expansion and development, Miami-Dade county does not sacrifice so many of its historic, cultural, and natural assets which are so meaningful to the families that have lived here for generations. I would also like to see Miami-Dade address income inequality and the cost of living so that those same native families are not priced out of their homes which they have so many ties to, especially when they are so often the ones most involved in participating with, volunteering with, and otherwise supporting local communities and the culture they generate.
My dream for Miami-Dade County is that we become a global leader in resilience, innovation, and opportunity. I envision a community where climate-ready infrastructure, smart water management, and sustainable growth protect both our environment and our economy. I hope for seamless public transit, attainable housing, and thriving neighborhoods where small businesses and families succeed together. Most of all, I wish for a County where opportunity is not defined by ZIP code, government is trusted and transparent, and future generations are proud to call Miami-Dade home.
My dream for Miami-Dade is a city connected with efficient public transit. Expand metro rail to connect disconnected neighborhoods and use people mover for denser areas. The Everglades and all other natural protected areas improved upon. Mixed use dense areas connected with public transit. Not just connected via buses but efficient rail
My dream for miami-dade is one where we stop building west into the everglades and instead build up on top of what we already have like apartments on top of stores. The everglades is our source of water and the land must be protected. A miami-dade that protects the ocean and its sea-life is important too. Additionally, it would greatly alleviate traffic and promote healthy living and community if we improved public transportation. Expanding the metrorail (especially on the west side of miami) would help achieve this.
My dream is that citizens, not developers help steer where our county is headed. Citizens and their needs and wishes were paramount, vs. the financial considerations of developers. It's not impossible. there are municipalities across the globe who have their priorities, and these are the most successful cities on the planet. We don't have to reinvent the wheel. Look at successful cities and see what they do.
My dream is that Miami-Dade strives to protect its natural resources while investing in efficient public transportation that is easily accessible, affordable housing, and mixed use spaces that encourage community connections.
My greatest dream for Miami Dade County is expansion of the Metrorail into Miami Beach. So that all residents have easy access to our greatest resource our beautiful coastline. Also, to show the people of Miami Dade County that the car-oriented design isn't ideal and to allow the people that choose to walk/ bike to have affordable/ safe areas to live.

My greatest dream for Miami Dade would be protection of the UDB and buffered areas at all costs, a leadership that prioritizes safety of existing roads and pushback against development of agricultural areas. I would like a commission that listens to the residents and puts their concerns first over those of developers.
My hopes for Miami-Dade: lower homelessness, increase affordable housing, add more urban parks and shade trees, enhance government transparency, and reduce reliance on driving.

My ideal Miami of the future is a city that prioritizes people, culture, and resilience. A robust and reliable public transit system connects every neighborhood, ensuring that no point in the city is more than a 15-minute walk from a station on an expanded Metrorail or complementary rail and bus network. This accessibility reduces traffic, lowers emissions, and allows residents to move efficiently without depending on cars.

Housing policies support the working class through strong affordability programs and thoughtful rent stabilization, ensuring that the people who sustain Miami's economy can continue to live within the communities they serve. Development focuses on well-planned, mixed-use urban centers rather than unchecked expansion into sensitive landscapes. Stronger building oversight and long-term planning replace speculative construction, prioritizing durable, climate-resilient architecture and infrastructure.

Miami also embraces and celebrates its cultural and historical identity. Historic neighborhoods and landmarks are preserved, restored, and integrated into everyday urban life, recognizing the stories that shaped the city.

Finally, the city works in harmony with its natural environment. Native landscapes, urban tree canopies, wetlands, and coastal ecosystems are protected and expanded to manage stormwater, reduce heat, and
enhance biodiversity. Infrastructure and ecology function together, creating a resilient coastal city that grows thoughtfully while honoring both its heritage and its environment.

My prediction is an overcrowded downtown area and longtime residents moving to more affordable cities in Florida.

My prediction is that in some years we will be living with permanent water (think kayaks, boats, jet sky) sort of
like water world, but with high rises connected by bridges. Green spaces would exists on roof tops. And food would probably be 3d printed.

My vision for 2040 is a decentralized Miami-Dade that has conquered the housing crisis. By strategically moving the UDB, we've created a new frontier for attainable neighborhoods. This expansion enabled the rise of employment hubs in the west, finally making the reverse commute a reality. Instead of fighting toward a congested core, residents now work in modern tech and logistics campuses minutes from their front doors.
This isn't sprawl, it's a smart, 21st century recalibration that ensures our county remains affordable and accessible for the next generation.

My vision for Miami-Dade in the future is a county where growth benefits everyone, not just a few neighborhoods. Historically underinvested communities such as Liberty City, Overtown, Brownsville, Opa-locka, and Allapattah should receive the same level of infrastructure investment, transit access, climate resilience upgrades, parks, schools, and economic opportunity as areas like Brickell, Aventura, Downtown, and Miami Beach. Growth must close long-standing racial and geographic investment gaps while preventing displacement of long-term residents.

I hope to see more walkable, mixed-use communities so residents do not have to rely on cars for everyday needs. In areas like Ives Estates, amenities may be nearby, but they are often driving distance. Safer sidewalks, bike lanes, and reliable transit would improve quality of life and reduce traffic.

Housing affordability must remain a top priority, including subsidies, workforce housing incentives, and support for first-time local homebuyers so Miami residents can build equity and remain in the communities they helped build.

Miami-Dade's future should be equitable, resilient, and accessible for all.

My vision for Miami-Dade is a vibrant, diverse, and active city where people, nature, and business thrive together. I imagine mixed-use neighborhoods where the first floors host local shops, cafes, markets, and creative spaces, while upper floors provide living spaces, including rooftop gardens, living walls, and community plots for residents to grow fresh, local food. Buildings are designed with a unique Miami architectural identity, combining beauty, innovation, and sustainability-creating a city as visually striking as Paris, London, or Tulum, while integrating smart, environmentally conscious design.

Streets are safe and inviting for walking and biking, lined with trees and parks featuring biodiverse, native landscapes. Miami becomes a hub for research, education, and innovation-not only in sustainability but across technology, design, arts, and engineering. It's a place where entrepreneurs, artists, and builders

collaborate, create, and experiment, while residents enjoy a healthy, active, and connected lifestyle.

In this future, Miami-Dade is a city that balances economic opportunity, creativity, and quality of life, offering
residents and visitors alike inspiring spaces to live, work, and play, while building a resilient, beautiful, and thriving community for generations to come.

My vision for Miami-Dade's future is a resilient, globally competitive, and well-connected community that grows smarter-not just bigger. I see high-capacity east-west transit corridors linking our western neighborhoods to Downtown, Brickell, FIU, and the Airport, reducing car dependency and giving residents real mobility choices. Transit stations should be safe, well-lit, climate-resilient, and surrounded by mixed-use development that balances privacy with walkability.

I envision North Miami and communities across the county continuing to flourish with diverse local businesses, strong safety, and vibrant cultural identity. Growth should protect agricultural land and environmentally sensitive areas while modernizing South Dade farming through agritourism and sustainable practices.

Economically, Miami-Dade should strengthen its position as a global trade gateway while expanding technology, AI, automation, climate tech, healthcare, pharmaceuticals, advanced manufacturing, film, and digital media. Our universities and research institutions should anchor an innovation-driven economy that creates high-wage jobs.

Tourism should evolve beyond beaches into heritage, luxury, and ecotourism that protects Biscayne Bay and the Everglades.

My wildest dream is a Miami-Dade that is less car-dependent, more climate-resilient, economically diversified, and connected west to east-where opportunity is accessible to everyone.

My vision for the future of Miami-Dade is a more livable, inclusive, and connected community. I hope to see a county that prioritizes people over density and where development reflects the needs of the working class, not just luxury markets. This means more affordable housing options so residents can live with stability, rather than being priced out of their own neighborhoods. I envision more "third spaces" similar to those in many European cities, where people can gather and simply exist without the pressure to spend money on parking and at overpriced restaurants and bars. I would also like to see an expansion of parks, green spaces, and community-centered environments. Reliable, frequent, and accessible public transportation is also essential. A system people can truly depend on would reduce traffic congestion and make daily life more
efficient. Above all, I hope for a Miami-Dade that feels safe, clean, and thoughtfully designed, and where growth enhances quality of life for everyone, not just a few.

My vision for the future of Miami-Dade is a Neo-Modern tropical utopia where the "Magic City" finally masters the balance between urban density and the natural world.
Imagine a skyline where sleek, salt-resistant skyscrapers aren't just luxury condos, but vertical forests. Every parking garage is capped with high-efficiency solar arrays, powering a city that runs entirely on clean energy. In this version of Miami, the concrete jungle has been reclaimed by expansive green corridors and mangroves that double as natural flood defenses and public parks.
The true transformation, however, is underground and overhead. We've traded gridlock for a Japanese-style transit network-a whisper-quiet, hyper-efficient rail system that makes owning a car optional. This infrastructure is supported by a culture deeply rooted in environmental stewardship; sustainability isn't just a policy, but a core part of the curriculum in every school.
It's a Miami that is resilient, incredibly fast-paced, yet harmoniously green-a global blueprint for how a coastal metropolis can thrive in the 22nd century.

My wildest dream for a future Miami-Dade is a "Blue-Green Renaissance" where the "Magic City" masters the art of thriving alongside the water, rather than fighting it.

By 2050, I envision a county that has traded gridlock for a seamless, elevated maglev network and silent, electric water taxis threading through expanded canal systems. In this Miami, the Underline has evolved into a county-wide "Urban Orchard"-a continuous canopy of native fruit trees providing free, fresh produce to every neighborhood, effectively erasing food deserts.

Miami-Dade will become the global capital of Resilience Tech. Our survival strategies-from carbon-capturing mangroves to sea-wall parks-will be our greatest export. We will preserve the soul of Calle Ocho and the saltwater grit of the Grove while achieving a carbon-negative footprint.

My prediction? We won't just be a city that survived the 21st century; we will be the blueprint for how a vibrant, diverse metropolis flourishes in harmony with nature. Less asphalt, more mangroves, and a commute that actually lowers your blood pressure. It became the world's first major climate-adapted metropolis, not despite its vulnerability, but because of it.
The magic city didn't just
survive. It showed everyone
else how.

My wildest dream for a Miami-Dade of the future is an interconnected community. I would love to see less cars and car-dependent infrastructure, and more people outside enjoying public spaces. In my Miami-Dade, there is a communal energy and shared optimism for our good. As opposed to Miami being known for its
negatives, that is traffic congestion, artificial wealth, and others, it will be known as place to live. It will be for and about the people.

My wildest dream for Miami Dade would be a place where each neighborhood was a walkable community in its own right and then each place was connected via transit. Plus easier transit to get to the beach!

My wildest dream for Miami is that it makes more efforts in protecting our natural resources and stopping unnecessary construction. Miami needs less buildings and more nature. We need to become a more sustainable and eco-friendly city. I dream of amazing and safe public transportation and walkable areas that
have everything you need. We need more affordable housing and more opportunities to strengthen our communities. I'd also like to see an expansion in the health and wellness community and activity in the city.

My wildest dream for Miami-Dade County is a community where public investment reflects the dignity and wellbeing of every resident. I imagine well-maintained, properly policed roads and highways that discourage reckless and high-speed driving, making everyday travel safer for everyone.

In this vision, underserved neighborhoods have robust retail options-grocery stores, pharmacies, and local businesses that meet daily needs without long commutes across the county. Housing would be driven less by outside investors and more by people who live and work in the community, ensuring stability and affordability for families. Also local funding to allow seniors and longtime property owners to receive financial support to maintain their homes including roofing and sewer upgrades.

I also dream of revoking the Live Local Act so local communities regain control over land use decisions. This would help prevent the unchecked spread of substandard new housing, intrusive utility towers, and massive data centers that often appear without meaningful community input.

Our neighborhoods would be greener and cooler, with a dramatic expansion of tree canopy and creative cooling stations to protect residents from extreme heat.

Libraries would thrive again with expanded hours, including Sundays, and strong local investment

would expand community health facilities-ensuring quality care in every neighborhood.

In this dream, Miami-Dade becomes a county where safety, opportunity, health, and dignity are shared commitments.

My wildest dream for Miami-Dade is a county that finally builds for people, not just for traffic.

Imagine expanded public transit that actually connects our neighborhoods - reliable rail, rapid buses, and safe last-mile options - so working families aren't forced to spend hours in congestion. Picture shaded, continuous sidewalks under a thriving tree canopy, protected bike lanes that keep our children safe, and streets designed for people instead of speed.

I see infrastructure that works: stormwater systems that prevent flooding, resilient construction that prepares us for climate change, and investments that protect our environment instead of paving it over.

I dream of leadership with integrity - transparent government, term limits that prevent career politicians from enriching themselves in office, and zero tolerance for corruption.

I envision policies that prioritize community over cruelty, where families are not torn apart and enforcement does not overshadow humanity.

Miami-Dade can be bold, sustainable, walkable, honest, and inclusive. We can grow without losing

our soul. That's the future worth building.

My wildest dream for Miami-Dade is a county where everyday life feels connected, resilient, and rooted in community.

I imagine walkable neighborhoods with shaded sidewalks, bike lanes, and reliable, accessible public transit that makes it easy to move without depending on a car. Streets designed for people first. Local small businesses thriving alongside weekly farmers markets, vibrant main streets, and green spaces woven into every neighborhood. Eco-friendly development that protects our environment instead of threatening it, with real investment in flood control and hurricane protection measures that keep families safe as sea levels rise.

I see a future where education access is equitable across the board, not divided between private opportunity and public struggle. Strong public schools, career pathways, and partnerships with universities and pharmaceutical companies that bring innovation, research, and high-quality jobs to our community.

Most of all, I hope for a Miami-Dade that grows without losing its soul. A place where development is sustainable, opportunity is shared, culture is celebrated, and the next generation can afford to stay, build, and
lead. A Miami-Dade that is resilient, inclusive, and truly built for the long term.

My wildest dream for Miami-Dade is a future where the city works for everyone, not just the wealthy or well-connected. A Miami with reliable public transit, safer bike lanes, and walkable neighborhoods so we are not trapped in traffic or losing hours of our lives on the road. A Miami where people who teach our kids, serve our food, protect our communities, and keep the city running can actually afford to live here.
I dream of a Miami that stops treating the environment like an afterthought and starts protecting the very ecosystems that make this place possible - our water, our trees, our coastlines, our mangroves, and our future. A city that builds with resilience, values local culture over empty luxury, and measures success not just by development, but by quality of life.
My hope is for a Miami-Dade that is less extractive and more connected, more equitable, more creative, more climate-ready, and more human. Not just a global destination, but a true home.

My wildest dream for Miami-Dade is a housing market that favors the first time homebuyer.

My wildest dream for Miami-Dade is that it stays true to its historic roots while implementing Paris-like infrastructure.

My wildest dream for the Miami Dade of 2040 is a Polycentric Paradise that finally breaks the shackles of the 90 minute commute. In this future we have strategically shifted the Urban Development Boundary (UDB) to unlock thousands of acres for mixed income attainable housing, ending our reign as the nation's most rent burdened community. By expanding the line, we've created space for "Edge City" business hubs/innovation districts in South Dade and West Kendall that act as economic magnets. This has birthed the era of the reverse commute while the rest of the world crawls toward the urban core, our residents travel outward to high paying tech and logistics jobs nestled in green, sustainable campuses near their front doors. Infrastructure follows this growth, with the SMART Plan's rapid transit finally forming a complete loop. We haven't just moved a line, we've recalibrated our geography to prioritize people over pavement. My wish is for a county where home is affordable and work is just a ten minute ride away, proving that thoughtful expansion is the key to a truly accessible Miami Dade.
My wildest dream is a miami dade is a county with a state of the art transit system with plenty of 15 minute city nodes. Miami would offer a diverse array of jov fields and continue to push for a strong environment protection with extensive development of greenways and a protected and clean biscayne bay.
My wildest dream is a rural landscape. Pockets of climate-conscious streets and buildings in the middle of wetlands and pine forests like Miami used to be. And a lot more sustainable development.
My wildest dream is being able to own property in the city I grew up in, wake up in the morning, not dreading traffic, and going to the beach without worrying about how much parking costs or how I will have to fight for a parking spot in such an overcrowded area. My dream is that Miami will become sustainable and more environmentally conscious so that we may continue to enjoy the cities, natural beauty- not demolish it for future sky rises.
My wildest dream is that Miami-Dade becomes an multi modal connected city. That would revolutionize the county in quality of life, affordability because even sprawl housing wouldn't be as much of an issue if connectivity isn't an issue.
My wildest dream is to have plenty of green space in every neighborhood, electric vehicles and reliable transit that people use.
My wildest dream, miami dade can be a walk-able city with trains connecting west Kendall to Palmetto Bay.
My wildest dreams for Miami is a Miami that does the right thing by it's citizens and prioritize, affordability, prioritize healthy living and green space and access to transit , and that has taken the proper measures to make us resilient against the threats of sea level rise and climate change. My biggest dream is being able to stay in the city I grew up in.
My wildest dreams for the neighborhood would be seeing our neighborhood become walkable and easier to access. I would love for the roads to be quieter at night. We should have speed bumps to prevent all of these loud vehicles from coming around.
My wish for a future Miami-Dade is one where traffic can move as smoothly as possible, even during peak hours (say where rush hour is at most an hour instead of 2-3 like it is currently), where communities can feel more interconnected via the greater use of public transit and mixed-use developments, and the greater Miami culture and community can come together for a greater sense of solidarilty.
My wish for miami dade is to create a more accessible city in wealth mobility, transit and parks.

My wish for Miami Dade's future is a place where daily life feels connected, affordable, and grounded in the landscapes that make this region unique.

I imagine walkable, livable neighborhoods where people can safely walk or bike to schools, parks, shops, and jobs, reducing traffic and the cost burden of car dependent living. Mixed use communities would bring housing, local businesses, and public spaces together, creating vibrant neighborhoods that support small businesses and strengthen community ties.

In this future, growth is intentional and equitable. We invest in smart transit, green infrastructure, and climate resilient design so families can spend less time commuting and more time living. Housing is attainable for the people who power this county, including teachers, service workers, nurses, and first responders, without pushing development into wetlands or natural areas.

Most importantly, Miami Dade protects the natural resources that sustain us. Clean water, a healthy Biscayne Bay, and functioning wetlands are treated as essential infrastructure, not expendable land. By honoring our
environment while planning thoughtfully, Miami Dade can grow into a county that is more connected, resilient, and humane, where prosperity and protection move forward together.

My wish for miami is to keep the miami culture that was in the 2000s-2010s that is peak miami with vibrant music, community, for the people, keep small businesses open and less development, keep improving for the
future of miami with green spaces and public transportation(trains that heads east to west) that will eliminate all the traffic in the dolphin express way

My wish for Miami-Dade future is for it to be accepting to ALL cultures not just hispanics.

My wish for Miami-Dade is that we grow without losing ourselves.

I imagine a future where long-time residents can afford to stay, build wealth, and pass down ownership in the neighborhoods they helped create. Where climate resilience protects people, not just property, and adaptation doesn't quietly push communities out.

In this Miami-Dade, local businesses are valued as anchors of culture and stability, not replaced by national chains. Transit connects opportunity, housing reflects real incomes, and public spaces celebrate the stories, languages, and creativity that make this place home.

My dream is that future generations won't have to fight to belong here. They'll inherit a county that chose people, place, and purpose and proved that growth and dignity can move forward together.

My wish for Miami-Dade's future is simple: fewer cars, more life.

As a remote worker, I've seen what's possible when work isn't tied to a commute. The hours once lost in traffic become time with family, time outdoors, time actually living in the beautiful homes and neighborhoods that make Miami special. Yet every day, we still design our lives around congestion.

I imagine a Miami where remote work is not an exception, but a priority. Where companies embrace flexibility, and the city supports it with infrastructure, incentives, and community spaces close to home. Fewer people forced onto the same roads at the same hours. Less stress. Cleaner air. More presence.

In this future, neighborhoods come alive during the day. Local cafes, parks, and small businesses thrive because people are actually there. Parents aren't rushing across the city-they're part of it.

Traffic doesn't define Miami anymore-quality of life does.

If we lean into remote work, we don't just reduce congestion. We give people back their time-and that might be the most valuable infrastructure investment of all.

My wish for the future of Miami-Dade is a community that grows boldly while staying rooted in its heart. I imagine a county where innovation and culture thrive side by side where small businesses flourish, climate resilience leads the way, and opportunity is accessible to every neighborhood.
My wish for the future of Miami-Dade is a community where people can truly achieve the American Dream. Housing should be affordable-not just for investors, but for the hardworking residents who make this county what it is. In this future, people can own homes instead of renting forever. They won't need multiple jobs just to get by, and will have more time to be with their families, educate their children, and stay connected to their community. Growth should not come at the expense of the people who live here. We need to protect real residents from being priced out by unchecked development and rising costs. Development should be thoughtful and inclusive, preserving the character and stability of our neighborhoods. My dream is a Miami-Dade where families can put down roots, build a future, and truly thrive-not just survive.
My wish for the future of Miami-Dade is a county of vibrant, walkable neighborhoods where daily life happens close to home. Housing, local businesses, parks, schools, and transit are seamlessly connected. I imagine places that reflect Miami's diversity and energy while offering the human-scaled charm of neighborhoods: shaded sidewalks, active streets, and public spaces that invite people to connect. I envision a Miami-Dade that embraces missing-middle housing, treats affordability as essential infrastructure, and guides growth intentionally to support resilience, equity, and climate adaptation. A future where transit is reliable and desirable. My wish is for Miami Dade County to be a place where residents see planning not as something done to them, but with them. A place where residents can ask questions and get a thoughtful and clear response. Where ideas are implemented. A county that preserves the culture and character that make Miami-Dade truly unique.
My wish is for a community that has a shared sense of pride, due to high quality of life for all. We should all live in beautiful well maintained neighborhoods with parks, green spaces, trees, and third places. We should not have to commute more than 45 minutes to work. Strong public education system. Literacy. Good manners.
My wish is for a resilient and culturally vibrant community with a diverse and economically stable population base that has a connection to and care for our community. My prediction is that we will continue to widen our economic disparity and political fractions, that our elected officials continue to elevate partisanship in what should be non partisan matters and, given said politics, we will not invest in protecting our physical, social, and cultural environment. My wildest dream massive redevelopment in areas that are balanced and equitable.
My wish is that Miami dade would have less traffic with more affordable single-family homeownership opportunities for my children when they graduate from college.
My wish is that natural resources are abundant. We have environmental preserves that are truly untouchable by developers. High-quality housing is affordable and safe.
My wish would be that there are more job opportunities outside of hospitality, I would love to see more biotechnology, healthcare, and technology companies here. I also want to have more extensive public transportation, and more importantly accurate and on time transportation. I would like to see the city grow up, not out.
N/a
n/a
N/A
NA
na

Need to expand housing options for the middle income not multifamily as a place is important to raise a family.
Needs more walkable cities. More public transit from broward to Miami

No investment into Israel bonds, more greenery in every neighborhood including food forest, investment into our farmers to keep local protein production strong and ethical and not Argentinian
No more suburban developments like kendall; a series of interconnected development TOD “pods’ with a fully connected transit system, triple the open space and park offerings.
No traffic jams; more people working from home. More entertainment (restaurants, bars, theaters) walking distance from residential homes. More walkable streets with sidewalks that are well lit at night.
Not overcrowded, safe in case Turkey point needs evacuation, more public schools with resources
OK, my wildest dream for Miami Dade County would be that the actual people who work in Miami Dade County and help run Miami Dade County make a lot more money than the tourist or seasonal people that live in Miami. You need to make sure that those who work and help you can actually afford to live in Miami I think that that is the greatest and biggest issue you have right now how can you have someone making $15 an hour afford housing of 3000 or more a month plus support their family the wages within Miami Dade County do not make sense for the economy elsewhere, especially within Miami Dade county itself. The cost of living is very high but the pay again for your loyal Miami Dade County employees is not even close to the living cost and I understand the people that invest in Miami Dade County don't wanna pay the workers salary, but you do need to fight for your workers because without them, you wouldn't have the beautiful Miami Dade county that you have now think of those that work hard for you and don't just think of those at the top think of those at the bottom that actually need more pay so they can continue working for many more years to come. If you take care of your people the people will take care of you.
One of the main things that I would like to see with Miami-Dade would be more connectedness between public transportation, for example certain bike lanes will randomly just end or the metrorail is very hard to reach without a car from my house.
one time buses (with a way to track them), bike lanes, tons of walkability
One with a government that is resilient and realistic of the impacts climate change will have on the infrastructure and affordability of the city
Our economy has mostly been based on tourism and speculative building, migrating our brand towards wellness and our natural environment truly promotes our most important assets. This would assure a restored and clean bay, a protected city against storm surges, and hurricanes with hybrid natural berms that double as coastal community parks connecting the coastline. Furthermore, I would see us exceeding our canopy goals, and truly making Miami-Dade County a green metropolis.
Over the next 10-20 years, Miami Dade County becomes noted as one of the top ten world class areas to visit, live and work, with a vibrant population, world class economy, transportation, leisure and tourism attractions that boasts affordable range of housing options for residents and strong educational institutions with emerging industries and job markets in communities that value the natural resources of the unique geographic location.
pedestrian oriented, environmentally sound, global trade center
People come here for the world-famous beaches - which means clean water...and limiting development! Everglades is a national heritage, but we keep on creeping further and further, townhouse by townhouse, into a future where our water & air will be like living in smog-infested India!
Plan Infrastructure first & prioritize connectivity of public transit from east to west to south before approving buildings permits. Require larger, safer sidewalks, bike lanes with plenty of trees

Planning and integrating a diverse community in Miami-Dade County that is connected with efficient transit and where development density is controlled and regulated around areas of transit and promoting the live/play/work lifestyle. Convert underused or identified development areas into green space that includes some increase in agricultural areas. Promote canopy and other measures to manage heat resiliency. Adapt to sea level rise with long term strategic investment in infrastructure to manage the risk. Enhance and promote transit and other alternative transportation to contribute to sustainable and efficient society. Provide diversity of housing from low income that may be subsidized through appropriate housing to support growth of the middle class so workforce housing becomes more affordable.
Planning is important.
Please build a public railway system like the ones used in Dubai.

Please expand the metro rail, there is so much potential. I love taking the metro rail. Expand it please. Specially upwards into Miami lakes area
Pocket parks in all neighborhoods (wild compared to what we have now). Realistic living with flood threats.
Policies need to be implemented to make housing more affordable and accessible. This survey is not that pragmatic and leans more to a political non-growthmindset.
Politics do not get in the way of sensible policies that make a future Miami possible - we invest in protecting our city against the changing climate and sea level rise because it's the only way to ensure our children have a future and our land will retain its value
Polycentric City, interconnected w transit, walkable, tree canopies
Predict overdevelopment and traffic will make this area undesirable
Preservation and growth of defense, development with incentives for aerospace manufacturing, more public schools and first responders
Preserve what we still have. Future generations will be greatful.
Protect and grow what's special about this place. The lush vegetation, the vibrance, the warm cultural mix. Miami is like nowhere else. Don't let us become the cliche of every city (traffic, trash, unaffordable housing, chain stores). Lean into our unique spark and make it easier for people to enjoy.
Protect the Everglades from development
Protect what we have in the environment, our nature. it gets hotter and hotter here year by year, soon it will be too unbearable to live in.
Protected , inter connected neighborhoods with high density transit stops , a blue / green system managing flooding and hurricanes. Opportunities for the elderly and younger age groups to be involved in MDC.
protected ecosystems and ample green spaces are what makes miami a home. so much opportunities for wildlife, kayaking, swimming, clean waters. low traffic because of more opportunities for public transit.
Provide more affordable housing or incentives for native miami dade residents.
Providing wages that match the cost of living for local residents, protection of natural resources for all to enjoy, affordable housing, health care, while reducing pollution. Improving education opportunities and standards for kids, and more affordable education or scholarship opportunities for higher education. finding a solution to impending SLR to protect residents and avoid the displacement of those in currently marginalized communities.
Public transit to each neighborhood and large post grad education center. It should start with most dense population
Public transport, preservation of natural ecosystems, and stop overdevelopment on housing, affordable housing
Public transportation
Public transportation with easy access to the beach, and special rates for residents
Que Miami Sea igual que otros Estados en cuanto a la ascesibikidad a los hotels super Carlos y en Mal estado mientras que otras ciudades es facil llegar de viaje e instalarse
ReducciÃ³n de residuos y plÃ¡sticos, energÃas renovables, aumento de transporte pÃºblico como tren wje conecte downtown con FIU. Mejora en la calidad de la comida. Preserva de la naturaleza. EnergÃa solar
Reliable public transit, walkable neighborhoods and focus on health!
Residents advocate for and Miami-Dade invests in the green and grey storm, water and sewer infrastructure and land use planning we need to adapt to our changing climate and water levels and reduce urban heat island. Equally Miami-Dade prioritizes investments in transit, protected bike lanes and walkable streets.

Restoration of public education as the pillar of our communities, higher wages in the hospitality industries to allow workers to reside close to employment centers, and safe bike routes connecting all the neighborhoods of our diverse metropolitan area.
Restriction on out of staters and out of country foreigners driving up costs for residents that have lived here for decades. Limit out of states and foreigners from buying land and property in Miami

Safe, less congested, more affordable, more public transportation, more culture and art.
Safe, people don’t drive like idiots on highway, very cosmopolitan, cleans beaches, affordable restaurants
Safer neiborhoods. More police officers and public officials walking the beat throughout the city getting to know the people and small business owners. Class hours longer for students' day ending at 5:00pm. A much needed pay raise for teachers; they are the ones who help mentor and mold our beautiful children. Private builders should be mandated to allocate several housing spaces for working class low to moderate people who qualify. Community scholarships given to (5) individuals each year to graduates accepted to attend college or trade school.
safer roads and better sidewalks
Safety, equality, better job opportunities to afford living here, more affordable cost of living that matches most people’s salaries, more nature areas for people to be outside
Series of interconnected communities and neighborhoods with healthy food options, green gathering spaces, high employment and sustainable design in buildings and public infrastructure
Singapore but in the US with access to Redland farms and local food. Highly automated, progressive, and housing, full public transit, and high quality education for all.
Sorry I can't predict.
stainable walkable neighborhoods where there are more bikes than cars, houses that don't cover the whole lots to encourage tree and green space
Stay above water
Stop building. We have e to many people in Miami. The streets are not designed for the traffic.Remove the bus way and build the rail extension to Florida City like promised so many times. We paid for it build it. The lights to cross the bus way have screwed up traffic so bad.
Stop waiting money. Concentrate in basics and basic needs. Stop waiting money in fancy looking infrastructure. If you ant to build a bridge, build one, do not build an art bridge project that at the end it fails.
stronger connection amongst people in the community working together to protect culture, health (mental and physical) and natural spaces
Superb public transportation and bike lanes, safety and connection to community. A hub for international events and benefits for locals
That my kids can afford to work and live here.
That our community has better, accessible, walking pathways, safer roads, more industry, providing easy transit for aging population. Walkable communities, affordable taxes, insurance, and livable for every stage of life.
That we are not afraid to take big bold steps towards creating the future we want.
The adaptation of a Eurocentric lifestyle clear you can live and work within a city and not be overpriced or living paycheck to paycheck. Not having to pay more than 50% of your paycheck for rent. Being able to live in a new construction with character that is also part of a walkable community similar to Gainesville’s and Miami Gardens Main Street.
The addition of a light-rail system that can be accessed from congested corridors traveling from all directions. Living in West Kendall and not working anywhere near downtown gives me zero need to use the Metro-Rail. Expansions to and from Kendall where a large portion of the Counties residents live today is highly needed. Also, using the bus system is awful because no one wants to wait in Miami's searing heat and humidity while also barely having a semblance of a bus shelter as many have been converted to merely a bench with light to no shade protection. It's real shame for those who don't have other options.
The Capital of The Americas

The city is definitely overpopulated, leading to severe congestion and poor traffic conditions. The influx of billionaires is causing the middle class to disappear. Politicians and millionaires are destroying the city through excessive construction and corruption.

The city-and the entire Miami-Dade County-need to step up and do a better job. Corruption has to end, and millions of dollars shouldn't be wasted on attorney fees while basic needs go unmet. There must be full transparency in spending, with clear, detailed reporting so residents understand exactly where their tax dollars are going and have confidence in how funds are being used. Favoritism and insider hiring also need to stop-contracts and services should be awarded based on merit, not personal connections.

The priority should be the residents. That means investing in real infrastructure-especially the sewage system-so streets don't flood after every heavier rain. Public transportation is another major gap. Compared to cities like New York City or London, and other major urban areas with reliable transit, what exists here is simply not enough. A functional, dependable transportation system is essential for a city of this size.

There also needs to be a serious focus on real jobs and real opportunities. You can't expect people to move here and survive on $10-$15 an hour when the cost of living is so high. Right now, wages and living expenses are completely out of balance, and that gap needs to be addressed if the area wants to remain livable and sustainable.

If leadership truly wants to support its population, it also needs to tackle everyday issues that affect quality of life-like cracking down on fraud and abuse, including the misuse of disabled parking permits. At the same time, access to affordable healthcare must improve so people aren't priced out of basic care.

Finally, the community needs to be more inclusive and accessible to everyone. There's a clear language barrier that can make it difficult for non-Spanish speakers to navigate services and feel equally supported.
Ensuring English is consistently available alongside Spanish would make a meaningful difference and help create a more balanced, welcoming environment for people coming to Miami from elsewhere.

The county where everyone has what they need to thrive!

The density of Dadeland will spread out in all directions, with perhaps a few places like Coral Gables maintaining their current character, giving us a new skyline in the south

The future I envision for Miami-Dade includes making housing more affordable for the people who call this city home. As someone who was born and raised in Miami, I want the opportunity to continue living here, but the rising cost of housing makes homeownership increasingly out of reach-even for those of us working professional jobs within the county.

I also believe our public transportation system must improve and expand. There is a strong need to extend transit services further south, particularly to the Florida City area, and to build a system that is reliable and efficient. Too often, residents experience delays and breakdowns that make daily commuting more difficult. While the express bus system was intended to help alleviate these issues, it has not been as effective as intended, and it needs to be reevaluated.

Additionally, Miami-Dade residents are seeking real solutions to the growing problem of traffic congestion.
Investing in dependable transit infrastructure and thoughtful urban planning will be key to improving quality of life for our community.

The future Miami Dade County will be equipped with the latest technology for just about everything. The homeless community will have more living options (See New Orleans Homeless communities). Hospitals and other health facilities will be free-affordable to many residents. Housing would be more affordable. Families of all income, especially working class will not be hungry (program needed). Water will be more accessible and affordable, if not, better options will be readily available to everyone. The streets will be smoother to drive on, even in poor neighborhoods. Polluted land will not exist and instead replaced with community gardens.
School infrastructures will be more appealing to their neighborhoods.

The Miami of the future will reclaim the best of the past - mature hammocks with ample shade canopy, access to natural water edges, while nurturing the ambitious energy of our diverse immigrant community at the nexus of North and South America, Africa, Europe, the Caribbean, and the global tropics. This connection
to nature is exemplified by our healthful active lifestyle: shaded bicycle mobility lanes connecting the various neighborhoods throughout the county

The proposal calls for Miami-Dade County to adopt a proactive, community-focused vision plan that prioritizes local engagement over reactive spending. Rather than increasing budgets, the county should redirect existing resources to strengthen small businesses and promote local economic growth. County Commissioners are encouraged to host community events-such as fairs, back-to-school drives, and holiday celebrations-using county facilities and staff instead of outsourcing to external vendors. This reinvests public funds into local services and stimulates grassroots participation. In addition, the plan highlights the need to incentivize small businesses, ensuring they have equitable opportunities to contract with the county and thrive in the local marketplace. Housing policies should further support residents by offering benefits for local homebuyers while limiting property purchases by large corporations and international investors who drive up prices and reduce availability. Promoting single-family homeownership among local residents would help stabilize neighborhoods, maintain affordability, and preserve the community's character. Overall, these strategies aim to create a self-sustaining local economy grounded in community pride, shared prosperity, and long-term resilience.
The quality of life here is getting worse due to congestion and traffic issues. New buildings should not be approved in these already super congested areas. stop wasting money on projects like the arches when there are soooo many more important human need issues to address like housing. Pay needs to increase to adjust and align with rising housing prices and to be competitive with other states. Our housing prices are similar to NY now, but salaries are not.
The safe place to leave in the US
There are boulevards lined by native plantings that provide shade and help mitigate flooding. These same boulevards serve as a backdrop for a network of dedicated trolley lanes and shaded bike lines that connect one to the more robust metro rail system and waterfront transit hubs for the water taxi system.
To be a city that protects and nurtures our history and culture. We are seeing miami change drastically and losing our authenticity. There needs to be less corporate development and more emphasis on supporting the things that make miami special. Such as our local businesses and our unique ecosystem.
To be as healthy - population and environment - as possible with the likely severe flooding that will be happening. I believe this flooding likelihood calls for measured growth and planning now. Incentives for things healthier - more plants, healthy food, exercise, etc. Affordable insurance and housing costs. Good rail transport. Protect the Everglades. A holistic approach.
To be eco friendly as well as being affordable for the people who have made this city what it is.
To be more diverse and better housing and renting costs
To be the Europe of Florida. Walkable and with great, affordable, expansive public transportation that easily connects you to everywhere. You don't NEED a car to get by. Housing is affordable for not just lower income households but middle class households as well. Have easy access to farmers markets and fun community events. Have diverse work opportunities across different industries (technology, finance, consumer goods, etc etc)
To have an interconnected train system from West Kendall, Homestead, and Miami-Lakes that reaches South Beach in an hour or less. Every neighborhood has a public park within a 1 mile radius (think Savannah, GA). Every sidewalk is at least 8' wide and has tree coverage throughout the entire path to protect against the sun, rain, and prevent heat islands.
To have connected oublic transportation it feels like the poorer suburbs are always excluded in urbsn planning now traffic is awful

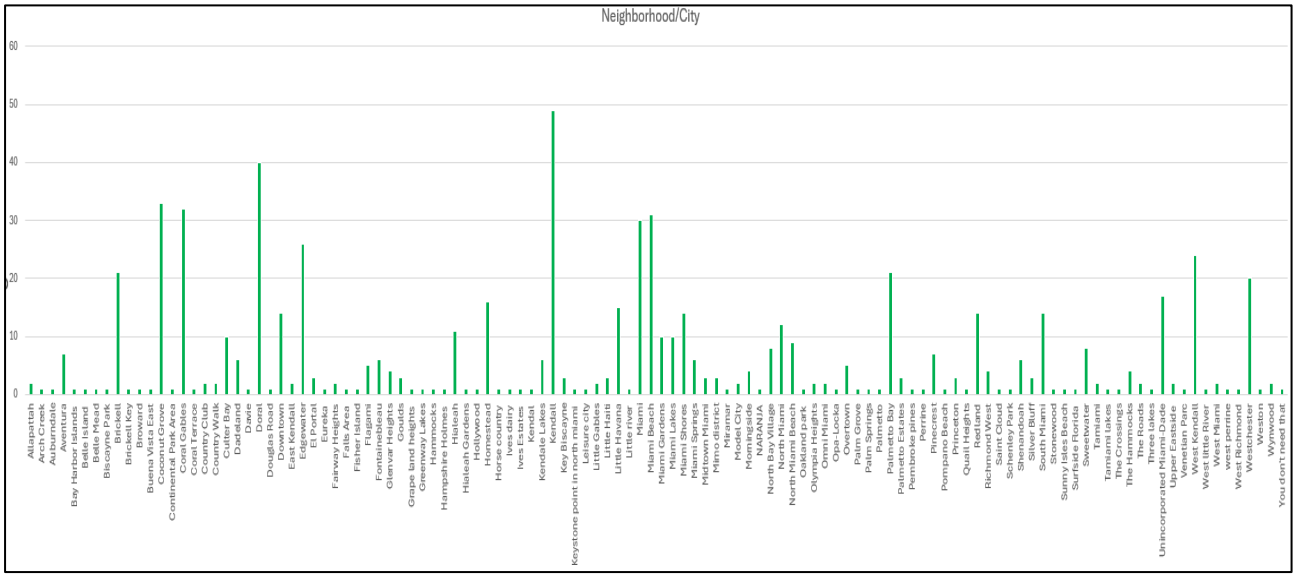
To have more resources for farmers markets. Have less traffic. Or more regulation when it comes to traffic control
To stop burning the Everglades and have good representation we are scared we don’t want ai data centers and we don’t want the Everglades to be burned and we most definitely don’t want any more townhouses
Transit-oriented bike and walk friendly mixed-use multi-income development on Miami’s high ground.
Transit-rich green city
Tropical communal walkable bicyclable sustainable nature paradise where filmmakers/artists and international traders and tourists can enjoy local diversity and thrive
up train transportation to better connect neighborhoods and great place to live safely.

Upzone! We have too many single family neighborhoods. Add MAXIMUM parking requirements and require developers to pay a fee for the right to exceed parking. Use the proceeds to pay for more transit. Strengthen the UDB-western expansion is inefficient and bad for the environment.
Very good transit service to avoid having cars and making it feel easier to commute with safety
Walkable city filled with trees and nature and public transit. No traffic.
We are a county in tune and designed to function along with nature's rhythms including the water cycle (enough green pervious areas to absorb and clean rainfall), seasons (food and nutrition for local produce as well as wet/dry seasons), and healthy growth cycle which includes repairing or retrofitting buildings and infrastructure especially in areas that are sustainable long term, and a circular economy that reduces waste and need for landfill and 100% captured and reuse of discarded materials.
We are on the front lines of the battle against climate change. Except the writing is already on the wall. We will lose the battle if we don't act now. I dream for a Miami that leads the way in sensible choices to combat climate change. We need to be greener.
We are the people who are prepared. We revere our natural resources and all of our actions consider the next 3 generations to come after us.
We begin to care more about peoples quality of life by means of protecting our environment/land, less building to help with traffic congestion and better salaries to match other cities and make housing affordable.
we have already ruined a very nice county. The only thing you might attempt is try to save the Everglades and Biscayne Bay.. somehow we were able to ruin our second biggest industry, which is farming. The only thing we haven't been able to yet is the weather. But he at least were corrupt.
We imagine a Miami-Dade that moves with its people-not against them. A city where bike lanes, sidewalks, and safe crosswalks connect every neighborhood, and public transit is clean, reliable, and easy to navigate for everyone, in every language. Buses run frequently, maps make sense, and choosing transit feels like freedom, not a struggle. We dream of a Miami that honors its roots. Where neighborhoods like Hialeah, Overtown, Wynwood, and Coconut Grove are preserved, not repackaged. Where culture isn't replaced for aesthetics, and longtime residents aren't pushed out by rising costs and changing names. We envision real solutions to flooding-streets that no longer overflow after every storm, with smarter drainage systems and infrastructure that protects homes, commutes, and daily life. Growth should not mean displacement. We want a future where affordable housing exists for the middle class and hardworking locals, where development is thoughtful-not overwhelming. A city that invests in its people as much as its skyline. And we hope for a Miami where opportunity grows-more accessible jobs, better wages, and commutes that don't drain daily life. A Miami that feels like home for the people who built it, and those who truly embrace it.
We need an emphasis on nature in Miami. We live hear the water yet all these new apartment buildings are painted black instead of colors that make sense for a tropical location. All that does is attract heat and is an eye sore. Plant a lot more trees - on top of buildings - look up cities around the world that do it. Place more emphasis on nature and the environment

We need climate change resilience and adaptation. The city has to be ready for all the negative impacts from climate change. I see a Sustainable City with affordable housing and green spaces. One that respects community building and neighbors knowing neighbors. We need more walkability and reliable public transit like New York City because Miami is growing too fast. Also protect the trees and species that live here already. No to overdevelopment without any regard for the ecological fragility of Miami.
We need to provide housing for all. We start by computing supply within our County by MSAs as opposed to computing on a County wide basis since a unit in Miami Beach differs in cost than a unit in West Kendall. Once that takes place, housing will be available to all.

We should strive for higher quality over quantity. Growth should not top quality. Truck do not interact well with suburban traffic. Restrict trucks to certain streets and enforce it. Palm trees while pretty do not provide good and badly needed shade. Select trees with ample canopy for shade.
We stop pretending that climate change isn't real and we no longer allow corporations to buy starter homes. A good portion of the people who work in the industries that make this city run, like hospitality, can't afford to rent in the city or buy a home in the suburbs.
What I want for Miami is for us to preserve our unique local character while adding the amenities that are taken for granted in other world cities -- among this access to reliable, frequent public transportation. One would think that our year-round great weather would enable people to use transportation modes other than the car, but our transportation infrastructure is severely lacking. Miami desperately needs to invest in its transportation network with an emphasis on timely and convenient service. Bottom line, if the schedule is not reliable, citizens cannot use it to commute to work and leisure and will instead opt for the car. Additionally, prioritizing shade is critical to getting people out of their cars and onto their feet, bike, or alternative transportation mode of their choice. Even in the unusual case where a connected sidewalk exists to a desired location, lack of shade deters citizens from using non-car options. Heat exposure can be especially dangerous for the elderly, the very young, pregnant women, and those with medical conditions. My dream for Miami is to be able to enjoy even more of it, our beautiful flora and fauna, our vistas, our landscapes, via thoughtful transportation infrastructure improvements.
When Detroit and New Orleans got married they had a baby. They named her Miami! Miami will fail if it continues the path it is on. Don't kid yourself. Our biggest threat is when Cuba opens. Just FAFO!
Wildest dream: more community and a common sense of Miami that we're ALL building.
Wish for more opportunities for the low income population by creating better housing and job opportunities. Make Our county the destination of older population by creating more and better residential complexes such as the Village and incentives to reside in Miami-Dade.
Wish we can see more integrated zoning
Wish we could live in a nice quiet non-traffic neighborhood with access to great public schools where we can bike and walk and are not far away from shopping, cafes and restaurants (to which we go driving), with low insurance and property taxes, stable infrastructure (e.g. power lines under the streets and not coming down in every hurricane), good traffic options (can go from any point A to any other point B in a reasonable time using public traffic, at all hours), and safe (low crime, good police).
Working remotely is the future. It helps with pollution, traffic, stress, mental health and much more
Working subway/ metro system that connects miami to Miami Beach to south and north miami
Would love to see Miami have more walkable cities and affordable housing.

Question 13. Please provide your city and/or neighborhood. - City/Neighborhood:
Responses (edited for clarity) in chart format:



Appendix A – Email Correspondence from the Public

Further comment submitted to MDC CDMP 3.17.26 high-level lethality, surveillance state, Eisenhower, intel app out of schools - by Judith Futerfas 786-585-5769 info@ourconstitution.info

Excerpt below from my email regarding untraceable causes of death including carcinogens, biologics, chemicals, and remotely with energy. These are areas needing protection for the public. University of Miami (UM) houses the 2nd largest CIA hub. With the current state of surveillance and illegalities of the intel apparatus including the FBI, CIA, DARPA, and NSA, they should NOT be affiliated with schools, at the very least. Many feel one or more should be reformed, closed down, etc. Much online, links below, and at my nonprofit, nonpartisan website ourconstitution.info.

University of Miami, as a private entity, has virtually no oversight to speak of. The fact that they house the 2nd largest CIA hub adds quite a bit more to the concern. The CIA should not be on UM's campus. Also, the safety of patients is not secure in medical facilities and cameras should be allowed as all patient encounters, surgeries, etc., with patient approval. I have Joint Commission very serious complaints regarding UM, Baptist, and Baptist owned Bethesda Hospital, should you want this information. However, there is much online regarding deliberate patient deaths. Other grave concerns listed below. See documentation in my books at www.ourconstitution.info, Outreach/Books tab.

'…I also want to refer you to the email I sent to … and your offices on 12.28.25, 9:47pm, at another email. That information includes causes of death that are not detectable. One of the agents is a high-level biologic placed in food that causes someone to fall asleep, never to wake-up again (or only briefly). I found out about this from a forensic pathologist. I believe this is what killed Dr. James Cosmides. He and Dr. Torres-Salichs were my doctors. In terms of seeding cancer and other illnesses, there is a lot online regarding experiments on Americans where this was refined (see Vera Sharav/att). I am quite sure this is still going on from what I have experienced and seen while at UM (see excerpts from Joint Commission Complaint re: UM in Docket 151). UM also houses the 2nd largest CIA hub. CIA history of illegal experimentation in conjunction with hospitals, going back before the Church Committee, has been horrific. I believe Susanna Arias Morales from UM has even more knowledge than Paulvil about my concerns and who is behind them. Arias threatened me that she had a relative in the FBI. I have tried to learn who this is, to no avail. I am sure s/he is rotten as Arias is. The medical practices of both Cosmides and Torres-Salichs were taken over by UM affiliated doctors after they deceased. (Cosmides had an older practice and had never been affiliated and Torres-Salichs had refused to be affiliated.) My concern for the death Dr. Torres-Salichs was further highlighted by a video I recently watched with former Congressman Kurt Weldon, Vice Chairman of the House Homeland Security Committee:

https://t.co/knqqrQVfGX - 9.4.2025
14:55 "...CW: I don’t remember the names. But I was told by one of the . . . I have a written letter in my files, in my archives—I have the largest archives in House history—from a senior FBI official who worked with one of my CIA friends who trusted me—who, by the way, **died mysteriously of fast-moving stomach cancer** four years ago after he was threatened by a guy who was one of three people in consideration to be the CIA director. This man in New York is a multimillionaire, he called my friend and

said, “Why are you helping Curt Weldon?” And John Quirk said, “Because Curt Weldon’s an American patriot.” **John Quirk died months later of fast-moving stomach cancer. That’s our country.**

JC: Can you confirm that the technology exists to give someone fast-moving cancer? Is that something that the US government does to its enemies?

CW: **Absolutely, and I have a second staffer. My staffer co-wrote the book with me called Countdown to Terror, which I talked to you about. Dr. Peter Pry worked for the CIA for ten years.** He was their top analyst on [the] Soviet [Union] and Russia. I brought him on my committee because I was working all the Russian issues. I was the co-chairman of the Duma Congress with Steny Hoyer, and I was co-chairman of the RADA/CONGRESS with [Ohio Congresswoman] Marcy Kaptur. Peter worked for me. He was a brilliant analyst...

33:00 "...JC: Duh. I mean, you know, give me a break. I was there twenty years. I know the game they played. I couldn’t trust the CIA. I told you that at beginning of the interview. I could not trust the CIA. I formed my own team. I had my own intel coming to me because I couldn’t trust the CIA. Because they lied all the time. Did you see the WikiLeaks report [sic] with the former head of the CIA, Mike Pompeo? Did you see it?
JC: Yeah. MIKE POMPEO: What’s the cadet motto at West Point? “I will not lie, cheat or steal, or tolerate those who do?” I was the CIA Director. We lied, we cheated, we stole. We had entire training courses.
SOURCE: Ex-CIA director Pompeo: ‘We lied, we cheated, we stole’
CW: That’s our director of the CIA. It’s gotta stop. And until that stops, it’s gonna continue. **Peter Pry died of fast-moving stomach cancer about nine months apart from John Quirk**, who had been threatened by a former international CIA leader who’s a scumbag making a ton of money based in New York. I’m sick of them and I don’t care. All they can do now is kill me..."

Also:
6:45 "...Which leads to the fourth: directed energy. The **US and other countries are now using directed energy weapons**, not just to take apart material things, but **to affect the human brain**. The biggest concern I have for the future generations—and they’re not aware of this right now—is there is work going on in America and around the world on the use of **wave patterns to penetrate the brains of human beings to control their minds, their actions, without their having any ability to stop that from occurring...**"

As I wrote in the 12.28 email, Dr. Len Ber has developed a **Registry for civilians diagnosed with Havana Syndrome, aka Anomalous Health Incidents**. He has been diagnosed as well. These are energy weapon assaults that can kill without a trace, cause heart attacks, cause accidents/death by controlling muscles, physiology.

More **expert testimony video/transcript energy weapons and use against civilians**:
>DUNCAN PhD ex-CIA/DARPA Targeted Individual http://nebula.wsimg.com/5eeb90c6d24ce4df31d660a61e89a967?AccessKeyId=EE1A5C9CD55B2F9BC990&disposition=0&alloworigin=1
"...they can cause a stroke, they can cause a heart attack..."

>GIORDANO PhD Georgetown Univ/Pentagon
Neuroethics http://nebula.wsimg.com/bb71035e1ca66e000e389423d7aee89c?AccessKeyId=EE1A5C9CD55B2F9BC990&disposition=0&alloworigin=1
"...assess, access, and affect the brain..."

>HALL MD anesthesiologist Targeted
Individual https://nebula.wsimg.com/9a46208b0bc7e68d562173b056adbad6?AccessKeyId=EE1A5C9CD55B2F9BC990&disposition=0&alloworigin=1

>DAVID VOIGTS Naval Officer Control Systems Engineer Surface Warfare Electronic
Warfare https://www.youtube.com/watch?feature=shared&v=Y5PKBaOxLJ4
"...completely wireless technology. It's interfaced with the body's bioelectrical system, wireless... completely remote... completely wireless..."
>Cognitive Liberty: Neuroweapons and the Fight for Brain
Privacy https://youtu.be/BgPdpCAPfn4?t=38601:04:20 Clip of expert testimony starts 1:06:09 Ventura interviews:
1:06:30 Mark Phillips, Former CIA
1:07:33 Robert Duncan, Former
CIA/DARPA/DOD 1:11:20 Barrie Trower, Royal
Navy
1:15:07 Rauni Kilde, Medical Doctor
1:17:44 Nick Begich, Medical Doctor

If any of these links don't work, please let me know. Again, I am glad to provide whatever other documentation is requested.'

Submitted by:

Judith Futerfas
9540 SW 26 Drive
Miami, FL 33165
786-585-4769
info@ourconstitution,info

Miami-Dade County
Comprehensive Development Master Plan Evaluation and Appraisal Report, 2025–2026 Update **Community Health and Design Element**

Proposed EAR-Based Amendment Language

Climate, Extreme Heat, and Health Integration

Aligned with the Miami-Dade County Extreme Heat Action Plan (2022) and the Climate Action Strategy (2021)

Purpose

Every seven years, Miami-Dade County reviews and updates its Comprehensive Development Master Plan through the Evaluation and Appraisal Report process, as required by **Chapter 163 of the Florida Statutes**. The 2025–2026 EAR, currently underway, is the County's opportunity to assess progress toward CDMP goals and recommend changes that reflect evolving community needs and local conditions.

This document proposes EAR-based amendment language for the Community Health and Design Element. The language codifies two existing County plans into binding comprehensive plan policy: the **Extreme Heat Action Plan** (EHAP, December 2022), organized around three goals and 19 specific actions; and the **Climate Action Strategy** (CAS, November 2021), committing the County to 50 percent GHG reductions by 2030 and net-zero by 2050, both measured against a 2019 baseline.

Both plans were built through extensive community engagement. The EHAP drew on a 15-member Climate and Heat Health Task Force, co-chaired by Chief Heat Officer Jane Gilbert and Dr. Cheryl Holder, and engaged 298 residents, stakeholders, and professional experts through a series of workshops. The CAS was shaped by input from the County's Thrive305 Civic Engagement Initiative, in which over 28,000 Miami-Dade residents participated, as well as five dedicated virtual public meetings and a separate CAS community survey.

The EAR provides the appropriate vehicle to make these community-supported commitments part of the CDMP's enforceable policy framework.

The case is clear: the County already has 51 more days annually above 90 degrees than it did 50 years ago. Dangerously high heat days — when the heat index exceeds 100 degrees — are projected to nearly double to 91 days per year by 2053, according to the First Street Foundation's 2022 National Risk Assessment. Miami-Dade leads the nation in counties expected to see the greatest increase in such days by mid-century. These are present conditions, not future risks. Extreme heat kills approximately 34 people in Miami-Dade each year and causes an estimated $10 billion in annual economic losses. The EAR exists to address exactly this kind of documented, worsening local condition.

Proposed New Goal: Heat-Resilient and Climate-Ready Communities

Goal CHD X: To protect public health and advance equitable, climate-ready communities by reducing exposure to extreme heat, increasing access to cooling, expanding shade and green infrastructure, and integrating climate-related health risks into all aspects of community design and development, consistent with the Extreme Heat Action Plan (2022) and the Climate Action Strategy (2021).

Objective CHD X.1: Reduce Exposure to Extreme Heat in the Built Environment

The County shall integrate extreme heat mitigation into the planning, design, and maintenance of public spaces, transportation corridors, and community infrastructure. This objective codifies the EHAP's Cool Our Neighborhoods goal and the CAS Land Use and Transportation strategic area into CDMP land use policy.

CHD X.1A: Shade and Cooling Standards for Public Spaces

The County shall adopt minimum shade coverage requirements for sidewalks, transit stops, parks, school zones, and pedestrian corridors, through tree canopy, shade structures, or integrated design. This implements EHAP Action: Cool Our Commutes.

CHD X.1B: Cool Surfaces and Heat-Resilient Materials

The County shall require reflective and permeable paving, cool roofs, and other heat-reducing design elements in public projects and shall encourage their use in private development through incentives or updated standards. This implements the EHAP commitment to blue, green, and grey infrastructure solutions.

CHD X.1C: Urban Heat Island Reduction and Tree Canopy Expansion

The County shall prioritize urban heat island investments in neighborhoods with the highest heat exposure, lowest canopy coverage, and greatest social vulnerability. The EHAP establishes a specific, binding target: increase the County's tree canopy from 20 to 30 percent by 2030. This EAR amendment embeds that target as CDMP policy.

Objective CHD X.2: Improve Indoor Heat Safety and Housing Resilience

The County shall promote heat-safe, energy-efficient, and affordable housing, codifying the EHAP's Cool Homes and Emergency Facilities goal into CDMP housing policy. The EHAP identifies a critical gap: there are currently no countywide minimum cooling requirements for residential rentals. This EAR amendment addresses that gap directly.

CHD X.2A: Access to Efficient Cooling

The County shall promote access to air conditioning, weatherization, and energy efficiency improvements in homes, with priority for low-income and medically vulnerable residents. This implements EHAP Action: Support Cooling Upgrades for Residents and aligns with CAS Energy and Buildings goals.

CHD X.2B: Heat-Safe Housing Standards

The County shall establish building code criteria and retrofit guidelines for indoor heat risk, including maximum indoor temperature thresholds in sleeping areas, ventilation standards, and resilience features for power outages. This implements the EHAP commitment to advocate for heat-safe housing policies.

CHD X.2C: Resilience Hubs and Emergency Cooling Facilities

The County shall incorporate extreme heat requirements into the Countywide Resilience Hub Plan, ensuring hubs, shelters, and assisted living facilities have efficient cooling and backup power. This implements EHAP Action: Strengthen Energy Resilience in Emergency Facilities.

Objective CHD X.3: Protect Workers, Students, and Vulnerable Populations Extreme heat falls hardest on outdoor workers, children, older adults, and those without reliable cooling. Miami-Dade has the highest number of outdoor workers of any county in Florida —

more than 325,000 people, according to Chief Heat Officer Jane Gilbert. The County shall address these inequities consistent with EHAP Goal 1, Inform, Prepare, and Protect People, and the CAS equity framework.

CHD X.3A: Outdoor Worker Heat Protections

The County shall pursue heat safety standards and protections for outdoor workers, including access to shade, water, and rest breaks during extreme heat conditions, and shall advocate at the state and federal level for enforceable workplace heat standards. This implements EHAP Action: Seek Workplace Protections for Outdoor Workers.

CHD X.3B: Safe Routes to Schools

The County shall apply heat resilience strategies including shade, cooling surfaces, and hydration access to school perimeters, walking routes, and playgrounds. This implements EHAP Action: Cool Our Schools, embedded here as binding land use policy.

CHD X.3C: Heat Health Outreach and Early Warning Systems

The County shall collaborate with public health agencies and healthcare providers to strengthen heat risk communication, early warning systems, and multilingual outreach, consistent with EHAP actions to engage healthcare practitioners and expand public messaging.

Objective CHD X.4: Integrate Heat and Climate Metrics Into Planning

The EAR process is designed to measure progress and identify where new indicators are needed. This objective establishes measurable heat and climate benchmarks for the CDMP's next seven-year cycle, consistent with the EHAP's research partnerships and the CAS's GHG inventory process.

CHD X.4A: Heat Resilience Performance Metrics

The County shall adopt and report on the following indicators at each EAR cycle:

- Tree canopy coverage in heat-vulnerable areas (EHAP target: 20 to 30 percent by 2030)
- Miles of completed shaded pedestrian and transit corridors
- Housing units receiving cooling upgrades, disaggregated by income level
- Resilience hubs and cooling centers with backup power
- Heat-related illness rates and emergency department visits by neighborhood
- GHG reductions from buildings and land use (CAS target: 50 percent by 2030 from 2019 baseline)

CHD X.4B: Plan Alignment

The CDMP shall be reviewed at each EAR cycle for alignment with EHAP implementation progress, CAS GHG inventory findings, and updated heat vulnerability research, ensuring the County's seven-year planning cycle remains responsive to changing conditions.

Objective CHD X.5: Advance Community-Led Heat and Health Solutions

The CDMP shall institutionalize the community-driven approach embedded in both the EHAP and the CAS, ensuring residents continue to shape heat and climate planning decisions.

CHD X.5A: Community Engagement in Heat-Resilient Design

The County shall require community consultation for major public realm improvements in heat-vulnerable neighborhoods, with multilingual and accessible engagement, consistent with the EHAP's task force model and CAS commitment to elevating historically marginalized communities.

CHD X.5B: Equity-Centered Investment Prioritization

The County shall prioritize funding and capital projects in neighborhoods with the highest combined burden of heat exposure, social vulnerability, and health disparities, consistent with the EHAP equity framework and the CAS Energy Justice Scorecard.

Request to Codify Through the 2025–2026 EAR

Miami-Dade has done the foundational work. The Extreme Heat Action Plan and the Climate Action Strategy are substantive, community-supported plans with clear goals, specific actions, and measurable targets. What they currently lack is formal integration into the Comprehensive Plan, the County's legally binding planning framework. Without CDMP codification, these commitments are not binding on future administrations, do not attach to development review, and cannot be formally evaluated at the next EAR cycle.

The 2025–2026 EAR is the correct and timely mechanism. Chapter 163 of the Florida Statutes requires the EAR to assess changes in local conditions. Extreme heat is exactly that: a documented, worsening local condition that the County's own plans have already analyzed and addressed. The EAR-based CDMP update is the step that makes those plans permanent and enforceable.

We respectfully request that Miami-Dade County use the 2025–2026 EAR process to amend the Community Health and Design Element of the CDMP to incorporate the goals and actions of the Extreme Heat Action Plan (2022) and the Climate Action Strategy (2021) as binding comprehensive plan policy. The community engagement has been done. The analysis is complete. The plans are ready. This is the moment to make them last.

Policy Source Reference

Each proposed CDMP policy corresponds to an existing County commitment:

Policy	Source
CHD X.1A	EHAP: Cool Our Commutes; Cool Our Neighborhoods Goal
CHD X.1B	EHAP: Blue/Green/Grey Infrastructure | CAS: Land Use and Transportation, Energy and Buildings
CHD X.1C	EHAP: Countywide Tree Plan, 20 to 30 percent canopy by 2030 | CAS: Land Use and Transportation
CHD X.2A	EHAP: Support Cooling Upgrades for Residents | CAS: Energy and Buildings
CHD X.2B	EHAP: Advocate for Heat-Safe Housing Policies
CHD X.2C	EHAP: Strengthen Energy Resilience in Emergency Facilities
CHD X.3A	EHAP: Seek Workplace Protections for Outdoor Workers
CHD X.3B	EHAP: Cool Our Schools | CAS: Land Use and Transportation
CHD X.3C	EHAP: Engage Healthcare Practitioners; Enhanced Multilingual Messaging
CHD X.4A	EHAP: Urban Heat Research Group | CAS: Annual GHG Inventory Process
CHD X.4B	EHAP: Adaptive Learning Commitment | CAS: Seven-Year EAR Review Alignment
CHD X.5A	EHAP: Climate and Heat Health Task Force Model | CAS: Thrive305 Community Survey
CHD X.5B	EHAP: Equity-Driven Approach | CAS: Energy Justice Scorecard

Sources

Miami-Dade County Extreme Heat Action Plan, December 2022.
miamidade.gov/environment/library/2022-heat-action-plan.pdf

Miami-Dade County Climate Action Strategy, November 2021.
miamidade.gov/green/library/climate-action-strategy-final-draft.pdf

Miami-Dade County CDMP and EAR Process, 2025–2026.
miamidade.gov/global/economy/planning/cdmp/ear-2025.page. Public comment:
EAR2025@miamidade.gov

First Street Foundation. “The 6th National Risk Assessment: Hazardous Heat.” 2022.

firststreet.org

Miami-Dade County Office of Resilience. Climate and Heat Health Task Force. miamifoundation.org/extremeheat

Gilbert, Jane, Chief Heat Officer, Miami-Dade County. Remarks at EHAP launch and Yale Climate Connections interview, 2022–2023. yaleclimateconnections.org/2023/07/the-fight-to-protect-miamis-outdoor-workers-against-the-deadly-heat

Axios Miami. “Dangerous’ heat days in Miami will nearly double by 2053, study says.” August 18, 2022. axios.com/local/miami/2022/08/18/dangerous-heat-miami-dade-study

Note on engagement figures: The 28,000 figure reflects participation in the County’s broader Thrive305 Civic Engagement Initiative. The CAS’s own dedicated engagement process included five virtual public meetings (304 attendees) and a separate community survey (493 respondents), conducted May–July 2021.

Outlook

EAR comments

From Laura Betts <lbetts@cleoinstitute.org>

Date Tue 3/24/2026 1:06 AM

To Brown, Kimberly (RER) <kimberly.brown@miamidade.gov>

1 attachment (23 KB)
cdmp_amendment_updated.FC (1).docx;

You don't often get email from lbetts@cleoinstitute.org. Learn why this is important

Dear Miami-Dade Planning Team,

Thank you for the important work you're doing through the 2025–2026 Evaluation and Appraisal Report process. I'm writing to encourage the County to take one meaningful step: codify the Extreme Heat Action Plan (2022) and the Climate Action Strategy (2021) into the Comprehensive Development Master Plan as binding policy.

Miami-Dade has already done the hard work both plans were built with deep community input, clear goals, and measurable targets. What's missing is making them permanent. Without CDMP codification, these commitments aren't binding on future administrations and can't be formally evaluated at the next EAR cycle.

Attached is a full proposed amendment for the Community Health and Design Element, including a new goal Heat-Resilient and Climate-Ready Communities with five objectives covering shade and cooling infrastructure, heat-safe housing, protections for outdoor workers and students, measurable climate metrics, and community-led solutions.

The community engagement is done. The plans are ready. This EAR is the moment to make them last.

Thank you so much for your time and consideration.

Warm regards,

THE CLEO INSTITUTE
MORE CLIMATE CRISIS, LESS FLORIDA

Laura Betts (she/her)
Climate Resilience Manager
lbetts@cleoinstitute.org
863-370-7976

Outlook

Include the Heat and Climate Action plan in the CDMP

From Melanie L. Krakower <mkrakower07@gmail.com>

Date Sat 3/28/2026 9:28 PM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

You don't often get email from mkrakower07@gmail.com. Learn why this is important

I have a young family in Miami and the heat seems to be less and less bearable. It is so sad to acknowledge that many days, children cannot safely be outside. Paired with traffic and cost of living, it seems like MDC has no plan to address these problems.

I urge you to include the Extreme Heat Action Plan and Climate Action plan in the CDMP so future generations can continue to enjoy Miami as a place to live.

Best,
Melanie Krakower

Outlook

Make Heat Action the Law

From Judith Echeverria <judithchev@gmail.com>

Date Sun 3/29/2026 10:20 PM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

You don't often get email from judithchev@gmail.com. Learn why this is important

Gracious Kimberly Brown,

Please save Miami from extreme heat, toxic air from incinerators, pollutants in our aquifer, plastic on our drinking water, exhaust from vehicles and transportation modes, and bad a/c jobs.

Precious Miami is so beautiful, but the precarious delicate balance is being assaulted from all sides. Please work with the Miccosukki to protect our water.. Please listen to the young children and young adults frightened to leave their homes. Please listen to the health care providers who know our air, water, and land are the foundation of our safety and well being.

I've asked for a lot. I know.

May you find a way to take the best possible path forward for of us. Kindest

regards,
Judith Echeverria

Outlook

CDMP Update – Resilience, Heat, and Integrated Planning

From Jacqueline Gonzalez Touzet <jackie@touzetstudio.com>

Date Mon 3/30/2026 7:01 AM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

Cc Carlos Prio-Touzet <carlos@touzetstudio.com>

You don't often get email from jackie@touzetstudio.com. Learn why this is important

Dear Ms. Brown,

I am writing as a Miami-based architect and long-time resident who has spent my career designing in this climate.

In our work, we have been directly involved in shaping large-scale, transit-oriented development in Miami, including serving as Design Architect for Grove Central, as well as working on resiliency-focused projects for the City of Miami. Through this work, we have studied materials, systems, and planning strategies that respond to flooding, heat, and the realities of building in South Florida today.

The update to the Comprehensive Development Master Plan is a critical opportunity- not just to address a single issue, but to align our policies with the full reality of living and building in this region.

Miami is getting hotter. The increase in extreme heat days is measurable and already impacting public health, infrastructure, and daily life. The County's Extreme Heat Action Plan and Climate Action Strategy are important steps forward. However, without integration into the CDMP, they remain advisory rather than foundational.

If it is not in the code, it becomes optional - and optional measures are often the first to be compromised leading to a future that is less safe for all.

But heat is only one part of a larger system.

Resilience in Miami must be understood as an integrated framework, one that connects land use, transit, water management, and environmental protection. In practice, this means:

- Supporting transit-oriented development that reduces heat exposure and reliance on cars
- Protecting wetlands as critical infrastructure for flood mitigation and cooling
- Safeguarding freshwater systems and addressing saltwater intrusion
- Encouraging building practices and materials that are resilient to flooding and extreme conditions
- Designing public space with shade, airflow, and human comfort in mind

After Hurricane Andrew, stronger building codes became standard not because they were easy, but because they were necessary. Today, we face a slower but equally consequential threat.

We should not have to argue for measures that protect public safety. If resilience is not codified, it risks becoming a goal rather than a requirement.

I respectfully urge the County to incorporate the Extreme Heat Action Plan and Climate Action Strategy into the CDMP, while also reinforcing a broader, integrated approach to resilience that reflects the realities of our region.

This is how we build a safer, healthier, and more enduring Miami. Thank you

for your leadership and for the opportunity to contribute. Sincerely,

Jacqueline Gonzalez Touzet, AIA, LEED AP
Principal, Touzet Studio

www.touzetstudio.com

TOUZET STUDIO

Jacqueline Gonzalez Touzet , AIA, LEED ap
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Thank you for your cooperation.

Outlook

Make Heat Action the Law

From Emma Page <mnmpage@gmail.com>

Date Tue 3/31/2026 1:06 PM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

You don't often get email from mnmpage@gmail.com. Learn why this is important

I want the Extreme Heat Action Plan and Climate Action plan included in the CDMP. Thank you,

Emma Page
3122 Hibiscus St.
Miami, FL 33133

Outlook

Fw: 2nd request Fw: Complaint Referral 26-0026-C

From www ourconstitution.info <info@ourconstitution.info>

Date Tue 3/10/2026 5:06 PM

To EAR2026 (RER) <EAR2026@miamidade.gov>

Cc www ourconstitution.info <info@ourconstitution.info>

You don't often get email from info@ourconstitution.info. Learn why this is important

To Whom it May Concern Regarding Miami-Dade's CDMP and EAR,

Regarding:

"Sec. 2-116. - Evaluation and appraisal of the Comprehensive Development Master Plan.

(a) The evaluation and appraisal process shall be the principal process for updating the Comprehensive Development Master Plan (CDMP) to reflect changes in state policy on planning and growth management..."

I am requesting that updates be made to the Miami-Dade County Master Plan so that those in the RER department and Compliance (and all others) uphold the intent of the law and establish requirements of our suburban ecosystem. This should include, among other things, acknowledging that not all "native" plants are suitable for growth here. Perhaps the intent of the law should be reiterated and emphasized to be of paramount importance. I have no doubt that Ms. Gomez read little to nothing of my complaint/report below. The 2.26.26 email below is concise and clear regarding my complaint and lack of any solution, let alone something safe and beneficial to our environment.

We are a suburb, without natural fire controls on plants. This is especially crucial with aggressive vines, native and otherwise, that will, in fact, smother our plants and trees.

Thank you,
Judy

Judith Futerfas
786-585-4769
9540 SW 26 Drive
Miami, FL 33165 info@ourconstitution.info

From: Gomez, Lourdes (RER) <lourdes.gomez@miamidade.gov>
Sent: Thursday, March 5, 2026 4:50 PM
To: www ourconstitution.info <info@ourconstitution.info>

Cc: Moreno, Gema (RER) <Gema.Moreno@miamidade.gov>; Roig, Ricardo (RER) <Ricardo.Roig@miamidade.gov>; Quintino, Lazaro (RER) <Lazaro.Quintino@miamidade.gov>
Subject: RE: 2nd request Fw: Complaint Referral 26-0026-C

Ms. Futerfas,

This is to acknowledge as requested that I have received your message.

While I do understand your distress with the situation, I unfortunately do not have anything further to add to the many communications that you have received from County staff on the topic.

I regret we cannot assist you any further with this concern. Do not hesitate to reach out if we can provide you with any additional information.

Lourdes M. Gomez, AICP
Director, Department of Regulatory & Economic Resources
111 NW 1st Street, 11th Floor
Miami, FL 33128
(Cell) 786-229-1008
www.miamidade.gov/economy
Connect With Us

From: www ourconstitution.info <info@ourconstitution.info>
Sent: Thursday, March 5, 2026 4:11 PM
To: Gomez, Lourdes (RER) <lourdes.gomez@miamidade.gov>
Cc: www ourconstitution.info <info@ourconstitution.info>
Subject: 2nd request Fw: Complaint Referral 26-0026-C

Dear Director Gomez,

Apparently my email below to you was not in your folders and you were not able to see it. I reached out to MDC IT and this was the case with some other of my emails to MDC employees. It appears this problem has been fixed. I would appreciate a response regarding my concerns for an aggressive vine growing outside of natural conditions, into my yard, and that will kill all trees it reaches. The only way to stop it is to eradicate it from the roots, which are located between two fences in the neighbor's yard behind me. I am sure you do not mean for legislative intent to be ignored.

Thank you,
Judy

Judith Futerfas
786-585-4769
info@ourconstitution.info

From: www ourconstitution.info <info@ourconstitution.info>
Sent: Monday, March 2, 2026 5:41 PM
To: lourdes.gomez@miamidade.gov <lourdes.gomez@miamidade.gov>
Cc: www ourconstitution.info <info@ourconstitution.info>
Subject: Fw: Complaint Referral 26-0026-C

Dear Ms. Gomez,

Please confirm your receipt of my emails below.

Thank you,
Judy

Judith Futerfas
786-585-4769
info@ourconstitution.info

From: www ourconstitution.info <info@ourconstitution.info>
Sent: Thursday, February 26, 2026 1:05 PM
To: ricardo.roig@ miamidade.gov <ricardo.roig@ miamidade.gov>
Cc: lourdes.gomez@miamidade.gov <lourdes.gomez@miamidade.gov>; felix.jimenez@miamidade.gov <felix.jimenez@miamidade.gov>; Perez, Kathryn (RER) <kathryn.perez@miamidade.gov>; www ourconstitution.info <info@ourconstitution.info>
Subject: Fw: Complaint Referral 26-0026-C

Dear Mr. Roig,

I did not read anywhere in your response that you had taken into account legislative intent and the natural ecosystem of this aggressive vine (more in emails below, yellow highlights).

Please respond to my concern for this vine regarding these extremely important concerns.

From emails below, regarding the need for a natural ecosystem:

"...In natural ecosystems, its growth is kept in check by disturbances like wildfires, which humans have largely suppressed. Without these natural controls, the plant can overwhelm trees and other vegetation, smothering them with its vigorous growth..."

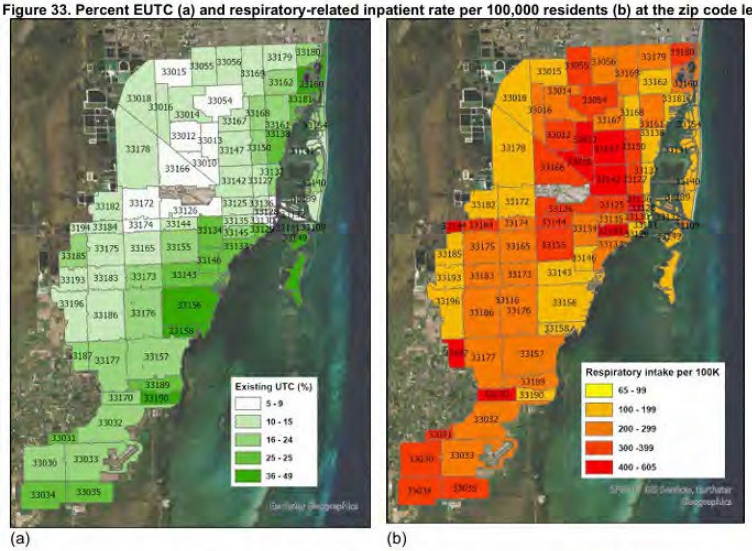
and Section 19-2, Declaration of Legislative Intent: "...**reasonable and effective control and regulation of excessive growth and accumulation of weeds, and other certain plant life to the extent and in such manner as to cause** infestation by rodents and feral animals, the breeding of mosquitoes and vermin, or to **threaten or endanger the public health**, **or otherwise adversely affect the welfare of adjacent property or occupants..."**

https://www.wlrn.org/government-politics/2024-08-22/miami-dade-heat-trees-urban-forestry-canopy

"...Planting trees is one thing. But arguably a more important part is maintaining the trees. How does this plan address the maintenance part of it? We need to start treating trees as the critical infrastructure that they are..."

Pg 53: Level of tree cover (EUTC existing urban tree canopy) vs. respiratory illness:

Figure 33. Percent EUTC (a) and respiratory-related inpatient rate per 100,000 residents (b) at the zip code level



(a) (b)

Correlation analysis showed that areas with a higher percent EUTC have smaller respiratory-related hospital rates per 100K residents and also smaller overall hospitalization rates per 100K residents. This could also possibly be attributed to better health care, a healthier lifestyle, and/or better disease prevention mechanisms in higher income zip codes that tend to have higher EUTC. For details, see the notes in the methodology section. The scatter plot for these two examined health-related variables vs. percent EUTC is provided in Figure 34 with a linear regression line. Comparison of slopes in Figure 34a) and b) as well as comparison of correlation coefficients (see methodology section) shows that higher density of EUTC does not directly affect respiratory-related

Pg 49: "...Tree canopy increases quality of life in neighborhoods (e.g., by providing shade for outdoor activities, fresh air, and cooling the ground)..."

Thank you,
Judy

Judith Futerfas
786-585-4769
info@ourconstitution.info

From: www ourconstitution.info <info@ourconstitution.info>
Sent: Friday, February 20, 2026 11:42 AM
To: Ricardo.Roig@ miamidade.gov <ricardo.roig@ miamidade.gov>
Cc: lourdes.gomez@miamidade.gov <lourdes.gomez@miamidade.gov>; Felix.Jimenez@miamidade.gov <felix.jimenez@miamidade.gov>; Kathryn.Perez@MiamiDade.gov <kathryn.perez@miamidade.gov>; www ourconstitution.info <info@ourconstitution.info>
Subject: Fw: Complaint Referral 26-0026-C

Some additional comments. Thank you.

If you view the emails I forwarded to you, you see that More was told to " please call Ms. Futefas and inspect the premises" by Rivera on 6.23.25. My complaint was made 6.6.25.

On 6.26.25 More wrote me:

"An inspection was conducted yesterday and the vines observed were coming from in between the neighboring property. The vines also do not meet the criteria for a violation of overgrowth and is not

enforceable. If the vines are causing damage to the fence that would be handled civilly between you and your neighbor. A referral has been sent to FPL to take care of the vines that are present on the pole."

More did NOT come to my home. He did not call. He would not have seen the vine growth into my palms and trees, although if he saw the growth on the phone poles, surely he must have seen the growth high up and throughout my Silver Buttonwood? If the vines are a concern for FPL - why wouldn't they be a concern for my yard and trees? I am not exactly sure what "in between the neighboring property" means, but directly into my yard the vines are coming from between two fences that are both in the yard behind me. I am concerned about our trees, not the fence.

Regarding:
"On September 24, 2025, an additional complaint was submitted through the 311 Contact Center regarding alleged overgrowth at 2705 SW 95 Court. RER Compliance Officer investigated and found no violation at the cited property.

During that inspection, ground cover exceeding one foot in height was observed at the complainant's property, and a warning notice was issued. Subsequent review determined the vegetation in question was a native flowering species rather than grass, and the warning was closed after the complainant trimmed vegetation encroaching onto the public sidewalk. The case was closed on October 14, 2025."

I asked about the first paragraph in the email below. Regarding the second paragraph just above, please see the video of Mertiliens's visit.
This email to Alonso is in a chain that later includes Rivera, Ramos, and Washington. THIS is what Mertilien told me:

"From: www ourconstitution.info <info@ourconstitution.info>
Sent: Thursday, October 2, 2025 1:07 PM
To: Alonso, Cristina (RER) <cristina.alonso@miamidade.gov> ...

Thank you, Ms. Alonso.

That's not what Ms. Mertilien told me. She said the complaint was in her system. She said she was backlogged, hence just getting to it now (since June [202506]?). She said that she did not know who made the complaint, and to check with you. She said that it could also be an anonymous complaint. ...

I told Ms. Mertilien that they are native plants. She saw them online as well. She called and spoke with Mr. Ramos I believe, him or Mr. Rivera, and told them they are native plants. They said to make the report anyway. I asked Mertilien if one of them had sent her, and she said they did not, and that no one did. She explained as I mentioned above, that it was an outside complaint that was backlogged... "

Aside from other obvious questions, why did they have her make the complaint? Regarding:

"...RER also confirms that all Neighborhood Compliance vehicles are equipped with GPS tracking. A review of the dates

and times referenced by the complainant did not support any allegation that vehicles were assigned to monitor the complainant's property. Where clarification was required, it was confirmed that a compliance officer was responding to a separate complaint in the vicinity..."

I did not say "...vehicles were assigned to monitor..." my property. I said, "I did complain about an unusual number of MDC vehicles including Compliance cars in the swale directly across the street, as well as parked in the street in front of my home, and appearing when I went to visit one of the neighbors behind me regarding the invasive vine. No one got out of these vehicles. I believe Tonya said the word "followed" - I said it might be some type of tracking mentioning GPS, as the times coordinated with when I stopped by the neighbor's and then returned home (via car). For those unaware, tracking in this manner, unfortunately, is a known capability of current day cell phones. In any event, there had been a notable increase in such activity since my complaints about the invasive vine continued. I suggest you might want to view all of my emails with MDC Compliance - several issues come up besides the fact that vine continues into my palms, Silver Buttonwood, and now over the fence at multiple points."

Thank you and please reconsider your decision in light of legislative intent and the natural ecosystem of this vine (more below).

Judith Futerfas
786-585-4769

From: www ourconstitution.info <info@ourconstitution.info>
Sent: Thursday, February 19, 2026 6:18 PM
To: Ricardo.Roig@ miamidade.gov <ricardo.roig@ miamidade.gov>
Cc: lourdes.gomez@miamidade.gov <lourdes.gomez@miamidade.gov>; Felix.Jimenez@miamidade.gov <felix.jimenez@miamidade.gov>; Kathryn.Perez@MiamiDade.gov <kathryn.perez@miamidade.gov>; www ourconstitution.info <info@ourconstitution.info>
Subject: Fw: Complaint Referral 26-0026-C

Regarding your response att above:

"...On September 24, 2025, an additional complaint was submitted through the 311 Contact Center regarding alleged overgrowth at 2705 SW 95 Court. RER Compliance Officer investigated and found no violation at the cited property...", **what is that complaint number? How can I get a copy of that tape?**

Just to reiterate, ***NO ONE came out to my home in June. NOT until September. Is that acceptable to you? Moreover, anywhere else and they would not have seen the overgrowth in my yard.***

It seems you overlooked this part:

https://library.municode.com/fl/miami_-_dade_county/codes/code_of_ordinances?nodeId=PTIIICOOR_CH19REPROWMEAC

"Sec. 19-2. - Declaration of **legislative intent**.

The Board finds and determines that the neglect of property by property owners and the rapid, continuous growth and urban development of the unincorporated areas of this County require the **reasonable and effective control and regulation of excessive growth and accumulation of weeds, and other certain plant life to the extent and in such manner as to cause** infestation by rodents and feral animals, the breeding of mosquitoes and vermin, or to threaten or endanger the public health, **or otherwise adversely affect the welfare of adjacent property** or occupants."

*The vine is **adversely affecting the welfare of my property by depriving my plants of sun and will kill them.***

https://sfyl.ifas.ufl.edu/miami-dade/weather-issues/beware-of-intrusive-plants/

"...Two woody vines that I have been battling for some time are **gold coast jasmine** (*Jasmimum dichotomum*, prohibited in Miami-Dade) and **Virginia creeper** (*Parthenocissus quinquefolia*, a weedy native vine) .....Virginia creeper is one of a few native plants that **cannot be recommended for local landscapes**. Fast growing, it as readily climbs up the side of a building as into a tree, attaching by means of adhesive tendrils. These leave a tacky residue on stucco walls when the vine is removed .. "

https://blogs.ifas.ufl.edu/sarasotaco/2025/01/22/plants-at-their-peak-virginia-creeper/

"Balancing Beauty and Control

While Virginia Creeper's virtues are many, it is not without its challenges. **In natural ecosystems, its growth is kept in check by disturbances like wildfires, which humans have largely suppressed. Without these natural controls, the plant can overwhelm trees and other vegetation, smothering them with its vigorous growth.**



A Slash Pine in Sarasota covered with Virginia Creeper. In natural conditions seasonal fire would prevent this from harming the tree in all likelihood."

*In reconsideration of your comments, I believe you need to look at the **legislative intent** and the **NATURAL ECOSYSTEM** of this vine.*

Judith Futerfas

786-585-4769
Info@ourconstitution.info

From: Fraud Complaints (OIG) <OIGWEBMASTER@miamidade.gov>
Sent: Thursday, February 19, 2026 4:31 PM
To: www ourconstitution.info <info@ourconstitution.info>
Subject: Complaint Referral 26-0026-C

Please see the attached response from RER to the complaint you previously submitted to our office. The OIG will not be taking any further action and now considers this complaint closed. If you have any further concerns, please contact RER directly. Thank you.

Office of the Inspector General Website

Fraud Complaints www.miamidadeig.org

Outlook

Make Heat Action the Law

From Maria Victoria Almarza <mariavalmarza@gmail.com>

Date Sat 3/28/2026 9:37 PM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

You don't often get email from mariavalmarza@gmail.com. Learn why this is important

Good evening Ms Brown! I hope this email finds you well. My name is Maria Victoria Almarza, I'm a student at MDC and an active member of the local community. I am reaching out to ask you to include the Extreme Heat Action Plan and Climate Action Strategy in the CDMP. Miami has been getting much hotter and it's necessary for these plans to legally binding so a future administration cannot change or abandon them.

Thank you for your time!
Best regards,
Maria Victoria Almarza

Outlook

Make Heat Action the Law

From ombretta artsail.info <ombretta@artsail.info>

Date Sun 3/29/2026 6:07 AM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

[You don't often get email from ombretta@artsail.info. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

I strongly urged the county to turn into law the recommendations made into the Extreme Heat Action Plan and Climate Action Strategy. As a concerned resident I am aware that the climate is only going to get hotter and wetter and it is imperative that the county acts pre-emptively to mitigate the damage that is to come.

Thank you,

Ombretta Agro' Andruff ARTSail
+ 1 212 433 0878
www.artsail.info Sent

from my iPad

Outlook

Make Heat Action the Law

From Tati Dana <tatiana.r.dana@gmail.com>

Date Mon 3/30/2026 6:00 PM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

You don't often get email from tatiana.r.dana@gmail.com. Learn why this is important

Hello Kimberly,

I am a resident and homeowner in Miami-Dade County and am writing to express concerns regarding updates to the Comprehensive Development Master Plan.
We must keep in and **include the Extreme Heat Action Plan and Climate Action plan in the CDMP** that was developed by the CLEO Institute Team. It is imperative we take action regarding the climate changes that are actively happening here, and recognize that our most vulnerable population here is who gets most affected. We need to take action on this topic and be **proactive.** Please do not overlook this.

Thank you from a concerned citizen,
Tatiana Dana

Outlook

Make Heat Action the Law

From Kimberly Cooke <kkm3ms@gmail.com>

Date Tue 3/31/2026 4:55 PM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

You don't often get email from kkm3ms@gmail.com. Learn why this is important

Hello Ms. Brown,

I want the Extreme Heat Action Plan and Climate Action plan included in the CDMP.

--

Kimberly Cooke
1610 Salzedo St., Apt. 1
Coral Gables, FL 33134

Outlook

Make Heat Action the Law

From Margo Adam <margo.bettencourt@gmail.com>

Date Sun 3/29/2026 6:41 AM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

You don't often get email from margo.bettencourt@gmail.com. Learn why this is important

Hello,

I'd like to formally comment on the Comprehensive Development Master Plan (CDMP). As a resdient of Miami-Dade (33156), I think it's extremely important that the Extreme Heat Action Plan and Climate Action plan be included in the CDMP.

Thank you,
Margo Adam

Outlook

Include the extreme heat & action plan into the CDMP

From Katie Chafin <gobanana@bellsouth.net>

Date Sun 3/29/2026 8:14 AM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

You don't often get email from gobanana@bellsouth.net. Learn why this is important

We endorse your efforts to include The Extreme Heat and Climate Action Plans in the CDMP to go into effect until the next review. (7 years away)
We MUST take every opportunity to protect what we can against the intense heat and changing climate (for the worse) here in S. Florida. Each year we see the magnitude of effects on our growing & farming industry as well as tourists looking for more comfortable & safe areas to visit and spend their money. Our future depends on a sustainable economy which is being largely effected by climate. Let us be as pro-active as possible by intelligent and sensitive planning and included into the Comprehensive Development Management Plan!
Keep up the good work for all of us.
Thank you,
Katie Chafin, long time resident, grower & property owner in
Miami-Dade Redland district

Outlook

Make Heat Action the Law

From Michael F. Chenoweth <mfchenoweth@mac.com>

Date Sun 3/29/2026 9:26 AM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

[You don't often get email from mfchenoweth@mac.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Ms. Brown,

I am over 80 years old and came to Dade County in 1960. I have watched the changes in the temperatures we experience here, and it is definitely getting hotter. Those changes, consistent with global climate change, are dramatically impacting life in the county. Responsible government needs policies to respond to increasing temperature conditions that are not subject to political whims, but are binding on future governmental bodies.

Please do everything possible to ensure that the CDMP includes language addressing the challenges of increasing temperature.

Thank you for your attention to this important issue. Michael F.

Chenoweth

Post Office Box 900236
Homestead, Florida 33090-0236
(305) 302-4443
mfchenoweth@mac.com

Outlook

EXTREME HEAT & MIAMI

From Elizabeth Mahaffey <addlib@bellsouth.net>

Date Sun 3/29/2026 10:23 AM

To Brown, Kimberly (RER) <kimberly.brown@miamidade.gov>

You don't often get email from addlib@bellsouth.net. Learn why this is important

Dear Ms. Brown ~

A warming climate is indisputable. Each year the thermostat climbs higher and higher and weather patterns distort unfavorably all over the world. Positive action is essential.

Any planning for the future of our communities needs to recognize this. It was gratifying this past week when Gov. DeSantis actually passed legislation that would ease natural shoreline permitting processes. Perhaps he is beginning to see the light. We need to protect our natural resources and environment.

As it is now, extreme heat and sea level rise is the inevitable. Sewage is coming up from manholes in midtown at moon tides. Soon, it is just going to be a daily occurrence, regardless of the full moons. That is, if we continue to disregard Mother Nature. Consider how attractive that will be to tourists considering Miami as a destination. Consider housing price drops.

Please encourage action that would increase our government's attention to these inevitable, negative developments. Everything is on the table, construction and landscaping in the future needs to recognize the necessity of appreciating that with further global warming, nature's response may very well not be in our favor. Only we can prevent the detrimental outcomes of ignoring our reality ~ It is getting hotter and messier every day.

Most sincerely,

Dr. & Mrs. Bruce Mahaffey 970 Lugo Avenue
33156

Outlook

Make+Heat+Action+the+Law

From Denise Richardson <786487172j@gmail.com>

Date Sun 3/29/2026 12:41 PM

To Brown, Kimberly (RER) <Kimberly.brown@miamidade.gov>

You don't often get email from 786487172j@gmail.com. Learn why this is important

MY NAME IS DENISE RICHARDSON. From. PLEASE the. CLEO. SOCIETY CLIMATE CONTROL. PLEASE DO NOT. CHANGE THE WE NEED KEEP THIS LAW. FOR A BETTER. HEAT. CONTROL FOR. OUR. FUTURE.

Appendix B

Miami-Dade County EAR Task Force
All Workshop Public Workshop Comments

Workshop Date	Location	Public Comment
Jan 13 2026	North Dade Regional Library	Continue to maintain/defend the UDB: good for the environment, good for the economy, a good deal for taxpayers
Jan 13 2026	North Dade Regional Library	Need a regular clean-up corps. Heavy investment in inland waterways, swamps, roadways that flood, and beaches.
Jan 13 2026	North Dade Regional Library	• I'm very concerned about the perfection [protection] of the wildlife especially around alligator alley. I feel there's many other places they could do what their [they're] doing other than there and for the record I don't agree with the laws. • Another thing, "Canadian laws" - it is against the law to litter, Montreal, Quebec. Its criminal to litter. It [there] should be signs on our beaches - if you can't appreciate our beaches and environment, don't come. We love it and want to keep it beautiful.
Jan 13 2026	North Dade Regional Library	• Invest and create mandates for increased tree canopy coverage throughout the County with an equitable approach that focuses on neighborhoods and municipalities with a lack of coverage. • Also, maintain and strengthen fertilizer use regulations throughout the County, especially near the Everglades and Biscayne Bay. • And maintain and strengthen the UDB, to protect the Everglades for encroaching development.
Jan 13 2026	North Dade Regional Library	• All waterfront should be public. We need a connected waterfront walk that you can walk, bike, run, connecting all neighborhoods. No private only access to water. Can be floodable public spaces. • Need setbacks on all new buildings and public amenities with infrastructure upgrades. • Downtown [Miami] and Brickell are luxury tenement housing. Views to someone else's balcony.
Jan 13 2026	North Dade Regional Library	• Requirement to plant new trees with all new development. • Support new urban gardens/maintained public spaces on unused County property. Make this easy and encouraged.
Jan 13 2026	North Dade Regional Library	• Expand to see development of Lake Stevens Park. Potential for easement to connect east and west sides of the park. Potential for park connection in rear of FPL property to connect the park and make it more walkable. Bathroom added to support playground. • I go to Country Lakes park - cleanliness and maintenance is good. Perimeter park walk with exercise stations. • Royal Oaks - clean, safe soccer camps. Park Staff is nice, enjoyable late into the evening. • Veterans Park near I-75, canopy cover and benches. I enjoy a relaxing space.

		• Country Village Parks, 183 & 67 - room for improvement, cleanliness concern, park manager.

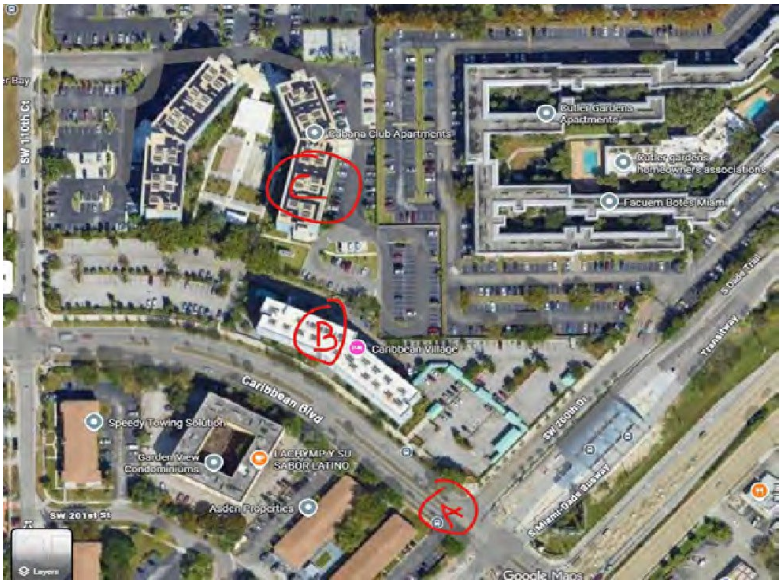
Jan 13 2026	North Dade Regional Library	• Offshore drilling • Affordable Housing </= 30 percent of person's income; pricing out the working class: service/hospitality industry, lower/mod wages • Traffic jam – need mass transit; North area is not well served with transit; need MetroRail, bus service is dis-jointed • Under deck funding cut; could be revised; recreation plan; cultural plan
Jan 13 2026	North Dade Regional Library	• Do not move the UDB line. We don not need to keep growing horizontally. Increase density, but even then, the day will come where you can't build more. That's OK • Invest MDC $ into affordable housing projects (real affordable, not fake affordable)
Jan 13 2026	North Dade Regional Library	• Maintain a strong UDB – Protect our Everglades & water quality • Increase urban tree canopy • Protect mobile home communities & work directly with their residents. Don't wait for another L'il Abner to happen.
Jan 13 2026	North Dade Regional Library	Don't waste money on plastering people's names on cars
Jan 13 2026	North Dade Regional Library	‣ Accessible Sidewalks ‣Safe routes for micromobility (scooters, e-bikes) ‣Better bus stops, release county hold on bus stop property - open up for other forms to access ‣Transit integration ‣Street food and vendors ‣Sustainable/solar power opportunities for all
Jan 13 2026	North Dade Regional Library	‣I want trains to go to Fort Lauderdale. Not Brightline. Brightline is too expensive. I want to use my Easy Card to pay. ‣I want dedicated bus lanes everywhere ‣I want better east-west connections. ‣Connect Metrorail to FIU + Kendall + Homestead
Jan 13 2026	North Dade Regional Library	• Invest in transit expansion! Especially to Kendall. • I want easier cross county public transit travel.
Jan 13 2026	North Dade Regional Library	• Mostly seniors live in the RTZs area who rely on good accessible public transit. • Also need to expand routes from 175 St to 183 St to more neighborhoods.
Jan 26 2026	Coral Reef Library	Manufacture a massive fish kill to bring an even higher awareness to Biscayne Bay Restoration
Jan 26 2026	Coral Reef Library	County adopt a "Leave No Trace" for all parks and spoil islands
Jan 26 2026	Coral Reef Library	Eliminate Mitigataion Funds and no net loss of wetlands!
Jan 26 2026	Coral Reef Library	Policies to secure dedicated EEL funding
Jan 26 2026	Coral Reef Library	If you love God than you love his creation, so protect it!
Jan 26 2026	Coral Reef Library	• New development should incorporate trees / or retain existing trees, to help increase our tree canopy • Leaving some of the established trees as a perimeter or in green space areas would help the heat issues and flooding

Jan 26 2026	Coral Reef Library	• Make more stringent Level of Service requirements for parks by population served • Consider using Parks in 2 ways: 1. Water retention / flood control 2. Recreation open space • Bear cut reef still intact • How to encourage more parks & less concrete • Gifts/conveyance of sustainable land for parks from developers • Lower percentage / threshold of housing units - require a park with a lower number of housing units
Jan 26 2026	Coral Reef Library	• Need to address old / legacy sources of pollution to Biscayne Bay, as it affects the water quality, environment and wildlife • Can the County add high-tech filtration for the stormwater that is being allowed to be dumped into the bay - something must be done to protect our environment and water • Can the County find a long-term low cost olution to all the legacy leaking / old septic tanks? Since the rising water level may not allow for septic tanks in the future, can they use some tax dollars to inves in a good sewer system?
Jan 26 2026	Coral Reef Library	• Can the County expand the Metrorail/Metromover to the south & west Miami? Many residents wont ride a bus, but they would ride a train. • Need to make “affordable” housing projects actually affordable by the community. Too few units are at affordable prices and lack parking since our transit system is still not comprehensive. Cars are still needed.
Jan 26 2026	Coral Reef Library	Code for lmimted parking residential buildings in nodes!
Jan 26 2026	Coral Reef Library	Construction of community centers in D(district) 11. It is important to consider the building of community centers or venues where the community can plan events, talent shows, or areas where the community can get together. Parks can hold such a place, or activity. – Christian Mancera, Area 11, Chairman, CCZAB
Jan 26 2026	Coral Reef Library	My main concern in Miami, of course, is traffic! At all times. I live in Kendall West, and it would be great to have a transit nearby. The furthest one is 88 and US1, only going north and south.
Jan 26 2026	Coral Reef Library	Great meetings! Thank you to all the Great Stuff! My only conceren is with compatibility particularly as it concerns the municipalities and unincoproporated areas. As a single-family resident in a growing city, old zoning and land use has the potential to "trap" residents in incompatible situations as the city continues to grow.
Feb 17 2033	Naranja Branch Library	• Important to keep our water quality good as it exits into Biscayne Bay (and Richmond Heights) • Most older Goulds is on septic – expensive to connect to sewer. Older communities on septic – new development isn’t. Funding?
Feb 17 2034	Naranja Branch Library	Climate change - after rain used to have earthworms…no longer

Feb 17 2035	Naranja Branch Library	• Homeless - make beaches not a desirable place, and impact! They scare tourists away! • limit bldg height - need to consider neighbors. • Need broadwalk - [beach] is shared with patrol cars, guard cars - too crowded. Increase broadwalks - in 2 tracks like the Underline. • Bike lanes - safety issue - need to do plan for pedestrian & bike safety.
Feb 17 2036	Naranja Branch Library	• Importance of protecting wildlife - manatees, sea turtles - need for fresh produce & seafood. • Need clean beaches - tourists dome here for beaches & outdoor events. • Buildings keep coming closer to ocean - is it safe? • Beaches - losing lots of sand due to development.
Feb 17 2037	Naranja Branch Library	• Redland is a unique micoclimate unlike any other part of the United States. Crops & plants can be grown here that grow nowhere else in the U.S. This unique area needs to be protected at all cost. We do not get [to] know what crops and plants can be grown in this microclimatic zone.

Feb 17 2038	Naranja Branch Library	• More rooftop gardens. • Adopt-A-Tree - have different varities besides fruit trees, have more events & focus on increasing canopy before 2030 - focus on education & mission. More funding?
Feb 17 2039	Naranja Branch Library	• Miami Beach area - flooded where tourists were - high wataer level - tourists did u-turn and went straight into the ocean. • Flooded areas - safety, need to address. • S Dade area - never came back after Hurricane Andrew - need to address.
Feb 17 2040	Naranja Branch Library	• Environmental justice concerns - how to clean up older, exisitng sites (aka 'Old Smoky') • How are site checked for environmental contamination - during new development only? • Incentivize business to recycle - decrease food waste - and trash. • Park contamination - sites like Merrie Christmas Park - only recently discovered (but contaminants there for years!)
Feb 17 2041	Naranja Branch Library	• Require more trees in new development. • Better water quality - need it for swimming. No vegetation - needed for fishes & ecosystem. • Preserve our wetlands.
Feb 17 2028	Naranja Branch Library	• With the significant increase in the population, it's imperative to revisit plans or begin plans to bring the Metro Rail all the way south to Homestead. • Also, although there are communities (new communities) being built, I don't see schools and parks being a consistent part of the growth plan. • Businesses – need to appeal to more corporations to come to Homestead.
Feb 17 2029	Naranja Branch Library	Land Use and Urban Form * I would like to see a standard amount of land conserve for farmland. It's important to preserve the wild life and fresh water areas so this beautiful county doesn't become a place like Manhattan NY. Fresh food is very important to our way of life in South Florida. Our botanical parks are part of why we love this County.
Feb 17 2030	Naranja Branch Library	With all the houses getting built, we need places for people to work in the area. If changing from agriculture, go to business. Not fast food, quality businesses
Feb 17 2031	Naranja Branch Library	Only UDB mves into ag should be for industrial or business, or don't move it.
Feb 17 2032	Naranja Branch Library	South Dade needs to be a place for entrepreneurs to thrive.
Feb 17 2026	Naranja Branch Library	110 bl 200th St; Cerribean Village Senior Apartments: No left turn to enter into garage or apts. Needo to add temporary left turn goin east off 117th and a left turn exiting garage at transit station. Traffic buildup - accidents are sure to happen soon. Create more than one exist adn one way in and one way out.
Feb 17 2027	Naranja Branch Library	I would like an imporvement with Public Transporation, more Public Buses and at train that comes to Florida City. That will save time with traffic and less accidents.

Feb 17 2027	Naranja Branch Library	(Transcribed by staff) - Developments should be required to minimize parking to encourage users to move to other modes of transportation. - Create more first and last mile connections to different points o interest - Create a truly safe bicycle network that does not share the road with vehicles, it is terrifying to ride a bike. - Provide protected bike paths that are illuminated and have green paint, include shading. - The BRT is causing too many delays and it is hard to access the park and rides or drop off areas - Gates are causing delays and terrible traffic delays up to 2 mile radius. - Traffic signals and gates are not synchronize with adjacent network. - Everyone complained about the gates in different ways. - People want an elevated structure for the metro express to be an extension of the metrorail. - Bicycles do not fit on the new BRT buses, the locking mechanism does not work with a regular mountain bike - More jobs need to be created down south so people do not have to commute so far north. Amazon wanted to build in the South. - Provide more parking in houses where there may be multigenerational homes. - Timeframes for lighting need to be adjusted with seasons. There are poles that turn on too late when is already pitch black. There are some loghts on US-1 down south that do not even turn on. Specially in Homestead in the business areas.

Feb 17 2027	Naranja Branch Library	(Transcribed by staff) - New development in the area of US 1 and SW 200 street is impeding access to existing condominiums. There have been many near misses in area (A) (picture below), where everyone is doing illegal lefts to access the property in area (C), there used to be a left turn allowed where area (B) is. Condominiums in area (C) have been left with only one access and people would have to go around using US-1, this detour can be more than 2 miles. Some areas are still under development, please provide a secondary access. (See photo at right) 

Feb 17 2027	Naranja Branch Library	(Transcribed by staff) - Please request schools to provide better traffic management within the school as traffic is spilling on the adjacent roads and causing terrible queues at rush hour. - Traffic cops are closing lanes during school time and causing more delays in traffic. - Buses in the BRT are not waiting for the gates to go down and running the lights. - What is the ridership at the busway and what are the numbers necessary to implement metrorail? - TODs must provide buying opportunities for the workforce, all that is offered is rental units that no one can afford. There must be a minimum amount awarded for workforce ownership. Ensure it is owner occupied. - They need more transit services. - Need to extend MetroConnect to areas in the south where routes have been eliminated by the BBN, specially in the area of Goulds. No service between the Turnpike and US-1. MetroConnect is needed for the neighborhoods in the areas by SW 112 Ave and SW 244 Street. These areas went from 11 routes to 3 routes. Service needs to be supplemented.
26-Feb-26	North Central Branch Library	• Importance of keeping parks as parks and undeveloped! • Tree canopy - importance of for heat islands! • Loss of existing trees to new development - increased heat island effect • Natural canal - Little River Canal - very precious resource, needs priority and funding!
26-Feb-26	North Central Branch Library	• NW 95 Street, around Pinewood - filling in of lakes - environmental impact • Loss of wildlife, manatees due to development - address this! • Increased number of iguanas- how to address! • Loss of mangroves - everyone wants coastal views • - leads to floods • - and impact of heavier [more] population
26-Feb-26	North Central Branch Library	• Septic - concerns about funding • expensive to change to sewer • still experience flooding - sea level rise concerns
26-Feb-26	North Central Branch Library	• 4,000 units proposed at NW 83 Street to NW 87 Street and NW 27 Avenue to NW 25 Street • MDC moved out 2 years ago & private enterprise bought them out • impact of that many people & cars - impact on elementary school on NW 25 Avenue & NW 87 Street, West Little River Elementary • are all things addresed in a complex that big!
26-Feb-26	North Central Branch Library	• Importance of tree canopy - new development comes in, flooding concerns • Impact of Live Local Act! • - need to notify residents. Zoning has new program, can be notified, the importance of notification!

26-Feb-26	North Central Branch Library	• Mass transit, buses / pedestrianism - its too hot! Need shade trees & sidewalks to get there • Need wider sidewalks - encourage people to walk • New development - retain trees • Should be no bus station or sidewalk in miami that is not covered with tree canopy!
26-Feb-26	North Central Branch Library	• Impact of MDC's economy - need more state money for protection of environment • Concerns of heat - if no shade for bus sheters - people won't use - leading to less people taking mass transit • Schools - need more educaiton for children to learn about - local environment • - we're ground zero for these cc / slr issues - need educaiton!

26-Feb-26	North Central Branch Library	• Do not touch the Everglades • Need more greenery - instead of all the apartments • junkyards - on NW 67 Street & NW 32 Avenue - fire trucks there, fire incident - scrapyard metal yard - environmental impact to people who live in the area
26-Feb-26	North Central Branch Library	• Need to do something environmentally sustainable with recycling • Importance of recycling - moved here from Switzerland - everyone there had 4 garbage cans • Switzerland has 'trash police' - go thru your garbage, make sure you recycled everything correctly - County should look into this
26-Feb-26	North Central Branch Library	• County should give away ground cover - mondo grass, beach sunflower, native. • lake grass - bees & butterflies like it! A nature sanctuary - County needs to do this. • Lot of fertilizer dumped on yards - goes into bays and canals - need native grass cover • Concerns about location of the new incinerator - impact on environment!
26-Feb-26	North Central Branch Library	• Everglades is shrinking - amount of people moving into MDC & amount of development • Everglades is a national partk - importance of tourists visits & school children trips • Consider the Everglades! • Importance of parks - take children to see the wild & the natural! • Help child's exposure to nature • County - ie 4th grades program with the National Park - lof of children don't know anything about the Everglades. • Parks hours sunrise - sunset - some facilities & after school facilities open longer - a good aspect! • Construction by MLK park - hard to access it - parking lots nearby not open • it is for public use & [parking] should be available, it is inside the park, closed for construction - hard for people to walk there
26-Feb-26	North Central Branch Library	• Importance - continuous network of bicycle mobility lanes • Good street trees - Glen Vista East - street trees = #1 lowest hanging fruit - in terms of cost & value - shade, water absorption for drainage • needs to be fully funded & implemented and put in a more equitable way • Underline - convergance of stakeholders for continuous, great project - get "ribs" - 2nd link up pedestrian / bicycle network
26-Feb-26	North Central Branch Library	• Importance of Adopt-a-Tree - 4 trees adopted! Encourage more events! • Importance of native plants - especially in County owned areas - beautify swales & ROW • Goal - educated people on plant care in the County - otherwise they will plant only grass
26-Feb-26	North Central Branch Library	• Project - UM & Resilience did in Oak Grove park - lots of shade trees - very good • concerns about algae in lake
26-Feb-26	North Central Branch Library	• Concerns - developers want to fill in 29 of 57 acres - what will happen to the water? • will affect aquifer, Silver blue lakes, from [NW] 17 Avenue to 12 Avenue and 103 to 111 Streets • Concerns about sea level rise & sunny day flooding • ie flooding in Ft Lauderdale airport

26-Feb-26	North Central Branch Library	• Miami Lakes - importance of parks • Services for individuals with special needs to enjoy our parks boundless parks for instance • more covered picnic areas would be helpful • allow permits for recreation at parks (like aerial skills)

26-Feb-26	North Central Branch Library	• Importance of FI friendly gardening • water mgmt concerns - aquifers, people use poison & pesticides on lawns • Flooding in neighborhood - after flood event, poison impact on walking barefoot - people don't realize impact on environment
26-Feb-26	North Central Branch Library	• Education about illegal dumping • Education about aquatic and where water comes from in South Florida • Also environmental educaiton should be part of school credits & outreach!
26-Feb-26	North Central Branch Library	• water pipes & manholes - are being cleaned - are they effectively cleaned • need to keep these clean - so they efficiently move water • Problems with driving - due to flooding • Concerns with septic - sea level rise - need more funding! • Prioritize infill areas for funding!
26-Feb-26	North Central Branch Library	Im concern with parking in the NW. 83 st to 87 st project and who will it affect the elementary school on NW 25 Av. Lawrence Johnson; 2550 NW 83 St
26-Feb-26	North Central Branch Library	Hisoric Preservation is extremely important. If we don not preserve the history, the past will be forgotten
26-Feb-26	North Central Branch Library	• We're getting priced out – we need more workforce and retiree housing. • Transportation: more train stations are needed w/Smart Plan (El Portal/Miami Shores). • Bike/scooter lanes should be fully separate from streets (think of Mexico City). • NE 2nd Ave needs sewer. • FPL needs to bury their lines everywhere, particularly in El Portal as we have a ton of trees. • Love the tree giveaways! Always need more. • We need more parks! • Miami needs better protection from large scale developers.
26-Feb-26	North Central Branch Library	Safe streets; locations for bicycles - there is no space for bicycles
26-Feb-26	North Central Branch Library	• Safe streets • Locations for bicycles • There is no space for bicycles • Protection for bicycle lanes • Speed bumps needed
26-Feb-26	North Central Branch Library	The discussion on how decisions are made to implement building in a neighborhood si determine (and usage, type of building, and having xe sometime go back to the drawing board. Was amazing. Making room for increasing population. Now I kknow why I see 2 level housling on smaller plots of land. My only concern is that in later years the large complexes may become like the older projects and become unsafe in a neighborhood.
26-Feb-26	North Central Branch	More commercial density in west parts of Dade County needed to support our communities in the form of commerce/retail/dining, high paying jobs/entertainment. TRANSIT!!! EXPAND

	Library	METRORAIL TO THE WEST
26-Feb-26	North Central Branch Library	My concerns are with zoning. Apartment buildings are springing up in neighborhoods pushing out single-family homes and the designs do not take into account the parking situation. What constitutes single family? The Zoning Board is not sending out notices of meetings that affect families in certain areas. This meeting was very informative for me.
26-Feb-26	North Central Branch Library	Missing middle and mid-density is an important and often overlooked category of housing. Encouraging that housing type in existing neighborhoods near transit can create more affordale homes for more locals.
26-Feb-26	North Central Branch Library	Leverage City of Miami bicycle master plan; connectivity; Vision Zero - stakeholder coordination; Safe street to school not used properly; bike infrastructure as part of safe routes to school planning.

26-Feb-26	North Central Branch Library	Need more funding for projects in Northern Miami-Dade County.
26-Feb-26	North Central Branch Library	Please get NE corridor commuter train running!
26-Feb-26	North Central Branch Library	Please do something about people living in RVs in residential neighborhoods. This issue has gotten out of hand.
26-Feb-26	North Central Branch Library	How can we solve the problem of growing inequality through Miami-Dade County? We need creative solutions for upward mobility.
26-Feb-26	North Central Branch Library	NW 199 Street area + NW 10 Avenue fast cars + need for traffic calming in Norland and Norwood neighbohroods. Walking to the Stadium is unsafe. Children playing + Concern over traffic and bike accidents. Some neighbors installing iron gates.
26-Feb-26	North Central Branch Library	• Need roads repaired in North (Gladview) • Sidewalks • keep trucks out of neighborhood • clean up bus stops • traffic • we need to keep the vibe in Miami, it's changed • The rich people are pricing out housing
26-Feb-26	North Central Branch Library	Miami-Dade County needs to enlarge the North Central Branch Library
26-Feb-26	North Central Branch Library	It was great learning about the different levels of goverming and what area effect local districts in which an individual resides. I undedrstand better what the zoning notices can hinder or improve a neighborhood.
17-Mar-26	SPCC Lobby	• Do not build on wetlands where there are alligators & panthers - that's their environment & habitat. • Keep Everglades as it is - no development. • Impacts to "Alligator Alley" - impacts to Indians & environment.
17-Mar-26	SPCC Lobby	• Need more trees for shade, helps with flooding. • Flooding - need more drains • I-95 gets flooded - left lanes are flooded, problem for vehicles driving through - safety issue. • Hold the Line on development!
17-Mar-26	SPCC Lobby	• Protect pine rocklands - decrease development around there! • Less development in coastal areas. • Need higher trees which offer more shade - lot of trees are low [height]. • Lots of king tide flooding, flooding around Brickell.
17-Mar-26	SPCC Lobby	• Need more transit - especially heavy rail. • Consider heavy Rail in the median of SR 826. • Consider heavy rail in the ROW of SW/NW 87 Avenue for a North-South rail corridor.

17-Mar-26	SPCC Lobby	• BCC 100 Resilient Woman • xxxxxxxxxxxx • Green Work for Women • Ed [Education] / Job / Workshop Impact • xxxxxxxx xxxxxxx xxxxx in specific covenants.
17-Mar-26	SPCC Lobby	You really shouldn't build near the Everglades
17-Mar-26	SPCC Lobby	Please protect our open, green spaces, our historic structures and our amazing unique environment through wise throughtful planning

17-Mar-26	SPCC Lobby	I would like to support the limits of the UDB to protect the Redlands from losing its character, history, and importance of agricultural trade contribution to Miami-Dade. Before any conderstion of changing land use and zoning law to accommodate new residential developments in this area, more though and strudy should be given to the imrovement of underused areas of the County that can reduce urban decay and improve the already zoned areas for residential use.
17-Mar-26	SPCC Lobby	Importante para las nuevas construciones del Condado Dade; tener muy presente en el plan de desarrollo "las vias" dia a dia vemos que tenemos mas carros o vehicuos. Las construciones de nuevos planes de vivienda, tienen que contrar con salud, bomberos y policia.
17-Mar-26	SPCC Lobby	I am sorry that the County will move the UDB line & construction continue to the agricultural areas & the Everglades
17-Mar-26	SPCC Lobby	1. La interaccion en 41st Collins Ave deberia de ser remodelada para aliviar la gran congestion del trafico de Miami Beach. 2. Podria agregarse un trolley directo desde Miami Beach al aeropuerto una coneccion. 3. Creor un plan de control sobre los Negocios que uridan servicios de alimentos, cafeterias, para evitar el continuelo alto costo en sus precios, pacilitandole a la turista y residents un corsumo rapido y adecuado de snacks o lunch, alsriendole a los restaurantes mas posibilidad de servicios 4. Meyores la red de sprinceles en la ciudad, ya que su instalaciones drenar agua todo el timpo molestardole sobre todo los dias lluvioso (ingresario) ya so ver impide el disfurte el aire libre y aceso a los bancos y areas de parques.
17-Mar-26	SPCC Lobby	We should build large water tanks to collect rainwater as a reserve for emergencies.
17-Mar-26	SPCC Lobby	Infrastructure needs to be complete for "Signature Bridge"
17-Mar-26	SPCC Lobby	Need better infrastrucure to guard against flooding. Poinciana Industrial Park is a good place for the Youth Fair. It has land, major roadways, and MetroRail Connections. We need strong bridges with good engineering, like Lehman Causway. The FIU Bridge collapse was a shame.
17-Mar-26	SPCC Lobby	Find a way to alleviate traffic backups on roads that go through communities. Non residents use our community to try and circumvent main trafic flow by making illegal turns at our exit. This can cause extreme backup and delays of up to 15 minutes. Signage is placed, but people ignore it. Is it possible to reinforce the lanes with something to prevent people from turning from incorrect lanes?
17-Mar-26	SPCC Lobby	Make sure people are treated right. Do the right things. Stop killing one aonther. Stop fighting one another. Get along w/ one another. Use the Holy Bible - King James Version -
23-Mar-26	Ruben Dario	• Need limited growth here - impact on environment. • Need to improve our transportation system - mass transit. • [Resident house in] Westchester - neighbors invasive Virginia Creeper plant - getting into palms…can't be in built environment - has no fires to control it, need to hold the neighbot to compliance. importance of code complaince - issue is still outstanding.

23-Mar-26	Ruben Dario	• Concenred about money. State allows development with a pro-development policy. • Growth limits on bildings. • Setback. • Surveillance states - phones, light pole cameras, the rise of the military industrial complex. • targeting of people. • Civilians with the Havana syndrome. • New world order. • Agri Hoods and Agritourism - keep Ag areas. • Homes built with the emphasis on get back to nature. • Organic food.
23-Mar-26	Ruben Dario	• 2 national parks in MDC - may cause irrationality in developers - to expand west. • Protect the boundary line (UDB), pressure is getting worse. • Need more environmentally protected parks. • Keep Everglades unaltered!
23-Mar-26	Ruben Dario	• Wetlands are a concern. • Pine rocklands should be protected - there is so little left. • Development in coastal areas is a concern. • Need shade trees - other than palm trees. • Swales - [should be] like in Europe, have pavers that let water drain through - need porous paving, good to filter the water. • Porous road surfaces / parking lot surfaces - need that rather than asphalt.
23-Mar-26	Ruben Dario	• Freshwater spings and lakes at Larry & Penny Thompson Park, Springfield Lakes - recreational opportunities. • Larry & Penny Thompson park - should be open all the time. • Remnant areas where freshwater bubbles up. • 1- Areas Swim at your own Risk; 1 - Area lifeguard. • Castellow Hammocks Park - kids programs keeps the rest of the residents out of the park. • Camp Owaissa Bauer - restricted access. • Lunca [Lisa?} Martinex - freshwater snorkling videos.
23-Mar-26	Ruben Dario	• Support Adopt-A-Tree - better publicized & education. • Maintain the UDB. Do not go through it! • Don't build near the Everglades.
23-Mar-26	Ruben Dario	• Preserve areas to be developed with natural resources - i.e. no "Miami Wilds" - trees and pine rocklands. • Listen to neighbors re: development. • Flooding / SLR - responsibility of coastal vs inland communities. We're in watershed - may have protections in bay, but get a lot of nonpoint stormwater runoff. • How to incorporate green infrstructure - not only in low lying areas but also in inland & upland areas.
23-Mar-26	Ruben Dario	• About amss tranist, there have been anumber of large park-and-ride facilities constructed on the western parts of the County, e.g., along the Turnpike not far from the North Dade landfill, and near the Home Depot west of the Turnpike, across from the Dolphin Mall. • When are these expected to become operational? Are there plans for buses and trains to serve the public?
23-Mar-26	Ruben Dario	• Vivo en North Miami.Hay mucho color y muchos canales de aqua que se obtroyen por las cluvias y causan Inundiciones.
23-Mar-26	Ruben Dario	• Extreme heat - problem in North Miami, also flooding problems!

23-Mar-26	Ruben Dario	• We need more parks - need more for the population, like something this size [meeting room] - facility meeting rooms for HOAs. • HOAs - have cut down the trees - even black olive trees. • Need permit for all trees - regardless if it is a speciman tree or not. • Lots of savages cuttomg down trees - need trees!
23-Mar-26	Ruben Dario	• People give priority to cars - don't want leaves on trees [as trees have leaves that fall on cars].
23-Mar-26	Ruben Dario	• Larry and Penny [Thompson] Park - should be swim at your own risk. The lake was dug on top of historical springs and the water is very clear. This could be a great recreation opportunity for residents.
23-Mar-26	Ruben Dario	• Beautiful environment - need to maintain it - the economic impact. • ie people come here from all over the world to see our parks. • importance of Fruit & Spice Park.
23-Mar-26	Ruben Dario	• Preserve the environment. • Adaptatioon Action Areas - Little River area.
23-Mar-26	Ruben Dario	• When it rains, it gets very polluted - Little River / North Miami Area - need helps.
23-Mar-26	Ruben Dario	Es importante a aprovechar espacio, para caminata al dire libre y donde poder pesear a los ninos y animales en un ambiente conclaonado seguro y natural!
23-Mar-26	Ruben Dario	Parking lots and lots of roads should replace the impervious surfaces with pervious materials (think of bricks with spaces to allow grass). Also, instead of mindlessly expanding lanes on country roads (like 107 Av), why not set aside an entire lane to accomodate pedestrians and cyclists! And of course a solid line of trees to provide oth shade and physical barriers to automobile traffic.
23-Mar-26	Ruben Dario	Pine Rocklands are a unique ecosystem and the County should d everything possible to save the less than 10% remaining pine rocklands! Maybe initiate a program to set aside each remaining acre permanently by disallowing development on this endangered ecosystem County wide.
23-Mar-26	Ruben Dario	Put "missing middle housing' along the main corridors in the County i/e Coral Way, Miller Road, etc.
23-Mar-26	Ruben Dario	Solar panels should be used widely on every County building to decrease the County's dependency on focil fuels. After all climate change has particularly severe impacts on the South Florida environment. Loke at the IKEA model for ideas on how solar panels are helping reduce their electricity usage.
23-Mar-26	Ruben Dario	I submitted survey and await comments. Very nice & helpful! Thank you!`
23-Mar-26	Ruben Dario	We really need to reconstruct the waste-to-energy facility (to replace the old Resources Recovery Facility in Doral that burned down a few years ago). And the best location location is th existing space in Doral (97 Av/66 St) all the County waste and mosquito control programs are there. And it's not feasible to move it to the County border or the Everglades. That would adversely affect our drinking water quality and the Everglades

		ecosystem
23-Mar-26	Ruben Dario	Continue to support the work of DERM in protecting and conserving our land and natural resources when going though the zoning and rezoning process. -Intergovernmental coordination: increase or put extra focus on opportunities for local municipalities/districts to provide commen on develpment and projects that will impact land & nat. resources in their boundaries.

23-Mar-26	Ruben Dario	152nd Street, The hammocks, richmond west and areas south are DESPERATELY IN NEED of mass transit/commuter rail. It's these issues of traffic, quality of life and affordabilty that are pushing a lot of young people to leave Miami-Dade County. If we are to sustain quality of life for our long term residents and our families these issues need to be addressed. West Miami-Dade is experiencing massive growth The County should plan for this in advance because the commmon person would los so much time in traffic, much like LA
23-Mar-26	Ruben Dario	Miami-Dade needs to take control of their own density on the CDMP an dnot wit until the state decides to take it away from the County similar to what they did with Live Local Act and MDX. The solutions to affordability and traffic are with smart growth and inventives expanding the UDB. Increasing the supply of homes that are for workforce housing would make it more affordable for locals to stay, while County incentives for businesses to locate themeslves on the western side of the County would encourage reserve commuting while reduces traffic.
23-Mar-26	Ruben Dario	For the public transit system need to advertise much more to make people aware of options other than driving! Maybe advertise, use PSA for TV and radio, etc. Make it so it's super attractive for commuters! Ad shortening commute time should be a compelling argument
23-Mar-26	Ruben Dario	We would like to have more trolleys in different cities. They provide an essential service for citizens. They are free and safe.
30-Mar-26	W Kendall Reg Library	Lots of trash thrown in Biscayne Bay - need extensive fines = $200 / $500 doesn't deter. Need $10K, $20K fines for better deterrance. Increase monetary fines - hit people in the pocketbook.
30-Mar-26	W Kendall Reg Library	• Would like the County to cement the UDB as an environmental safeguard to protect our wetlands and unique Everglades. • Would also like the County to provide more canopy cover in parks and have sidewalks, especially from native trees/vegatation.
30-Mar-26	W Kendall Reg Library	• MDC has good program to protect the environment. • Lakes - ducks, birds enjoy it - people respect wildlife. • City can still grow up - in density.
30-Mar-26	W Kendall Reg Library	• Miami-Dade County - needs more trees! • This Hammocks area - has trees - lot of the other neighborhoods don't. • People park all over where trees should be. • If I was MDC Mayor - would have trees everywhere. • if you hurt trees (cut down, etc) [trees] should have the same protection that you have for wildlife.
30-Mar-26	W Kendall Reg Library	• I moved from southern California to here 4 years ago, Happy to live in the beautiful place like Miami. • Oak Creek Park and Country Walk residents. Likes to walk to the park every day. • Good to see how green the community is maintainted. • SW 144 St / Country Walk, special taxing district, good maitenance - picking up palm fronds, etc.

30-Mar-26	W Kendall Reg Library	• Make better use of Lakes and Canals as places to build parks for children & families to run, walk, jog. • Boardwalks & sidewalks • Build trees and benches • Especially SW 8 Street canal.

30-Mar-26	W Kendall Reg Library	• Revenue from tourist industry - during peak seasons - incentivize off-season to draw more tourists in, help stimulate the economy. • Need more trees - shade trees! • Need conservation - during heat events - CERT training, need to start it again. • educaiton on heat safety • Like old pay phones on every corner - need water fountains for the public. • outreach to keep people hydrated & safe from heat.
30-Mar-26	W Kendall Reg Library	• Need more trees - natural beauty, good for shade. • Helps keep down heat island effect • Areas like Hialeah - lack of trees. • Repave / redo medians, side of ROW, native trees and wildlife. • Need more tree planting like the Underline. • Oak trees - have native plants, helps to increase wildlife. • Underline - is a good "3rd place." • Retrofit tranist corridors - make it more attractive for people to use transit - with greenery, planting. • Cheap for MDC - continue wiht the Underline. • MDC - should do little micro-changes, smaller projects. • Miami Beach - good, remove cars from Ocean Drive. Can do [same thing] to SW 8 Street, Little Havana section. • More pedestrianism - close roadways?
30-Mar-26	W Kendall Reg Library	• Like Paris's 'Year of the Seine' have large cleanup efforts, where it is safe to swim in (at least for a short time) • Blue Lagoon under MIA - is a concern, water quality. • Cleanup of canals • Need native shade trees - gumbo limbo, buttonwoods, especially along sidewalks and in Parks. • Lot of open shapces - not much shade.
30-Mar-26	W Kendall Reg Library	• Miami Beach - spends a lot on SLR • Mayor - great job for vetoing the Kelly tractor App! • Do not build SR 836 Extension! Will affect environmentally sensitive land. No one will take that.
30-Mar-26	W Kendall Reg Library	• Need clean waterways - opportunity for tourists and residents - ie kayaking. • Make sure envionmentally protected areas - are accessible - i.e. Tree Island Park - people want to walk around & see it. (May depend on state funding, accessibility) • Some areas could be improved, i.e. Boystown • Younger people need to be in it / see it to be involved.
30-Mar-26	W Kendall Reg Library	• Need to keep younger generation educated about environment - ie the "why" as why it is important for environmental education.

30-Mar-26	W Kendall Reg Library	The County needs to make a bigger push for the development of the SMART corridor. The more time wested the more costly the development. Asa resident of West-Kendall I've seen my commute as a FIU student nearly double in time. The County should push for the corridor. We need to have proper 15 minute city nodes. Having these rail lines with the property development along the line would reduce the need for long commutes. This woudl in my opinion alos allow to convert more "stroads" to streets. This benefits businesses and people as they are given a "third place." I'm sick and tired of traveling outside of dade-county and seeing a small town in spain have better public amenities and transit. The development woudl also help with the bike lanes which SHOULD be protected with barriers. How did anyone take a look at the bike lane along sunset drive and through this is safe. Cars on 127th Ave turn right and cross over the lane. The bike lane protection is KEY to helping improve transit ridership. The decline is due in part in how difficult it is to get there. Lastly, you guys need to do a much better job pormoting outreach. It was difficult to find infor for the meeting. Utilize social media more. Zohran Mandami has use of the Mayor ig, tic tok, Yt to promote these civic meetings and highlight citizen impact. Do the same. Lean into that. Use Levine Cavas platform and the future mayors platform to highlight these highly influential events and meetings. Thank you for your time.
30-Mar-26	W Kendall Reg Library	Question: Discussion update on the replacement of freight airport of MIA?
30-Mar-26	W Kendall Reg Library	Q: City Park Development W of the Miami Executive Airport - 7000 units Major convern over traffic impact to the neighborhood. 7000 is just units (res.) the totat population growth and vehicular traffice to the area can not be easily absorbed. Look at traffic on 157th Ave now! It is already so jammed 24/7!
30-Mar-26	W Kendall Reg Library	Need more mixed-use projects to ensure residents can work and play where they live, thereby reducing traffic
30-Mar-26	W Kendall Reg Library	Move zoning hearngs by the Commission out of Downtown to new FLACLH (?sp) Building
30-Mar-26	W Kendall Reg Library	…+ requrie super majority of Commisione to overise community council recometion
30-Mar-26	W Kendall Reg Library	Follow-up/Additional Q on City Park/Lennar - Traffic not only in SW 137th Ave, also SW 128th and 132nd St - Has to mitigation the congestion?
30-Mar-26	W Kendall Reg Library	Provide greater protections for Wetlands of Regiona Significance and affirm they are inapropriate for development. Protect areas needed for Everglades Restoration from development. Remove Urban Expansion Area designations form wetlands of regional significance and areas in the footprint or connected to the footprint of Everglades Restoration Projects. UEAs should be placed in SMART corridors and areas that woudl not conflict with CDMP Con policies. Safeguard our drinking water!

30-Mar-26	W Kendall Reg Library	Large influx of people coming into Miami so expanding would allow for the creation of more affordable housing, especially in Homestead area. This could lead to ap potential "light industrial technology hub" which would then lead to job crreation to current residents and peolpe moving from out of town -> Miami is getting way to crowded and I think this would do a great think in speading people out, rather than overcrowd areas.
30-Mar-26	W Kendall Reg Library	Need government at a community level. If better serves the people like an association. They can find resolutions faster & easier. How can an un-incorporated area like Kendall be in a recyclable area?

30-Mar-26	W Kendall Reg Library	The County needs an ordinance that deals with FAR - needs a connectin between West Kendall and East Miami-Dade, to make the travel easier, less commute time.
30-Mar-26	W Kendall Reg Library	1. Major concerns: East & west movement (busway) are not synchronized. To the new Busway coming to South Dade. Specifically, SW 288 St, SW 296th St, 15th Street & Old Dixie Highway - none of these are sinchronized - could cause major accidents if the situaion is not corrected. 2. Metrorail was promised to South Dade Residents & it hasnt happened yet.
30-Mar-26	W Kendall Reg Library	I fully support use of rail across the County to open up corridors. I would highly suggest the County use the existing rails in Doral/Sweetwater area to buid out Metrorail. Additionally, highly support FDOT project for the Metrorail extension west along Kendall Drive. It is desperately needed.
30-Mar-26	W Kendall Reg Library	Mayor Cava and Distinguished Commissioners, Eventually, we want an extension of the Metro Rail station to provide service all the way to Florida City. Please place emphasis on the Recreation and Calture dollars and Health and Society dollars, specifically as it relates to the services and affordable housing. Thank you.
30-Mar-26	W Kendall Reg Library	1. The only effective solution for reducing private vehicle usage (67% drives travel alone) is to develop mass transit. A BRT system on 88 Street must become a reality to prevent the severe congestion problems that will inevitably worsen year after year - not to mention the wasted time that negatiely impacts productivity, personal finances, and public health due to pollution. 2. Public transportation shoudl operate on dedicated lanes utilzing high-quality vehicles and supported by effective promotional campaigns. Furthermore, we musi foster a cultuer of sustainable development within the reals of transportation and urban reliability.
30-Mar-26	W Kendall Reg Library	3. Bicycling is closely tied to habit, and fostering that culture can take time. We should start in schools, which bicycle skills classes ought to be offered so that , the the time students read young adulthood, cycling becomes a truly viable transportation option.
30-Mar-26	W Kendall Reg Library	4. New modes of sustainable transport - such as electric scooters - have helped drive improvements for bicycles one now sees more scooters than bicycles (with the exception of sport bikes, which are not the subject of this discussion). Effor should focus on facilitating the establishment of bike routes connecting residential neighborhoods to shopping centers, schools, and other major destinations and, 5. Finally, on installing bicycle parking facilities, regulations should be enacted to facilitate the creation of bicycle parking space within residential complexes.