



# MEMORANDUM

AGENDA ITEM #7f

DATE: DECEMBER 1, 2008

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: CITY OF MIAMI ADOPTED COMPREHENSIVE PLAN AMENDMENT

## Introduction

On November 19, 2008 Council staff received adopted amendment package #08-1ER to the City of Miami Comprehensive Neighborhood Plan for review of consistency with the *Strategic Regional Policy Plan for South Florida (SRPP)*. The Council, at its June 2, 2008 meeting, made the following findings for proposed amendment package #08-1ER:

- Amendments to the Future Land Use, Housing, Potable Water, Transportation, and Ports, Aviation and Related Facilities Elements generally inconsistent with the *SRPP*, citing Goals 2, 6, 8, 11, 17 and 20 and Policies 6.12, 8.1, 8.3, 8.8, 11.1, 11.2, 11.7, 11.8, 17.7, 17.10, 20.10, 20.11; and
- Amendments to the Sanitary and Storm Sewer, Solid Waste, Parks, Recreation and Open Space, Coastal Management, Natural Resource Conservation, Intergovernmental Coordination, and Capital Improvements Elements generally consistent with the *SRPP*.

Staff review is undertaken pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act, Chapter 163, Part II, Florida Statutes (F.S.), and Rules 9J-5 and 9J-11, Florida Administrative Code (F.A.C.).

## Community Profile

Miami, the second largest city in the State in population, had a population of 395,434 in 2007, a 9% increase from the year 2000 population. The City was incorporated in 1896. The City's economic bases are in tourism and international commerce with Latin America, the Caribbean and Europe. The City boasts an ethnically diverse population and serves as a major port of entry for immigration from foreign countries. Considered to be fully developed, the City nevertheless has approximately 1,000 acres (approximately 1.6 square miles) of vacant land scattered throughout the City on small parcels. In addition, much of the developed land is designated for land use densities greater than the existing development. With its location at the heart of the metropolitan area, and its access to mass transit, Miami is an ideal location for infill and redevelopment.

Additional information regarding the City or the Region may be found on the Council's web site, [www.sfrpc.com](http://www.sfrpc.com).

## **Summary of Plan Amendments**

Adopted amendment package #08-1ER contains the Evaluation and Appraisal Report (EAR)-based text amendments to the City of Miami Comprehensive Neighborhood Plan as recommended by the EAR, which was found sufficient on February 17, 2006 by the Florida Department of Community Affairs (DCA). The City identified the following issues to address in its EAR, which provided the basis for the adopted EAR-based amendments:

1. The Need for, and Impacts of, Equitable Redevelopment and Development
2. Preservation and Enhancement of Natural, Historic, Archeological and Recreational Resources
3. Neighborhood Integrity
4. Transportation

In addition to the recommendations in the EAR, amendments have been adopted that were suggested during the public involvement process and preparation of the EAR-based amendments. Twelve elements of the City's Comprehensive Neighborhood Plan have been amended, including: Future Land Use, Housing, Sanitary and Storm Sewer, Potable Water, Solid Waste, Transportation, Ports, Aviation and Related Facilities, Parks, Recreation and Open Space, Coastal Management, Natural Resource Conservation, Intergovernmental Coordination, and Capital Improvements.

Adopted amendment package #08-1ER has been adopted with substantial revisions to the Future Land Use, Transportation, Housing, Capital Improvements, Coastal Management Elements and the Port of Miami River Sub-Element in response to the Objections, Recommendations, and Comments (ORC) Report issued by DCA on July 18, 2008. Additional data and analysis has been provided to support the adopted amendments relating to transportation, housing, and the Port of Miami River; information has been provided for the review of the annual update of the Capital Improvements Element; and minor policy revisions has been made to maintain internal consistency and provide updated references.

The City of Miami Commission adopted the amendment package (3-1 vote) at its November 13, 2008 meeting for transmittal.

The general location of the City is exhibited as Attachment 1.

### **Staff Analysis and Recommendation**

The Council, at its June 2, 2008 meeting, expressed strong concerns regarding the proposed amendment package following discussions on the significance of maintaining the Port of Miami River as an important component of the City of Miami and its value to the South Florida Region. Council's reservations concerning the City's commitment to maintain the Port of Miami River as a working waterfront with an appropriate mix of uses led to several objections to the proposed amendments.

Although the City has revised several elements within the adopted amendment package, the revisions do not address the Council's concern for the Port of Miami River, specifically within the following elements:

#### **Future Land Use Element**

The revised amendments to this element focus on the compatibility of land uses and the potential for mix of uses, however, they fail to ensure an appropriate mix of uses and protection of water-dependent industries along the Miami River.

#### **Housing Element**

The revised amendments to this element provide additional data and analysis and consistency with current standards and regulations, however, the need for an appropriate distribution and availability of affordable and workforce housing proximate to employment areas along the Miami River has not been

addressed. Supporting a mix of uses along the Miami River should include affordable and adequate distribution of residential units.

#### Transportation

The revised amendments to this element adequately addresses the objections raised in the staff report at the proposed stage regarding the clarity and effectiveness of the element. However, the concerns of the Council regarding the Port of Miami River as an important component to a comprehensive transportation system have not been addressed.

#### Ports, Aviation and Related Facilities (Port of Miami River Sub-Element)

The revised amendments to this sub-element contain additional policies intended to address objections raised by the Council and DCA at the proposed stage. The City has committed to continue coordinating with the Miami River Commission, Miami-Dade County, and the South Florida Regional Planning Council (SFRPC) regarding the planning of water-dependent, water-related, commercial, industrial, and recreational working waterfronts. Policies have been adopted directing the City to utilize Land Development Regulations to promote water-dependent and water-related uses along the Miami River and data and analysis has been submitted to provide a demand and market assessment for waterfront industrial parcels.

Although these revisions represent an effort to accommodate and support the working waterfronts along the Miami River, the adopted amendments significantly alter the current position and understanding of the river as a port within the Miami Neighborhood Comprehensive Plan. The adopted amendments fail to address the Council's concerns regarding the implications of removing the term "port" entirely from the "Port of Miami River" Sub-Element. Additionally, the regional implications of the Port of Miami River have not been addressed, nor has information regarding the economic impact, including the diversity of employment opportunities and job creation, been provided.

#### Objection

Port-related facilities and working waterfronts represent an issue of regional significance. Prior to adoption of the amendments within amendment package #08-1ER, the port-related activities and working waterfronts along the Miami River were protected by the Miami Neighborhood Comprehensive Plan. At this time, Council Staff recommends sustaining the Council's objections to the Future Land Use, Housing, Transportation, and Ports, Aviation and Related Facilities Elements of adopted amendment package #08-1ER because the amendment significantly alters the understanding of the port as a valuable component to the Region.

As adopted, these amendments remain incompatible with the following goals and policies of the *Strategic Regional Policy Plan for South Florida (SRPP)*, related to affordable housing, economic and employment diversity, infrastructure and transportation planning, and working waterfronts:

Goal 2	Increase employment opportunities and support the creation of jobs with better pay and benefits for the Region's workforce.
Goal 6	Ensure the availability and equitable distribution of adequate, affordable housing for very low, low, and moderate-income households within the Region.
Policy 6.12	Provide a range of affordable housing that is reasonably accessible to employment centers, family support systems, shopping, public transportation, and recreational facilities.
Goal 8	Enhance the Region's mobility, efficiency, safety, quality of life, and economic health through improvements to road, port, and public transportation infrastructure.
Policy 8.3	Plan land use in and around airports and seaports to allow future increased operations and to minimize unnecessary social, environmental, or economic conflicts and costs.
Goal 11	Encourage and support the implementation of development proposals that conserve the Region's natural resources, rural and agricultural lands, green infrastructure and:

- utilize existing and planned infrastructure in urban areas;
  - enhance the utilization of regional transportation systems;
  - incorporate mixed-land use developments;
  - recycle existing developed sites; and provide for the-preservation of historic sites.
- Policy 11.1** Encourage local governments to implement urban design guidelines to create attractive, well-planned, compact, mixed-use communities that utilize and conserve the Region's existing and planned infrastructure including urban parkland and green space.
- Policy 11.2** Encourage mixed land uses and activities within communities which are characterized by appropriate density, diverse economic, employment, and housing opportunities, and public transportation access, to foster more balanced and energy-efficient development patterns in the Region.
- Policy 11.7** Create tangible advantages for development in areas that are characterized by underdevelopment or underemployment.
- Policy 11.8** Encourage the use of innovative and creative redevelopment programs, such as brownfields redevelopment programs, area-wide plans, corridor and sector planning, and public-private partnerships and collaborations.
- Goal 17** Maintain a competitive, diversified, and sustainable regional economy.
- Policy 17.7** Continue to diversify the economic base to utilize the range of skills in the Region's labor force.
- Policy 17.10** Protect marine related industries through innovative comprehensive planning and zoning regulations that provide incentives such as mixed use in areas that can sustain both residential and non-residential water-dependent uses.
- Goal 20** Achieve long-term efficient and sustainable development patterns that protect natural resources and connect diverse housing, transportation, education, and employment opportunities.
- Policy 20.10** Enhance the roles of airports and seaports in economic development by:
- improving port conditions for the movement of passengers, freight, and goods;
  - addressing aviation system linkages for international connections from a regional perspective;
  - enhancing the accessibility for visitors traveling between ports, hotels, and other destinations; and
  - ensuring competitive port-to-rail and port-to-highway connections through efficient, dependable, and cost-effective intermodal movement of freight, goods, and people.
- Policy 20.11** Support the movement of freight and goods through the development of a transportation system that efficiently connects ports, distribution centers, intermodal centers, and other appropriate areas.

**Council staff recommends the City of Miami continue to work with the SFRPC, Miami-Dade County, and the Miami River Commission to develop a more comprehensive approach to resolve compatibility and redevelopment issues relating to the Port of Miami River, ensuring consistency with relevant planning policies and documents including the SRPP.**

#### Recommendation

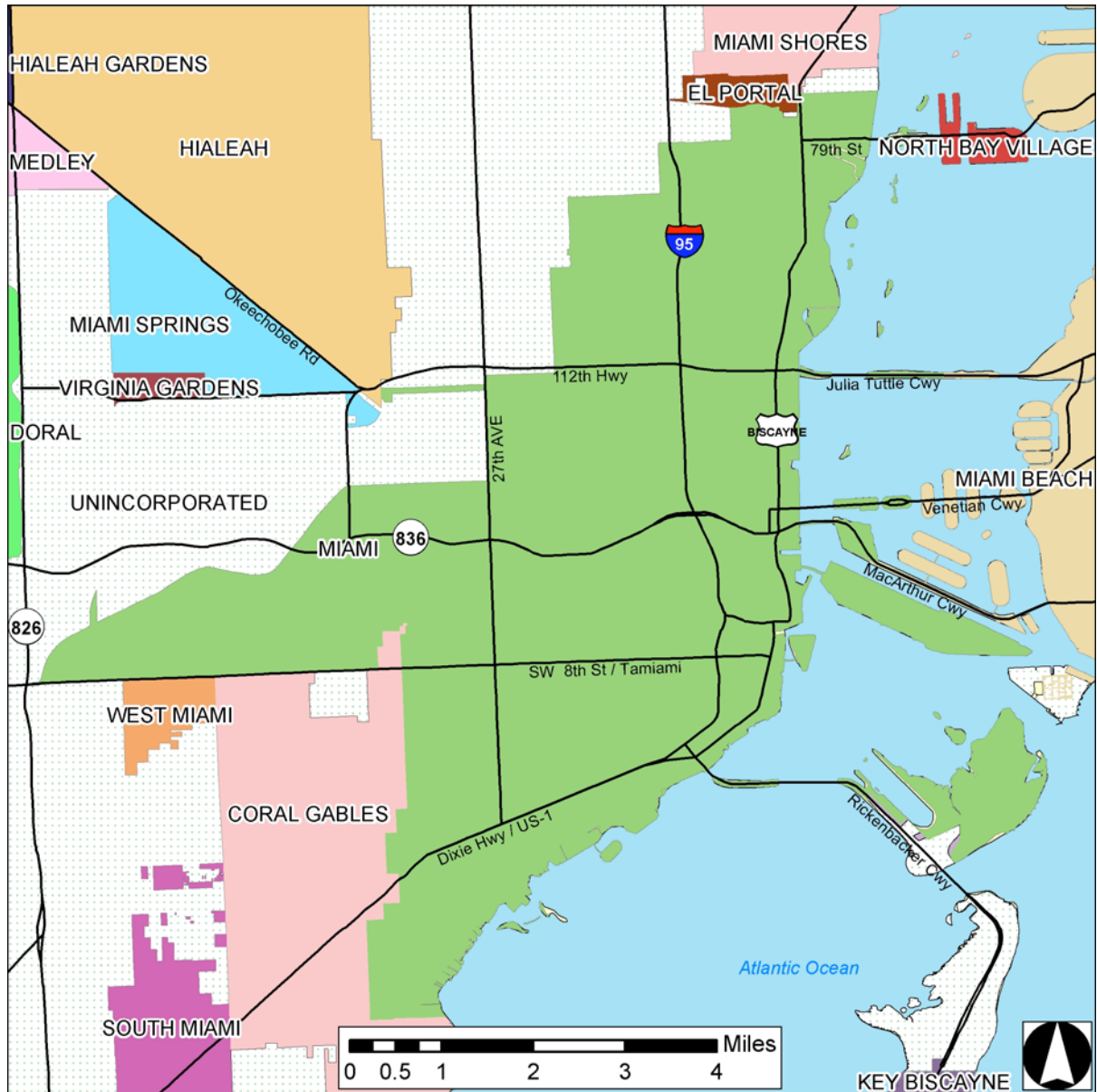
Find City of Miami amendments to the Sanitary and Storm Sewer, Potable Water, Solid Waste, Parks, Recreation and Open Space, Coastal Management, Natural Resource Conservation, Intergovernmental Coordination, and Capital Improvements Elements of adopted amendment package #08-1ER generally consistent with the *Strategic Regional Policy Plan for South Florida (SRPP)*; and

Find amendments to the Future Land Use, Housing, Transportation and Ports, Aviation and Related Facilities Elements of adopted amendment package #08-1ER to be generally inconsistent with the Goals 2,

6, 8, 11, 17 and 20, and Policies 6.12, 8.3, 11.2, 11.7, 11.8, 17.7, 17.10, 20.10 and 20.11 of the *SRPP*, related to affordable housing, economic and employment diversity, infrastructure and transportation planning, and working waterfronts.

Approve this staff report for transmittal to the Florida Department of Community Affairs.

## Attachment 1



### COMPREHENSIVE PLAN AMENDMENTS

#### Location Map

City of Miami  
Adopted Amendment #08-1ER

Sources: FDEP, SFWMD, Miami-Dade County, SFRPC.

Note: For planning purposes only. All distances are approximate.