

SOUTH MIAMI DADE WATERSHED STUDY ADVISORY COMMITTEE

**April 27, 2006 Meeting #44
John D. Campbell Agricultural Center
Homestead, Florida**

REPORT OF PROCEEDINGS

WELCOME/CHAIR ANNOUNCEMENTS

The meeting was held at the John D. Campbell Agricultural Center in Homestead, Florida.

Roger Carlton, Chair, welcomed everyone. To begin the meeting, Mr. Carlton asked for a moment of silence to honor the passing of John Cosgrove. Mr. Cosgrove was currently the Mayor of the newly incorporated Cutler Bay, but in years past had been a delegate to the Florida House of Representatives.

Mr. Carlton then announced that Keith & Schnars Consultant, Eric Silva, who has been the primary contact on this project, will be leaving to join the City of Ft. Lauderdale. This will be Mr. Silva's last meeting with the Watershed Committee. Everyone wished Mr. Silva well in his new endeavor.

As a final announcement, Mr. Carlton made reference to six (6) formal resolutions which had been delivered to him by the representatives of: The Dade County Farm Bureau-member John Fredrick (Ex. A1), The Florida Nursery, Growers and Landscape Association-member Jane Spurling (Ex. A2), the Dade AGRI Council- member Ivonne Alexander (Ex. A3), The Greater Homestead/Florida City Chamber of Commerce- member Bill Losner (Ex A4), The South Florida Potato Growers Exchange- member Richard Alger (Ex A5) and The Builders Association of South Florida-member Carter McDowell (Ex A6). These resolutions were passed with the purpose of directing their representatives on the Committee to oppose the further progress of the South Miami Dade Watershed Study. Mr. Carlton appointed a sub-committee made up of the above member/representatives and member, Gerald Case, Florida Lime and Avocado Exchange, to be chaired by member, Carter McDowell, Esq. which will meet according to Florida's Sunshine laws prior to the next scheduled Watershed meeting on May 25, 2006 to compile and articulate a list of specific concerns these member organizations have so that they can be responded to and resolved. In addition to the committee member representatives mentioned above, Mr. Carlton asked Katie Edwards, Executive Director of the Dade Farm Bureau and Craig Wheeling, former Watershed member and CEO of Brooks Tropicals to join the committee as well.

Members present:

Roger Carlton, Chair *
Ivonne Alexander, Dade AGRI Council
Richard Alger, South Florida Potato Growers Exchange
Gerald Case, Florida Lime and Avocado Committees
Amy Condon, At-Large Member
Guillermina Damas, At-Large Member
Carlos Espinosa, Miami-Dade DERM*
Jeffrey Flanagan, Chamber South

John Fredrick, Dade County Farm Bureau
Jamie Furgang, National Audubon Society (prospective member)
Louise King, Redland Citizen's Association
William Losner, Greater Homestead/Florida City Chamber of Commerce
Carter McDowell, South Florida Builders Association
Reed Olszack, Miami-Dade Agricultural Practices Board
Lawrence Percival, Kendall Federation of Homeowner Associations
Armando Perez, Florida Engineering Society
Bonnie Roddenberry, Sunny South Acres Homeowner's Association
Mike Shehadeh, City of Homestead
Jane Spurling, Florida Nurserymen, Grower's and Landscape Association
Charles Thibos, Tropical Everglades Visitor Association
Julia Trevarthen, South Florida Regional Planning Council*

*Non-voting member

There were 15 Observers.

AGENDA REVIEW/GUIDELINES

Janice Fleischer, Facilitator, reviewed the Agenda for the day (Exhibit B).

All Reports of Proceedings of the Committee, Discussion Guidelines and Committee related information, can be found either on the Study website at SFRPC website at www.southmiamidadewatershedstudy.com or at <http://www.sfrpc.com/institute/watershed.htm>.

PROJECT MANAGER'S REPORT

Bob Daniels, SFRPC, delivered his Project Manager's Report (Exhibit C) and, in addition, presented Mr. Silva with a certificate of appreciation signed by everyone expressing thanks for all his hard work and dedication to the Committee.

TRANSIT PRESENTATION

Mario Garcia, Miami Dade County Office of Public Transportation Management, was introduced by Miami Dade County Project Manager, Cindy Dwyer. Mr. Garcia delivered a presentation on the state of current and future County transit plans with an emphasis on South Dade. Among other items covered, Mr. Garcia, in discussing bus routes, explained that extending routes and times was a relatively easy and quick process based on requests and analysis; however, expanding the roadways which require major capital improvements takes much longer. Rail could be part of the solution as the roadways become inadequate to accommodate the demand; however, justifying the cost for either rail or road widening is often difficult due to the nature of the traffic flow. In many areas of Miami Dade County, it is impossible to add additional lanes to already overcrowded roads. Additionally, the largest portion of trips taken daily are those from home to work and back. The remainder of auto trips (errands, to meetings, etc.) makes up a very small portion of the overall traffic. This has the effect of overcrowding the roads during normal business rush hours and then having the roads be fairly empty the remainder of the day. The number of cars on the road during rush hour is thousands of times greater than what the roads are used for the remainder of the day. This creates a situation where it is hard to justify widening roads to accommodate traffic that only occurs twice a day. Another problem, is that trips to work create a need to "store" (park) a multitude of cars during the work day.

Following his presentation, Committee members made the following comments:

1. South Dade Busway; costs \$100 million a mile; we should try to get federal funds; it is slated to be finished in approximately 2014
2. Right of Way of the CSX railway (Central Southern) only goes to the Zoo now; not South of there; but an analysis is being done to justify an extension (long range plan update in the next year or so)
3. City of Homestead is trying to get concurrency problem resolved; permits, etc.
4. MPO meetings to discuss the South Dade corridor are occurring, but currently there are no funds; pressure from community can change that; this will need to be incremental/done in segments
5. Pilot project from zoo to airport using the CSX line; we need to look at land uses along the line and Metrorail
6. Look at bus routes and capacity (quicker than dedicated rail)
7. How does busway compare in capacity to people in cars (capacity and timing are the issues)
8. Buses put more folks per trip but has many stops so takes a long time; looking at intra area trips
9. Expressway from Cutler Ridge to Metrorail is viable alternative
10. Coral Gables has a free local trolley to take folks to local businesses
11. 20% of funds goes to existing municipalities to improve their local transit
12. Parking a problem once you decide to use busway and Metrorail; this is good news in that it shows that more people are using transit

Members took a short break

KROME AVENUE PRESENTATION

Mike Ciscar, Project Consultant, Media Relations Group, LLC, delivered a presentation on the current state and improvements slated for Krome Avenue. (Exhibit D) Mr. Ciscar pointed out that safety is the no. 1 issue that FDOT is trying to address. He noted that Krome Avenue is important as an evacuation route even though disaster planners don't encourage it. He said that 2004 traffic far exceeded the projections for 2020.

At the conclusion of Mr. Ciscar's presentation, members commented as follows:

1. In order to accommodate future population projections to 2050, Krome may need to be a 6 lane divided highway
2. Krome was repaved and the paving is not holding up; needs to be done better
3. Krome is historically a very dangerous road, Comprehensive Plan calls for 4 lanes of Krome; desperately needed for safety
4. They coordinate planning of US 1 needs and work; very detailed transportation modeling process; socioeconomic as well as transportation planning
5. How do you maintain rural nature of area? If you build larger roads it usually brings higher densities
6. Population and housing has increased and it has caused more traffic on Krome Avenue; people are using alternate routes (not US 1 or the Turnpike)
7. Many folks are using side roads in order to avoid Krome; so traffic on side roads is increasing
8. We should look at where fatalities were located; they are spread out all along Krome; however, the curves, such as the one near the intersection of Kendall Drive are higher crash areas
9. Improvement priority of north section seems illogical; more rural in the north seems like it should be less of a priority; the rural nature brings increased speeds and larger vehicles (farm vehicles, trucks)

10. South section of Krome is getting an Environmental Impact Study (more detailed and takes longer than the northern section which is getting an environment assessment)

PUBLIC COMMENT

Public comment was invited, two individuals spoke:

- James Humble, South Dade Resident and Community Activist
- Richard Grosso, Esq., Executive Director, Environmental Law Institute

Members of the public are strongly encouraged to submit their comments in writing on the comment cards provided at each meeting or email the Facilitator; Janice Fleischer (janice@flashresolutions.com) within the first week following the meeting and those comments will be included in the Report.

STATUS REPORT ON ASSESSMENTS AND IMPLEMENTATION STRATEGIES

Michael Davis, Keith and Schnars, V.P. and Watershed Project Manager for the Consultant, delivered a presentation on the status of the assessments (**Exhibit E**)

Mr. Davis then continued with a presentation introducing the concept of Implementation Strategies (**Exhibit F**) Following this presentation, member Amy Condon, the Trust for Public Land, presented a powerpoint on the goals and details of conservation easements, and transfer of development rights and their specifics (**Exhibit G**)

The following comments by Committee members followed these two presentations:

1. The first presentation was too superficial; we need to get closer to each area
2. We need to look at transportation corridors and transit corridors
 - a. Land use implications
 - b. Infrastructure
 - c. Roadway improvements
3. We need to think through implications of statements made in presentation
4. Grey water issues are large and needs new infrastructure; costs are greater than transportation
5. Talk about how each strategy increases cost of housing/building/developing
6. Current county zoning code effectively doesn't allow mixed use; some suggested densities in current phase of the plan propose densities that are not allowed
7. Recommend that County conform its zoning to the Comp plan
8. We need to be prospective in how to deal with infrastructure (roadway example)
9. We need to be proactive; not reactive when too late
10. TDRs - community acceptance gets in the way; needs to be studied to resolve this issue
11. Look at all E, S, N, W roadways and what needs to be done to accommodate population
12. If land use is 1 dwelling unit in 5 acres - you won't get water and sewer
13. We need a workshop with staff to tell them what we think could be done to implement
14. 5th area for consideration in Implementation Strategies; Economy and Tourism; don't lose suggestions that have been made
15. Need to look at both sides of development rights; purchase of Transfer of Development Rights (TDRs) or extinguish development rights
16. If you plan for people/places that is what you get, if you plan for traffic that is what you get (ex. Millennium Park)
17. For economy/tourism look at newly emerging ideas; want to hear very specific ideas from agriculture/racetrack/gateway communities
18. Three items to be addressed:

- a. People's transportation plan- PTP; what part of the busway is in it?
- b. PDR/TDR programs
 - i. Vegetable farming is more difficult than ranches (examples that were used) we need to look at what our obstacle are
- c. what lands are of environmental significance and prioritize them
- 19. The Trust for Public Land is currently doing an overlay map; land acquisition
- 20. Find an alternative way of dealing with sewage: don't dump in the Ocean
- 21. We need a community outreach and education element
- 22. We need to treat this as a "campaign"
 - a. Who to target
 - b. What is the message
 - c. Who should deliver the message
- 23. We need to help communities along the corridor understand and get buy in from them
- 24. See Water and Sewer Department's plan so we can comment and advise
 - a. Get the Board of County Commission Agreement with FDEP and Miami Dade County and presentation (link: <http://www.miamidade.gov/govaction/matter.asp?matter=061144&file=true&yearFolder=Y2006>)

PUBLIC COMMENT

Public comment was invited once again, individual spoke:

- Mathew Kaskel, farmer and developer

Members of the public are strongly encouraged to submit their comments in writing on the comment cards provided at each meeting or email the Facilitator; Janice Fleischer (janice@flashresolutions.com) within the first week following the meeting and those comments will be included in the Report.

MEMBER FORUM

1. Consider hurricane evacuation and large storms
2. Krome traffic violations are not being enforced; no space on the road to pursue or pull over
3. Consultant will be meeting with municipalities
4. We need a presentation from the Consultant group doing the US1 Corridor and how it is being done (elevated, etc.)
5. Consider landscaping to buffer neighborhoods from higher densities

EVALUATIONS/ADJOURN

Members were reminded to fill in their evaluations and the meeting was adjourned.

MEMBER COMMENTS SUBMITTED SUBSEQUENT TO THE MEETING

None was received.

OBSERVER COMMENT CARDS RECEIVED AT THE MEETING

"Charles LaPradd, Miami-Dade County Agricultural Manager should be an ex-officio member of the ad hoc committee to crystallize and codify the agribusiness communities concerns."

Katie Edwards, Executive Director, Dade County Farm Bureau, 305-246-5514x226

"The committee does not have enough data to comment on four laning Krome. For example: four laning Krome has a projected level of service (LOS) worse than 2 lane facility; a four lane road has not been shown to be a safer road, an improved two lane facility may be the most safe. These are the details that are not known by the Watershed Committee. To make any recommendations would be a mistake."

Pat Wade

PUBLIC COMMENT SUBMITTED SUBSEQUENT TO THE MEETING

None was received.
