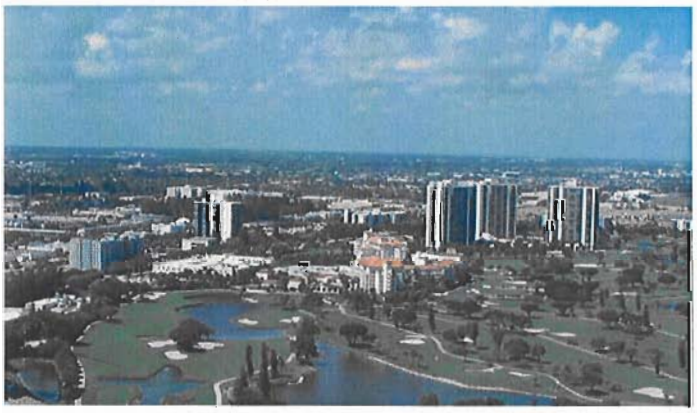

CITY OF AVENTURA

2005 Comprehensive Plan
Evaluation and Appraisal Report

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CITY OF AVENTURA 2005 COMPREHENSIVE PLAN
EVALUATION AND APPRAISAL REPORT
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I. INTRODUCTION AND COMMUNITY OVERVIEW

The City of Aventura's Comprehensive Plan (Plan) is its blueprint for existing and future development. The Plan's goals, objectives and policies reflect the City's vision for its future, and for how it will meet the needs of existing and future residents, visitors and businesses.

The Evaluation and Appraisal Report (EAR) is a State-mandated update of the Plan. In order to be effective, the Plan must be a living document, one with the flexibility to adapt to changing conditions and needs. Although there are other opportunities to periodically revise the Plan, these revisions often occur as the result of outside development applications. In the daily hustle, it is unlikely that the City has an opportunity to step back and take a holistic look at how well the Plan is working, and how it might be refined to address community-specific issues and challenges. The EAR provides this opportunity.

The City of Aventura, the City of Excellence, was incorporated in November 1995, making it one of Miami-Dade County's newest municipalities. Nonetheless, the City traces it roots back more than thirty-five years, when developer Don Soffer and Turnberry Associates established Turnberry Isles, a 785-acre master planned community. Turnberry Isles served as the catalyst for the development of other high quality residential communities in the area, as well as a strong commercial and office base. The City now boasts a diversified mix of single and multi-family residential, commercial, office, industrial and recreational uses, as well as Aventura Mall, a regional activity center. Its diversified land use base, high quality of life, and strategic location on the intracoastal waterway between Miami and Ft. Lauderdale have made Aventura one of the region's most desirable locations for residents and businesses. As a result, a recent study by the *Wall Street Journal* indicates that the highest real estate appreciation in 2004 in the southeastern United States occurred in zip code 33180, which includes the City of Aventura. Specifically, the median home sales price in the City in 2004 was $445,500, an increase of 23.6 percent from 2003 and 112.5 percent from 1999.[1]

With a 2000 population of 25,267, Aventura is the eighth most populous municipality in Miami-Dade County. Although it was not incorporated until 1995, between 1990 and 2000, the City's population increased from 15,375 to 25,267, a 67 percent increase. The cities of Hialeah Gardens and Medley are the only municipalities in Miami-Dade County that grew at a faster rate during that period. By 2010, the City's population is anticipated to increase to 32,925, an increase of 30 percent since 2000. Based on projections prepared by the University of Florida, by 2015, it is projected that its population will increase to 37,307 (48% above the 2000 Census), and by 2025, it is projected that it will increase to 46,329 (83% above the 2000 Census)[2]. It should be noted, however, that these estimates are based on historic and current population figures and growth trends, and do not reflect local conditions. The City is rapidly approaching build-out, and its future development potential and population growth is limited by the scarcity of vacant and developable land. For these

[1] *Miami New Times,* May 12 – 18, 2005, Volume 20, Number 6

[2] University of Florida Shimberg Center for Affordable Housing, *Affordable Housing Needs Assessment,* 2003

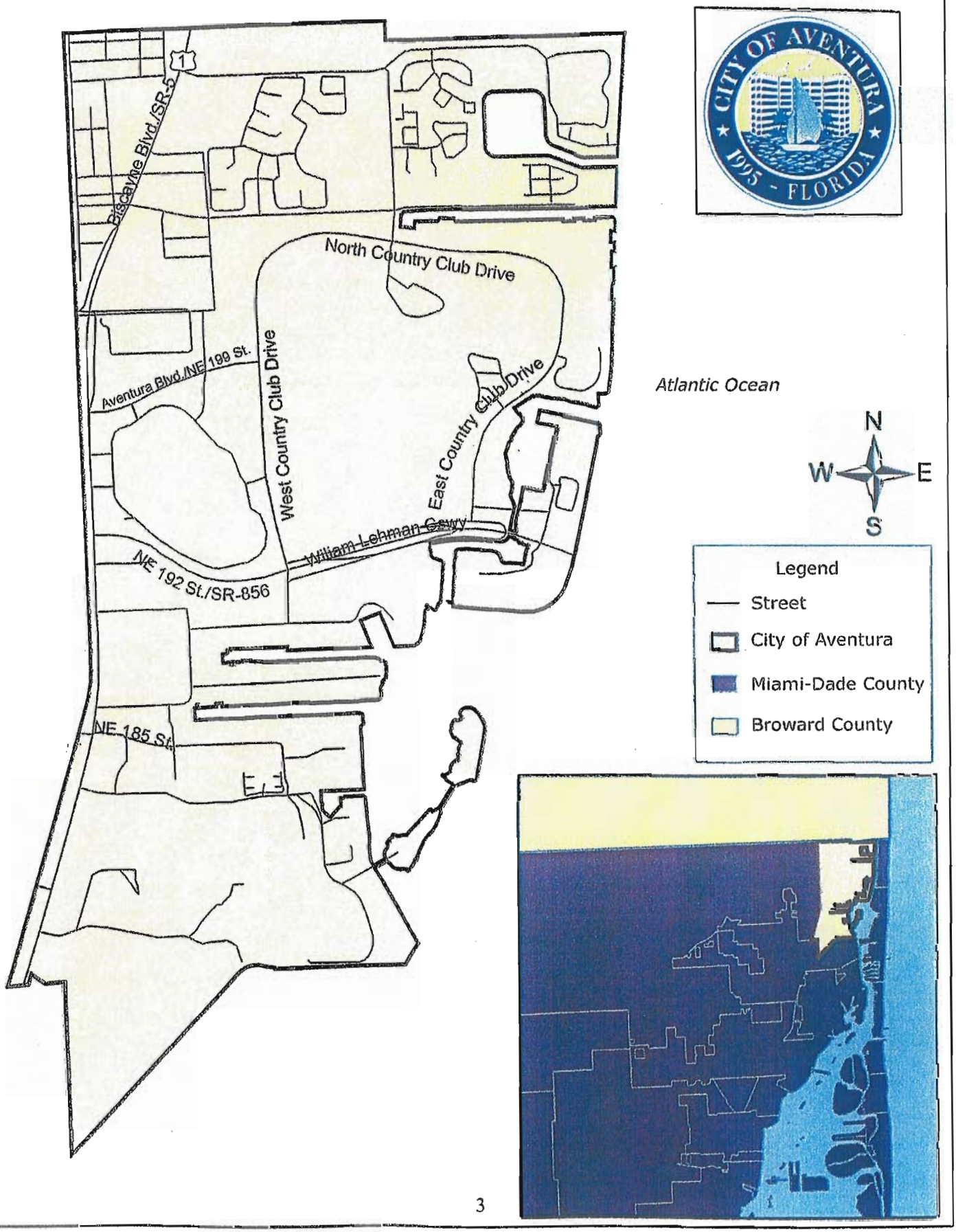
reasons, the City estimates that its population will cap out at around 32,925, the year 2010 population estimate.

The City of Aventura has a number of other demographic characteristics that make it unique. In 2000, 35.2 percent of its population was 65 or older, the second highest percentage in Miami-Dade County. Despite this fact, recent trends in the City reflect an increasing number of younger households and families. In 2000, the median family income in the City was $41,092, the seventh highest among the County's 32 municipalities.[3]

The City of Aventura has a land area of approximately 3.2 square miles bounded by: Broward County and the City of Hallandale Beach to the north; Golden Beach and Sunny Isles across Dumfounding Bay and the Intracoastal Waterway to the east; North Miami Beach to the south, and; unincorporated Miami-Dade County to the west (Figure I.1.). There have been no changes in the City's land area since it was incorporated in 1995.

[3] Miami-Dade County Department of Planning and Zoning, *Miami-Dade County Facts*, Revised 3/2004
[4] Miami-Dade County Department of Planning and Zoning, *Miami-Dade County Facts*, Revised 3/2004

Figure I.1 City of Aventura Location Map



II. MAJOR ISSUES

In 1998, the State of Florida revised the statutory requirements for the EAR to allow local governments to base their analysis on the key local issues that they are facing. In order to comply with these requirements, and in recognition of the complicated and diverse range of planning issues that the City of Aventura is currently facing, the City initiated its EAR process with a public workshop on December 16, 2004, and conducted an interagency scoping meeting with members of State, regional and County agencies and representatives of adjacent municipalities on December 20, 2004. A Local Planning Agency Workshop was conducted on April 25, 2005. This process is also detailed in the Public Participation Summary section of this report.

Based on input received via this process, the City of Aventura identified six major issues for inclusion in the EAR. On January 14, 2005 the City provided the Florida Department of Community Affairs (DCA) with a request for a Letter of Understanding regarding these issues, and the City's proposed Scope of Work (Appendix A). On February 2, 2005, DCA provided the City with a Letter of Understanding agreeing to the proposed issues and Scope. The six major issues are as follows:

Issue 1. Development and Redevelopment

The City of Aventura is substantially developed. Nonetheless, development remains a major issue due to regional growth pressures, initiatives to redirect development to established urban areas, and the need to develop and/or reexamine plans for specific areas (i.e. Town Center, the Hospital District).

Issue 2. Housing

Increased property values and costs are making housing in the City prohibitive to many households. The availability of housing that is affordable and appropriate for existing and future households of all income levels is therefore a major issue. Specific concerns include the availability of housing to accommodate employees of existing and future businesses, the diminishing rental housing stock that is resulting from condominium conversions, and barriers to homeownership.

Issue 3. Emergency Management

Aventura is a coastal community, and emergency management and hurricane preparedness are on-going concerns. Specific issues include the impacts of development and redevelopment on emergency management efforts, the ability of the transportation system to handle evacuation needs, and coordination with other jurisdictions. Terrorism and homeland security is a major important concern, particularly with regards to regional activity centers such as the Aventura Mall.

Issue 4. Transportation

As a densely developed urban center, the City experiences significant traffic congestion. The City's existing and future residents need better mobility options through a variety of transportation modes (mass transit, automobile, water taxis, boats, bicycles, pedestrian facilities). Transportation problems (congestion, traffic noise, signalization and signage issues, connectivity and negative impacts on neighborhoods) need to be addressed.

Issue 5. Quality of Life

Due to on-going development pressures and competing needs, the City is challenged to maintain and improve the high quality of life of existing and future residents, businesses, and visitors through the provision of services such as parks, public safety, public facilities, schools and pedestrian facilities.

Issue 6. Intergovernmental Coordination

In the afore-mentioned issue scoping phase, intergovernmental coordination was identified as a key issue to be addressed in the EAR. Specific concerns regarding intergovernmental coordination pertained to the impacts of development in adjacent jurisdictions, and coordination with other governmental agencies in the provision of services and facilities that impact the City's quality of life (i.e. public schools). In developing this report, it became evident that these issues are fully and appropriately addressed in the discussion and analysis of Issue 1, "Development and Redevelopment", and Issue 5, "Quality of Life". Therefore, intergovernmental coordination is not addressed as a separate issue in this Report.

II.A. Development and Redevelopment

1. Issue Description and Analysis

The City of Aventura faces a number of challenges relating to development and redevelopment. The City was approximately 95 percent developed upon its incorporation in 1995, and a number of projects previously approved in the County but not yet developed have vested rights. There have been growing concerns about the intensity of development and overbuilding in the City, and the impacts of this development on quality of life. In particular, the City faces heavy traffic congestion, which is raising concerns about emergency management and the public health, safety and welfare. In addition, compatibility of new development and redevelopment with existing development, building heights, and maintaining the quality of the built environment were all cited as concerns by City officials and residents during the EAR-scoping process, and in other City public participation forums. In response to these concerns, the City has enacted a temporary moratorium on development until the EAR is completed. Key issues cited in the adopted moratorium ordinance were traffic concurrency, the Town Center land use designation, redevelopment guidelines, building heights, and emergency management. Projects which have vested rights and/or site plan approvals, however, are exempted from this moratorium.

The Comprehensive Plan and land development regulations must include provisions to adequately preserve and enhance the City's quality of life and to protect its existing development and neighborhoods, while remaining cognizant of economic development needs and property rights. The City's land development regulations include detailed requirements to regulate development in the City, while the Comprehensive Plan contains more general standards in the interpretive text for its Future Land Use categories. The intent of these standards is to ensure that new development and redevelopment is consistent with existing development in the City, and does not unduly diminish quality of life. While a detailed review and rewrite of the land development regulations is not within the purview of the EAR, strategies to ensure protection of existing development from adverse impacts caused by new development and redevelopment may be considered and adopted into the Comprehensive Plan.

a. Existing Development

The City of Aventura is substantially built-out. Table II.A.1. details the City's existing land uses in 2005. As can be seen, in 2005 there were 523.89 acres of residential uses, 319.97 acres of commercial uses, 2.04 acres of industrial uses, 8.81 acres of community facilities, 257.07 acres of recreational lands, 284.87 acres in utilities and rights-of-ways, 104.5 acres of vacant land, and 531.61 acres of water in the City. The most significant change in existing land use in the City since 1995 is the transition of approximately 41.53 of industrial land to residential uses. This change is largely attributable to the ongoing conversion of NE 188 Street between NE 29 Avenue and the Intracoastal Waterway from marine construction and repair operations to residential uses.

Table II.A.1. Existing Land Uses in the City of Aventura

Land Use	Acres	% of Land Area
Single Family Residential	35.04	2%
Multi-Family Medium Density Residential	85.26	4%
Multi-Family High Density Residential	403.59	20%
Commercial	319.97	16%
Industrial	2.04	.1%
Community Facilities	8.81	.4%
Recreation and Open Space	257.07	12%
Utilities and Rights-of-Way	284.81	14%
Vacant	104.5	5%
Water	531.61	26%
Total	**2,032.70**	**100%**

b. Future Land Use

The City's Future Land Use Plan Map (Figure II.A.1) is intended to implement the Comprehensive Plan's Land Use Goal of providing "the best possible distribution of land use and services to meet the physical, social, cultural and economic needs of the present and future populations of the City". The Future Land Use Plan Map reflects the City's plans for how it should develop and redevelop in the planning period. The Comprehensive Plan has adopted the following Future Land Use categories:

- Low Density Residential, which allows a residential density of up to six dwelling units per gross acre;
- Low-Medium Density Residential, which allows a residential density of between six and 13 units per gross acre;
- Medium Density Residential, which allows a residential density of 13 to 25 units per gross acre;
- Medium-High Density Residential, which allows a residential density of between 25 and 60 units per gross acre;
- Industrial and Office, which provides for marine industries, marine manufacturing operations, marine warehouses, marine showrooms, mini-warehouses, office buildings, office buildings, hospitals and medical buildings, and similar uses with a maximum floor area ratio (total building square footage (excluding parking structures) divided by the net area of the parcel) of 2.0;
- Business and Office, intended to accommodate the full range of sales and service activities, including retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, medical buildings, nursing homes, entertainment and cultural facilities, amusements and commercial recreation establishments with a maximum floor area ratio of 2.0, and;
- Town Center, defined as future hubs of activity intended to be moderate to high-intensity design unified areas containing a mixture of uses integrated horizontally and vertically, and developed in accordance with adopted thematic plans. Within Town Centers, a maximum floor area ratio of 2.0 and a maximum residential density of 25 dwelling units per gross acre shall be allowed.

Table II.A.2. identifies acreage in the City by Future Land Use Category.

Table II.A.2. Acreage by Future Land Use Category

Future Land Use Category	Acres	% of Land Area
Low Density Residential	0	0%
Low-Medium Density Residential	0	0%
Medium Density Residential	143.5	7%
Medium-High Density Residential	572.8	28%
Parks and Recreation	283.1	14%
Industrial and Office	0	0%
Business and Office	422.7	21%

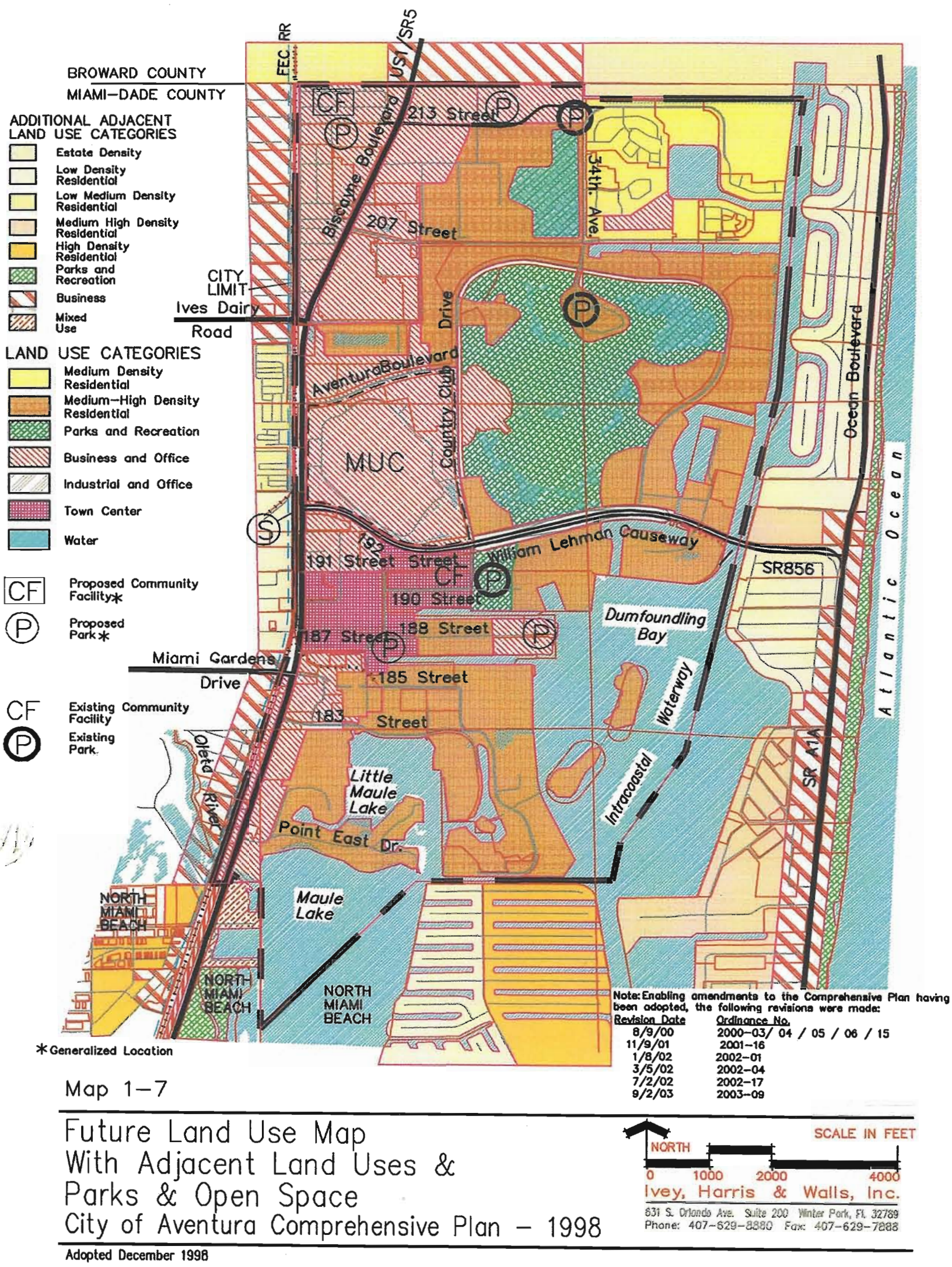
Table II.A.2. Acreage by Future Land Use Category continued

Future Land Use Category	Acres	% of Land Area
Town Center	79.0	4%
Water	531.6	26%
Total	2,032.7	100%

As can be seen on Tables II.A.1 and II.A.2, a significant portion (531.61 acres, 26 percent) of the City of Aventura is designated as Water on the Future Land Use Map. City staff has previously determined that the Water land use designation is a passive use and not the site of potential development, consistent with Section 24-48.24 of Chapter 24, titled "Environmental Protection..." of the Miami-Dade County Code of Ordinances. In order to clarify and confirm City staff's previous and consistent determination, interpretative text addressing the water designation on the Future Land Use Map needs to be incorporated into the Comprehensive Plan.

[5] U.S. Census Bureau, Census 2000, *Profile of General Demographic Characteristics, 2000, Miami-Dade County by Municipality, Census Designated Place and Congressional District*

Figure II.A.1 City of Aventura Future Land Use Plan Map



c. Zoning

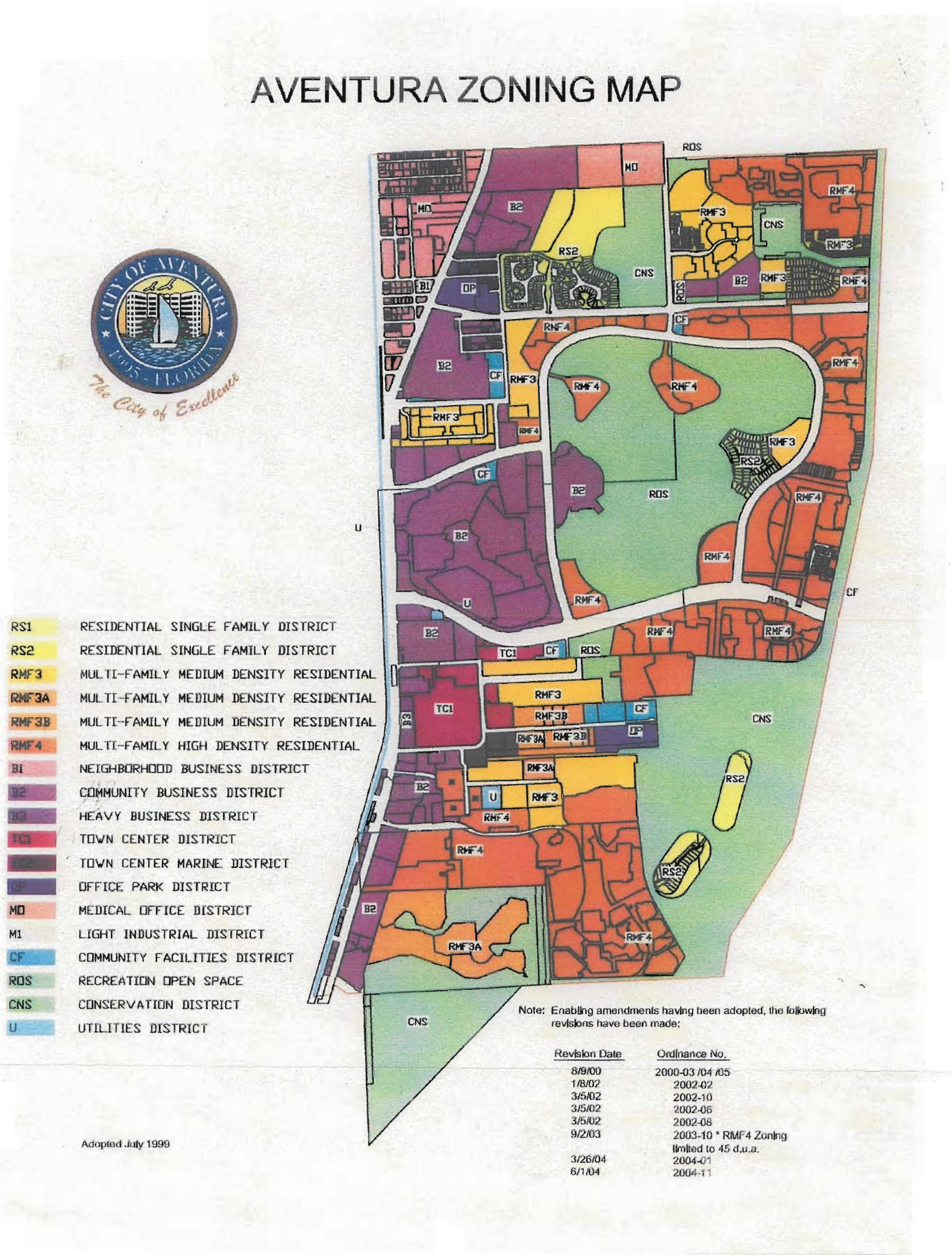
In order to further analyze the City's existing development characteristics, it is also necessary to examine current zoning. The City of Aventura's zoning map is shown on Figure II.A.2. A description of the zoning categories, including the maximum units per acre, Floor Area Ratio (F.A.R.) and height is provided on Table II.A.3.

Table II.A.3. Zoning Districts in the City of Aventura

Category	Units/Acre or Maximum FAR	Height
RS1 (Residential Single Family)	13 units/net acre	2 stories, 30 feet
RS2 (Residential Single Family)	25 units/net acre	3 stories, 55 feet
RMF3 (Residential Multi-family/Medium Density)	25 units/gross acre	4 stories. 45 feet
RMF3A (Residential Multi-family/Medium Density)	45 units/gross acre	7 stories, 80 feet
RMF3B (Residential Multi-family/Medium Density)	35 units/gross acre	4 stories, 45 feet
RMF4 (Residential Multi-family/High Density)	60 units/gross acre	40 stories, 400 feet
B1 (Neighborhood Business)	FAR .40 at one story, .11 per additional story	2 stories, 35 feet
B2 (Community Business)	FAR .40 at one story, .11 per additional story	20 stories, 341 feet
B3 (Heavy Business)	FAR .40 at one story, .11 per additional story, Max. 2.0	20 stories, 341 feet
TC-1 (Town Center, Mixed Use)	Mixed use, up to 25 units per acre, FAR .20, Max. 2.0	4 stories, 50 feet
TC-2 (Town Center, Marine)	Mixed use, up to 25 units per acre, FAR .20, Max. 2.0	4 stories, 50 feet
OP (Office Park)	FAR .40 at one story, .11 per additional story, Max. 2.0	10 stories, 176 feet
MO (Medical Office)	FAR .40 at one story, .11 per additional story, Max. 2.0	10 stories, 176 feet
M1 (Light Industrial)	Conform to all site requirements	3 stories, 45 feet
CF (Community Facilities)	Conform to all site requirements	10 stories or 120 feet, whichever is less
ROS (Recreation Open Space)	n/a	5 stories, 60 feet
CNS (Conservation)	n/a	n/a

[6] *Chapter 31, Article IV., "Land Development Regulations", City of Aventura Code of Ordinances*

Figure II.A.2 City of Aventura Zoning Map



d. Vacant Land and Vested Rights

Figure II.A.4. and Table II.A.4. identify the location and status of the 104.5 acres of vacant land in the City. Because the remainder of the City is already developed, it is anticipated that most of the future development and redevelopment in the City will occur on these parcels.

Table II.A.4. Vacant Land in the City of Aventura

Status	Acres	% of Vacant Land
Site Plan Approval and Vested Rights	8.2	8%
Vested Rights	11.3	11%
Site Plan Approval and Development Agreements	7.6	7%
Site Plan Approval	18.1	17%
Application on File	2.3	2%
No Application on File	57	55%
Total	**104.5**	**100%**

As noted earlier, the City has enacted a development moratorium until the EAR is completed in order to ensure that mechanisms are in place to protect quality of life and mitigate negative impacts that might be associated with such development and redevelopment. The moratorium is limited to the area east of Biscayne Boulevard, and excludes parcels that have obtained vested rights determinations, development agreements, and/or site plan approvals. These exceptions are in recognition of the property rights of owners and developers who have invested a significant amount of time and resources in order to obtain development approvals, and are necessary in order to ensure that the moratorium ordinance is defensible. Many of the parcels that have obtained vested rights did so based upon development approvals that were granted prior to the formation of the City on 1995, and were granted vested rights pursuant to Section 31-3(b) of the City's Code of Ordinances.[7] As demonstrated on Table II.A.4., 59.3 (43%) of the vacant acres in the City would not be impacted by the moratorium.

Approximately 1,571 residential units, 344,000 s.f. of office space and a 1.4 acre retail complex are currently in the pipeline and will likely be built within the planning period. According to the 2000 Census, the average household size in the City of Aventura is 1.79 persons per household[9]. It is therefore estimated that the City's population might increase by 2,812 new residents (11%) as a result of these projects. It is important to note, however, that many of these units are expected to be purchased by investors, seasonal residents or residents who already live in the City, which would lower the overall impact on the City's population.

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[7] David M. Wolpin, Esq., *Memorandum to Aventura Mayor and Commissioners Regarding Potential Moratorium*, April 8, 2005

[8] City of Aventura, *Pending Development Summary, City Commission Workshop Agenda*, April 21, 2005

[9] U.S. Census Bureau, Census 2000, *Profile of General Demographic Characteristics, 2000, Miami-Dade County by Municipality, Census Designated Place and Congressional District*

Several development applications in process in the City are impacted by the moratorium. If these projects move forward to completion, it is estimated that the City's population might increase by an additional 838 households. Again, many of these units, if built, might be purchased by investors, seasonal residents or residents who already live in the City, which would lower the overall impact on the City's population.

As can be seen on Figure II.A.3., 57 acres in the City are vacant, but do not have applications on file. In order to determine the potential development on these parcels, this map was compared with the City's Future Land Use Plan Map (Figure II.A.1) and Zoning Map. This review indicates that all vacant parcels for which no applications have been received are designated Business and Office on the Future Land Use Plan Map, and are zoned either B-2 (Community Business District), MO (Medical Office District), or OP (Office Park). Unless the designation of these parcels is changed, their development should not impact the City's residential population; however, it is estimated that their maximum build out under the existing Future Land Use designation could result in 3,972,672 s.f. of non-residential space. Again, it should be noted that these estimates are based solely on the Future Land Use Plan Map, the acreage contained in each land use category, and the maximum intensity allowed per Future Land Use category in the adopted Comprehensive Plan, reduced by 20 percent to account for the difference between gross and net acres. Parcel size, existing development, site-specific development constraints, and other development requirements such as parking, open space, setbacks, and rights-of-way would significantly reduce the ultimate maximum development and redevelopment capacity. Moreover, many parcels are zoned at less than the maximum intensity that their Future Land Use designation allows, and would have to be rezoned to achieve their maximum development or redevelopment potential.

Figure II.A.3 City of Aventura Vacant Land Map

THE CITY OF AVENTURA

Site Plan Approval & Vested Rights
Vested Rights
Site Plan Approval & Development Agreement
Site Plan Approval
Application on File
No Application on File

e. Redevelopment Needs/Initiatives

There are several areas of the City of Aventura that demonstrate unique development and redevelopment needs, and/or that have been the focus of specific area planning efforts. In 2001, consultants for the City evaluated the potential for the creation of a new Town Center in the City. The subject area for this Study is bounded by: NE 191 Street and the William Lehman Causeway to the north; Biscayne Boulevard to the west; NE 187 Street, NE 185 Street, and a finger canal to the south, and; County Club Drive and Dumfounding Bay to the east. Existing development in this area includes: the Loehmann's Plaza shopping mall; the former concentration of boat construction and repair operations along NE 188 Street that is transitioning into residential uses, and; other commercial and office uses (Figure II.A.4.). The Town Center Study evaluated several alternative development and redevelopment proposals for the area with the goal of recommending a plan that includes: an appropriate mix of residential, retail, office and commercial uses in close proximity; a well-developed system for multi-modal transportation access and circulation (pedestrian, bicycle, automobile and transit); civic buildings and spaces, and; a cohesive design.[10] The City has designated a significant portion of the Study Area "Town Center" on the Future Land Use Plan Map, and has created the TC-1 and TC-2 zoning districts to implement this land use.

The Comprehensive Plan's interpretive text for Town Centers states that they are "intended to be moderate- to high-intensity design-unified areas which will contain a mixture of different urban functions integrated both horizontally and vertically. Town Centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and a high quality urban design. The development of each Town Center will be managed through the creation of a thematic plan, which shall outline its major characteristics and specify the design and regulatory tools necessary to achieve those characteristics."[11]

Although the City of Aventura has made significant progress in implementing its Town Center designation through the designation of the Study Area "Town Center" on the Future Land Use Plan Map, creation and implementation of the Town Center zoning districts, establishment of the internal shuttle bus transit system, and other initiatives, the area's redevelopment into a true town center is in the preliminary stages, and the ultimate form it will take remains subject to debate. For example, questions remain about whether the Town Center should serve as a regional activity center, or should cater primarily to residents of the City through a concentration of neighborhood-oriented retail or services. Due to the location of several already established regional activity centers within (Aventura Mall) or proximate (Gulfstream Park) to the City of Aventura, the Town Center's development as a downtown that primarily serves City residents might be more appropriate.

The Hospital District comprises the area around Aventura Hospital and bounded by the FEC Corridor to the west, Biscayne Boulevard to the east, and the Broward County line/City Limits to the north (Figure II.A.5). The area currently consists of Aventura

[10] *Aventura Town Center Study Draft Plan*, Wallace Roberts & Todd LLC, January 22, 2001
[11] *City of Aventura Adopted Comprehensive Plan*

Hospital and medical office developments of differing sizes and intensities, fragmented single family development that demonstrates some blighted conditions both north and south of the Hospital, and commercial out parcels with Biscayne Boulevard frontage. On April 21, 2003, consultants for the City submitted a conceptual urban development framework for the District. The report submitted by the consultant identifies a number of underutilized parcels in the district, and identifies potential improvements, including: streetscape improvements; potential new streets, street expansions, and street closures, and; redevelopment opportunities. The report recommends that design guidelines be considered for the Hospital District in order to enhance the area's function as a cohesive district of medical offices and other compatible uses.[12]

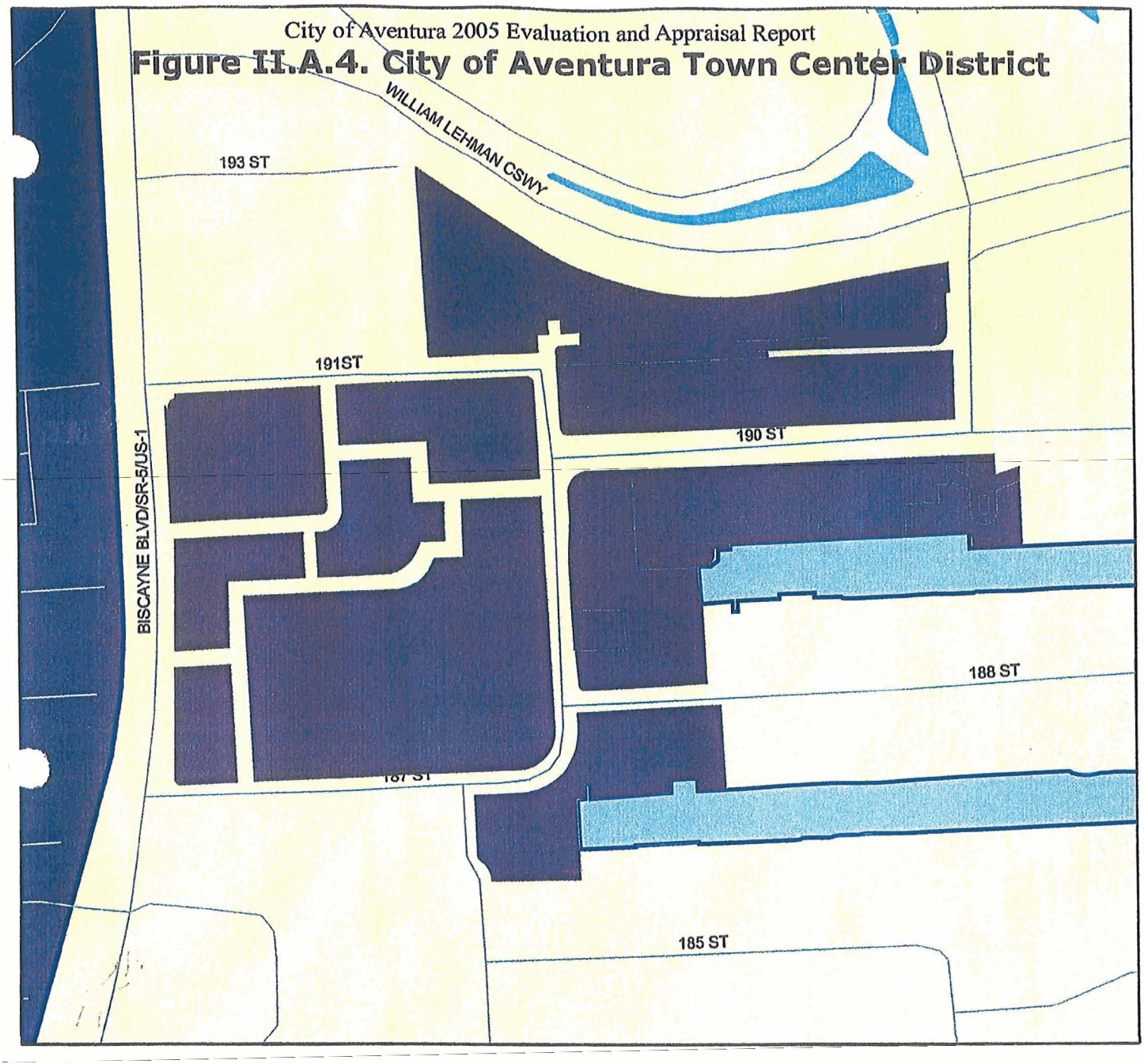
The City has made progress in the implementation of the Hospital District through designation of the entire area Business and Office on the Future Land Use Plan Map, the development of both site development and urban design standards for the southern portion of the District and zoning the area MO (Medical Office). As noted in the April 21, 2003 *Conceptual Urban Development Framework – Aventura Medical Office District*, however, several factors have impeded the redevelopment of the area, particularly in the single family areas. The Medical Office zoning district requires a minimum lot size of 1.5 acres, and the fragmented parcel and ownership characteristics of the single family area has made assembling the land necessary to implement the designation difficult. Changes to the development and lot size requirements in the MO District specific to the subject area, and the provision of other incentives to foster the area's redevelopment, may be required in order to implement the redevelopment goals.

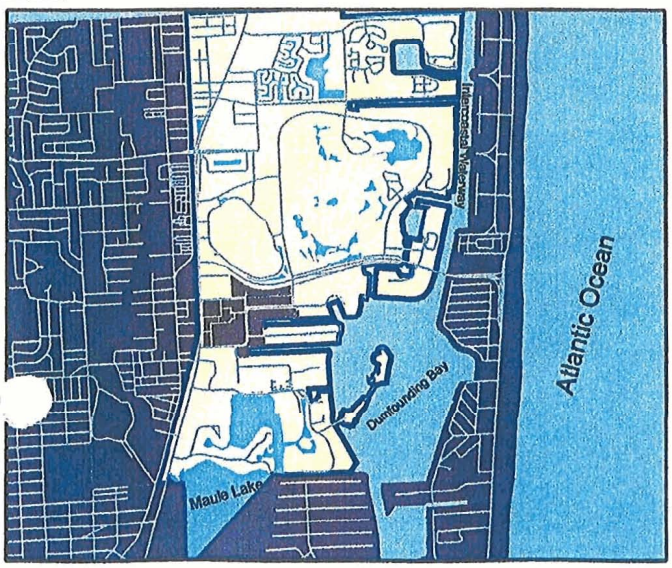
Biscayne Boulevard is the City of Aventura's main north-south thoroughfare. The Biscayne Boulevard corridor in the City is characterized by intensive commercial and office development that largely predates the City's incorporation, including regional activity centers such as the Aventura Mall. Loehmann's Plaza fronts Biscayne Boulevard as well. Opportunities to further the achievement of cohesive design and development patterns and economic development goals along the Biscayne Boulevard corridor may exist through the redevelopment and other initiatives.

A review of Figures II.A.1. and II.A.2. indicates that the City's Biscayne Boulevard frontage is designated Town Center or Business and Office on the Future Land Use Plan Map, and zoned B-2, B-3, RMF-3, OP, or MO. Many of the afore-mentioned shopping centers have B-2 zoning, which would allow their redevelopment at a higher intensity than currently exists. Such redevelopment, however, might not be appropriate for all areas of the corridor, which experiences significant traffic congestion and is primarily characterized by lower-rise commercial establishments. Moreover, the Boulevard serves as a primary gateway into the City, and links the Town Center, Aventura Mall, and the Hospital District.

[12] *Conceptual Urban Development Framework, Aventura Medical Office District*, Wallace Roberts & Todd LLC, April 21, 2003

Figure II.A.4. City of Aventura Town Center District



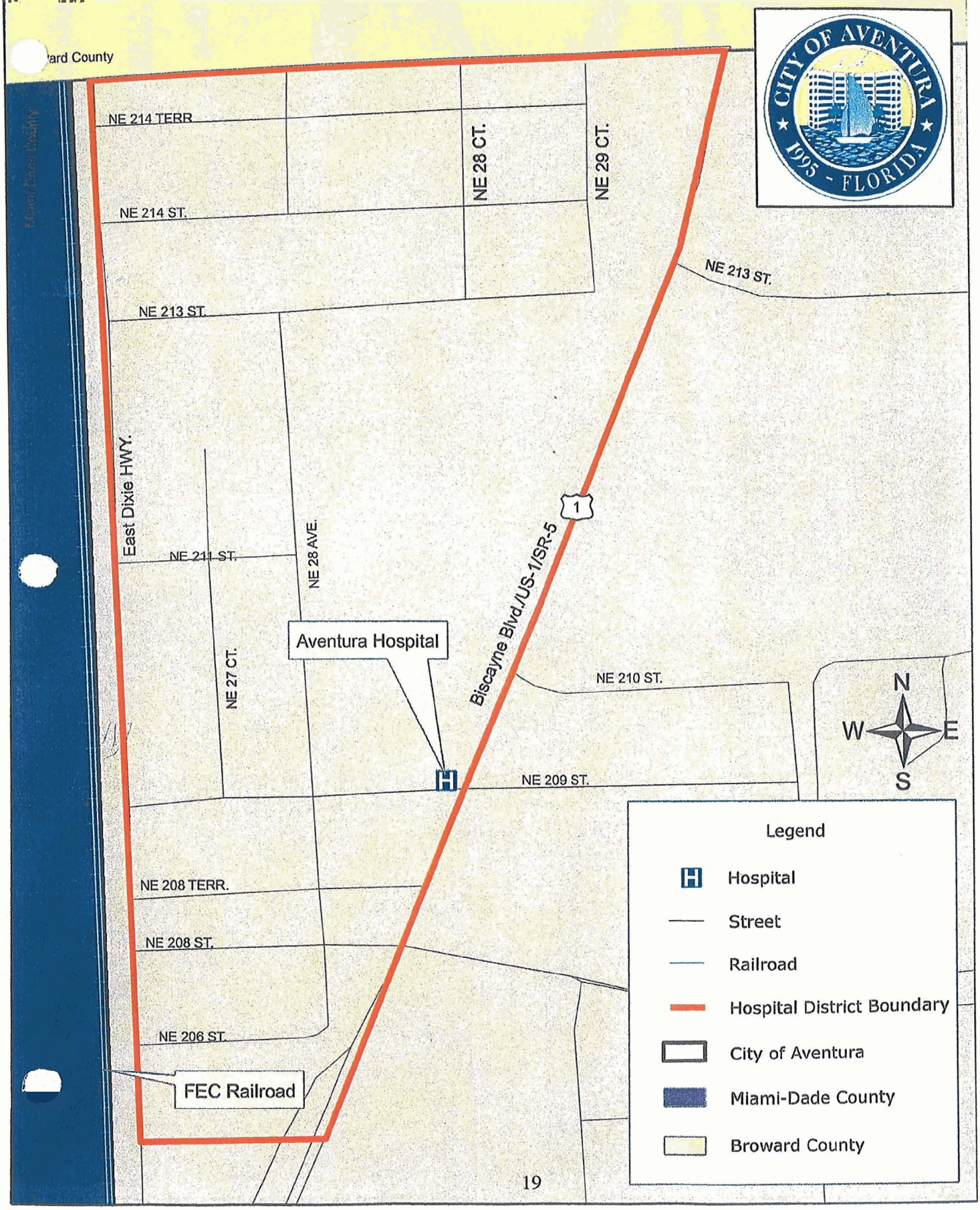


Legend

- Town Center District
- City of Aventura
- Water
- Street
- Miami-Dade County

N
W E
S

Figure II.A.5 City of Aventura Hospital District



Development and Redevelopment in Adjacent Areas

As noted in Chapter I, the city of Aventura is bounded by: Broward County and the City of Hallandale Beach to the north; Golden Beach and Sunny Isles across Dumfounding Bay and the Intracoastal Waterway to the east; North Miami Beach to the south, and; unincorporated Miami-Dade County to the west (Figure I.1.). Development and redevelopment that is occurring in adjacent areas invariably impacts the quality of life in Aventura, and vice versa. Impacts of development in adjacent cities on traffic congestion and hurricane times evacuation are particular areas of concern, and are addressed in Chapters II.C. and II.D.

Gulfstream Park is an existing 250-acre racetrack located in the City of Hallandale Beach in Broward County, abutting the City of Aventura's northern boundary. Gulfstream Park is currently the subject of a Development of Regional Impact (DRI) application for the proposed development of a large-scale, mixed-use project on 85.7 acres currently used for parking. The racetrack facility would be retained. The proposed flexible development program for this site includes 1.2 million s.f. of retail, 1,500 residential units, a 5,500 seat movie theater, and 300,000 s.f. of office space.[13] This Application for Development Approval for the DRI is still in process. The City of Aventura has been diligent in providing comments and input in the DRI process due to the potential impacts of this proposed development.

The City of Sunny Isles Beach, located across the Intracoastal Waterway and Dumfounding Bay to the east of the City, has experienced significant redevelopment in the past few years, with low-rise beachfront motels being replaced by high-rise condominium and hotel projects. This redevelopment has rapidly changed the complexion of Sunny Isles Beach, and had implications for northeast Miami-Dade County as a whole, particularly in terms of traffic and hurricane evacuation. William Lehman Causeway, one of the two the main linkages between Sunny Isles Beach and the mainland, traverses the City of Aventura. Efforts to continue to ensure coordinated planning with the City of Sunny Isles Beach, particularly in terms of transportation and emergency management, are key to future development and redevelopment of both cities.

The Ojus area of unincorporated Miami-Dade County is located west of the City of Aventura. The area is currently characterized by low density residential neighborhoods and commercial strip development along West Dixie Highway and Miami Gardens Drive. The Ojus area demonstrates some redevelopment needs, particularly in the commercial areas, and was the subject of a 2001 charrette conducted by the Miami-Dade Department of Planning and Zoning. Charrette recommendations included multi-modal transportation improvements, the development of urban design standards, increased code enforcement, environmental restoration/protection, historic preservation, land use and zoning strategies, and the provision of incentives for redevelopment.[14]

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[13] *Village of Gulfstream Park Development of Regional Impact, Application for Development Approval*, April 28, 2004

[14] *A Vision for the Ojus Area, Ojus Charrette Report*, Miami-Dade County Department of Planning and Zoning, May 2001

2. Social, Economic and Environmental Impacts

Section 163.3191(2)(e), F.S., requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The previous section of this report described specific impacts of the development and redevelopment issue in detail.

In summary, major positive social impacts of development and redevelopment include: the creation of stronger neighborhoods, which in turn strengthens the sense of community and social fabric; opportunities to enhance the quality of life for existing and future residents and visitors by providing increased opportunities for social interaction, reducing automobile dependence, and providing better public space, and; the provision of additional economic opportunities. Potential negative impacts include: reduced service levels and congestion that might result from increasing density without expanding service capacity; the encroachment of incompatible uses on existing communities that are essential to healthy development, and; increased school overcrowding.

From an economic standpoint, the development and redevelopment issue has a number of implications. Development and redevelopment increases the tax base, and therefore increases the City's ability to provide services to existing and future residents. Moreover, development and redevelopment attracts new residents and businesses to neighborhoods, creating new jobs for existing residents. Nonetheless, increased development and redevelopment requires the provision of additional and expanded public services and infrastructure, with added public costs. Impact fees, concurrency requirements, and other mechanisms should be in place to ensure that development assumes its fair share of these costs.

From an environmental standpoint, redevelopment and infill development result in more sustainable development patterns than suburban sprawl, and play an important role in protecting the region's many environmental resources, including the Everglades and other environmentally sensitive lands. Within the City, however, development and redevelopment can diminish the level of open space, disrupt vistas and view corridors, and have negative impacts on natural resources, including natural and man-made water bodies. It is important to ensure that adequate open spaces are maintained and public spaces provided in conjunction with development and redevelopment in the City, and that potential negative impacts of such development and redevelopment are mitigated through the use of best management practices and other strategies.

3. Comprehensive Plan Impacts and Recommendations

Section 163.3191 (2)(g), F.S., requires that the EAR evaluate the plan objectives within each element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues. Because of its broad nature, Issue I.A., "Development and Redevelopment", impacts the Comprehensive Plan in its entirety. Specific recommendations to amend the Comprehensive Plan to address the issue of development and redevelopment are as follows.

a. Future Land Use Element

The following objectives and policies in the Future Land Use Element should be amended as noted or added to address this issue:

Recommendation II.A.1. A number of the major issues facing the City, including building heights, concerns over the intensity of development, and ensuring compatibility between existing neighborhoods and new development and redevelopment, must be addressed through the City's land development regulations, It is therefore recommended that a new Objective and policies be added to the Future Land Use Element to state that by 2007, the City shall review and amend its land development regulations in order to provide a cohesive blueprint for development and redevelopment in the City. The revised land development regulations shall address strategies to:

- accommodate growth while maintaining neighborhood integrity;
- ensure appropriate height and site development requirements and design guidelines;
- ensure appropriate transitions and linkages between different neighborhoods and uses;
- encourage more walkable neighborhoods;
- buffer neighborhoods and existing development from the encroachment of incompatible uses;
- limit the intensity of future development and redevelopment in a manner that is consistent with current development patterns, and that minimizes further negative impacts to the City's infrastructure, traffic congestion, hurricane evacuation clearance times, and quality of life, and;
- prevent redevelopment of a parcel in a manner that would significantly increase its existing intensity or density, unless redevelopment of said parcel will implement specific development and redevelopment goals that are or that might be established for particular areas.

Recommendation II.A.2. Policy 1.1 defines the City's residential land categories. It is recommended that Policy 1.1 be amended to the following:

- under the Medium Density land use category delete "authorizes apartment buildings ranging" and replace with "allows a range in density". Also, add the following to the end of the second sentence ", but may also include single family detached, duplexes, triplexes and quadruplexes"

- under the Medium–High Density category delete "authorizes apartment buildings ranging from" and replace with "allows a range in density". Add the following new sentences: "The type of housing structure typically permitted in this category includes low, medium and high-rise apartments, but may also include single family detached, duplexes, triplexes, quadruplexes and townhouses. Additionally, the height of buildings and attainment of densities approaching the maximum shall also be contingent on the ability of the developer to ensure appropriate transitions and buffers with the surrounding neighborhood, and to alleviate impacts that will adversely impact service levels and quality of life."

Recommendation II.A.3. Policy 1.2 defines the City's non-residential land use categories. It is recommended that Policy 1.2 be amended to:

- Add text to the Business and Office Category to state that the maximum intensity allowable on a given site shall also be contingent on the ability of the developer to ensure appropriate transitions and buffers with the surrounding neighborhood, and to alleviate impacts that will adversely impact service levels of service and quality of life;

- Add text to the Town Center Category to clarify that such centers are not intended to be Regional Activity Centers, but are instead intended to primarily serve the City's existing and future residents and businesses, and;

- Add a Water Category which specifies that areas designated Water provide numerous benefits to the City of Aventura and are an important component of the City's multi-modal transportation network, stormwater drainage infrastructure, and natural and built environments. It should specify that the use of these areas shall be limited to recreational and commercial boating facilities (including water taxis and ferries), the provision of open space and urban relief, recreation, waterways, wetlands, flood control, stormwater drainage and storage, and natural resource protection and enhancement, and comply with the requirements of Chapter 24, "Environmental Protection…", of the Miami-Dade County Code of Ordinances. It should further state that development in or above such areas in a manner that will diminish these functions shall be prohibited, and that development and redevelopment adjacent to these areas shall include provisions to enhance these functions where appropriate.

Recommendation II.A.4. Policy 2.1 states that in planning and designing development and redevelopment, the City shall enforce the guidelines contained in the Comprehensive Plan's Urban Design Element. It is recommended that this Policy be revised to replace the reference to "Urban Design Element" with "redevelopment plans, the Redevelopment Element, and land development regulations".

Recommendation II.A.5. Policy 2.4 addresses the designation of sites and use of landscaping materials in public projects, an important consideration in development and

redevelopment. It is recommended that this Policy be amended to call for the use of native landscaping materials where feasible and appropriate in public projects.

Recommendation II.A.6. Objective 3 states that decisions regarding the location, extent, and intensity of future land use in Aventura will be based on environmental conditions and the financial feasibility of providing services at levels that meet or exceed adopted levels of service by 2005. It is recommended that this Policy be amended to update the date to 2015, and to expand the text to also state that decisions regarding the location, extent and future land use in Aventura will be based on compatibility with and the minimization of adverse impacts on existing neighborhoods.

Recommendation II.A.7. Objective 5 states that by 2005 Aventura shall reduce the number of existing uses that are inconsistent with the uses designated in the Future Land Use Plan Map. It is recommended that this Policy be amended to update the date to 2015, and to state that the City shall continue to reduce the number of land uses inconsistent with the uses designated on the LUP Map.

Recommendation II.A.8. Policy 5.1 identifies a number of factors that the City will consider in evaluating compatibility among proximate land uses. It is recommended that this Policy be amended to include the existing character and function of the surrounding neighborhood, consistency with the goals and objectives of the Comprehensive Plan, and specific neighborhood development and redevelopment plans in the list of factors to be considered in compatibility evaluations.

Recommendation II.A.9. Policy 5.2 states that residential neighborhoods shall be protected from the intrusion of uses that will disrupt the neighborhood. It is recommended that this Policy be amended to remove the word residential, as all neighborhoods should be provided with this protection, regardless of function.

Recommendation II.A.10. Objective 6 states that upon adoption of the Comprehensive Plan, all public and private activities regarding the use, development and redevelopment of land shall be consistent with the Comprehensive Plan's goals, objectives, and policies. It is recommended that this Policy be amended to reflect the fact that the Comprehensive Plan has been adopted.

Recommendation II.A.11. Policy 8.1 calls for the City to establish opportunities to amend the Comprehensive Plan. It is recommended that this Policy be amended to reflect the City's established procedures for Comprehensive Plan amendments.

Recommendation II.A.12. Policy 9.1 states that the City shall maintain and enhance regulations governing the use and development of land. It is recommended that this Policy be amended to include protecting and minimizing negative impacts to the character and function of the surrounding neighborhoods to the list of items that are regulated by the land development regulations.

Recommendation II.A.13. Policy 9.3 states that the City shall enact land development regulations within one year of adopting its Comprehensive Plan. It is recommended that this Policy be updated to reflect the fact that the Comprehensive Plan and land development regulations have been adopted, but may be amended from time to time.

Recommendation II.A.14. Objective 11 states that upon adoption of the Plan, the location, design and management of development and redevelopment shall ensure the protection of natural resources and systems. It is recommended that this Objective be amended to reflect the fact that the Comprehensive Plan has been adopted.

b. Intergovernmental Coordination Element

Recommendation II.A.15. Objectives 1 and 3 of the Intergovernmental Coordination Element, and policies thereunder, address joint land use planning with other jurisdictions. It is recommended that new policies be added under Objective 1 and Objective 3 to call for increased coordination with adjacent jurisdictions to ensure compatible development and redevelopment, and address the unique challenges and opportunities that face northeast Miami-Dade and southeast Broward counties

c. Conservation & Coastal Management Element

The following objectives and policies in the Conservation & Coastal Management Element should be amended as noted to address this issue.

Recommendation II.A.16. Objective 12 of the Conservation & Coastal Management Element, and policies 12.1 through 12.7, address protection of the City's shorelines and water dependent uses. It is recommended that a new Policy be added under Objective 12 to state that the use of areas designated Water on the Future Land Use Plan Map shall be limited to recreational and commercial boating facilities (including water taxis and ferries), the provision of open space and urban relief, recreation, waterways, wetlands, flood control, stormwater drainage and storage, and natural resource protection and enhancement, and comply with the requirements of Chapter 24, "Environmental Protection...", of the Miami-Dade County Code of Ordinances. It should further state that development in or above such areas in a manner that will diminish these functions shall be prohibited.

d. Redevelopment Element

The City of Aventura's Comprehensive Plan currently contains two optional elements: the Economic Development Element and the Urban Design Element. The Economic Development Element addresses strategies for improving and streamlining the development approval process to further economic development goals, development of a unified approach for marketing the City to businesses, and the establishment of Community Redevelopment Area that includes Thunder Alley, the Hospital District, and the Biscayne Boulevard corridor. The Urban Design Element contains the original concept plans for the

Town Center and Hospital District,[15] and calls for the City to enact land development regulations to implement these conceptual plans.

Recommendation II.A.17. Due to the number of development and redevelopment issues that the City is facing, and the fact that the concept plans for the Town Center and Hospital District have changed, it is recommended that the Economic Development and Urban Design elements be consolidated and expanded into a new Redevelopment Element that addresses the following issues and initiatives:

By 2007, the City shall review and amend its land development regulations in order to provide a cohesive blueprint for development and redevelopment in the City. The revised land development regulations shall address strategies to:

- accommodate growth while maintaining neighborhood integrity;
- ensure appropriate height and site development requirements and design guidelines;
- ensure appropriate transitions and linkages between different neighborhoods and uses;
- encourage more walkable neighborhoods;
- buffer neighborhoods and existing development from the encroachment of incompatible uses;
- limit the intensity of future development and redevelopment in a manner that is consistent with current development patterns, and that minimizes further negative impacts to the City's infrastructure, traffic congestion, hurricane evacuation clearance times, and quality of life, and;
- prevent redevelopment of a parcel in a manner that would significantly increase its existing intensity or density, unless redevelopment of said parcel will implement specific development and redevelopment goals that are or that might be established for particular areas.

The City shall coordinate with the private sector and other agencies as appropriate, to implement strategies to market the City of Aventura as a location for new businesses, promote the retention and expansion of existing businesses, ensure an adequate supply of non-residential land uses to address economic development goals, provide services and employment opportunities to existing and future residents, and coordinate economic development, development, and redevelopment goals;

By 2007, the City shall refine development/design guidelines through the land development regulations for the Town Center that provides for its redevelopment as a design-unified downtown that primarily serves City residents. The Town Center shall be characterized by a mixture of different urban functions integrated horizontally and vertically, multi-modal transportation access and circulation, and high quality urban design;

[15] *City of Aventura Adopted Comprehensive Plan, Urban Design Element, Figure 1 and Figure 2, p. 74 and 76*

By 2007, the City shall review and amend its land development regulations in order to reduce potential development/redevelopment intensities on the Biscayne Boulevard corridor. The City should also evaluate strategies to improve the Biscayne Boulevard corridor through cohesive design and development patterns, and appropriate redevelopment.

II. B. HOUSING

1. Issue Description and Analysis

As noted in Chapter I., in 2004 the highest real estate appreciation in the southeastern United States occurred in zip code 33180, which includes the City of Aventura. Specifically, the median home sales price in the City in 2004 was $445,500, an increase of 23.6 percent from 2003 and 112.5 percent from 1999.[16] While these increases are reflective of the City's high quality of life and have positive implications for the City's tax base and fiscal health, they are also making housing in the City prohibitive to many households, including middle income households. The availability of housing that is affordable and appropriate for existing and future households of all income levels is therefore a major issue. Specific concerns include the availability of housing to accommodate employees of existing and future businesses, the diminishing rental housing stock that is resulting from condominium conversions, and barriers to homeownership.

"Housing cost burden", defined as the percent of a household's income that is used to pay for housing costs, is frequently used as a measure for determining whether or not housing is affordable. According to federal housing program guidelines and the University of Florida's Shimberg Center for Affordable Housing (Shimberg Center), housing costs should not exceed 30 percent of a household's income in order to be considered affordable[17]. For example, a family of four with a combined household income of $57,840 should pay no more than $17,352 in annual combined housing costs.

Federal guidelines define a very low income household as a household whose income is at or below 50 percent of the median household income for the area, a low income household as a household whose income is between 50 and 80 percent of the median for the area, and a moderate income household as a household whose income is between 80 and 120 percent of the median for the area[18]. The median income varies in accordance with household size. Table II.B.1 identifies median household incomes by household size for Miami-Dade County.

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[16] *Miami New Times,* May 12 – 18, 2005, Volume 20, Number 6

[17] *The State of Florida's Housing, 2000,* Page 33, University of Florida Shimberg Center for Affordable Housing, William O'Dell and Mark T. Smith,

[18] *Affordable Housing Guidelines,* Miami-Dade Housing Agency, April 21, 2003

Table II.B.1. Median Household Income by Household Size, Miami-Dade County[19]

Household Size	50 % of Median (Very Low)	80 % of Median (Low)	Median	120 % of Median (Moderate)
1	$16,850	$27,000	$33,700	$40,440
2	$19,300	$30,850	$38,600	$46,320
3	$21,700	$34,700	$43,400	$52,080
4	$24,100	$38,550	$48,200	$57,840
5	$26,050	$41,650	$52,100	$62,520
6	$27,950	$44,750	$55,900	$67,080
7	$29,900	$47,800	$59,800	$71,760
8	$31,800	$50,900	$63,600	$76,320

The University of Florida's Shimberg Center for Affordable Housing, under contract with the State of Florida Department of Community Affairs, prepares an Affordable Housing Needs Assessment (AHNA) for each municipality in the State in order to assist in the development and evaluation of comprehensive plan housing elements. The AHNA provides information about household size, income (as measured against the median), ownership status, and other indicators. Table II.B.2 below summarizes the AHNA information for the City of Aventura for the years 2002, 2005, 2010, 2015, and 2025. Analysis of this data provides an indication of the current and projected demand for housing. It should be noted, however, that these estimates are based on historic and current population figures and growth trends, and do not reflect local conditions. The City is rapidly approaching build-out, and its future development potential and population growth is limited by the scarcity of vacant and developable land. For these reasons, the City estimates that its population will cap out at around 32,925, the year 2010 population estimate. Nonetheless, the City finds that the Shimberg Center analysis to be the most accurate and best available data indicating affordable housing need in the City, with the caveat that year 2010 information provides the best indication of affordable housing need through the short and long-term planning horizons.

[19] *Affordable Housing Guidelines*, Miami-Dade Housing Agency, April 21, 2003, Page 17

Table II.B.2. Affordable Housing Demand Data[20]

	Year 2005	Year 2010	Year 2015	Year 2025
Total Number of Households	15,317	17,089	18,861	22,952
Renter Households/% of Total	4,566/30%	5,338/31%	6,109/32%	7,704/34%
Owner Households/% of Total	10,751/70%	11,752/69%	12,752/68%	15,248/66%
Very Low Income Renter Households/% of Total	1,728/37%	1,953/37%	2,177/36%	2,680/35%
Low Income Renter Households/% of Total	850/19%	1,002/19%	1,153/19%	1,452/20%
Moderate Income Renter Households/% of Total	853/19%	1,023/19%	1,192/20%	1,523/20%
Total Low and Moderate Income Renter Households/% of Total	3,431/75%	3,978/75%	4,522/74%	2,054/73%
Very Low Income Owner Households/% of Total	2,211/21%	2,238/19%	2,264/18%	2,838/19%
Low Income Owner Households/% of Total	1,531/14%	1,620/14%	1,709/13%	1,723/11%
Moderate Income Owner Households/% of Total	1,825/17%	1,991/17%	2,157/17%	2,589/17%
Total Low and Moderate Income Owner Households/% of Total	5,567/52%	5,849/49%	6,130/48%	7,150/47%

As can be seen on Table IIB.2., in 2005 there were a total of 15,317 households in Aventura. A total of 4,566 (30%) of these households rented their homes, while 10,751 (70%) owned their homes. Among the households who rented their homes, 1,728 (37%) were very low income, 850 (19%) were low income, and 853 (19%) were moderate income. In total, 3,431 (75%) of the City's renter households were low and moderate income in 2005. Among the households who owned their homes, 2,211 (21%) were very low income, 1,531 (14%) were low income, and 1,825 (17%) were moderate income. In total, 5,567 (52%) of the City's homeowner households were low and moderate income in 2005.

The Shimberg Center also projects the Affordable Housing Needs Assessment data for 2010, 2015, and 2025. As can be seen on Table II.B.2., in 2010 it is projected that there will be a total of 17,089 households in Aventura. A total of 5,338 (31%) are projected to rent their homes, while 11,752 (69%) are projected to own their homes. Among the

[20] *Affordable Housing Needs Assessment*, Shimberg Center for Affordable Housing, 2005

households projected to rent their homes, it is estimated that 1,953 (37%) will be very low income, 1,002 (19%) will be low income, and 1,023 (19%) will be moderate income. In total, it is projected that 3,978 (75%) of the City's renter households will be low and moderate income in 2015. Among the households projected to own their homes, it is estimated that 2,238 (19%) will be very low income, 1,620 (14%) will be low income, and 1,991 (17%) will be moderate income. In total, it is projected that 5,849 (49%) of the City's homeowner households will be low and moderate income in 2010.

In 2015 it is projected that there will be a total of 18,861 households in Aventura. A total of 6,109 (32%) are projected to rent their homes, while 12,752 (68%) are projected to own their homes. Among the households projected to rent their homes, it is estimated that 2,177 (36%) will be very low income, 1,153 (19%) will be low income, and 1,192 (20%) will be moderate income. In total, it is projected that 4,522 (74%) of the City's renter households will be low and moderate income in 2015. Among the households projected to own their homes, it is estimated that 2,264 (18%) will be very low income, 1,709 (13%) will be low income, and 2,157 (17%) will be moderate income. In total, it is projected that 6,130 (48%) of the City's homeowner households will be low and moderate income in 2015.

In 2025, the Shimberg Center projects that there will be a total of 22,952 households in Aventura. A total of 7,704 (34%) are projected to rent their homes, while 15,248 (66%) are projected to own their homes. Among the households projected to rent their homes, it is estimated that 2,680 (35%) will be very low income, 1,452 (20%) will be low income, and 1,523 (20%) will be moderate income. In total, it is projected that 2,054 (73%) of the City's renter households will be low and moderate income in 2025. Among the households projected to own their homes, it is estimated that 2,838 (19%) will be very low income, 1,723 (11%) will be low income, and 2,589 (17%) will be moderate income. In total, it is projected that 7,150 (47%) of the City's homeowner households will be low and moderate income in 2005.

Based on the Shimberg Center's projected population figures and tenure characteristics, in order to fully address housing demand in 2010, the City's housing inventory should include: 1,953 rental units and 2,238 ownership units affordable to very low income households; 1,002 rental units and 1,620 ownership units affordable to low income households, and; 1,023 rental units and 1,991 ownership units affordable to moderate income households. By 2015, the City's housing inventory should include: 2,177 rental units and 2,264 ownership units affordable to very low income households; 1,153 rental units and 1,709 ownership units affordable to low income households; 1,192 rental units and 2,157 ownership units affordable to moderate income households; and 1,587 rental units and 6,622 ownership units affordable to households who are of middle or upper income levels. In order to fully address housing demand in 2025, the City's housing inventory should include: 2,680 rental units and 2,838 ownership units affordable to very low income households; 1,452 rental units and 1,723 ownership units affordable to low income households; 1,523 rental units and 2,589 ownership units affordable to moderate income households; and 2,049 rental units and 8,098 ownership units affordable to households who are of middle or upper income levels.

As noted earlier, however, the Shimberg Center's estimates are based on historic and current population figures and growth trends, and do not reflect local conditions. The City is rapidly approaching build-out, and its future development potential and population growth is limited by the scarcity of vacant and developable land. For these reasons, the City estimates that its population will cap out at around 32,925, the year 2010 population estimate. The City's demand for housing units in 2015 and 2025 is therefore estimated to be closer to the 2010 figures than the 2015 and 2025 figures as reported on Table II.B.2.

The condition of the existing housing stock is another component of the goal of providing decent, safe, sanitary and affordable housing to the City's existing and future residents. The Shimberg Center for Affordable Housing defines substandard units as those that have one or more of the following characteristics: no heating fuel; incomplete kitchen and/or plumbing, and/or overcrowded units. In addition, substandard units may have code violations and/or structural issues. Addressing these conditions is an important component of housing programs. According to the Shimberg Center, in 2000, 530 units (3.8 %) used no heating fuel; 585 units (4%) lacked complete kitchen facilities, and 83 units (.4%) lacked complete plumbing facilities. An overcrowded unit is one in which there is more than one person per room. In 2000, 66 (.3%) of the City's household resided in overcrowded units. These figures do not necessarily reflect units with one or more code violations and/or substandard conditions. A May 19, 2005 windshield survey of the City's neighborhoods indicates that a concentration of units needing repair exists in the single family residential neighborhoods located west of Biscayne Boulevard in the Hospital District. As noted in Chapter II.A., these areas are targeted for redevelopment with medical offices.

[21] *Housing Prices Squeeze Buyers*, Natalie P. McNeal and Amy Sherman, The Miami Herald, July 21, 2004

2. Social, Economic and Environmental Impacts

Section 163.3191(2)(e), F.S., requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The social, economic and environmental impacts of Issue II.B., "Housing", are addressed as follows.

The provision of housing that is decent, safe, sanitary and affordable to all households has numerous social, economic, and environmental benefits. The scarcity of housing contributes to many social problems, including poverty, homelessness, displacement, and foreclosures. Moreover, substandard and dilapidated housing negatively impacts the quality of life of occupants and neighborhoods. Affordable housing reduces such problems with the added social benefit of increased economic diversity.

From an economic standpoint, the availability of quality housing increases household disposable income, which positively impacts local businesses and furthers job creation and other economic development goals. Moreover, the availability of housing makes an area more attractive for workers and employers, and can be a key factor in attracting new business to the area. From an environmental standpoint, slum and blight conditions and a scarcity of affordable housing negatively impacts public health and safety, and degrades the quality and aesthetic beauty of the built and natural environment.

3. Comprehensive Plan Impacts and Recommendations

Section 163.3191 (2)(g), F.S., requires that the EAR evaluate the plan objectives within each element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues. Issue I.B., "Housing", impacts:

- Objectives 1, 2, 3, 5, 6, 8, and 9 of the Future Land Use Element, and policies thereunder, as they address residential land use categories, the protection of residential neighborhoods, strategies to address existing and future residential demand, and/or strategies to accommodate existing and future residents;
- The Housing Element in its entirety;
- Objective 1 of the Intergovernmental Coordination Element, and policies 1.7 and 1.8 thereunder, as they address coordination with other local governments to identify opportunities for affordable housing, and the need to coordinate funding cycles for affordable housing programs.

Specific recommendations to amend the Comprehensive Plan to address the issue of development and redevelopment are as follows.

a. Housing Element

Recommendation II.B.1. Objective 1 and its policies address strategies to create and preserve affordable housing for all existing and future City residents. It is recommended that a new Policy be added under Objective 1 to state that the City shall support public and private sector efforts to provide an adequate supply of housing units that are affordable to households of all incomes in proportions that are reflective of the housing demand and needs. It should further state that developers are encouraged to provide a variety of housing types, including housing affordable to City residents of all income levels, in residential projects and communities.

Recommendation II.B.2. Objective 3 addresses the availability of sites for affordable housing, and states that due to the scarcity of land and high land values, affordable housing units will be distributed. It is recommended that this Objective be amended to state that "due to high and increasing property values and the scarcity of developable land, the City will coordinate with the private sector in order to encourage the provision of a variety of housing types, including housing affordable to City residents of all income levels, in residential and Town Center communities throughout the City".

Recommendation II.B.3. Policy 3.1 states that the land development regulations will include appropriate criteria to allow diverse housing types. It is recommended that this Policy be amended to add "including housing affordable to City residents of all income levels" after "type".

b. Intergovernmental Coordination Element

Recommendation II.B.4. Objective 1 addresses coordination with other local governments to identify opportunities for affordable housing. It is recommended that a new Policy stating that the City shall incorporate the recommendations of the joint Florida Department of Community Affairs/South Florida Regional Planning Council "Regional Affordable Housing Strategy" in its Comprehensive Plan, as appropriate, after the final recommendations are issued.

II.C. EMERGENCY MANAGEMENT

1. Issue Description and Analysis

a. Existing Conditions

As a substantially developed coastal community, emergency management and hurricane preparedness are on-going concerns in the City of Aventura. Figure II.C.1. identifies the 2003 hurricane evacuation zones in Miami-Dade County.[22] Zone A, the Coastal High Hazard Area, encompasses the County's Atlantic beaches and barrier islands, including the cities of Miami Beach, Surfside, Sunny Isles Beach, and Golden Beach. The City of Aventura is not located within the Coastal High Hazard Area, with the exception of the Island Estates area located adjacent to Williams Island on two islands extending into the Intracoastal Waterway (see the portions of the City located in Zone A on Figure II.C.1). The westernmost island is currently developed with 22 single family estate homes. The easternmost island is currently vacant, but has vested rights for 17 units per gross acre. Both islands are designated Medium High Density Residential on the Comprehensive Plan's Future Land Use Plan Map, and are zoned RS-2 (Residential Single Family). The City shall not approve any development applications that would serve to increase density of this development beyond what exists or is allowed by current zoning and/or vested rights. The coastal high hazard area must be evacuated in the event of any hurricane, regardless of storm category. The portions of Aventura (excepting Island Estates) that are east of US-1 (Biscayne Boulevard) are located in the Hurricane Vulnerability Zone (Zone B), which must be evacuated in the event of hurricane of Category 2 strength or higher. This area does not require evacuation in the event of a Category 1 storm, although evacuation is always recommended when a hurricane threatens South Florida.

As noted earlier, the City of Aventura's location in the Hurricane Vulnerability Zone requires residents to evacuate in the event of a category 2 or stronger storm, except for the residents of the Costal High Hazard Area who must evacuate in a Category 1 event, although evacuation is encouraged during any major storm event. The ability of the City's roadway system to allow evacuation in a safe and timely manner is integral to the function of the emergency management system, and the health and safety of City residents. As the City and its neighboring jurisdictions continue to develop and redevelop, increased permanent, seasonal, and temporary populations must be evacuated. As is further described in Chapter II.D., the City already faces significant traffic congestion, which inhibits the ability of residents and visitors to evacuate safely and efficiently. Moreover, it must be noted that many residents of the Coastal High Hazard Area, and other surrounding jurisdictions, may evacuate through the City of Aventura, which potentially increases evacuation times for City residents. For example, the William Lehman Causeway, which traverses the City of Aventura, is a major evacuation route for the City of Sunny Isles Beach, which is currently undergoing significant development and redevelopment. For these reasons, emergency management was cited as a key concern in the recently enacted moratorium ordinance.

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[22] *Miami-Dade County Comprehensive Development Master Plan Evaluation and Appraisal Report*, Miami-Dade County Department of Planning and Zoning, 2003

There are three major evacuation routes out of the City of Aventura: Biscayne Blvd, aka US 1 (North); Ives Dairy Road – N 203rd St. (West), and; Miami Gardens Drive – N 185th St. (West). These evacuation routes are shown on Figure II.C.2. In addition, the City has established traffic control points in order to facilitate evacuation. Established traffic control points include: Biscayne Blvd. and 207 St.; Biscayne Blvd. and Aventura Blvd.; Biscayne Blvd. and 191st St; Biscayne Blvd. and 183rd St.; 29th Ave and 190th St.; 34th Ave and Country Club Drive; Biscayne Blvd. and 203rd St; Biscayne Blvd. and Lehman Causeway; Biscayne Blvd. and 187th St.; Dixie Highway and 215th St; 29th Place and Aventura Blvd.; and 34th Ave and 207th St.

Clearance time is the time required to clear the roadway of all vehicles evacuating in response to a hurricane situation. Clearance time begins when the first evacuating vehicle enters the road network. Clearance time includes the time required by evacuees to enter the road network (referred to as mobilization time) and the time spent by evacuees to enter the road network due to traffic congestion (referred to as queuing delay time). Clearance time does not relate to the time any one vehicle spends traveling on the road network and does not include time needed for local officials to assemble and make a decision to evacuate.

Evacuation time is the combination of the clearance time and the pre-landfall hazards time. In most cases, if not all, evacuations are called to a stop as soon as tropical storm force winds (one of the many pre-landfall hazards) begin to make landfall. This decision is made to not only protect the safety of those trying to evacuate but also because many of the evacuation routes begin to close due to bridge closures or roadway flooding. Therefore, clearance time is the amount of time necessary from the issuance of the evacuation order until the last person gets to a place of safety. Evacuation time is the total time from when the evacuation order is issued until the eye of the tropical system makes landfall. Table III.C.1. below gives approximated clearance times for the City of Aventura based on the most recently available data from the South Florida Regional Planning Council.

Table III.C.1. Populations and Clearance Times (based on 1998 Projections)

City	Population	Evacuation Zones	Evacuation Routes	Evacuation Route Times		Citywide Clearance Time
Aventura	26,882	1	Biscayne Blvd	Jul 8.49	Nov 10.67	10.67 hrs
			Lehman Cswy	Jul 1.03	Nov 1.32	
Sunny Isles	15,327	1 & 2	Lehman Cswy	Jul 1.03	Nov 1.32	4.79 hrs
			Sunny Isles Cswy	Jul 3.79	Nov 4.79	
Golden Beach	924	1	Lehman Cswy	Jul 1.03	Nov 1.32	1.32 hrs
North Miami Beach	40,345	2	N Miami Beach Blvd	Jul 7.06	Nov 8.85	8.85 hrs
Hallandale Beach	35,369	8 & 9	Hollywood Blvd	Jul 7.14	Nov 9.17	9.17 hrs
			Hallandale Beach Blvd	Jul 4.66	Nov 5.97	
Miami-Dade County	2,363,600	N/A	N/A	Jul 15.8	Nov 20.1	20.1 hrs
Broward County	1,754,893	N/A	N/A	Jul 6.88	Nov 8.82	8.82 hrs

Source: South Florida Regional Hurricane Evacuation Study – April 1996

If the comprehensive plan amendments approved by the City since 1998 are taken into account the City's evacuation time, according to the South Florida Regional Planning Council's model, is currently at 11.54 hours.

Policy 12.2 of the Comprehensive Plan's Future Land Use Element and Objective 9 of the Coastal Management Element require that the City maintain hurricane evacuation clearance times of 12 hours or less. As noted on Table III.C.1. above, the City is currently meeting the 12 hour clearance time for all storms. The November calculations are higher due to the number of seasonal residents living in these areas. As development and redevelopment continues in the City and surrounding areas, clearance times will lengthen without increased roadway capacity to address evacuation needs. The impacts of proposed development and redevelopment on the City's hurricane evacuation clearance times are monitored by the City in conjunction with the South Florida Regional Planning Council on an on-going basis.

As noted in Chapter II.A.1., development and redevelopment that is occurring in adjacent areas invariably impacts the quality of life in Aventura, and vice versa. Impacts of development in adjacent cities on hurricane evacuation times is a particular concern. A complicating factor is that the hurricane evacuation clearance standards for many surrounding jurisdictions, including those in the Coastal High Hazard Area, is up to 24 hours, which is inconsistent with Aventura's adopted 12 hour standard. This differential provides these cities with greater development and redevelopment capacities than the City

of Aventura, and inhibits the City's ability to achieve its clearance standards due to increased congestion on evacuation routes. Because hurricane evacuation and emergency management planning is, by necessity, conducted on a regional basis, it is evident that the City must utilize intergovernmental coordination and regional planning forums to address these concerns, and to reevaluate the hurricane evacuation formulas.

Figure II.C.1. City of Aventura Hurricane Evacuation Zones

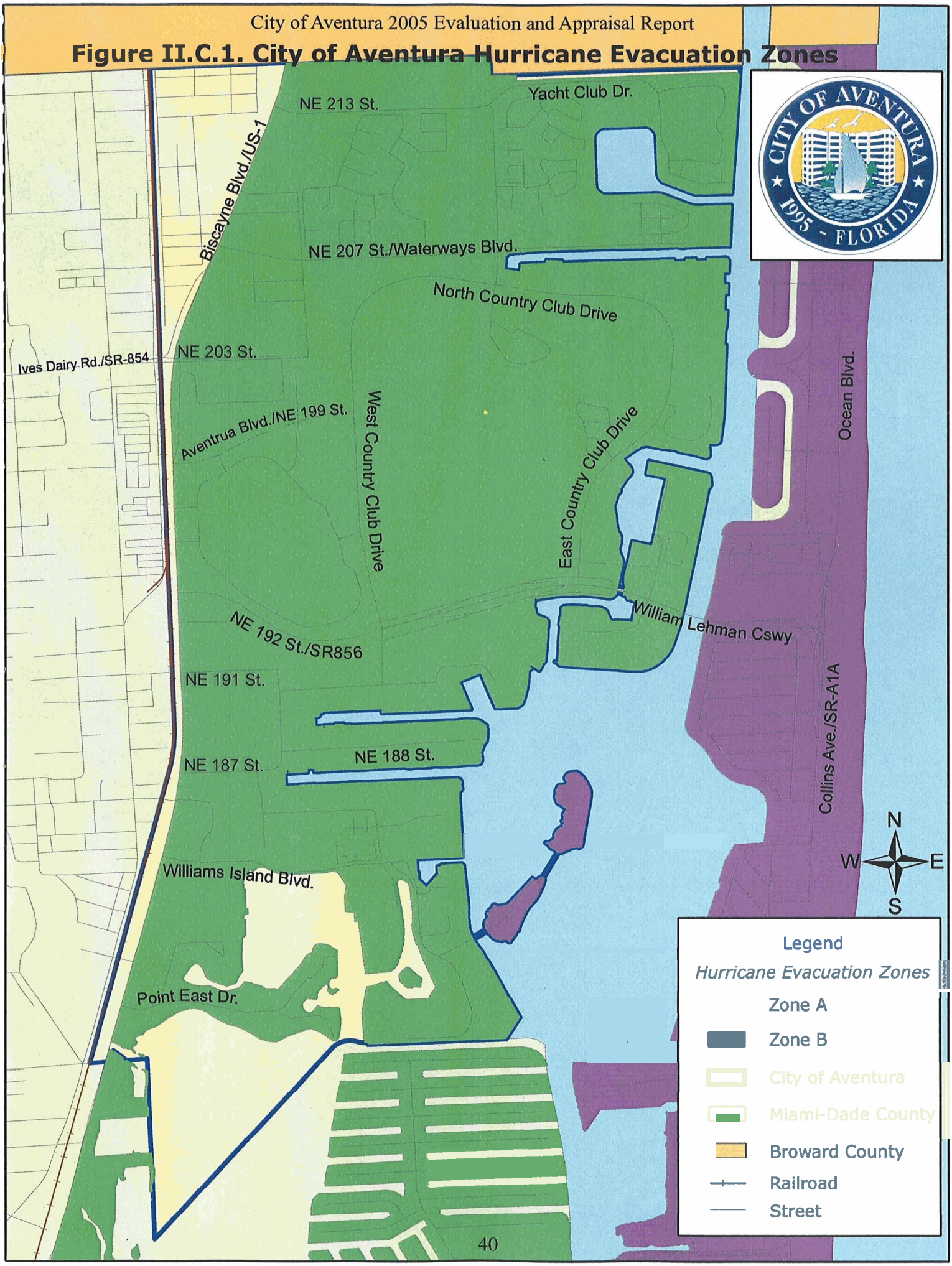
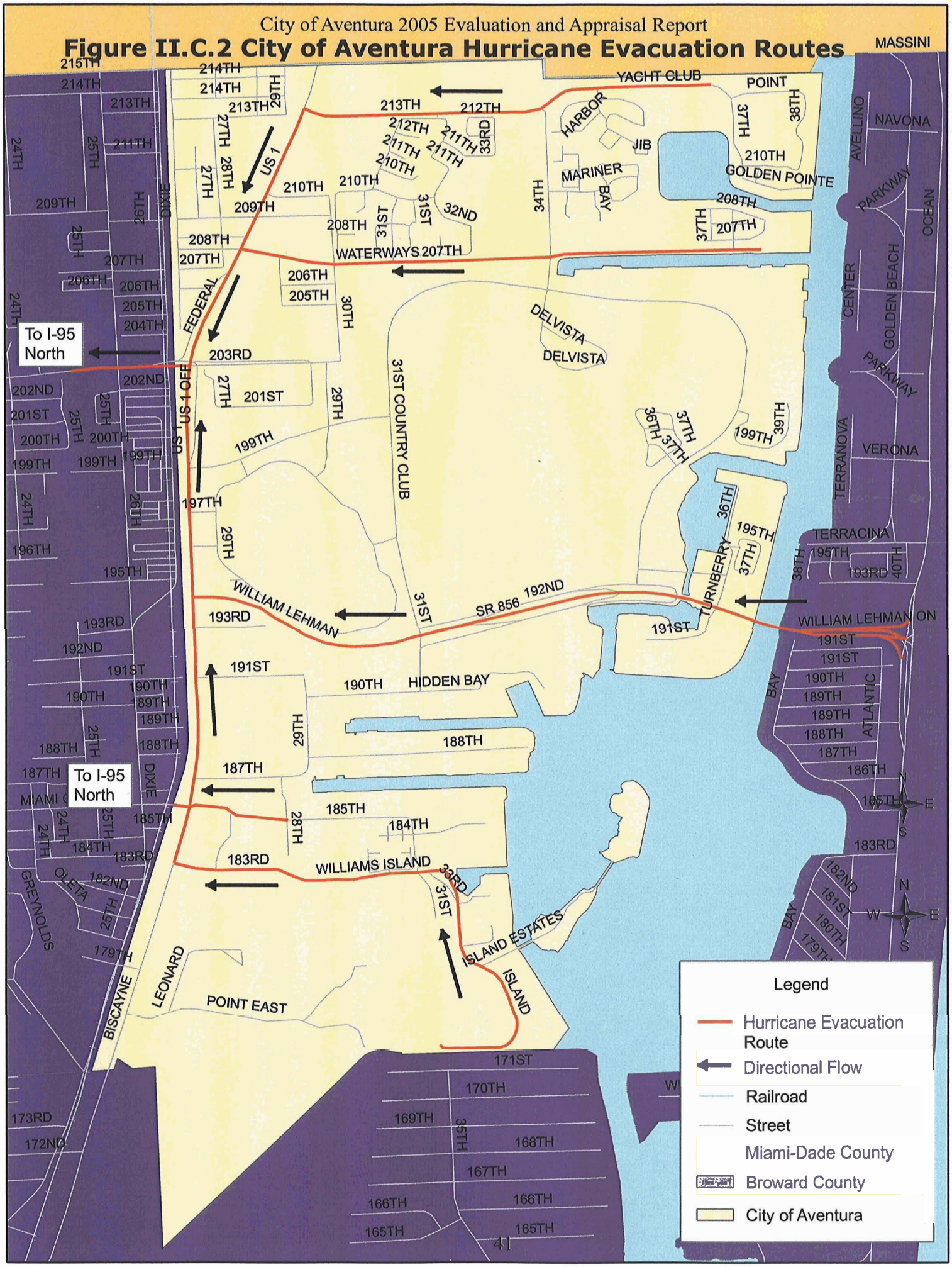


Figure II.C.2 City of Aventura Hurricane Evacuation Routes



b. Miami-Dade County Emergency Management System

The Miami-Dade County Emergency Management System (CEMS) is implemented by a coordinated network that includes: County government agencies; municipalities; State and federal agencies located in the County; private not-for-profit agencies that have membership in *Miami-Dade County Volunteer Organizations Active in Disasters (VOAD)*, and; business organizations which provide essential services in response/recovery operations. This system is designed to ensure that adequate resources are provided to jurisdictions whenever their own resources are inadequate to cope with a given situation. When a "Local State of Emergency" is declared by Miami-Dade County, a network of the Miami-Dade County Emergency Operations Center (EOC) and seven Divisional EOCs is activated to ensure that all municipalities are represented in the network. If a small area of the county or its municipalities is affected, the Miami-Dade County EOC would be activated to provide the required assistance to the community. This system will be applied in day-to-day activities, such as training and exercises, as well as emergency operations and planning. Other responsibilities of the County include:

- Coordinating intra-county mutual aid;
- Maintaining a liaison with local jurisdictions within the County and with neighboring counties;
- Identifying multi-purpose staging areas throughout the county to provide rally points for incoming mutual aid and humanitarian depots for support of recovery operations;
- Forwarding local mutual aid requests that cannot be satisfied from within the County to the State EOC;
- Dispatching reports to the State EOC as the emergency situation develops and as changes in the emergency dictate;
- Receiving and employing resources provided by other counties, State, federal, and private agencies, and;
- Carrying out emergency regulations issued by proper authorities.

The Miami-Dade Office of Emergency Management, located at 9300 NW 41st Street in the City of Doral, has decentralized direct communication will all municipalities in Miami-Dade County in an effort to maintain a manageable span of control in the County emergency operations center. There are seven "Divisional EOCs" located in the cities of: Coral Gables; Hialeah; Homestead; Miami; Miami Beach; North Miami, and; North Miami Beach.

The City of Aventura communicates with the Divisional Emergency Operations Center located at North Miami Beach Police Department, 16901 NE 19th Ave, North Miami Beach. The Aventura Police Department will assign the appropriate personnel to represent the City at the Divisional EOC. Based within the Divisional EOCs will be representatives from the other municipalities of Miami-Dade County. The Divisional EOCs serve as a communication conduit to and from the Miami-Dade County EOC for all the municipalities based within the Divisional EOC. Each Divisional EOC sends at least one representative to the Miami-Dade County EOC to facilitate communication. The Divisional EOC representatives sent to the Miami-Dade County EOC have a clear understanding of the

Emergency Response Plans of the municipalities they represent and Miami-Dade County. The Divisional EOC representative is an official capable of making key decisions. Some responsibilities of the Divisional EOC include:

- Monitoring and coordinating the response and recovery activities of the various assigned municipalities through Divisional EOC chain-of-command;
- Providing or coordinating requested support four Divisional EOC staff municipalities;
- Working closely with other remember to share information, professional and technical skills, personnel and equipment, and;
- Anticipating upcoming needs and potential problems.

c. Emergency Management within the City of Aventura

The City of Aventura, in order to maintain control over the emergency situation within the boundaries of the City, will maintain emergency operations for a Category 1-3 hurricane in either the Aventura Government Center at 19200 West Country Club Drive, third floor EOC Room (No.320) or the North Miami Beach Emergency Operation Center at 16901 NE 19th Avenue in North Miami Beach. The location of the Aventura Emergency Operations Center will be determined by the City Manager, based on various factors relative to any given emergency. The Aventura Government Center EOC shall be in operation for all essential employees during a hurricane category less than 3. For hurricane category 4/5 the EOC will be determined by the City Manager.

The City of Aventura emergency response will be implemented and managed by the City Manager, who will act as the Director of Emergency Management for the City. Under City Ordinance #2000-10, the City Manager has the sole authority to declare a State of Emergency for the City, and to place the City's Emergency Plan into action.

Responsibilities of the City of Aventura during an emergency include:

- Implementing, monitoring and coordinating mitigation, preparation, response and recovery activities within the City boundaries consistent with State and County activities;
- Issuing emergency regulations to protect life, property, public order and welfare;
- Recommending funding for emergency operations to the City Commission;
- Equipping and operating Emergency Operations Center to control emergency conditions;
- Informing City officials, residents, business owners and employees of executive decisions, actions, instructions and progress;
- Coordinate the return of essential services to normal as quickly and effectively as possible after a disaster, and;
- Applying for public assistance and disaster relief funding.

i. City of Aventura Notification Procedures

In the event of a hurricane or tropical storm event, the City of Aventura will implement the following notification policies and procedures:

- Notifications from the Miami-Dade County EOC to the Divisional EOCs will have a priority status and should be made prior to notifications to other entities;
- Each Divisional EOC will be responsible for maintaining a facsimile line that can be reached and will be staffed 24 hours a day and seven days a week;
- Miami-Dade County EOC will develop a FAX cover sheet that stipulates that the information being distributed must be relayed to the stated recipient as soon as possible;
- Miami-Dade County will distribute information obtained from the National Weather Service and/or the National Hurricane Center to the Divisional EOC's as

soon as possible. This will be used to supplement any other source that the Divisional EOCs may have for weather-related information

- Each Divisional EOC will establish a facsimile distribution network to municipalities. The Divisional EOCs will distribute disaster threat or disaster-related information to the municipalities
- The Aventura Police Department Special Services Commander or designee will act as the City liaison to the Divisional EOC. The Special Services Commander will relay all weather and emergency management information to the City Manager, who will act as Director of Emergency Management for the City. The City Manager will distribute all information regarding the City's emergency procedures and status to the City Commission, Department directors and residents. Department directors will relay information to department employees.

ii. City of Aventura Activation Procedures

In the event of a potential or imminent hurricane or tropical storm event, the City of Aventura will implement the following notification policies and procedures:

Level 1: Typically a "monitoring" phase. Notification will be made to the Divisional EOCs about the position of any approaching tropical weather system. Each Divisional EOC should take prudent care to monitor the progress of any system

Level 2: A limited Divisional EOC Activation. The Divisional EOCs should be staffed by Emergency Management personnel. Contact made with Miami-Dade County EOC. Level 2 activation should be initiated when a Hurricane/Tropical Storm Watch is issued for Miami-Dade County.

Level 3: A full-scale activation of the Divisional EOC with 24 hours a day staffing, by primary emergency response departments. Representatives from the satellite EOCs should be sent to the Divisional EOCs. Divisional EOC representatives sent to Miami-Dade County EOC. This must be accomplished within 4 hours of activation. Level 3 activation should be initiated when a Hurricane/Tropical Storm Warning is issued for Miami-Dade County and should be maintained during landfall of severe weather storm (hurricane) or catastrophic event.

Level 4: (Recovery Phase) Full Activation of all Divisional EOCs with 24 hours a day staffing of the EOC. Satellite EOC representative in place at Divisional EOC and Divisional representatives at Miami-Dade County EOC. Level 4 is initiated after the impact of a catastrophic event (or hurricane). This level is maintained throughout the recovery phase until the disaster is downgraded back to a Level 1 or 2.

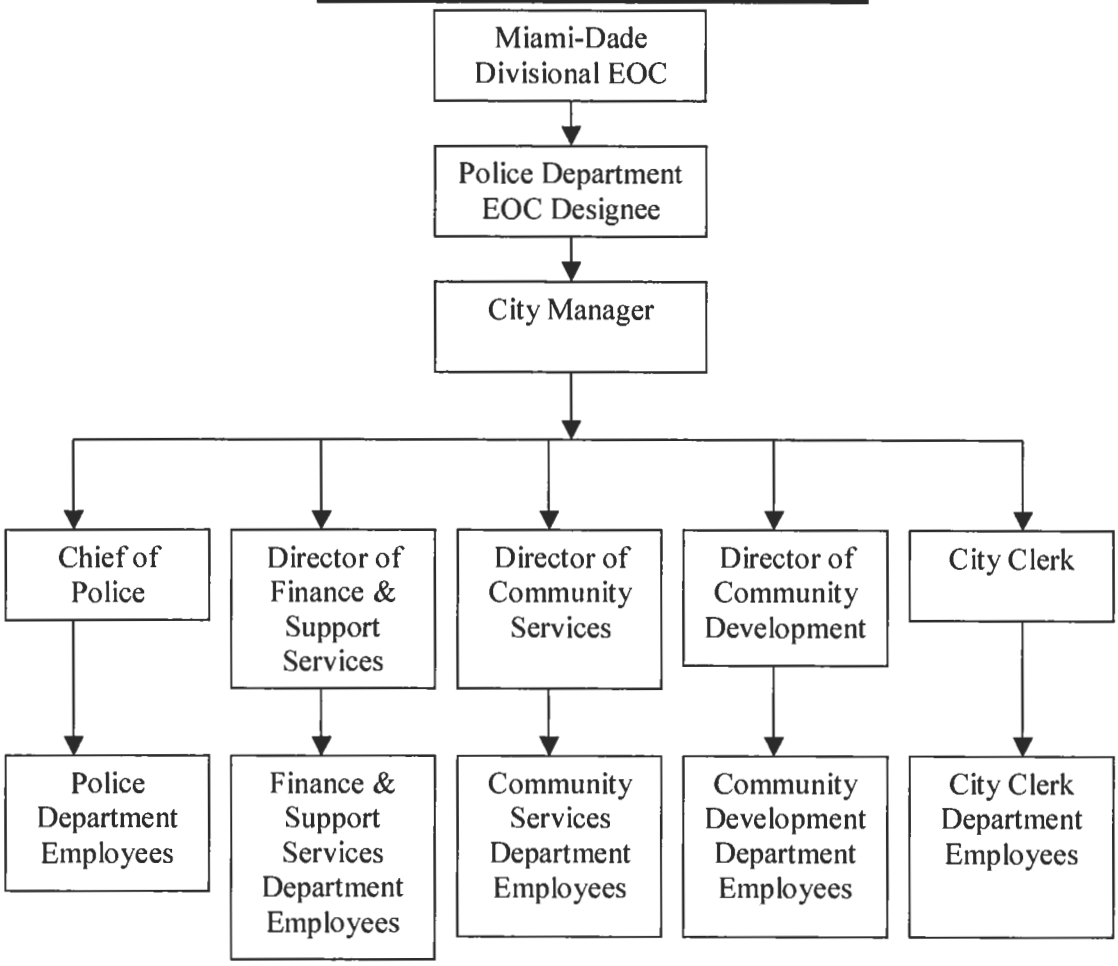
iii. Communication Procedures

When a hurricane or tropical storm presents a significant threat to the South Florida area, the Special Services Commander shall open communications with the Divisional EOC. The Special Services Commander shall report all communications and weather updates to the

City Manager. The City Manager shall act as the Director of Emergency Management, and shall have the authority to implement, report on and manage all actions undertaken by the City in the event of an emergency. The City Manager shall have the sole authority to declare a State of Emergency and place the Emergency Procedures Plan into action, as per City Ordinance #2000-10.

The City Manager at his/her discretion shall call a meeting with all command post employees when notification is received that the Divisional EOC is becoming operational. The City Manager shall also call any meetings with Department Directors to review emergency procedures and discuss responsibilities and strategies. All communications regarding the emergency procedures and weather updates shall come from the Special Services Commander through the City Manager, or his designee, in accordance with the organizational chart shown on Figure III.C.3. The Police Department will designate an employee to respond to a post at the Divisional EOC when called upon. The City Manager, at his or her discretion, shall authorize that the City Emergency Plan be placed into action. Once the City Manager authorizes that the City Emergency Plan be placed in action, all Department Directors shall begin preparing the departments according to emergency procedures.

Figure III.C.3. City of Aventura Communications Flow Chart



iv. City of Aventura Pre-Emergency Procedures

In order to ensure preparedness for storm events, the City of Aventura implements the following pre-emergency procedures on an on-going basis:

- Once per year prior to hurricane season, the Department Emergency Procedures Manual will be updated and distributed to Department employees;
- The Office of the City Manager will publish hurricane preparedness tips in the July issue of the *Aventura Update*, a newsletter distributed Citywide, to educate residents and businesses about the City's hurricane procedures;
- The Office of the City Manager, in conjunction with the Police Department, may hold public meetings prior to hurricane season to inform residents of hurricane preparedness tips. The Police Department will have hurricane preparedness materials available to distribute upon request, and will also respond to requests to speak to groups regarding hurricane preparedness;
- The City Manger will be notified by the Commander of Special Services of any threat of hazardous weather or imminent executive orders from Miami-Dade County. Once notified, the City Manager will hold a meeting with Department Directors and authorize that the Emergency Management Plan be placed in action;
- After the plan is in action, and prior to the Evacuation Order from the County, the Office of the City Manager will fax an "Early Warning" to all condominiums, homeowners associations, property managers, and business associations, informing residents of the storm system and encouraging them to stay tuned to the local weather forecast;
- After the County has issued an Evacuation Order for the City, the Office of the City Manger will fax an Evacuation Notice to all condominiums, homeowners associations, property managers and business associations. The Evacuation Notice will include information about the City's Emergency Shuttle Bus Service. The Office of the City Manger will send a copy of all released information to the Miami-Dade Office of Emergency Management to apprise them of the city's status and ensure the consistency of information provided to the public;
- The City Manager will relay all emergency information to the City Commission;
- The City Manger will provide a list of "essential" employees to the Finance & Support Services Director prior to hurricane season. The essential employees of the Office of the City Manager are the City Manager and the Assistant to the City Manager;
- All staff within the Office of the City Manager will prepare the department by:
    - Backing up all computer files on the f:/drive
    - Unplugging all electrical equipment
    - Removing loose items from high areas
    - Securing files away from windows
    - Moving all computer and telephone equipment away from windows
    - Closing all doors prior to leaving the department;
- The Finance & Support Services Director will supply a list of all City employees, their phone numbers and status (essential or non-essential) to the City Manager;

- Once an Evacuation Order has been given by Miami-Dade County, the Office of the City Manager will fax an emergency announcement to the designated media hurricane fax numbers to alert residents of Evacuation Order. A copy of the announcement will also be sent to the Miami-Dade Office of Emergency Management EOC;
- The Office of the City Manager will place a recorded on (305) 466-8900, informing callers of the Evacuation Order, leaving police dispatch phone number for both residents and employees to call for more information, and;
- All "essential" employees of the Office of the City Manager shall report to the designated areas, and wait until the storm passes and it is safe to re-enter the City. The designated area may be the Aventura Police Station, the North Miami Beach EOC, or another location as determined by the City Manager, based on various factors relating to any given storm.

v. City of Aventura Post-Emergency Procedures

In the event of an emergency storm event, the City of Aventura implements the following post-emergency procedures:

- The Divisional EOC will announce when it is safe to re-enter the City. Upon notification of safe re-entry, all "essential" employees of the Office of the City Manager will report to the temporary command post, to be determined by the City Manager, within the City;
- The Office of the City Manager will continue to fax reports to designated media regarding re-entry for residents;
- The City Manager will contact all Department Directors to request assistance;
- The City Manager shall contact all Department employees to request assistance. All non-essential employees shall monitor news stations and/or call the Police dispatch for information on when to return to work;
- The City Manager will announce the decision to return to work for all non-essential employees. The Finance & Support Services Department shall contact all non-essential employees to inform them of the decision;
- The City Manager shall organize special Commission meetings and maintain any special ordinances/resolution the City Commission may enact during an emergency;
- The Office of the City Manager will assist in obtaining relief from federal, state and local agencies, and;
- The Office of the City Manager will coordinate the completion and submission of damage assessment forms to the Finance & Support Services Director for FEMA reimbursement.

2. Social, Economic and Environmental Impacts

Section 163.3191(2)(e), F.S., requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The social, economic and environmental impacts of emergency management are summarized below.

Maintaining an emergency management system is essential to guaranteeing the health, safety and welfare of the City's existing and future residents and visitors, particularly in hurricane-vulnerable areas such as South Florida. The failure to adequately prepare for a major storm event can result in the loss of life and destruction of property, and disrupt the normal course of daily activities for long periods of time, with great social and economic costs. For example, aftereffects of Hurricane Andrew are still evident in South Miami-Dade County. The City must have post-disaster recovery programs to expedite the normalization of City functions, and assist residents and businesses in their recovery, both financially and emotionally.

From an environmental standpoint, natural resources are often damaged or destroyed in hurricane and storm events, and their restoration is an important component of post-disaster recovery efforts. Moreover, the loss of natural habitat due to development and human alteration can increase vulnerability to storm events. For example, coastal mangroves and wetlands provide a natural function in reducing storm surges, and pervious surfaces increase drainage capacity and reduce flooding. The natural system must therefore be considered as a component in emergency management and post-disaster recover programs.

3. Comprehensive Plan Impacts and Recommendations

Section 163.3191 (2)(g), F.S., requires that the EAR evaluate the plan objectives within each element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues. Issue I.C., "Emergency Management", impacts:

- Objectives 3, 8, and 12 of the Future Land Use Element, and policies thereunder, as they address strategies to ensure the availability of services and infrastructure to accommodate new development and redevelopment, procedures to amend the Comprehensive Plan, and maintaining hurricane evacuation clearance times of 12 hours or less;
- Objective 1 of the Transportation Element, and policies thereunder, as they addresses the maintenance of a safe, convenient, and energy efficient multi-modal transportation system, and roadway and transit level of service standards; Element in its entirety;
- Infrastructure Goal 2, Objective 1 of the Infrastructure Element, and policies thereunder, as they address stormwater drainage level of service standards, and flood protection;
- Aquifer Recharge Goal, Objective 1 of the Infrastructure Element, and policies thereunder, as they address aquifer recharge areas and protection of the City's natural drainage features;
- Policy 1.5 of the Capital Improvements Element, as it calls for the establishment of a multi-purpose public facility in the north portion of the City to be used as a park that can also be used as a staging area in the event of a natural disaster;
- Objectives 2 and 3 of the Capital Improvements Element, and policies thereunder, as they address strategies to ensure the availability of services and infrastructure to accommodate new development and redevelopment;
- Objectives 1 and 3 of the Intergovernmental Coordination Element, and policies thereunder, address joint land use planning with other jurisdictions.
- Objective 4 of the Intergovernmental Coordination Element, and policies thereunder, as they address coordination with other jurisdictions on emergency management and the provision of timely and adequate shelter;
- Coastal Management Goal Objectives 2 and 5 of the Conservation and Coastal Management Element, and policies thereunder, as they address the stormwater drainage and coastal wildlife habitat;
- Objectives 9, 10 and 11 of the Conservation and Coastal Management Element, and policies thereunder, as they address maintaining hurricane evacuation clearance times of 12 hours or less, emergency management, and post-disaster recovery strategies, and;
- Conservation Goal Objective 6 and policies thereunder because they address flood protection and stormwater drainage.

Specific recommendations to amend the Comprehensive Plan to address the issue of development and redevelopment are as follows.

a. Future Land Use Element

Recommendation II.C.1. Objective 3 states that decisions regarding the location, extent and intensity of future land uses in the City will be based on environmental conditions and level of service standards. It is recommended that that this Objective be amended to add "and the ability to maintain the hurricane evacuation clearance times of 12 hours or less" after "conditions".

Recommendation II.C.2. Policy 8.2 specifies the criteria by which applications to amend the Comprehensive Plan shall be evaluated. It is recommended that "impacts on the City's ability to maintain the hurricane evacuation clearance times of 12 hours or less" be added to the list of criteria.

Recommendation II.C.3. Objective 12 states that the City shall coordinate its coastal planning area population densities with the South Florida Regional Planning Council and Miami-Dade County Office of Emergency Management. It is recommended that this Objective be amended to state that the City shall coordinate its coastal planning area population densities with the South Florida Regional Planning Council, Miami-Dade County Office of Emergency Management, and adjacent jurisdictions.

Recommendation II.C.4. Policy 12.1 states that all proposed Comprehensive Plan amendments that increase population density shall be analyzed for impacts on hurricane evacuation routes and times included in the 1996 South Florida Regional Hurricane Evacuation Study. It is recommended that this Policy be revised to state that the proposed Comprehensive Plan amendments that increase population density shall be analyzed for impacts on hurricane evacuation routes and times based on the best and most recent available South Florida Regional Planning Council data regarding hurricane evacuation clearance times in the City.

Recommendation II.C.5. It is recommended that a new Policy be added under Objective 12 stating that by 2007, the City shall coordinate with the appropriate agencies to ensure that updated data and methodologies are being utilized in hurricane evacuation clearance time formulas, and encourage the use of consistent evacuation clearance time standards by northeast Miami-Dade County municipalities.

b. Intergovernmental Coordination Element

Recommendation II.C.6. Objective 4 states that the City will ensure adequate and timely shelter within the region for residents of evacuation areas. It is recommended that this Objective be revised to state that the City will coordinate with the appropriate agencies to implement strategies to maintain hurricane evacuation clearance times to 12 hours of less, ensure that updated data and methodologies are being utilized in hurricane evacuation clearance time formulas, and ensure adequate and timely evacuation routes and shelter within the region for residents of evacuation areas.

Recommendation II.C.7. It is recommended that a new Policy be added under Objective 4 stating that the City shall coordinate with the appropriate agencies to ensure that updated data and methodologies are being utilized in hurricane evacuation clearance time formulas, and encourage the use of consistent evacuation clearance time standards by northeast Miami-Dade County municipalities.

d. Conservation and Coastal Management Element

Recommendation II.C.8. Objective 10 and policies 10.1 through 10.20 address the City's post-disaster redevelopment plan. It is recommended that Objective 10 be amended to state that the City shall implement pre- and post-emergency procedures in accordance with its adopted Emergency Procedures Manual, as it is amended from time to time. The policies thereunder should be replaced by policies that reflect the currently adopted plan and procedures, as outlined in this Chapter.

II.D. TRANSPORTATION

1. Issue Description and Analysis

a. City of Aventura Transportation System

The City of Aventura is located within Miami-Dade County's Urban Infill Area (UIA), which is designated as a Transportation Concurrency Exception Area, and is exempt from transportation concurrency requirements. The City has therefore not had to delay or prohibit development or redevelopment due to transportation concurrency issues between 1995 and 2005.

The City's adopted Level of Service standards for transportation are: a minimum peak period LOS of E on State and City roads where no public mass transit exists; where mass transit having headways of 20 minutes or less is provided, roadways shall operate at no greater than 120 percent of their capacity, and; where extraordinary transit service such as commuter rail or express bus service exists, parallel roadways within ½ mile shall operate at no greater than 150 percent of their capacity. An express bus service is provided in the City between Aventura Mall and Golden Glades, and along Biscayne Boulevard. The Level of Service standards for roadways are based on the following definitions:

- LOS A - free flow traffic operations at average travel speeds;
- LOS B - stable flow with other users in traffic stream;
- LOS C – uncongested with other users causing significant interactions;
- LOS D – congested stable flow with major delays;
- LOS E – very congested with traffic at or near capacity, and;
- LOS F – extremely congested with breakdown flows.

In order to determine the current levels of service on roadways in Aventura, level of service information was taken from the Miami Dade County MPO 2030 Long Rang Transportation Plan, which is the official transportation planning document for Miami-Dade County. It specifies all transportation projects to be planned, designed or constructed within this time horizon. It utilizes a complex modeling structure which integrates the most recent Census data and traffic information. It then distributes and projects trips, volumes and levels of service in the future. A new LRTP is developed every five years. This becomes the basis for determining and prioritizing transportation needs. To be eligible for federal dollars, projects must first be part of this plan.

Information indicates that at the time of the counts: Ives Dairy Road was operating at LOS F, William Lehman Causeway was operating at LOS B, Biscayne Boulevard was operating at LOS F, and Country Club Drive, Aventura Boulevard, Waterways Boulevard, and NE 34th Avenue, were all operating at LOS B or better. Overall, this examination determined that there is capacity remaining on the roadway network (nearly an extra travel lane's worth, or 2,000 trips). Nonetheless, based on the most recent available data, the City is not meeting its roadway Level of Service standards on Biscayne Boulevard or Ives Dairy Road.

Figure II.D.1 shows the projected levels of service on the city's roadways during the planning period. As can be seen, it is projected that by 2030: William Lehman Causeway will be operating at LOS B; Aventura Boulevard will be at LOS D, and; Country Club Drive will be mainly at LOS E, with the links approaching the William Lehman Causeway at LOS F. NE 34th Avenue will be at LOS F and Waterways Boulevard will be at LOS E. Ives Dairy Road and Biscayne Boulevard will continue to operate at LOS F. Therefore, it is projected that the City will not be meeting its roadway Level of Service standards for portions of Country Club Drive, Ives Dairy Road, or Biscayne Boulevard in 2030.

The City's existing transportation system is comprised of more than roadways. Mass transit service in the City is provided by the Miami-Dade Transit Authority through express and regular bus service (Figure II.D.2)[23], and by the City of Aventura through its internal shuttle bus service (Figure II.D.3). The City of Aventura's shuttlebus service boasts an average monthly ridership of 9,000, and has had a total ridership of 457,138 since its inception in 1999[24].

Bicycles and pedestrian paths/sidewalks are another important component of the City's transportation system. The City provides sidewalks along most major roadways, and major bicycle and pedestrian paths along Country Club Drive around the Turnberry Golf Course and along NE 187 Street. In addition, there are many waterways in the City that provide opportunities for recreational boating. Although there is no water taxi service in the City at present, it might be explored as a future option for trips within the City, and between the City and other waterfront locales.

[23] Miami-Dade Transit Authority, 2005

[24] *City of Aventura Shuttlebus Ridership Summary, January 1999 to Present*, City of Aventura Community Services Department, 2005

Figure II.D.1. City of Aventura Roadway Levels of Service-2030

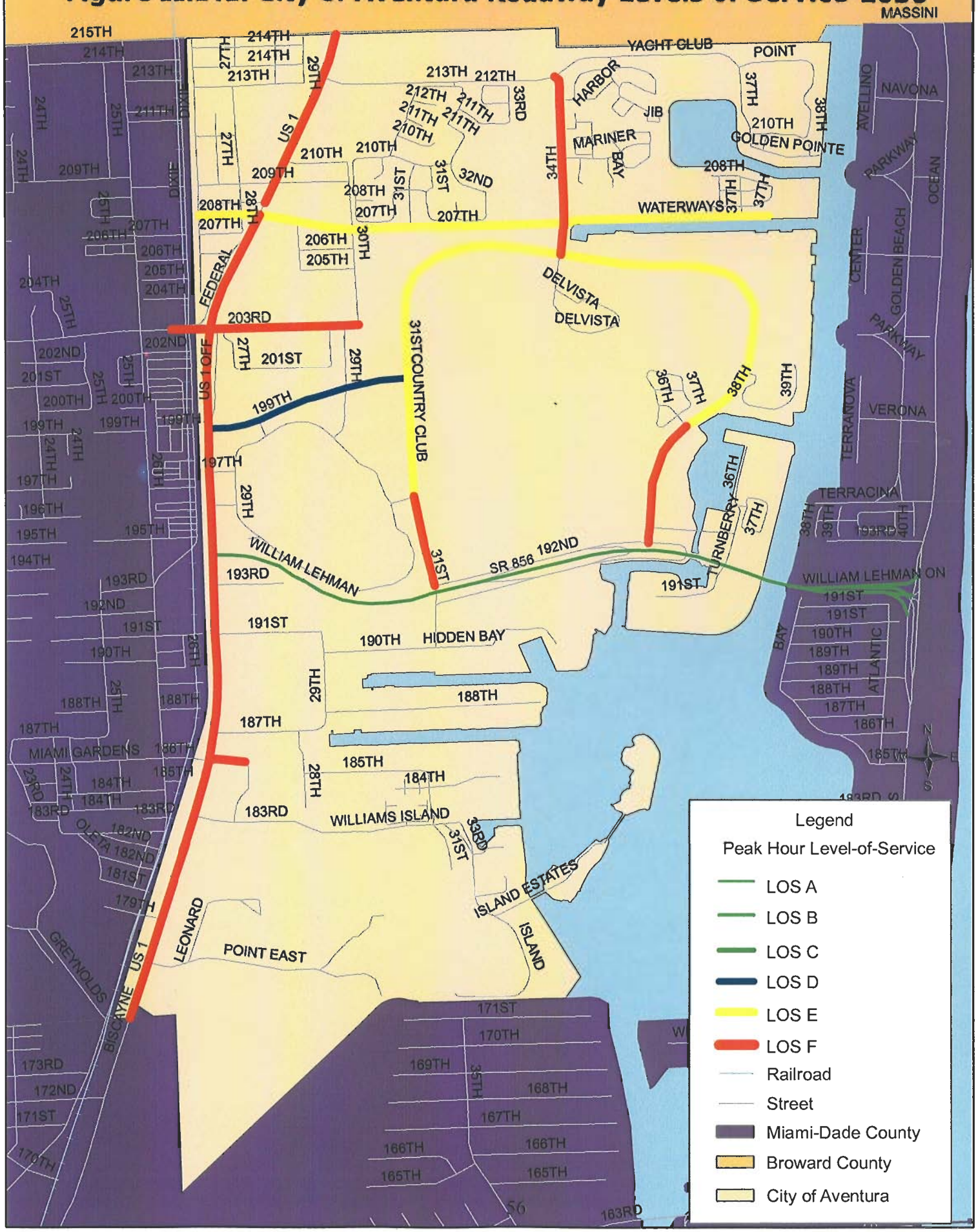


Figure II.D.2. MDTA Bus Routes (2005)

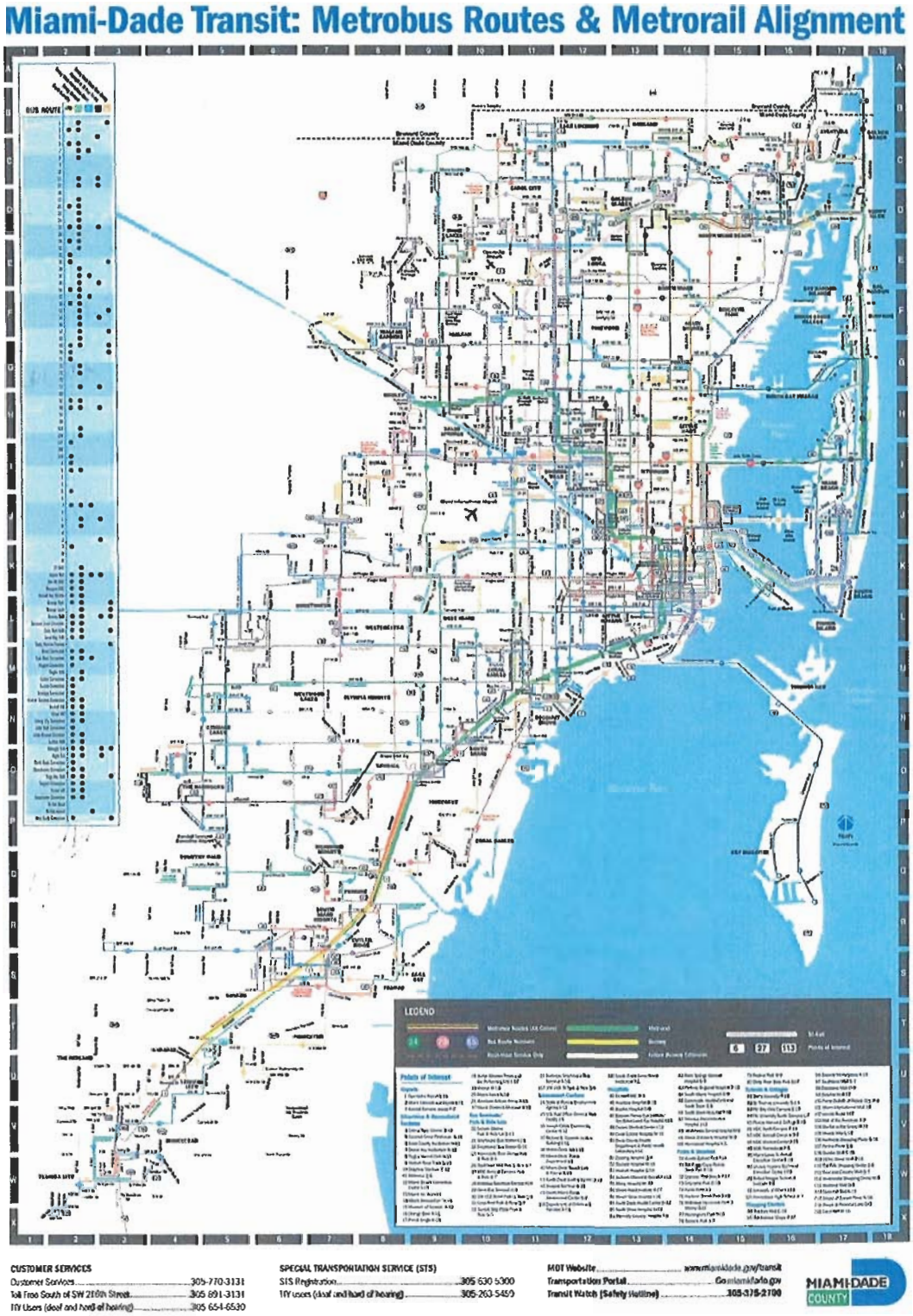
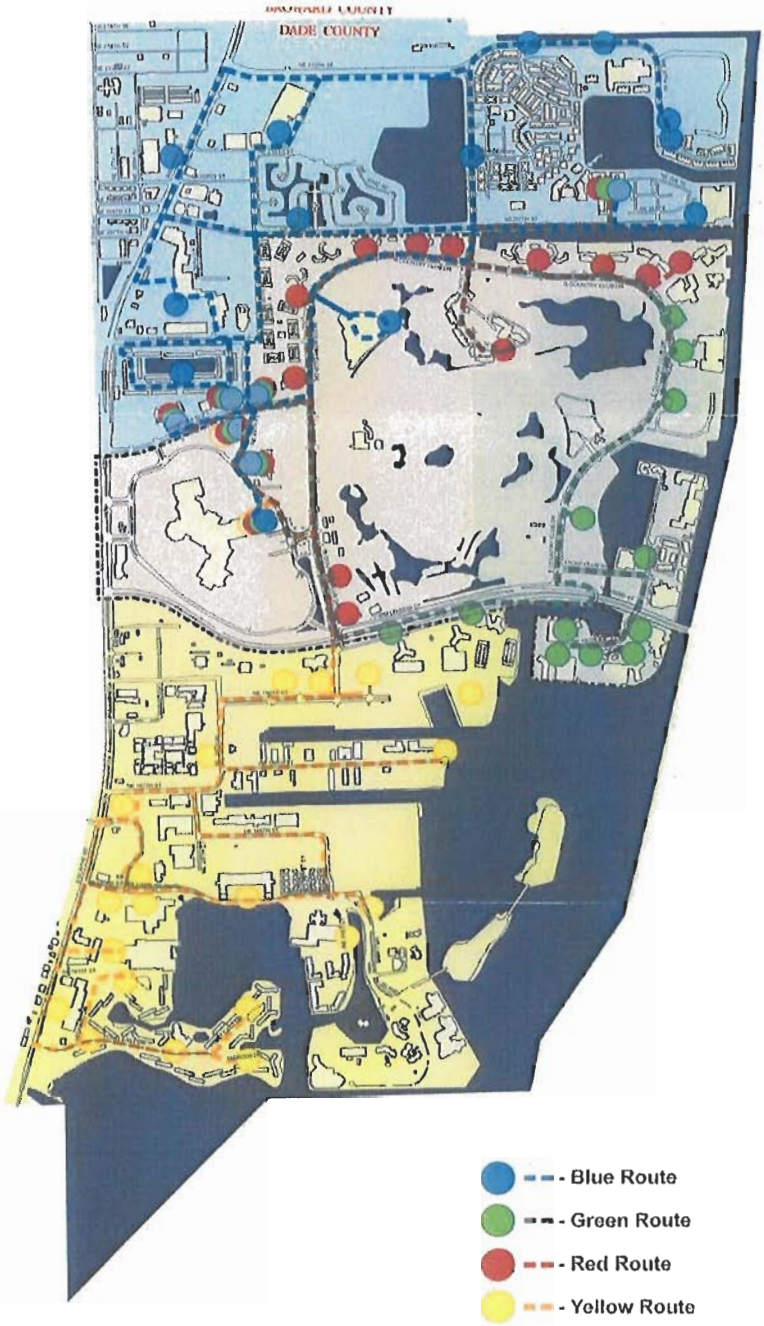


Figure II.D.3 City of Aventura Shuttlebus Routes



b. Transportation Challenges and Opportunities

A number of issues combine in Aventura to make planning for transportation a challenge. These include the City's geographic location, in the northeast quadrant of the county, near the barrier islands and ocean. This location specifically, and the region as a whole, is one of the most desirable locations in the nation. Intensification of land uses and limited capacity present issues to the transportation network. It is clear that the City's existing and future residents need better and more diverse mobility options.

As noted earlier, Aventura is in a Transportation Concurrency Exception Area, (TCEA). As practiced to this date, there are essentially no checks and balances on development in regards to transportation under this system. In May 2005, the State of Florida amended Section 163.3180, F.S. to require that local governments include provisions in their Comprehensive Plan to support and fund mobility within Transportation Concurrency Exception Areas, and demonstrate how mobility will be provided in these areas. The new legislation further requires that by July 2006, local governments evaluate the impact of the Transportation Concurrency Exception Area on its transportation system, the Strategic Intermodal Transportation System, and adopted level of service standards of roadways funded in accordance with Section 339.2819, F.S., and identify strategies to alleviate or mitigate such impacts. In accordance with the new requirements, the Florida Department of Transportation (FDOT) must be consulted to assess the impact on level of service standards. The City shall coordinate with FDOT, Miami-Dade County, and other jurisdictions in the County in the development of common methodologies for measuring such impacts. If impacts are found, the local government and FDOT must work together to mitigate those impacts. By December 1, 2006 a method for assessing proportionate fair-share mitigation options must be adopted, in accordance with a model ordinance that will be developed by FDOT on or before December 1, 2005. Proof that cities participating in this type of system are enhancing alternative modes of transportation, fostering mobility and ensuring connectivity will also be required. In addition, by 2006 the City shall maintain records to determine whether the 110% de minimus transportation impact threshold has been reached, and shall submit such documentation as part of its annual updates to the Capital Improvements Schedule, which shall be incorporated into the Comprehensive Plan by amendment.

It is anticipated that this legislation will significantly change the impact of the TCEAs, as proposed development in these areas will be subject to a more stringent review of its impacts on the transportation system and levels of service.

Transportation and mobility in Aventura may be best served initially by the recommended amendments to the City's land development regulations. It is recommended that at the same time, Transportation Concurrency Exception Areas should be maintained under the 2005 legislation, until such time that the City feels this level of care is inadequate. If this occurs, the City should explore the implementation of more impactful transportation management tools. In addition it is recommended that the City mitigate impacts to the

transportation system by developing an impact fee charged to developers, which would fund alternative modes of transportation.

It has been noted that there are few if any opportunities to expand the physical capacity of the roadway network in Aventura. Capacity and mobility improvements will therefore occur through alternative means. In order to more closely assure that mobility is maintained in the City as development occurs, the City should examine the implementation of impact fees to fund the operations and maintenance of the Aventura Circulator.

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[25] *Florida Department of Transportation and Miami-Dade County Traffic Count Stations Report*, May 4, 2004

[26]

[27] Miami-Dade Transit Authority, 2005

[28] *City of Aventura Shuttlebus Ridership Summary, January 1999 to Present*, City of Aventura Community Services Department, 2005

c. Transportation Funding

Funding for transportation projects comes from federal, State and local sources. Most major projects are funded from federal funds distributed by the MPO. The MPO also issues several municipal grants each year. The primary source of transportation funding for cities in Miami Dade County is from the People's Transportation Plan, the half penny sales tax passed in 2002. Twenty percent of total tax dollars are distributed to the municipalities. Aventura receives approximately $800,000 per year, of which 20% or $160,000 is to be spent on transit activities. The following is a description of the transportation funding process.

i. Federal

The federal government collects 24.4 cents per gallon on diesel and 18.4 cents per gallon on gasoline to fund federal transportation projects. Of the amount collected, 2.86 cents goes to transit, one cent goes to cleaning up leaking tanks, and the remainder goes to roads and bridges.

Federal transportation funds are currently authorized under the TEA-21 legislation. The program actually expired in 2003, but is operating under a continuing resolution due to the inability of Congress to pass a new transportation authorization bill. Many of the Federal programs are available only to State transportation departments, which are in turn passed on to County's and local governments. TEA-21 funds are distributed between transit, highway, and safety projects.

ii. State

The State of Florida collects 10.1 cents per gallon on fuel (diesel and gasoline), that the Florida Department of Transportation (FDOT) retains. Fifteen percent (15%) of that money goes to transit and the remainder goes to any legitimate State transportation need. The State also collects 4.6 cents on gasoline and 5.6 cents on diesel under the SCETS (State Comprehensive Enhanced Transportation System) tax, which must be spent in the district that it is collected.

iii. Local

The State also collects fuel tax money that is distributed directly back to counties and local governments. Two (2) cents are collected as the Constitutional Fuel Tax which can go only to the acquisition, construction, and maintenance of roads. The County fuel tax collects an additional one (1) cent that can be spent for any legitimate County transportation purpose, and municipalities collect another one (1) cent that can be spent on any legitimate municipal transportation purpose. Counties can elect to collect one more cent through what is referred to as the ninth-cent fuel tax, and between five (5) cents and 11 cents under the Local Option Gas Tax. The ninth cent and the local option gas tax go back to the local jurisdiction to meet local transportation needs.

An additional source of local transportation funds comes from the Charter County Transportation System Surtax which allows transit counties to collect between .5% and 1% sales tax on gasoline to be spent on transit programs. These funds must provide for the distribution of some funds back to the municipalities. Miami-Dade County collects .5 cent sales tax on gasoline.

The only local transportation money that is not collected from gasoline taxes resulted from Miami-Dade County's November 2002 passage of a half penny sales tax on merchandise to develop the People's Transportation Plan. The legislation requires that 20% of the sales tax money be distributed to the municipalities for their use for transportation related expenditures. This money is redistributed to the municipalities based upon an annual population estimate. Twenty percent of the surtax proceeds are distributed to those cities existing as of November 5, 2002. Surtax proceeds are distributed among existing cities on a pro rata basis based on the ratio of a city's population to the total of all City populations, as adjusted annually. Newly incorporated cities have the right to negotiate with the County for a pro rata share of the surtax. Cities must apply 20% of their funds to transit uses such as circulators, bus shelters, and bus pull outs. In 2003, the County collected $175 million dollars, of which $35 million was distributed to the cities for transportation. The ordinance that enacted the ½ cent sales tax identified a number of transportation and transit projects to be funded through the tax, including the Northeast Corridor, a 13.6-mile MetroRail corridor that will extend from downtown Miami to NE 215 Street, generally along the Biscayne Blvd./US 1 Corridor and Florida East Coast railroad right-of-way.

It should be noted that current revenues that the City receives for transportation fund only capital improvements, and do not fund operation and maintenance. It is therefore recommended that the City enact impact fees and other mechanisms in order to provide for such funding, improve transportation levels of service, and expand the mobility options of existing and future residents.

2. Social, Economic and Environmental Impacts

Section 163.3191(2)(e), F.S., requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The social, economic and environmental impacts of Issue I.D., "Transportation". are addressed as follows.

Although the City of Aventura has a multimodal transportation system, its existing transportation system is primarily oriented to the automobile. There are a number of persons and households, however, who do not have regular access to an automobile, and who therefore have difficulty accessing employment, recreation and other services (transportation disadvantaged). Unfortunately, the transportation disadvantaged also tend to be members of special needs groups (i.e. the elderly, the disabled) with the greatest need for services. The resulting cycle exacerbates the very factors that contributed to their disadvantages in the first place. The provision of an increased range of mobility alternatives will therefore increase the access of transportation disadvantaged persons and households to employment and services, with associated positive economic and social benefits.

The provision of an improved multi-modal transportation system will have a number of other positive economic benefits. Employers benefit by the improved access of existing and potential employees to the workplace, and businesses benefit from being more accessible to their customer base. Moreover, a good transportation system can be a key factor in attracting new employers and businesses to the area.

Automobiles have a number of negative environmental impacts, including traffic congestion, air pollution, and energy consumption. The provision of alternatives to the automobile for local and regional trips lessens these negative environmental impacts. Moreover, mobility alternatives are perhaps the most important factors in reducing urban sprawl, and fostering more efficient land use patterns and reduced land consumption.

3. Comprehensive Plan Impacts and Recommendations

Section 163.3191 (2)(g), F.S., requires that the EAR evaluate the plan objectives within each element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues. Issue I.D., "Transportation", impacts:

- Objectives 3 and 8 of the Future Land Use Element, and policies thereunder, as they address strategies to ensure the availability of services and infrastructure to accommodate new development and redevelopment and procedures to amend the Comprehensive Plan;
- The Transportation Element in its entirety;
- Objectives 2 and 3 of the Capital Improvements Element, and policies thereunder, as they address strategies to ensure the availability of services and infrastructure to accommodate new development and redevelopment, and;
- Policy 1.6 of the Intergovernmental Coordination Element is impacted because it calls for the establishment of a coordinated regional transit system for the transportation disadvantaged.

Specific recommendations to amend the Comprehensive Plan to address the issue of transportation are as follows:

a. Transportation Element

Recommendation II.D.1. Add a new Objective to the Transportation Element stating that by 2007, the City shall review and amend its land development regulations in order to provide a cohesive blueprint for development and redevelopment in the City to ensure that new development enhances mobility options and that redevelopment does not further degrade transportation levels of service.

Recommendation II.D.2. Add a new Policy under Objective 1 stating that beginning in 2006, the City of Aventura shall annually evaluate the impact of the Transportation Concurrency Exception Area on its transportation system, the Strategic Intermodal Transportation System, and adopted level of service standards of roadways funded in accordance with Section 339.2819, F.S., and identify strategies to alleviate or mitigate such impacts. In accordance with the new requirements, the Florida Department of Transportation (FDOT) must be consulted in the evaluation of such impacts. The City shall coordinate with FDOT, Miami-Dade County, and other jurisdictions in the County in the development of common methodologies for measuring such impacts. If it is determined that the Transportation Concurrency Exception Area is no longer adequate, the City shall explore the implementation of more impactful transportation management tools.

Recommendation II.D.3. Add a new Policy under Objective 1 of the Transportation Element stating that the City will continue to identify projects to support and fund mobility, enhance alternative modes of transportation, and ensure connectivity in its Capital Improvements Program in accordance with Section 163.3180, F.S.

Recommendation II.D.4. Add a new Policy under Objective 1 stating that beginning in 2006, the City shall evaluate the impacts of proposed development and redevelopment on its transportation system, Strategic Intermodal System facilities, and the adopted level of service standards of transportation facilities that are funded in accordance with Section 339.2812, F.S., and identify strategies to alleviate or mitigate such impacts in coordination with the developer and other agencies as appropriate. In accordance with the new requirements, the Florida Department of Transportation (FDOT) must be consulted to assess the impact of a proposed development on level of service standards. The City shall coordinate with FDOT, Miami-Dade County, and other jurisdictions in the County in the development of common methodologies for measuring such impacts.

Recommendation II.D.5. Add a new Policy under Objective 1 stating that by 2007 the City will develop impacts fees and other methods by which developers can mitigate impacts to the transportation system by contributing funds for alternative modes of transportation, particularly the expansion, operation and maintenance of the Circulator System.

Recommendation II.D.6. Add a new Policy under Objective 1 stating that the City shall adopt a method for assessing proportionate fair-share transportation impact mitigation options, in accordance with a model ordinance that will be developed by FDOT.

Recommendation II.D.7. Add a new Policy under Objective 1 stating that the City shall maintain records to determine whether the 110% de minimus transportation impact threshold has been reached, and shall submit such documentation as part of its annual updates to the Capital Improvements Schedule, which shall be incorporated into the Comprehensive Plan by amendment.

II.E. QUALITY OF LIFE

1. Issue Description and Analysis

The City of Aventura is well-known for the excellent quality of life that it provides to its residents and visitors. The City's high quality of development, world-class shopping and entertainment venues, waterfront location, and public and private recreational offerings have made it one of the most desirable locales in South Florida for residents and businesses. Due to on-going development pressures and competing needs, however, the City is challenged to maintain and improve the high quality of life it offers to current and future residents, businesses, and visitors. Steps must be taken to continue to maintain and improve its quality of life in the face of these pressures.

Maintaining and improving levels of services for key facilities and services is integral to maintaining the City's quality of life. Some of these services, such as recreation and open space and public safety, are within the purview of the City and its administration. Other services such as public schools, libraries, and fire-rescue are provided in the City by other agencies such as Miami-Dade County and Miami-Dade County Public Schools. The City must increase coordination efforts with these entities in order to ensure that its quality of life is maintained and enhanced.

a. Recreation and Open Space

The City of Aventura's adopted Level of Service standard for recreation and open space is 2.75 acres of net usable park land per 1,000 residents. Based on its 2000 population of 25,267, the City must therefore provide 69.48 acres of recreation open space in order to meet its Level of Service standard. The City estimates that its 2005 population is 28,200 residents, requiring 77.55 acres of recreation and open space.

As noted on Table II.A.2., the City has 257.07 acres of recreation open space identified on its Future Land Use Plan Map, including public and private open space. In order to determine the amount of recreation and open space that is available for use by residents for concurrency purposes, the City counts public parks at 100 percent, private recreation facilities at 50 percent, and marinas and golf course at 25 percent. Based on this formula, the City's existing recreation and open space acreage is 114. The City is therefore exceeding its recreation and open space Level of Service standard by 38.4 acres. Table III.E.1. below identified the City's public and private recreation and open space by type and acreage.

Table II.E.1.
Recreation and Open Space Inventory

Type	Name	Acreage	Applicable Acreage
Community/Public	Country Club Drive Exercise/Walking Path	5	5
Community/Public	Arthur I. Snyder Memorial Park	3.5	3.5
Neighborhood/Public	Veterans Park	2	2
Neighborhood/Public	Waterways Park	7	7
Neighborhood/Public	Aventura Founders Park	11	11
Total Public		29	29
Recreation/Private		63.61	31.81
Marina/Private		9.40	2.35
Golf Courses		203.17	50.79
Total Private		276.18	84.95
Total		305.18	113.95

As can be seen on Table II.E.1. above, the City currently has 29 acres of recreation and open space in six public parks. These parks are shown on Figure II.E.1. Current park projects include development and expansion of Waterways Park, improvements to Founders Park, and Country Club tennis court improvements. The City has earmarked $4,835,006 for these projects in FY 2005/06 and FY 2006/07.[29]

[29] *City of Aventura Capital Improvements Program 2005 – 2010*

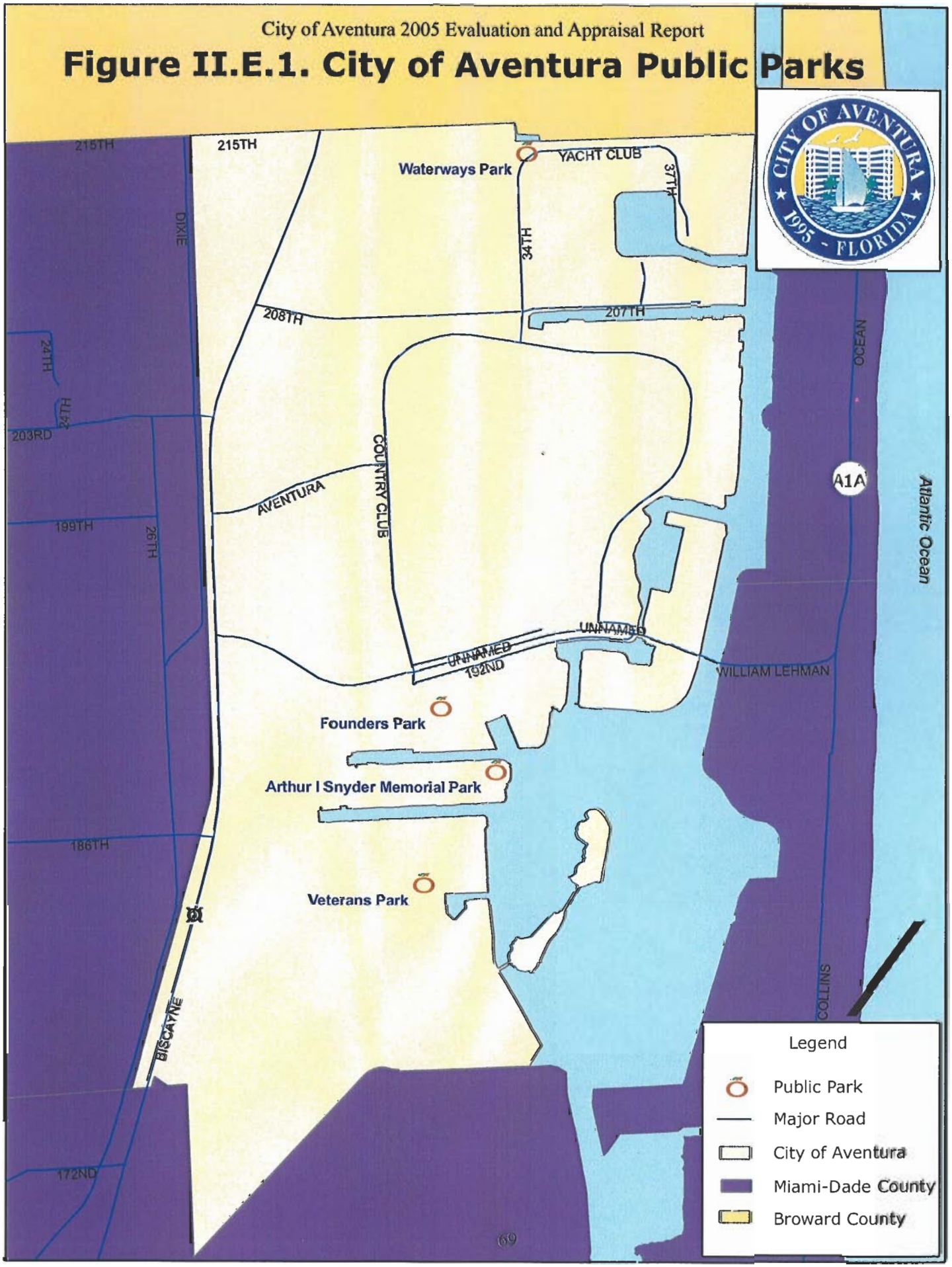
In order to ensure that new development and redevelopment pays its fair share for recreation and open space, the City collects a Parks Impact Fee as per Article IV., Division 5 of its Code of Ordinances. Under these requirements, residential developers must pay $1,352.00 per new detached single family unit, $1,352.00 per new attached single family unit, and $690.00 per new multi-family unit. These impact fees are earmarked for capital improvements and expansions to the City's park system through the Park Development Fund. In FY 2005/06 the City budgeted $1,000,000 in park impact fees for park development and improvement projects. In addition, the City negotiates with private developers to provide recreation and open space in the City. For example, the City acquired a 2 acre parcel from the developer of the Peninsula Condominium project for recreation and open space. This parcel is now known as Veterans' Park and consists of a children's playground and dog park.

Maintaining public access to the City's waterfront is another important component of meeting the recreational needs of existing and future residents. The City owns waterfront acreage in Founders Park, Waterways Park, the NE 188 Street shoreline, and on the northern perimeter of Little Maule Lake. These sites are shown on Figure II.E.2.

Beautification programs are another important component of maintaining and improving quality of life in the City. In December 1996 the City Commission initiated the Citywide Beautification Program in order to landscape medians, rights-of-way and public spaces throughout the City. This program has been key to maintaining and improving the City's built environment. A total of $577,000 is earmarked for City beautification programs in FY 2005/06 and FY 2006/07[30].

[30] *City of Aventura Capital Improvements Program 2005 – 2010*

Figure II.E.1. City of Aventura Public Parks



City of Aventura 2005 Evaluation and Appraisal Report

Figure II.E.2. City of Aventura Public Waterfront Access Sites

b. Public Schools

The City of Aventura, like jurisdictions throughout Florida, is faced with a number of challenges regarding public schools. The City's population has increased as a result of continued development and redevelopment, and this growth has increased demand for new or expanded school facilities. A number of the County's school facilities are overcrowded, and new schools cannot be provided quickly enough to meet the demand for new student stations. Moreover, the City has few remaining vacant and developable parcels, which limits the availability of land for new school construction.

The City of Aventura is currently served by two elementary schools, one middle school, and one senior high school. Table II.E.2. identifies these schools, and shows their 2004 enrollment, Class Size Reduction Capacity, and current utilization rates. Utilization rates are calculated by Miami-Dade County Public Schools by dividing enrollment by class size reduction capacity. If the utilization rate of a school exceeds 100 percent, it is considered to be overcrowded. As can be seen on Table III.E.2., the four public schools serving the City are overcrowded.

Table II.E.2. City of Aventura 2004 Student Enrollment and School Conditions[31]

School Name	2004 Enrollment	Class Size Reduction Capacity	Utilization Rate
Virginia Boone/ Highland Oaks Elem.	941	760	124%
Ojus Elem.	885	465	190%
Highland Oaks Middle	2,557	1,197	214%
Dr. Michael M. Krop Senior High	3,759	2,313	163%
Aventura City of Excellence Charter School	600	n/a	n/a

In 1996, the State of Florida enacted legislation that provided for the creation of charter schools, non-profit corporations that are typically operated by a group of parents, teachers, an organization, a municipality, universities, and/or a combination of more than one group. There are many reasons to establish a charter school but as outlined in the Board Rule the major reasons are: to improve student learning, to increase learning opportunities for all students with special emphasis on expanded learning experiences for academically low achieving students; to encourage use of innovative learning methods; to increase choices of learning opportunities for students; to establish a new form of accountability for schools; to require the measurement of learning outcomes and create innovative measurement tools; to

[31] Miami-Dade Public Schools, 2005

make the school the unit for improvement; and to create new professional opportunities for teachers.[32]

A charter school is bound by the requirements of Sections 228.056, 230.22 and .23, Florida Statutes and Miami-Dade County School Board Rule 6Gx13.6A.1.47 and must be reviewed and approved by the School Board. They are also fully recognized public schools.

On August 25, 2003, the Aventura City of Excellence Charter School opened as the first municipally sponsored charter school in Miami-Dade County. Located at 3333 NE 188 Street, the Aventura City of Excellence Charter School serves up to 600 students between kindergarten and fifth grade. In its short history the school has become an important component of the community, and a source of great civic pride. Its success is evidenced by a return rate of over 99 percent and A rating. The school operates as a City Department, and its Principal reports to the City Manager. The school demonstrates the City's commitment to ensuring the quality of life of existing and future residents. The City is currently expanding the Aventura City of Excellence Charter School to serve 6th grade students by 2005, 7th grade students by 2006, and 8th grade students by 2007 increasing the student capacity to 900.

In May 2005, the State of Florida amended its growth management statutes to require that local governments establish and enforce concurrency requirements for public schools and adopt public school facilities elements into their comprehensive plans. According to the new requirements, the public school facilities element and concurrency requirements must be adopted by no later than December 1, 2008 on a phased schedule to be established by the Florida Department of Community Affairs. As demonstrated on Table II.E.2. above, the public schools serving the City of Aventura are all overcrowded, with the exception of the Aventura City of Excellence Charter School. The new school concurrency requirements may therefore have implications for future development and redevelopment in the City. The City will monitor the interpretation and implementation of the new requirements, and coordinate with the State, Miami-Dade County Public Schools, regional and County agencies, and other jurisdictions to address the new requirements and adopt the Public School Facilities Element into its Comprehensive Plan in accordance with the established schedule. As of the date of this report, however, it is unclear how the new requirements will be applied and implemented.

[32] The School Board of Miami-Dade County, Florida Board Rules

c. Public Safety

Ensuring the health and safety of residents and visitors is another important component in maintaining and improving quality of life. Between 1997 and 2005 the number of sworn police officers in the City of Aventura increased from 49 to 76. The City's crime rate has decreased rapidly during that period, as is demonstrated on Table II.E.3. below.

Table II.E.3. City of Aventura Crime Rate, 1998 - 2005

Year	Total Crimes	Population	Crime Rate	% Change
1998	3,339	20,349	16,408.7	0
1999	3,058	22,800	13,412.3	-18.3%
2000	3,157	25,267	12,494.6	-6.8%
2001	2,672	25,903	10,315.4	-17.4%
2002	2,335	26,142	8,832	-13.4%
2003	2,260	27,241	8,296.3	-7.1%
2004	1,850	28,202	6,559.8	-20,9%

Source: City of Aventura 2004 Annual Report

In order to maintain and improve the quality of its police services, and ensure that new development pays its fair share for increased police services that will be necessitated by such development, the City collects a Police Fee as per Article IV., Division 5 of its Code of Ordinances. Under these requirements, developers must pay $96.47 per residential unit and $.140 per square foot of non-residential development. Between FY 05 and FY 10, it is projected that the police impact fee will generate revenues of $531,000. These funds are earmarked for capital outlay items such as new equipment necessitated by increased demand.

Fire rescue service in the City of Aventura is provided by the Miami-Dade County Fire Rescue Department. The City coordinates with the County in order to maintain and improve the quality of fire rescues service that it provides to the City and its residents. The average fire rescue response time in Miami-Dade County is currently estimated to be between eight and nine minutes. The average response time in the City is six to eight minutes.[33]

[33] City of Aventura, *Emergency Services Response, City Commission Workshop Agenda*, April 21, 2005

d. Historic, Archeological, and Cultural Resources

The preservation of significant, historic, archeological, and cultural resources is another important component in ensuring the quality of life of existing and future residents. The City has no historically, architecturally or archaeologically significant sites designated at present. Although the City finds it unlikely that any of its structures or sites would qualify for designation, a cultural resource assessment survey should be completed in conjunction with the Miami-Dade County Office of Historic Preservation and Florida Department of State in order to confirm that there are no significant historically, architecturally, or archaeologically-significant sites within its jurisdiction. Such a survey has not been completed to date due to the myriad challenges associated with establishing a new City, and the obvious lack of concentrations of historic, architectural, and archaeological resources. Nonetheless, the City should complete the afore-mentioned assessment within the planning period in order to ensure compliance with State and local requirements.

2. Social, Economic and Environmental Impacts

Section 163.3191(2)(e), F.S., requires that the potential social, economic, and environmental impacts of the identified major issues be addressed in the EAR. The social, economic and environmental impacts of Issue IE., "Quality of Life", are addressed as follows.

The provision of recreation open space has numerous positive social benefits for the community. By providing a venue for physical activities, parks can result in a healthier population, with positive public health implications. Moreover, parks provide an outlet for positive social interaction and activity, which can ease the boredom and isolation that leads to crime and other social problems. Parks are particularly important as a social and recreational outlet for youths and special needs populations.

The effective provision of such services as schools, police, and fire-rescue has great impacts on the public health, safety, and welfare, and to the social fabric of the community. The City has demonstrated its commitment to improving the delivery of these services through the charter school, increased police force, and other initiatives. Moreover, the City will continue to work cooperatively with agencies having jurisdiction within the City, or sharing common interests with the City, to improve the delivery of services such as public schools and fire-rescue.

From an economic standpoint, a well-developed and maintained park system, quality public schools, and strong public safety programs are important tools in attracting new businesses and residents to the City. Parks and public safety programs are key to crime reduction and improved public health, lessening the negative economic impacts of crime and rising health care costs. Quality schools are key to the economy by providing existing and future residents with the tools necessary for economic self-sufficiency and advancement, and employers with an educated and skilled workforce. Although there is a public cost to providing these services, these costs are mitigated by these factors.

Parks also have numerous positive environmental impacts. The City is experiencing rapid growth, and is substantially built out. Parks provide urban relief in a built environment. Moreover, open space plays a key role in the ecosystem through providing such functions as aquifer recharge, wildlife habitat, and air quality. It is therefore imperative to maintain open space as a viable land use in the City.

3. Comprehensive Plan Impacts and Recommendations

Section 163.3191 (2)(g), F.S., requires that the EAR evaluate the plan objectives within each element as they relate to the major issues and identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues. Issue I.E., "Quality of Life", impacts:

- The Future Land Use Element in its entirety;
- The Parks and Recreation Element in its entirety;
- The Capital Improvements Element in its entirety;
- The Intergovernmental Coordination Element in its entirety;
- Coastal Management Goal, Objective 4, Policy 4.3 of the Conservation & Coastal Management Element as it addresses protection of natural reservations identified in the Parks and Recreation Element, and;
- Coastal Management Goal, Objectives 6 and 12 of the Conservation & Coastal Management Element, and policies thereunder, as they address the preservation and enhancement of waterfront sites for water-dependent uses.

Specific recommendations to amend the Comprehensive Plan to address the issue of transportation are as follows:

a. Land Use Element

Recommendation II.E.1. Policy 2.1 states that the City shall undertake efforts to locate sites with confirmed historic, architectural, and archeological significance. It is recommended that this Policy be amended to state that by 2010 the City shall coordinate with the Miami-Dade County Office of Historic Preservation and Florida Department of State in order to identify significant historically, architecturally, or archaeologically-significant sites, if any, within its jurisdiction.

b. Parks and Recreation Element

Recommendation II.E.2. Objective 2 states that the City will coordinate the provision of public and private resources to meet recreation demands within one year of Plan adoption. It is recommended that this Objective be amended to state that the City will continue to coordinate the provision of public and private resources to meet recreation demands, and that the reference to "within one year of Plan adoption" be deleted.

Recommendation II.E.3. Policy 2.1 states that there were no recreation system deficiencies at the date of the Comprehensive Plan's adoption. It is recommended that this Policy be amended to state that the City will continue to ensure that it meets and exceeds its established Level of Service Standard for Recreation and Open Space through the Concurrency Management System, the collection of Park Impacts Fees, and other strategies.

Recommendation II.E.4. Policy 3.1 states that the City will develop land development regulations to include appropriate definitions of open space needs and standards. It is recommended that this Policy be amended to state that the City will continue to ensure that open space requirements for new development and redevelopment are met through the implementation and enforcement of its land development regulations.

CHAPTER III. OBJECTIVE ACHIEVEMENT ANALYSIS

An important objective of the Evaluation and Appraisal Report (EAR) is the identification of successes and shortcomings in implementing the Comprehensive Plan objectives (Sections 163.3191(2) (g) and (h), F.S. since the Plan's adoption in 1998. The following Chapter measures the City's progress in implementing its adopted Comprehensive Plan goals, objectives and policies.

III.A. FUTURE LAND USE ELEMENT

1. Objective FLU-1

Objective 1 of the Future Land Use Element is as follows: "The following land use densities, intensities and approaches shall be incorporated in the Land Development Regulations."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Incorporation of the stated land use designations into the Land Development Regulations."

Land Use designations as outlined in the Comprehensive Plan are more general and Land Development Regulations (Zoning) are more specific. Chapter 163, Florida Statutes and Rule 9J-5, Florida Administrative Code require consistency between a city's land use designations and land development regulations. Therefore, through zoning the land use designations are incorporated. A review of Chapter 31, *Land Development Regulations*, of the City of Aventura's Code of Ordinances confirms that the City has incorporated its Future Land Use designations into its land development regulations.

In order to further evaluate the City's success in achieving Objective FLU-1, a brief assessment of whether or not the supporting policies (FLU-1.1 through FLU-1.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.1 below:

Table III.A.1 Future Land Use Element Objective FLU-1 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-1.1 The Future Land Use map shall identify all residential land as one of the following Residential Land Use Categories: Low Density, Low-Medium Density, Medium Density and Medium-High Density.	Yes	Yes

Table III.A.1 Future Land Use Element Objective FLU-1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy FLU-1.2 The Future Land Use map shall identify all nonresidential land as one of the following nonresidential land use categories: Industrial and Office, Business and Office, Town Center and Parks and Recreation.	Yes	Yes
Policy FLU-1.3 Communities facilities (including schools) and places of worship shall be allowed on property with a residential or business and office land use designation through the conditional use procedures found in the City's land development regulations, and shall also be encouraged within Town Centers when such placement results in the co-location of schools with other educational and cultural resources such as libraries, museum, conservatories, and auditoriums.	Yes, for example, the Aventura Charter School and Community Center have been co-located. Please see Article VII. *Use Regulations* in Chapter 31	Yes

2. Objective FLU-2

Objective 2 of the Future Land Use Element is as follows: "The Future Land Use Plan shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas. [9J-5.006 (3)(b)(2)]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Residential and non-residential land use densities within the City by LUP map category."

Residential and non-residential land use densities and intensities are described on the LUP map by category and further described in the Comprehensive Plan text. See Chapter II.A. of this report for a description of the City's residential and non-residential land uses by category.

In order to further evaluate the City's success in achieving Objective FLU-2, a brief assessment of whether or not the supporting policies (FLU-2.1 through FLU-2.6) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.2 below:

Table III.A.2 Future Land Use Element Objective FLU-2 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-2.1 In planning and designing all new development and redevelopment, the City shall vigorously promote implementation of the guidelines contained in the "Urban Design Element."	Yes, through the Urban Design Element and Article XI. *Development Standards of General Applicability* in Chapter 31 of the City's Code of Ordinances	Yes
Policy FLU-2.2 To promote housing diversity and to avoid creation of monotonous developments, Aventura shall vigorously promote a variety of housing types in residential communities and Town Centers through its planning, zoning, subdivision, site planning and other regulatory activities.	Yes, ongoing	Yes

Table III.A.2 Future Land Use Element Objective FLU-2 Achievement Status cont.

Policy	Implemented?	Relevant
Policy FLU-2.3 Business developments shall preferably be placed in clusters or nodes in the vicinity of collector or greater roadway intersections and not in continuous strips or, with the exception of small neighborhood nodes, in isolated spots. Business developments shall be designed to anchor adjoining smaller businesses or the adjacent business district. Non-residential zoning will not necessarily be warranted on a given property merely due to adjacent roadway construction or expansion, or by its location at the intersection of two roadways.	Yes	Yes
Policy FLU-2.4 The City shall promote good urban design, water and energy conservation and wildlife habitat when designing sites and selecting landscape material for all public projects.	Yes	Yes

Table III.A.2 Future Land Use Element Objective FLU-2 Achievement Status cont.

Policy	Implemented?	Relevant
Policy FLU-2.5 Public facility and service provided shall give priority to eliminating any infrastructure deficiencies to facilitate rehabilitation or renewal of areas.	Yes, but other agencies have jurisdictional authority for the provision of certain public facilities, for example, water and sewer (Miami-Dade Water and Sewer Department) and roadways (Miami-Dade Public Works and FDOT)	Yes.
Policy FLU-2.6 In formulating or amending development regulations, Aventura shall avoid creating disincentives to redevelopment.	Yes	Yes

3. Objective FLU-3

Objective 3 of the Future Land Use Element is as follows: "Decisions regarding the location, extent and intensity of future land use in Aventura will be based upon suitable environmental conditions and the financial feasibility of providing, by the year 2005, services at levels of service (LOS) that meet or exceed the minimum standards adopted in the Capital Improvements Element. [9J-5.006(3)(b)1]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of development actions that exceeded adopted level of service standards."

No applications for development have been approved which exceed the adopted level of service standards set by the City in the Capital Improvements Element and in Chapter 31 *Land Development Regulations,* Article XI *Development Standards of General Applicability.* As part of the review concerning future land use changes environmental conditions and the feasibility of providing services is always reviewed. As this is ongoing reference to the year 2005 should be deleted.

In order to further evaluate the City's success in achieving Objective FLU-3, a brief assessment of whether or not the supporting policies (FLU-3.1 through FLU-3.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.3 below:

Table III.A.3 Future Land Use Element Objective FLU-3 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-3.1 All development orders authorizing new, or significant expansion of existing land uses, shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE) at the same time as the land uses are authorized. [9J-5.006(c)3]	Yes, ongoing through the CIE and Article XI	Yes, with changes, references to "significant" should be deleted
Policy FLU-3.2 Aventura 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 thereof, necessary to accommodate impact of the proposed development or increment of redevelopment over and above preexisting development on a site. Aventura shall periodically review and update fee schedules to ensure that all public marginal costs are appropriately recognized, and that fee structures reflect pertinent geographic variability in facility usage.	Yes, police and parks impact fees and specific purpose exactions, for example, roadways and roadway improvements.	Yes

Table III.A.3 Future Land Use Element Objective FLU-3 Achievement Status cont.

Policy	Implemented?	Relevant
Policy FLU-3.3 Municipal agencies shall continue and, where possible, improve their efforts to coordinate projects to construct or repair infrastructure such as roadways and utilities in order to minimize the disruption and inconvenience caused by such construction activities.	Yes, intra- and inter-municipal/governmental coordination lines of communication are in place and implemented through the Intergovernmental Coordination Element	Yes
Policy FLU-3.4 The Community Development Department shall coordinate and centralize the compilation of monitoring information necessary to make determinations regarding existing and projected Levels of Services and to prepare Evaluation and Appraisal Reports for submittal to the State land planning agency, as required by Chapter 163, F.S. and Rule 9J-5, F.A.C.	Yes, ongoing, the City through its development review process monitors all information regarding LOS and through a consultant will prepare the EAR	Yes

4. Objective FLU-4

Objective 4 of the Future Land Use Element is as follows: "Upon the adoption of the Plan, the location, design and management practices of development and redevelopment shall ensure the protection of natural resources and systems by recognizing, and sensitively responding to these constraints including historical resources. [9J-5.006(3)(b)4]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Acres of environmentally sensitive lands preserved within the City."

Through the requirements of the Land Use and Conservation and Coastal Management Elements the City must evaluate and determine the acreage for various land uses within the

City including environmentally sensitive lands that are preserved. At this time, it is calculated that there are approximately 35 acres of environmentally sensitive lands within the City.

In order to further evaluate the City's success in achieving Objective FLU-4, a brief assessment of whether or not the supporting policy (FLU-4.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.A.4 below:

Table III.A.4 Future Land Use Element Objective FLU-4 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-4.1 Development orders in Aventura shall be consistent with the goals, objectives and policies contained in the Conservation and Coastal Management Elements of this Plan, and with all applicable environmental regulations, as well as all other Elements of the Plan.	Yes, through the Comprehensive Plan Elements and other regulatory agencies and their regulations	Yes

5. Objective FLU-5

Objective 5 of the Future Land Use Element is as follows: "Aventura shall, by the year 2005, reduce the number of land uses inconsistent with the uses designated on the LUP map or with the character of the surrounding community. [9J-5.006(3)(b)3]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Acreage of inconsistent or incompatible properties by LUP map category."

Currently, there are approximately 17 acres of inconsistent or incompatible properties by LUP map category. Generally, the area known as the Hospital District has existing land uses which are inconsistent with the uses designated on the Adopted Future Land Use Map. The City is striving to reduce the amount of acreage that is inconsistent through the redevelopment of this area. Inconsistent marine industrial uses along NE 188 Street have transitioned into residential uses since the date of adoption, as per the Future Land Use Plan Map. Implementation of the Town Center designation is ongoing; however, the uses existing in this area are not inconsistent with the uses allowed in the Town Center designation. Please see Chapter II.A. for further discussion about these areas. As this is ongoing reference to the year 2005 should be deleted.

In order to further evaluate the City's success in achieving Objective FLU-5, a brief assessment of whether or not the supporting policies (FLU-5.1 through FLU-5.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.5 below:

Table III.A.5 Future Land Use Element Objective FLU-5 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-5.1 When evaluating compatibility among proximate land uses, the City shall consider such factors as: noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, heights, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.	Yes, through Chapter 31 in its entirely	Yes
Policy FLU-5.2 Through implementation of the land development regulations, residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood. [9J-5.006(3)(c)2]	Yes, through Chapter 31 in its entirely	Yes
Policy FLU-5.3 Supportive but potentially incompatible uses shall be permitted on site within functional neighborhoods, communities or districts only where proper site design can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements.	Yes, through Chapter 31 in its entirety	Yes

Table III.A.5 Future Land Use Element Objective FLU-5 Achievement Status cont.

Policy	Implemented?	Relevant
Policy FLU-5.4 Through its planning, regulatory, capital improvements and intergovernmental coordination activities, Aventura shall ensure that suitable land is provided for placement of utility facilities necessary to support proposed development. Necessary utility facilities may be located in all land use categories. [9J-5.006(3)(b)9]	Yes, through the Capital Improvements Element, Chapter 31 in its entirely and more specifically Article VII. *Use Regulations*	Yes

6. Objective FLU-6

Objective 6 of the Future Land Use Element is as follows: "Upon the adoption of the Aventura Plan, all subsequent public and private activities regarding the use, development and redevelopment of land and the provision of urban services and infrastructure shall be consistent with the goal, objectives and policies of this Element, with recognized Population Estimates and Projections, and with future uses designated on the adopted Future Land Use Plan (FLUP) map, and as balanced with the Goals, Objectives and Policies of all Elements of the Comprehensive Plan."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of development actions that are inconsistent with the Goals, Objectives and Polices of the adopted Aventura Comprehensive Plan."

No applications for development have been approved which are inconsistent with the Goals, Objectives and Policies of the adopted Aventura Comprehensive Plan. Two applications have been denied by the City due to inconsistencies with the Plan's goals, objectives and policies.

In order to further evaluate the City's success in achieving Objective FLU-6, a brief assessment of whether or not the supporting policy (FLU-6.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.A.6 below:

Table III.A.6 Future Land Use Element Objective FLU-6 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-6.1 All development orders authorizing a new land use or development, or redevelopment, or significant expansion of an existing use shall be contingent upon an affirmative finding that the development or use conforms to, and is consistent with the goals, objectives and policies of the Plan including the Land Use Plan Map.	Yes, through consistency requirements between the Comprehensive Plan and Land Development Regulations per Chapter 163 and Rule 9J-5.	Yes

7. Objective FLU-7

Objective 7 of the Future Land Use Element is as follows: "The City of Aventura shall protect, preserve, ensure the proper management, and promote public awareness of historical, architectural and archaeologically significant sites."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Acres of identified historical, architectural and archaeologically significant sites preserved by LUP map category."

The City has no historically, architecturally or archaeologically significant sites designated on the LUP by category. Although the City finds it unlikely that any of its structures or sites would qualify for designation, a cultural resource assessment survey should be completed in conjunction with the Miami-Dade County Office of Historic Preservation and Florida Department of State in order to confirm that there are no significant historically, architecturally, or archaeologically-significant sites within its jurisdiction. Such a survey has not been completed to date due to the myriad challenges associated with establishing a new City, and the obvious lack of concentrations of historic, architectural, and archaeological resources. Nonetheless, the City should complete the afore-mentioned assessment within the planning period in order to ensure compliance with State and local requirements.

In order to further evaluate the City's success in achieving Objective FLU-7, a brief assessment of whether or not the supporting policy (FLU-7.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.A.7 below:

Table III.A.7 Future Land Use Element Objective FLU-7 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-7.1 The City shall undertake efforts to locate sites with confirmed historic, architectural and archaeological significance and shall take timely and appropriate measures to preserve identified sites.	No, the City has no designated sites but has available any assistance necessary from the Miami-Dade County Office of Historic Preservation to locate sites. Chapter 31, Article VI. *Archaeological and Historical Landmarks* outlines standards and procedures for designation.	Yes, should be implemented within the planning period.

8. Objective FLU-8

Objective 8 of the Future Land Use Element is as follows: "The City of Aventura Community Development Department shall maintain a process for periodic amendment to the Land Use Plan map, consistent with the adopted Goals, Objectives and Policies of this Plan."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of opportunities to amend the Aventura Comprehensive Plan."

The City allows the statutory maximum for amendments to the Comprehensive Plan, which is currently two per year pursuant to Section 163.3187, F.S.

In order to further evaluate the City's success in achieving Objective FLU-8, a brief assessment of whether or not the supporting policies (FLU-8.1 through FLU-8.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.8 below:

Table III.A.8 Future Land Use Element Objective FLU-8 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-8.1 The City Commission, upon recommendation of the City Manager, shall establish opportunities for the consideration of amendments to the Aventura Comprehensive Plan. The City Commission shall not establish more than the State imposed maximum number of opportunities, currently two opportunities per year. Small scale amendments or emergency amendments shall be exempt from this limitation, as provided for in State law.	Yes, through Chapter 31, Article IV. *Comprehensive Plan* amendment procedures and Section 163.3187, F.S.	Yes
Policy FLU-8.2 Applications to amend the City's Future Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would: 1. Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the City; 2. Enhance or impede provision of services at adopted LOS Standards; 3. Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and	Yes	Yes

4. Enhance or degrade environmental or historical resources, features or systems of significance.		
Policy FLU-8.3 The City shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities.	Yes	Yes

9. Objective FLU-9

Objective 9 of the Future Land Use Element is as follows: "Aventura shall continue to maintain, update and enhance the municipal code, administrative regulations and procedures, to ensure that future land use and development is consistent with the Plan, and to promote better planned development and communities with well designed buildings. [9J-5.006(3)(b)10]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of City sponsored amendments to the Land Development Code."

The City has continued to update and enhance the land development regulations since approval of Chapter 31 *Land Development Regulations* on July 13, 1999. The land development regulations have been amended 12 times since 1999.

In order to further evaluate the City's success in achieving Objective FLU-9, a brief assessment of whether or not the supporting policies (FLU-9.1 through FLU-9.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.9 below:

Table III.A.9 Future Land Use Element Objective FLU-9 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-9.1 Aventura shall continue to maintain, and enhance as necessary, regulations consistent with the Plan which govern the use and development of land and which, as a minimum, regulate:[9J-5.006(3)(c)1] 1. Land use consistent with the Land Use Element and Level of Service Standards; 2. Subdivision of land; 3.Areas subject to seasonal or periodic flooding; 4. Stormwater management; 5. Protection of environmentally sensitive lands; 6. Signage; and 7. On-site traffic flow and parking to ensure safety and convenience and that no avoidable off-site traffic flow impediments are caused by development.	Yes, the City continues to amend its Code of Ordinances as necessary to be in compliance with 9J-5.006 and other regulation from agencies such as Miami-Dade County and the State of Florida.	Yes
Policy FLU-9.2 Aventura shall continue to investigate, maintain and enhance methods, standards and regulatory approaches that facilitate sound, compatible mixing of uses in projects and communities. [9J-5.006(3)(b)3]	Yes, through Chapter 31 in its entirety and the Urban Design Element and other Best Planning and Management Practices will promote the mixing of uses in projects and communities	Yes, mixed use development promotes a multitude of efficiencies

Table III.A.9 Future Land Use Element Objective FLU-9 Achievement Status cont.

Policy	Implemented?	Relevant
Policy FLU-9.3 The City within one (1) year of adoption of this Plan shall enact land development regulations that include provisions for: [9J-5.006(3)(c)4] 1. Open space in the form of squares, plazas, or green areas in residential and commercial zoning categories; 2. Diversity of uses in or adjacent to residential districts, including neighborhood designs that have a mixture of retail, residential, office, institutional and service business uses in close proximity; 3. Diversity of housing and construction types; 4. Parking requirements for all zoning districts to allow and retain on-street parking where appropriate. 5. A hierarchy of street types and designs, ranging from pedestrian and bike paths to boulevards that serve both neighborhood and area-wide vehicular and pedestrian trips.	Yes, in 1999, Chapter 31 *Land Development Regulations* were adopted which provides for open spaces, diversity of uses and housing types and walkable streets and which are all consistent with Rule 9J-5.005 and the Urban Design Element	No, plan has been adopted

10. Objective FLU-10

Objective 10 of the Future Land Use Element is as follows: "Energy efficient development shall be accomplished through land use patterns, site planning, landscaping, building design and development of multi-modal transportation systems."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "No feasible measure exists. Surrogate measure: Residential and non-residential land use densities within the City by LUP map category."

Although no feasible measure exists, the City encourages thoughtful development patterns such as the Town Center Zoning District to meet this objective. Residential and non-residential land use densities and intensities are described on the LUP map by category and further described in the Comprehensive Plan text. See Chapter II.A. of this report for a description of the City's residential and non-residential land uses by category.

In order to further evaluate the City's success in achieving Objective FLU-10, a brief assessment of whether or not the supporting policy (FLU-10.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.A.10 below:

Table III.A.10 Future Land Use Element Objective FLU-10 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-10.1 Aventura shall facilitate redevelopment of substandard or underdeveloped areas, high intensity activity centers, mass transit supportive development and mixed use projects to promote energy conservation.	Yes	Yes

11. Objective FLU-11

Objective 11 of the Future Land Use Element is as follows: "Upon the adoption of the Plan, the location, design and management practices of development and redevelopment shall ensure the protection of natural resources and systems by recognizing, and sensitively responding to constraints posed by soil conditions, topography, water table level, vegetation type, wildlife habitat, and hurricane and other flood hazards."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Acres of environmentally sensitive land by LUP map category; acres of developed land not serviced by sanitary sewer system by LUP map category; acre-days of land flooded by LUP map category."

This Objective should be updated and/or revisited because the Comprehensive Plan was adopted. There are approximately 30 acres of environmentally sensitive land that is designated Parks and Recreation on the Future Land Use Map and another 5 acres designated Medium-High Density Residential. There are less than 15 acres not serviced by

the sanitary sewer collection system in the Business and Office LUP category and located mainly in the Hospital District. The acre-days of land flooded is not available but is believed to be de minimus due to the sandy soil conditions and adequate stormwater drainage.

In order to further evaluate the City's success in achieving Objective FLU-11, a brief assessment of whether or not the supporting policies (FLU-11.1 and FLU-11.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.11 below:

Table III.A.11 Future Land Use Element Objective FLU-11 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-11.1 Development orders in Aventura shall be consistent with the goals, objectives and policies contained in the Conservation and Coastal Management Elements of this Plan, and with all applicable environmental regulations, as well as all other elements of the Plan.	Yes, all development orders must be consistent with all Elements of the Comprehensive Plan .	Yes
Policy FLU-11.2 All significant natural resources and systems shall be protected from incompatible land use including inland wetlands and forested portions of Environmentally Sensitive Sites as identified in the Conservation Element, as may be amended from time to time.	Yes	Yes

12. Objective FLU-12

Objective 12 of the Future Land Use Element is as follows: "The City of Aventura shall coordinate its coastal planning area population densities with the South Florida Regional Planning Council and the Miami-Dade County Office of Emergency Management."

There is no monitoring measure identified for this objective in the Comprehensive Plan. However, there is a high degree of coordination between the City and the South Florida Regional Planning Council, although additional coordination is needed. The City is meeting its 12 hour standard as established in the Comprehensive Plan. Please see Chapter II.C. for additional information about this issue.

In order to further evaluate the City's success in achieving Objective FLU-12, a brief assessment of whether or not the supporting policies (FLU-12.1 and FLU-12.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.12 below:

Table III.A.12 Future Land Use Element Objective FLU-12 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-12.1 All proposed Comprehensive Plan amendments that increase density (population) shall be required to submit, at the time of application, an analysis of the impacts of the proposed amendment upon the evacuation routes and evacuation times as included within the South Florida Regional Hurricane Evacuation Study, April, 1996, or as may be amended from time to time.	Yes	Yes
Policy FLU-12.2 The City shall not approve any Comprehensive Plan amendment that increases density (population) and results in evacuation times exceeding 12 hours.	Yes	Yes

13. Objective FLU-13

Objective 13 of the Future Land Use Element is as follows: "To address the current school siting needs and to coordinate with other governmental entities to discuss projected student membership and site size deficiencies."

There is no monitoring measure identified for this objective in the Comprehensive Plan. The City, however, entered into an Interlocal Agreement between Miami-Dade County Public Schools along with the majority of municipalities in Miami-Dade County in 2003. The City has also created a City run Charter School. Currently, there is an elementary school open to the residents of Aventura with a middle school under construction. Please see Chapters II.E. for further discussion about this issue.

In order to further evaluate the City's success in achieving Objective FLU-13, a brief assessment of whether or not the supporting policy (FLU-13.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.A.13 below:

Table III.A.13 Future Land Use Element Objective FLU-13 Achievement Status

Policy	Implemented?	Relevant
Policy FLU-13.1 By December 31 1999 the City shall coordinate with Miami-Dade County Public School Board, Miami-Dade County, other municipalities of Northeast Miami-Dade County and the South Florida Regional Planning Council in order to develop alternative solutions to the projected public school siting needs included in the data and analysis. These alternative solutions should include utilization of existing vacant sites, vacant office space, and addition of 2nd stories to existing schools, as well as other alternative solutions.	Yes, agreement became effective in 2003	Yes, but delete reference to December 31, 1999

III.B. Transportation Element

1. Objective T-1

Objective 1 of the Transportation Element is as follows: "Provide the framework for a safe, convenient, and energy efficient multi-modal transportation system through implementation of the programs outlined in this element, and the concurrency and access management systems contained in the City's land development regulations. [9J-5.019(4)(b)1]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Maintenance of adopted Level of Service Standards."

Section 163.3191(2)(o), F.S., requires that local governments evaluate the extent to which the multi-modal transportation district has been successful in achieving its purpose. As noted in Chapter II.D., the City of Aventura is located within Miami-Dade County's Urban Infill Area (UIA), which is designated as a Transportation Concurrency Exemption Area, and is exempt from transportation concurrency requirements. The City has therefore not had to delay or prohibit development or redevelopment due to transportation concurrency issues between 1995 and 2005. In this regard, the Transportation Concurrency Exception Area has been successful in achieving one of its purposes; allowing development and redevelopment in established infill areas where infrastructure is in place, despite the congested roadway conditions that often exist in such areas.

The City's adopted Level of Service standards for transportation are: a minimum peak period LOS of E on State and City roads where no public mass transit exists; where mass transit having headways of 20 minutes or less is provided, roadways shall operate at no greater than 120 percent of their capacity, and; where extraordinary transit service such as commuter rail or express bus service exists, parallel roadways within ½ mile shall operate at no greater than 150 percent of their capacity. An express bus service is provided in the City between Aventura Mall and Golden Glades, and along Biscayne Boulevard. The Level of Service standards for roadways are based on the following definitions:

- LOS A - free flow traffic operations at average travel speeds;
- LOS B - stable flow with other users in traffic stream;
- LOS C – uncongested with other users causing significant interactions;
- LOS D – congested stable flow with major delays;
- LOS E – very congested with traffic at or near capacity, and;
- LOS F – extremely congested with breakdown flows.

In order to determine the current levels of service on roadways in Aventura, level of service information was taken from the Miami Dade County MPO 2030 Long Rang Transportation Plan, which is the official transportation planning document for Miami-Dade County. It specifies all transportation projects to be planned, designed or constructed within this time horizon. It utilizes a complex modeling structure which integrates the most recent Census

data and traffic information. It then distributes and projects trips, volumes and levels of service in the future. A new LRTP is developed every five years. This becomes the basis for determining and prioritizing transportation needs. To be eligible for federal dollars, projects must first be part of this plan.

Information indicates that at the time of the counts: Ives Dairy Road was operating at LOS F, William Lehman Causeway was operating at LOS B, Biscayne Boulevard was operating at LOS F, and Country Club Drive, Aventura Boulevard, Waterways Boulevard, and NE 34th Avenue, were all operating at LOS B or better. Overall, this examination determined that there is capacity remaining on the roadway network (nearly an extra travel lane's worth, or 2,000 trips). Nonetheless, based on the most recent available data, the City is not meeting its roadway Level of Service standards on Biscayne Boulevard or Ives Dairy Road.

By 2030: William Lehman Causeway will be operating at LOS B; Aventura Boulevard will be at LOS D, and; Country Club Drive will be mainly at LOS E, with the links approaching the William Lehman Causeway at LOS F. NE 34th Avenue will be at LOS F and Waterways Boulevard will be at LOS E. Ives Dairy Road and Biscayne Boulevard will continue to operate at LOS F. Therefore, it is projected that the City will not be meeting its roadway Level of Service standards for portions of Country Club Drive, Ives Dairy Road, or Biscayne Boulevard in 2030.

The City's existing transportation system is comprised of more than roadways. Mass transit service in the City is provided by the Miami-Dade Transit Authority through express and regular bus service (Figure II.D.2)[34], and by the City of Aventura through its internal shuttle bus service (Figure II.D.3). The City of Aventura's shuttlebus service boasts an average monthly ridership of 9,000, and has had a total ridership of 457,138 since its inception in 1999[35]. Bicycles and pedestrian paths/sidewalks are another important component of the City's transportation system. The City provides sidewalks along most major roadways, and major bicycle and pedestrian paths along Country Club Drive around the Turnberry Golf Course and along NE 187 Street. In addition, there are many waterways in the City that provide opportunities for recreational boating. Although there is no water taxi service in the City at present, it might be explored as a future option for trips within the City, and between the City and other waterfront locales. These projects demonstrate the City's commitment to providing a multi-modal transportation system, in accordance with its Transportation Concurrency Exception Area.

Please see Chapters II.D. and IV.F. for further discussion about these issues.

In order to further evaluate the City's success in achieving Objective T-1, a brief assessment of whether or not the supporting policies (T-1.1 through T-1.6) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.B.1 below:

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[34] Miami-Dade Transit Authority, 2005

[35] *City of Aventura Shuttlebus Ridership Summary, January 1999 to Present*, City of Aventura Community Services Department, 2005

Table III.B.1 Transportation Element Objective T-1 Achievement Status

Policy	Implemented?	Relevant
Policy T-1.1 As per 9J-5.005(8)(j), the City of Aventura adopts the level of service standard as described in the Miami-Dade County Comprehensive Development Plan, Traffic Circulation Subelement 1997, Objective 1 Policy 1B, as it relates to Urban Infill Areas (UIA) [9J-5.019(4)(c)1], and more particularly described as follows: The minimum acceptable peak-period LOS for all State roads and on all City roads shall be the following: (a) Where no public mass transit service exists, roadways shall operate at or above LOS E; (b) Where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, roadways shall operate at no greater than 120 percent of their capacity; (c) Where extraordinary transit service such as commuter rail or express bus service exists parallel roadways within ½ mile shall operate at no greater than 150 percent of their capacity.	Yes, ongoing with changes, the City is part of the Transportation Concurrency Exception Area as described in Policy T-1.3. Delete reference to Miami-Dade County Comprehensive Development Plan, Traffic Circulation Subelement 1997, Objective 1 Policy 1B and substitute Objective TC-1 Policy TC-1B Please see Chapter II of this report, the October 2004 Cycle Applications to Amend the Miami-Dade County Comprehensive Plan and the Capital Improvements Element for more details about the City's concurrency management program.	Yes, with changes
Policy T-1.2 The City of Aventura accepts Miami-Dade	Yes, delete reference to Miami-Dade County Comprehensive	Yes

County's mass transit level of service as stated in their 1997 CDMP Capital Improvements Element and the Mass Transit Subelement of the Traffic Circulation Element which follow: 1) The average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 per square mile, and the corridor is 0.5 miles on either side of any necessary new routes or route extensions to the area of expansion; 2) It is estimated that there is sufficient demand to warrant service; 3) The service is economically feasible; and 4) The expansion of transit service into new areas is not provided at a detriment to existing or planned services in higher density areas with greater need.	Development Plan, Traffic Circulation Subelement 1997, Objective 1 Policy 1B and substitute Objective MT-1 Policy MT-1A. Please see Chapter II of this report, the October 2004 Cycle Applications to Amend the Miami-Dade County Comprehensive Plan and the Capital Improvements Element for more details about the City's concurrency management program..	
Policy T-1.3 In conformity with the established Miami-Dade County Transportation Exception Area, that area located within the boundaries of the City of Aventura is designated as a Transportation Concurrency Exception Area as specified in Section 9J-5(6), Florida Statutes. The geographic location and extent of the City's Transportation Concurrency Exception	Yes	Yes

Area shall be maintained on the "Future Function Classification and Number of Lanes" map. Policy T-1.4		
Policy T-1.4 The City shall require an access management review by the Florida Department of Transportation for all new developments located along State highways, and shall not approve any development order requiring access to State highway unless such access is permitted by the Department of Transportation.	Yes, FDOT District 6 reviews any new access points along state highways such as Biscayne Boulevard	Yes

Table III.B.1 Transportation Element Objective T-1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy T-1.5 The City will develop transportation management strategies, such as but not limited to, traffic calming techniques and traditional neighborhood design concepts, to improve efficiency, and enhance the safety of the pedestrian, bicycles, and transit riders within the context of an integrated multi-modal transportation system. [9J-5.019(4)(c)7]	Yes, through the Capital Improvement Program the City is improving and/or creating a more pedestrian friendly environment and also providing transit within the City to better integrate with the Countywide multi-modal transportation system.	Yes
Policy T-1.6 Annual transit trips per capita will be utilized to determine the achievement of the mobility goals of the City. [9J-5.019(4)(c)10]	Yes, since the start of the intra-city transit service in 1999 ridership has increased with total ridership approaching 500,000 riders and an average of 9,000 per month	Yes

2. Objective T-2

Objective 2 of the Transportation Element is as follows: "As part of the internal consistency requirement of the Comprehensive Plan elements, the transportation system outlined in this element will be coordinated with the Future Land Use Map or map series to ensure that the transportation modes are consistent with the land uses in the area by the Plan's adoption. [9J-5.019(4)(b)2]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of capital improvements that encourage and support a multi-modal transportation system."

The latest Capital Improvements Program (2004-2009) calls for over $4.3 million in sidewalk, drainage, roadway, signage and traffic video monitoring improvements.

In order to further evaluate the City's success in achieving Objective T-2, a brief assessment of whether or not the supporting policies (T-2.1 through T-2.6) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.B.2 below:

Table III.B.2 Transportation Element Objective T-2 Achievement Status

Policy	Implemented?	Relevant
Policy T-2.1 Parking strategies will be developed that encourage a multi-modal transportation system including scaled pedestrian and bicycle facilities, public transit, paratransit, and other modes of transportation. [9J-5.019(4)(c)3]	Yes	Yes
Policy T-2.2 Through implementation of the Future Land Use Plan and Land Development Regulations, the use of bicycles and pedestrian activities will be promoted and encouraged with particular emphasis given to the Town Center. [9J-5.019(4)(c)5]	Yes, through the implementation of urban design guidelines	Yes
Policy T-2.3 Through the implementation of the multi-modal transportation strategies, demand management programs will be established to modify peak hour travel demands, and reduce the number of vehicle miles traveled. [9J-5.019(4)(c)6]	Yes	Yes
Policy T-2.4 Public transportation will be encouraged through implementation of local transit service and its incorporation in to the Town Center, as identified on the Future Land Use Plan Map. [9J-5.019(4)(c)12]	Yes, ongoing, as local transit service and ridership increases	Yes

Table III.B.2 Transportation Element Objective T-2 Achievement Status cont.

Policy	Implemented?	Relevant
Policy T-2.5 Through implementation of linking local streets to provide residents with internal alternative routes, local traffic will be encouraged to use alternative routes developed to protect the interregional and intrastate functions of the Florida Intrastate Highway System. [9J-5.019(4)13]	Yes, internal alternative routes to Biscayne Boulevard are being realized such as the extension of Miami Gardens Drive east of Biscayne Boulevard, NE 27th Avenue and NE 185th Street and the extension of NE 213th Street easterly from Biscayne Boulevard	Yes

3. Objective T-3

Objective 3 of the Transportation Element is as follows: "As part of the implementation of the programs outlined in this element coordination of the transportation system with the Miami-Dade Metropolitan Planning Organization, Florida Transportation Plan, and the Florida Department of Transportation Adopted Work Program will be evaluated annually as part of the annual update of the concurrency management system. [9J-5.019(4)(b)3]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Annual review of Miami-Dade Metropolitan Planning Organization and FDOT adopted 5-year work programs. Number of capital improvements that support the development and enhancement of intermodal terminals."

The City, as with all other municipalities in Miami-Dade County, receive and review both the MPO and FDOT adopted 5-year work program. There are no capital improvements that support the development or enhancement of intermodal terminals in the City. Additionally, as part of the work program process a high degree of intergovernmental coordination is achieved.

In order to further evaluate the City's success in achieving Objective T-3, a brief assessment of whether or not the supporting policies (T-3.1 through T-3.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.B.3 below:

Table III.B.3 Transportation Element Objective T-3 Achievement Status

Policy	Implemented?	Relevant
Policy T-3.1 Through the annual evaluation of the plans and programs of the other applicable agencies applicable roadway and transit service improvements for future multi-modal needs will be identified and addressed. [9J-5.019(4)(c)8]	Yes, the Work Programs are reviewed and assessed annually	Yes
Policy T-3.2 Upon adoption of this element, and the Intergovernmental Coordination Element, transportation coordination related mechanisms, appropriate agreements, and strategies will be developed to implement the area wide transportation, land use, parking, and other provisions of the multi-modal plan. [9J-5.019(4)(c)11]	Yes, mechanisms, agreements and other strategies have been put in place to better coordinate local, county, regional, state and federal agencies	Yes, with changes to delete reference to adopted since Elements have been adopted
Policy T-3.3 Through implementation of this element and required agency coordination mechanisms, appropriate strategies will be developed to address improvements to the Aventura Mall transit terminal and development of a Town Center intermodal terminal, as well as access to aviation, rail and seaport facilities. [9J-5.019(4)(c)14]	Yes, see Policy T-3.2	Yes

4. Objective T-4

Objective 4 of the Transportation Element is as follows: "Through coordination of the City's multi-modal transportation plan with the applicable public transit service and the Miami-Dade Metropolitan Planning Organization, efficient public transit service will be determined by the ridership. [9J-5.019(4)(b)4]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "By 2005, increase public transit ridership by 10%."

Since its inception in 1999 the City's Shuttle Bus service has served over 457,138 people on four bus routes within the City. In addition, overall County public transit ridership has increased through better coordination of intra- and inter-city public transit services. It is suggested that this measure be changed to include information on the City's shuttle bus service due to the fact that Miami-Dade Transit is responsible for Countywide Transit service. References to the year and percentage increase should be deleted.

In order to further evaluate the City's success in achieving Objective T-4, a brief assessment of whether or not the supporting policies (T-4.1 through T-4.7) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.B.4 below:

Table III.B.4 Transportation Element Objective T-4 Achievement Status

Policy	Implemented?	Relevant
Policy T-4.1 Within one year of adoption of the Comprehensive Plan, the City shall implement a local public transit system. [9J-5.019(4)(c)9]	Yes, delete reference to timeframe as the local transit system was implemented in 1999 and substitute maintain for implement	Yes
Policy T-4.2 The City's local transit system shall operate exclusively within the Transportation Concurrency Exception Area (TCEA).	Yes	Yes

Table III.B.4 Transportation Element Objective T-4 Achievement Status cont.

Policy	Implemented?	Relevant
Policy T-4.3 Transit service shall be linked to major trip attracters and generators, and the transportation disadvantaged. Transit service shall be located such that they are safe and convenient to transit users.	Yes	Yes
Policy T-4.4 Transit service will be located in areas which the future land use map will support transit service, such as town center, transit terminals, commercial areas and higher density residential areas.	Yes	Yes
Policy T-4.5 Within exclusive public transit corridors main entrances of business shall be oriented to transit stops.	Yes	Yes
Policy T-4.6 Sidewalks shall link residential development to transit stops and shelters.	Yes, on an ongoing basis through the Capital Improvements Program .	Yes
Policy T-4.7 Transit shelters, according to the City's approved design, shall be provided at the time of development by the property owner.	Yes, required as part of development order approval	Yes

5. Objective T-5

Objective 5 of the Transportation Element is as follows: "Through implementation of the Future Land Use Plan describing land use densities and intensities, existing and future rights-of-way, such as the eastern extension of Miami Gardens Drive and the realignment of NE 29th Avenue, will be protected from building encroachment. [9J-5.019(4)(b)5]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Protection of Miami Gardens Drive easterly extension and the realignment of NE 29th Avenue rights-of-way from building encroachment."

Rights-of-way have been secured for the roadway projects and have been ongoing and considered in various work programs for a number of years. Development of these roadway segments is in process.

In order to further evaluate the City's success in achieving Objective T-5, a brief assessment of whether or not the supporting policy (T-5.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.B.5 below:

Table III.B.5 Transportation Element Objective T-5 Achievement Status

Policy	Implemented?	Relevant
Policy T-5.1 In coordination with the Miami-Dade Metropolitan Planning Organization, and the Florida Department of Transportation rights-of-way acquisition timetables and protection mechanisms will be established for the easterly extension of Miami Gardens Drive and the realignment of NE 29th Avenue. [9J-5.019(4)(c)4]	Ongoing	Yes

III.C. Parks and Recreation Element

1. Objective PR-1

Objective 1 of the Parks and Recreation Element is as follows: "Through implementation of the adopted Recreation and Open Space Element public access to the City's identified recreation sites will be ensured."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Public access available to all recreational sites."

All existing public recreational sites have adequate public access and future sites will be consistent with this objective. Please see Chapter II.E. and Table II.E.1. for further discussion and quantification of how the City measures and monitors access to recreation sites.

In order to further evaluate the City's success in achieving Objective PR-1, a brief assessment of whether or not the supporting policies (PR-1.1 and PR-1.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.C.1 below:

Table III.C.1 Parks and Recreation Element Objective PR-1 Achievement Status

Policy	Implemented?	Relevant
Policy PR-1.1 The City will designate existing City park property, any acquired park property, and any appropriate natural habitats for public use.	Yes	Yes
Policy PR-1.2 In coordination with the future land use plan, and the Conservation and Coastal Management Element shore access will be maintained or improved where possible; currently there are no beaches within the City limits.	Yes, for example, in conjunction with the community center a waterfront walkway with seating was provided to ensure public access	Yes

2. Objective PR-2

Objective 2 of the Parks and Recreation Element is as follows: "Through implementation of the adopted Parks and Recreation and the Capital Improvements Elements, and the

concurrency management system the City will coordinate the provision of public and private resources to meet recreation demands within one year of Plan adoption."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Continuation of park dedication requirements."

Pursuant to the requirements of the CIE, Concurrency Management System and Chapter 31 *Land Development Regulations* Article XI *Development Standards of General Applicability* developments must adhere to dedication requirements in order to maintain the City's adopted LOS for parks and recreation. In addition, as described in Chapter II.E., the City collects a Park Impact Fee to ensure that new development pays its fair share of the costs associated with providing recreation and open space.

In order to further evaluate the City's success in achieving Objective PR-2, a brief assessment of whether or not the supporting policy (PR-2.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.C.2 below:

Table III.C.2 Parks and Recreation Element Objective PR-2 Achievement Status

Policy	Implemented?	Relevant
Policy PR-2.1 At the time of this adoption of the Parks and Recreation Element there are no recreation facility deficiencies, however, through implementation of the concurrency management system the City will ensure that facilities are developed concurrently with the impacts of new development.	Yes, delete reference to time of this adoption	Yes

3. Objective PR-3

Objective 3 of the Parks and Recreation Element is as follows: "Annually, as part of the City's budget, and capital improvements planning the City will address parks and recreation facility needs to ensure that they are adequately and efficiently provided."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of annual Capital Improvements Programs that consider recreation and open space needs."

The current 2004/2009 CIP has as one of its functional categories Beautification and Parks Facilities. The budget for this category is approximately 13% of the total of $33.5 million and includes maintenance, beautification and park development. The Waterways Park development represents approximately $4.1 million of the total. Please see Chapter II.E. for more information.

In order to further evaluate the City's success in achieving Objective PR-3, a brief assessment of whether or not the supporting policy (PR-3.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.C.3 below:

Table III.C.3 Parks and Recreation Element Objective PR-3 Achievement Status

Policy	Implemented?	Relevant
Policy PR-3.1 Within one (1) year of Plan adoption, the City will develop land development regulations to include appropriate definitions for open space needs, and standards.	Yes, but delete reference to one year of plan adoption and will develop	Yes

4. Objective PR-4

Objective 4 of the Parks and Recreation Element is as follows: "Through implementation of the adopted Parks and Recreation Element, and the concurrency management system the City will ensure the provision of open space by public agencies, and private enterprise."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Acres of open space. Policy 4.1"

As noted on Table II.A.2., the City has 257.07 acres of recreation open space identified on its Future Land Use Plan Map, including public and private open space. In order to determine the amount of recreation and open space that is available for use by residents for concurrency purposes, the City counts public parks at 100 percent, private recreation facilities at 50 percent, and marinas and golf course at 25 percent. Based on this formula, the City's existing recreation and open space acreage is 114. The City is therefore exceeding its recreation and open space Level of Service standard by 38.4 acres. Please see Chapter II.E. for more information.

In order to further evaluate the City's success in achieving Objective PR-4, a brief assessment of whether or not the supporting policy (PR-4.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.C.4 below:

Table III.C.4 Parks and Recreation Element Objective PR-4 Achievement Status

Policy	Implemented?	Relevant
Policy PR-4.1 The City adopts a level of service requiring 2.75 acres of net usable park land per 1,000 residents, implemented by the concurrency management system.	Yes	Yes

III.D. Housing Element

1. Objective H-1

Objective 1 of the Housing Element is as follows: "Within one year of Plan adoption, provide the framework for a housing program that encourages the creation and preservation of affordable housing for all current and anticipated future Aventura residents. [9J-5.010(3)(b)1]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of programs developed that encourage or publicize affordable housing opportunities."

The City coordinates with both the Miami-Dade County Housing Agency and the Office of Community and Economic Development to make information on affordable housing opportunities and programs available on an as needed basis. The reference to one year of plan adoption should be deleted.

In order to further evaluate the City's success in achieving Objective H-1, a brief assessment of whether or not the supporting policies (H-1.1 through H-1.5) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.D.1 below:

Table III.D.1 Housing Element Objective H-1 Achievement Status

Policy	Implemented?	Relevant
Policy H-1.1 Through implementation of the housing program and the Intergovernmental Coordination Element Aventura will coordinate with appropriate private and non-profit agencies to improve housing production. [9J-5.010(3(c)1]	Yes, partially, the City coordinates with Miami-Dade County	Yes
Policy H-1.2 Through the comprehensive planning process and the development of the Land Development Regulations (LDRs) a streamlined permitting process will be established; providing for efficient review with minimal delays and costs.	Yes	Yes

Table III.D.1 Housing Element Objective H-1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy H-1.3 The City of Aventura will provide to those residents and individuals employed within the City: 1. access to information pertaining to county wide programs to aide in job training, 2. day-care facilities, 3. English language courses (ESOL) and high school equivalent (GED) which are currently provided by the following agencies: • Children and Families • Miami-Dade College • Miami-Dade County Department of Human Services • Miami-Dade Public Schools	Yes	Yes
Policy H-1.4 The City of Aventura shall actively participate in the joint Florida Department of Community Affairs/South Florida Regional Planning Council "Regional Affordable Housing Strategy".	Yes, ongoing, still in process	Yes

Table III.D.1 Housing Element Objective H-1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy H-1.5 Once the final recommendations of the joint Florida Department of Community Affairs/South Florida Regional Planning Council "Regional Affordable Housing Strategy" are issued, the City shall incorporate these recommendations into a citywide affordable housing policy, to the maximum extent consistent with existing land use, design, urban service, transportation, environmental and social conditions in the City, including consideration of applicable goals, objectives and policies. This policy will be incorporated in the form of an amendment to the adopted comprehensive plan. The amendment will be initiated within six months, or the first available amendment cycle, following completion of the "Regional Affordable Housing Strategy."	Yes, ongoing, still in process The South Florida Regional Planning Council has formed an action committee which to date has held one meeting	Yes

2. Objective H-2

Objective 2 of the Housing Element is as follows: "Through the comprehensive planning process and the development of LDRs a code enforcement system to eliminate substandard housing, encouraging the rehabilitation or improvement of existing housing, while accounting for potentially historically significant housing will be established in LDR's. [9J-5.010(3)(b)2], [9J-5.010(3)(b)5]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Adoption of Land Development

Regulations that establishes a code enforcement system that will aid in eliminating substandard housing, encourages the rehabilitation of existing housing, and identifies potentially historically significant housing."

The City has adopted regulations to implement this objective through Chapter 2 *Administration* Article V *Code Enforcement* and Chapter 31 *Land Development Regulations* Article VI *Archaeological and Historic Landmarks.*

In order to further evaluate the City's success in achieving Objective H-2, a brief assessment of whether or not the supporting policies (H-2.1 and H-1.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.D.2 below:

Table III.D.2 Housing Element Objective H-2 Achievement Status

Policy	Implemented?	Relevant
Policy H-2.1 Aventura does not contain any historically significant housing at this time, however, the City recognizes its responsibility to ensure that the quality, stability, and maintenance of the housing stock be addressed in the City's housing program. [9J-5.010(3)(c)3]	Yes, partially, because the City does not contain any designated historically significant housing at present	Yes
Policy H-2.2 The following classifications will be used to determine the condition of the housing stock, once the condition of a structure is determined the appropriate conservation, rehabilitation and demolition strategy will be implemented. [9J-5.010(3)(c)4] 1. Good/Standard: Structure is in good state of repair; well painted; eaves, soffits and gutters are in a good state of repair; windows, doors, and exterior walls all in good condition. Slight	Yes, ongoing with determinations being made by Code Enforcement	Yes

defects can be repaired by the homeowner. 2. Minor Repair/Deteriorated: Structures needing paint; minor repair to roof, soffits, eaves or gutters required; minor repair to doors, windows or exterior walls required. These units have one (1) or more major defects which indicate a prolonged lack of regular maintenance and cannot usually be repaired by the homeowner. However, the repairs are still economically feasible to complete and rehabilitate the structure to the standard condition. 3. Major Repair/Dilapidated: Structures which appeared to need major repairs to roof, windows, doors, and exterior walls. These units possess one (1) or more critical defects which prevent the safe and adequate shelter of its occupants and providing no feasible alternative to demolition.		

3. Objective H-3

Objective 3 of the Housing Element is as follows: "Due to the value of land, and the limited undeveloped land available within Aventura it is difficult to determine the level of affordable housing sites that will be accessible, however, because of the uniform value of the land any affordable units provided will be distributed. There are no sites available for mobile homes. [9J-5.010(3)(b)3]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of affordable housing units."

The affordable housing program is managed by Miami-Dade County since the City does not have one. According to the Shimberg Center for Affordable Housing, there are no public or assisted housing units in the City. Although the City does offer a range of housing types and costs but affordability is limited due to the fact that the median sales price is $445,500 and the median gross rent is $1,256.00. Chapter II.B. further discusses the City's housing needs and options, and makes recommendations to improve the delivery of a full range of housing types affordable to all income groups.

In order to further evaluate the City's success in achieving Objective H-3, a brief assessment of whether or not the supporting policies (H-3.1 and H-3.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.D.3 below:

Table III.D.3 Housing Element Objective H-3 Achievement Status

Policy	Implemented?	Relevant
Policy H-3.1 Through implementation of the housing program, and establishment of the LDRs, appropriate criteria allowing diverse housing types will be developed, including the provision of services to support the housing stock through the concurrency management ordinance. Aventura is an urban area, therefore, there are no rural uses or need for farmworker households. [9J-5.010(3)(c)5]	Yes	Yes, the LDRs allow a diversity of housing types
Policy H-3.2 Through implementation of the Future Land Use Plan and implementing LDRs sufficient densities are delineated to allow affordable housing. Due to the extent of existing development sites appropriate for affordable housing are limited. [9J-5.010(3)(c)11]	Yes, partially, due to the rising cost of housing affordable housing is limited	Yes

4. Objective H-4

Objective 4 of the Housing Element is as follows: "Through the implementation of the Future Land Use Plan and the LDRs, adequate categories to allow group homes and foster care facilities licensed or funded by the Florida Department of Health and Rehabilitative Services will be implemented by LDRs. [9J-5.010(3)(b)4]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Enactment of Land Development Regulations that allow group homes and foster care facilities licensed or funded by the Florida Department of Health and Rehabilitative Services."

Group homes, which are regulated by Chapter 419, F.S. are permitted in certain zoning districts. Additionally, other uses such as assisted living facilities, adult day care and nursing homes are allowed by Chapter 31 *Land Development Regulations* Article VII *Use Regulations.*

In order to further evaluate the City's success in achieving Objective H-4, a brief assessment of whether or not the supporting policy (H-4.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.D.4 below:

Table III.D.4 Housing Element Objective H-4 Achievement Status

Policy	Implemented?	Relevant
Policy H-4.1 Through the implementation of the Future Land Use Plan and the LDRs, Aventura will encourage the establishment of group homes and foster care facilities in a manner consistent with Chapter 419, F.S. to guide the development of these licensed facilities in a non-discriminatory manner. Based on the concurrency management system adequate infrastructure and public facilities will be in place. [9J-5.010(3)(c)6]	Yes	Yes

5. Objective H-5

Objective 5 of the Housing Element is as follows: "In the event that the implementation of the housing program results in the elimination of substandard occupied housing the City of Aventura will provide relocation housing to those displaced, as necessary and required. [9J-5.010(3)(b)6]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of relocation homes provided."

The City does not have a housing or relocation program established. However, the Community Development Department will coordinate with the Miami-Dade County Housing Agency and Office of Community and Economic Development in order to facilitate assistance to displaced households.

In order to further evaluate the City's success in achieving Objective H-5, a brief assessment of whether or not the supporting policy (H-5.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.D.5 below:

Table III.D.5 Housing Element Objective H-5 Achievement Status

Policy	Implemented?	Relevant
Policy H-5.1 The City of Aventura will provide appropriate relocation housing for any displaced individuals. [9J-5.010(3)(c)9]	No, not applicable	Yes

6. Objective H-6

Objective 6 of the Housing Element is as follows: "Upon plan adoption, and as part of the on-going formulation of the City of Aventura's operating policies and procedures, an affordable housing implementation program shall be maintained. [9J-5.010(3)(b)7)]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Creation of housing implementation program consistent with the following policies."

The City does not have a housing implementation program but will assist as needed with the Miami-Dade County programs.

In order to further evaluate the City's success in achieving Objective H-6, a brief assessment of whether or not the supporting policies (H-6.1 and H-6.2) have been or are

being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.D.6 below:

Table III.D.6 Housing Element Objective H-6 Achievement Status

Policy	Implemented?	Relevant
Policy H-6.1 Where applicable the City will utilize, and in a coordination effort, encourage housing providers to utilize federal, state and county subsidy programs. [9J-5.010(3)(c)7]	Yes, partially, Miami-Dade County is the coordinating agency	Yes
Policy H-6.2 Due to the unusually high property values, coupled with limited vacant land, the City of Aventura's housing program may require the City to consider entering into an interlocal agreement to provide a framework for the provision of affordable housing. [9J-5.010(3)(c)10]	No, the City does not have a housing program and does not need to consider an interlocal agreement but will assist Miami-Dade County as needed	Yes

III.E. Infrastructure Element

Infrastructure Subsection

1. Goal 1, Objective 1

Objective 1 of the Infrastructure Element Infrastructure Subsection Goal 1 is as follows: "The City of Aventura shall continue to coordinate service to ensure the orderly and efficient provision of water and sewer services at adopted levels of service."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "New land uses not connected to public water supply." All land uses in the City are connected to the public water supply, and new uses require connection as per the City's land development regulations and Concurrency Management Program.

In order to further evaluate the City's success in achieving Objective II-1.1, a brief assessment of whether or not the supporting policy (II-1.1.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.E.1 below:

Table III.E.1 Infrastructure Element Objective II-1.1 Achievement Status

Policy	Implemented?	Relevant
Policy II-1.1.1 All new uses within the City shall be connected to a public water supply. Exceptions may be provided for residential uses at a density no greater than two units per acre, where primary drinking water quality standards as specified in the Florida Administrative Code can be met without treatment and the groundwater is free from saltwater intrusion.	Yes, all new uses are connected to the public water supply. Also, there is no area of the City where the density is less than two units per acre.	Yes

2. Objective II-1.2

Objective 2 of the Infrastructure Element Infrastructure Subsection Goal 1 is as follows: "The City of Aventura shall continue to coordinate service with a provider who maintains procedures to ensure that any facility deficiencies are corrected and that adequate facility capacity will be available to meet future needs."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Maintaining adopted levels of services."

The City and its respective service providers (Miami-Dade County Water and Sewer, Solid Waste and Transit Departments and North Miami Beach Public Utilities) have ensured adequate facility capacity to meet the City's needs. Please see Policy CI-2.4 for the City's Level of Service Standards.

In order to further evaluate the City's success in achieving Objective II-1.2, a brief assessment of whether or not the supporting policies (II-1.2.1 through II-1.2.6) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.2 below:

Table III.E.2 Infrastructure Element Objective II-1.2 Achievement Status

Policy	Implemented?	Relevant
Policy II-1.2.1 To assure an adequate level of service, potable water and sanitary sewer facilities shall meet the level of service standards, as adopted by Miami-Dade County Water and Sewer Department and the City of North Miami Beach, the City's current service provider.	Yes	Yes
Policy II-1.2.2 By 2000, the City of Aventura shall explore the adopted levels-of-service for nonresidential flows within the City.	Yes, delete reference to date and refer to Miami-Dade County Water and Sewer Department as also reviewing LOS	Yes, with changes
Policy II-1.2.3 Except as provided by Objective 1 and the supporting policies, no development order authorizing new development or a significant expansion of an existing use shall be issued for any area of the City which is served by a potable	Yes	Yes

water or sanitary sewer facility which does not meet the standards in Policy 2.1 or will not meet these standards concurrent with the completion of the development. In any case where these federal, state, or county standards referenced in Policy 2.1 are revised, a reasonable time for compliance with the new standards shall be allowed.		
Policy II-1.2.4 The provider shall maintain procedures and programs to monitor levels of service of each facility for use by agencies which issue development orders or permits.	Yes	Yes
Policy II-1.2.5 All wastewater treatment operations will comply with federal and state regulations for overflows.	Yes	Yes
Policy II-1.2.6 The City shall continue to coordinate with a provider who shall continue the expansion of existing water and wastewater treatment plants to meet demand through the year 2015.	Yes	Yes

3. Objective II-1.3

Objective 3 of the Infrastructure Element Infrastructure Subsection Goal 1 is as follows: "The City of Aventura shall protect the health of its residents and preserve its environmental integrity by reducing the proportion of residences and commercial establishments within the City using private wastewater treatment facilities. The City of Aventura, in conjunction with the Miami-Dade County shall discourage the new or continued use of such facilities through the strict application of the Plan and Land Development Regulations."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "New land uses not connected to public sanitary sewer supply."

The City does not allow new land uses that would not be connected to the public sanitary sewer collection system, and has not allowed any since the date of adoption. The City will prohibit new septic tanks. Also, change "supply" to "collection system".

In order to further evaluate the City's success in achieving Objective II-1.3, a brief assessment of whether or not the supporting policies (II-1.3.I through II-1.3.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.3 below:

Table III.E.3 Infrastructure Element Objective II-1.3 Achievement Status

Policy	Implemented?	Relevant
Policy II-1.3.1 Aventura shall prohibit the use of septic tanks in soils that are not suitable for such use. Throughout the City, additional septic tanks should not be permitted for the disposal or discharge of industrial or other non-domestic waste nor should they be permitted where seasonally high water table will impair proper functioning. Septic tanks should be avoided where private wells are in use.	Yes	Yes, with changes to call for strategies to hook existing septic systems to central sewer, septic tanks should no longer be allowed in the City
Policy II-1.3.2 Anywhere that the use of existing private wells, interim wastewater treatment plants, or septic tanks pose a threat to the public health or the environmental integrity of Aventura, the City shall assert its authority to require the connections to the public water supply or to the public sewer system.	Yes	Yes

Table III.E.3 Infrastructure Element Objective II-1.3 Achievement Status cont.

Policy	Implemented?	Relevant
Policy II-1.3.3 If the City determines that a septic tank(s) is/(are) degrading surface water and/or ground water the property owner shall obtain central sewer service within 90 days, unless otherwise approved by the City Commission.	Yes	Yes

4. Objective II-1.4

Objective 4 of the Infrastructure Element Infrastructure Subsection Goal 1 is as follows: "The City shall develop and implement a comprehensive water conservation program to ensure that a sufficient, economical supply of fresh water is available to meet current and future demand for potable water without degrading the environment."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Reduce per capita water consumption by 10% by 2005."

Information that would allow precise measurement of this Objective specific to the City does not exist. However, Miami-Dade County's 2003 Comprehensive Development Master Plan Evaluation and Appraisal Report indicates that gallons per capita per day has declined in the County from 179 in 1995 to 159 in 2002, an 11 percent decrease. Due to this being a more regional issue, the Miami-Dade Water and Sewer Department through Chapter 32 *Water and Sewer Regulations*, the Miami-Dade County Department of Environmental Resources Management through Chapter 24 *Environmental Protection* and the South Florida Water Management District have set goals to reduce per capita water consumption. The City promotes strategies to reduce water consumption through its land development regulations, public information programs, and ongoing coordination with these agencies. Moreover, the Florida Building Code requires water conserving fixtures. Update reference to date.

In order to further evaluate the City's success in achieving Objective II-1.4, a brief assessment of whether or not the supporting policies (II-1.4.1 through II-1.4.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.4 below:

Table III.E.4 Infrastructure Element Objective II-1.4 Achievement Status

Policy	Implemented?	Relevant
Policy II-1.4.1 The City's newsletter shall be used to promote an educational program for residential, commercial and industrial consumers which will discourage waste and conserve water.	Yes	Yes
Policy II-1.4.2 Enforce requirements, and establish new requirements and procedures as needed, to assure that low water usage plumbing fixtures are used in all new buildings or in conjunction with permitted renovations in accord with the South Florida Building Code, Miami-Dade County addition, as may be amended from time to time, and the Florida's Water Conservation Act, Section 553.14, F.S. Improved procedures for plumbing inspections and mechanisms for approving products for installation shall be considered by the City's Building Division.	Yes, thorough the City's Building Department, Miami-Dade County and the Florida Building Code	Yes, update South Florida Building Code to Florida Building Code
Policy II-1.4.3 The City of Aventura Community Services Department shall take all necessary steps to ensure compliance with the City's landscape regulations, and shall establish mechanisms to monitor and measure the effectiveness of the ordinance and its major provisions.	Yes, thorough Chapter 31 *Land Development Regulations* Article X *Landscaping Requirements*	Yes

5. Objective II-1.5

Objective 5 of the Infrastructure Element Infrastructure Subsection Goal 1 is as follows: "The City of Aventura shall undertake timely efforts to expand traditional sources of raw water and develop new raw water sources to meet the City's level of service standards for water supply."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Implementation or utilization of reused water, should it become available."

To date, there has been no reuse of gray water by either public or private entities within the City. The City should encourage Miami-Dade County and the South Florida Water Management District to expand such programs.

In order to further evaluate the City's success in achieving Objective II-1.5, a brief assessment of whether or not the supporting policies (II-1.5.1 and II-1.5.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.5 below:

Table III.E.5 Infrastructure Element Objective II-1.5 Achievement Status

Policy	Implemented?	Relevant
Policy II-1.5.1 The City of Aventura shall encourage, Miami-Dade County in the development of its future potable water supplies, to the maximum extent feasible, utilize methods which preserve the integrity of the Biscayne Aquifer, protect the quality of surface water and related ecosystems, and comply with the land use and environmental protection policies of the Miami-Dade County CDMP, the Strategic Regional Policy Plan for South Florida, and the State Comprehensive Plan.	Yes	Yes

Policy II-1.5.2 When reclaimed water becomes available, the City shall consider its use on public and private properties. Currently, the Miami-Dade Water and Sewer Department is responsible for implementing any reuse that is deemed by the County to be economically feasible.	Yes	Yes

6. Goal 2, Objective 1

Objective 1 of the Infrastructure Element Infrastructure Subsection Goal 2 is as follows: "Protect ground and surface water resources from degradation, provide for effective surveillance for pollution and clean up polluted areas to meet all applicable federal, State and County ground and surface water quality standards."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Continuation of the Stormwater Utility Program."

The City maintains involvement in the County's Stormwater Utility Program, in compliance with this Objective.

In order to further evaluate the City's success in achieving Objective 1, a brief assessment of whether or not the supporting policies (II-2.1.1 and II-2.1.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.6 below:

Table III.E.6 Infrastructure Element Objective II-2.1 Achievement Status

Policy	Implemented?	Relevant
Policy II-2.1.1 Aventura's Stormwater Utility Program shall fund the identification and retrofitting of deteriorated storm sewer systems and positive outfalls and the proper maintenance of stormwater systems.	Yes, ongoing through Stormwater Drainage Projects in the City's Capital Improvements Program	Yes

Table III.E.6 Infrastructure Element Objective II-2.1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy II-2.1.2 By 2003, industries and businesses which generate and/or handle more than fifty (50) gallons of hazardous industrial wastes per year shall be identified and monitored. Coordination among agencies that require reporting of hazardous wastes shall be improved.	Yes, through the City and DERM. Delete date as ongoing	Yes

7. Goal 2 Objective 2

Objective 2 of the Infrastructure Element Infrastructure Subsection Goal 2 is as follows: "The aquifer recharge and water storage capacity of presently undeveloped areas shall be maintained or increased. Additionally, the City shall protect against environmental damage such as altering hydrocycles."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Post-development surface runoff rate not to exceed pre-development surface runoff rate of discharge." The City's land development regulations include pervious area, landscape, retention and drainage requirements and standards to ensure that this Objective is met.

In order to further evaluate the City's success in achieving Objective II-2.2, a brief assessment of whether or not the supporting policies (II-2.2.1 through II-2.2.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.7 below:

Table III.E.7 Infrastructure Element Objective II-2.2 Achievement Status

Policy	Implemented?	Relevant
Policy II-2.2.1 The aquifer-recharge values of wetland areas shall be maintained and, where feasible, enhanced or restored.	Yes, through the City's Chapter 31 *Land Development Regulations* and DERM Chapter 24	Yes

Table III.E.7 Infrastructure Element Objective II-2.2 Achievement Status cont.

Policy	Implemented?	Relevant
Policy II-2.2.2 All future development and redevelopment shall use retention, infiltration and detention systems to retain to the maximum extent feasible, the full runoff from a one in five year storm and minimize the use of impermeable surfaces. In the event that an emergency overflow is provided, a minimum of the first inch of runoff shall be retained on-site. Exceptions to the first inch criteria will be reviewed on a case-by-case basis.	Yes, through the City's Chapter 31 *Land Development Regulations* and DERM Chapter 24	Yes
Policy II-2.2.3 Water conserving irrigation and other landscape practices such as Xeriscape shall be used wherever feasible. Through its site and landscape reviews, Aventura shall ensure that appropriate native and xeriscape plant materials are used, particularly where public water is used to water lawns, golf courses and landscaped green spaces.	Yes, through the City's Chapter 31 *Land Development Regulations* Article X *Landscape Requirements,* Miami-Dade County Chapters 18A *Landscape Ordinance* and 24 *Environmental Protection* and the South Florida Water Management District	Yes
Policy II-2.2.4 The City shall consider participation in water reuse demonstration projects that are developed.	No, not currently, see Objective II-1.5	Yes

8. Goal 2 Objective 3

Objective 3 of the Infrastructure Element Infrastructure Subsection Goal 2 is as follows: "Aventura shall continue to develop and implement stormwater master plans, identify and

eliminate system deficiencies in City maintained drainage facilities; coordinate the extension of facilities to meet future demands throughout the City; and maintain and improve water quality."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Water quality elimination of deficiencies, maintaining levels of service."

The City through the County Stormwater Management Program continues to eliminate any existing deficiencies. In furtherance of this objective, the City has $1.6 million worth of improvements scheduled in the 2004-2009 Capital Improvement Program.

In order to further evaluate the City's success in achieving Objective II-2.3, a brief assessment of whether or not the supporting policies (II-2.3.1 and II-2.3.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.8 below:

Table III.E.8 Infrastructure Element Objective II-2.3 Achievement Status

Policy	Implemented?	Relevant
Policy II-2.3.1 The Stormwater Management (Drainage) Level of Service (LOS) standards for Aventura contains both a Flood Protection (FP) and Water Quality (WQ) component.	Yes	Yes
Policy II-2.3.2 The City of Aventura shall work with Miami-Dade County and the South Florida Water Management District to better identify the developed urban areas within the City that do not have protection from a one in ten year storm.	Yes, through the Stormwater Management Program	Yes

9. Goal 2, Objective 4

Objective 4 of the Infrastructure Element Infrastructure Subsection Goal 2 is as follows: "Aventura shall protect and preserve the biological and hydrological functions of the wetlands identified in the Land Use Element. Future impacts to the biological functions of publicly and privately owned wetlands shall be mitigated. Publicly acquired wetlands shall be restored and managed for their natural resource, habitat and hydrologic values."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of acres and condition of identified wetlands."

The City contains approximately 35 acres of wetlands which are considered to be in good condition.

In order to further evaluate the City's success in achieving Objective II-2.4, a brief assessment of whether or not the supporting policies (II-2.4.1 and II-2.4.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.9 below:

Table III.E.9 Infrastructure Element Objective II-2.4 Achievement Status

Policy	Implemented?	Relevant
Policy II-2.4.1 The degradation or destruction of wetlands shall be limited to activities that 1) are necessary to prevent or eliminate a threat to public health, safety or welfare; or 2) are water dependent, clearly in the public interest and no other reasonable alternative exists or; 3) are carried out in accordance with an approved basin management plan or; 4) are in areas that have been highly disturbed or degraded and where restoration of a wetland with an equal or greater value in accordance with federal, State and local regulations is feasible. Habitats critical to endangered or threatened species shall not be destroyed.	Yes	Yes

Table III.E.9 Infrastructure Element Objective II-2.4 Achievement Status cont.

Policy	Implemented?	Relevant
Policy II-2.4.2 Off-road vehicles shall not be allowed in publicly owned and managed wetlands identified in the adopted Land Use Element unless there are permitted facilities or areas specified for their use.	Yes	Yes

10. Aquifer Recharge Subsection, Objective 1

Objective 1 of the Infrastructure Element Aquifer Recharge Subsection is as follows: "The City shall support the efforts of the County to identify significant ground water resources and protect them through land use controls, public acquisition, easements or other appropriate methods."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Aquifer water quality."

The Miami-Dade County DERM and the South Florida Water Management District monitor aquifer water quality. According to the Miami-Dade County EAR, the Norwood/Offler wellfield, the closest wellfield to the City of Aventura, met water quality health based drinking water standards for approximately 99.7 percent of the laboratory samples collected (45 exceedances out if 15,014 samples collected between 1995 and 2002). The 45 exceedances were due to high iron content.

In order to further evaluate the City's success in achieving Objective IAR-1, a brief assessment of whether or not the supporting policies (IAR-1.1 through IAR-1.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.10 below:

Table III.E.10 Infrastructure Element Objective IAR-1 Achievement Status

Policy	Implemented?	Relevant
Policy IAR-1.1 The City shall implement a program to monitor groundwater supply conditions in conjunction with the County and the South Florida Water Management District.	Yes, through Miami-Dade County and SFWMD	Yes

Table III.E.10 Infrastructure Element Objective IAR-1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy IAR1.2 The City, in conjunction with Miami-Dade County, shall develop and adopt minimum environmental standards regarding: prime recharge area protection, water table manipulation, and wellfield drawdown standards.	Yes, through Miami-Dade County and SFWMD	Yes
Policy IAR-1.3 The City shall institute a comprehensive program responsible for educating businesses and residents of: the County's current water conservation policies, the fragility of the aquifer, methods to reuse and conserve water, well abandonment problems and rules, and benefits of drought resistant plants (xeriscape).	Yes, with the assistance of programs created by Miami-Dade County and the SFWMD	Yes
Policy IAR-1.4 The City shall adopt policies to protect the Biscayne aquifer. These shall include policies which address: 1. Public wellfield and landfill siting 2. Siting of industrial land uses which use hazardous materials or generate hazardous waste 3. Siting of hazardous waste collection facilities for households. 4. Additional protection of the aquifer from saltwater intrusion 5. If necessary, support the	Yes, through Chapter 31 *Land Development Regulations* and policies adopted by Miami-Dade County particularly in Chapter 24 *Environmental Protection* and other chapters generally	Yes

expansion of the Hazardous Material Emergency Response Team		

11. Solid Waste Subsection Objective 1

Objective 1 of the Infrastructure Element Solid Waste Subsection is as follows: "The City shall ensure that the public health, sanitation and environmental protection will be maintained by continuing to franchise with private haulers for areas of the City currently being served by private haulers."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Availability of solid waste service for every business and residence."

The majority of all businesses and residences within the City are served by private waste haulers, as per the Concurrency Management Program, land development regulation, and Code of Ordinances. The exceptions are the Hospital District and Country Club Estates.

In order to further evaluate the City's success in achieving Objective ISW-1, a brief assessment of whether or not the supporting policies (ISW-1.1 and ISW-1.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.11 below:

Table III.E.11 Infrastructure Element Objective ISW-1 Achievement Status

Policy	Implemented?	Relevant
Policy ISW-1.1 By 2000, in order to serve the residents of Aventura in a more efficient manner the City shall study and consider assuming the responsibility of solid waste services that are currently being serviced by Miami-Dade County.	No, because the majority of the City is served by private waste haulers, exceptions are the Hospital District and Country Club Estates.	Yes, the Study is on-going. Change the date referenced in the Policy to 2008.

Table III.E.11 Infrastructure Element Objective ISW-1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy ISW-1.2 The County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, shall, for a minimum of five (5) years, collectively maintain a solid waste disposal capacity sufficient to accommodate waste flows committed to the system through long-term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated non-committed waste flows. Aventura will adopt the LOS established by Miami-Dade County at a minimum disposal capacity of five (5) years, based upon a total waste generation of seven (7) pounds per person per day.	Yes, also see the October 2004 Cycle Applications to Amend the Miami-Dade County Comprehensive Plan and the Capital Improvements Element for more details about the City's concurrency management program.	Yes

III.F. Capital Improvements Element

1. Objective CI-1

Objective 1 of the Capital Improvements Element is as follows: "Upon adoption of this Plan, the Capital Improvements Element (CIE) shall provide for necessary replacement of existing facilities, upgrading of facilities when necessary to maintain adopted level of service (LOS) standards, and for new facility investments which are needed and affordable. [9J-5.016(3)(b)1]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Adoption of CIE which replaces or upgrades existing facilities and maintains the adopted level of service standards."

The Capital Improvements Element through the Capital Improvement Program, which is updated annually, provides a long-term (5-year) plan of proposed capital expenditures ($14.3 million for the 2005/2010 CIP period), the means and methods of financing and a schedule of priorities for implementation. One of the goals is to maintain the adopted LOS Standards.

In order to further evaluate the City's success in achieving Objective CI-1, a brief assessment of whether or not the supporting policies (CI-1.1 through CI-1.5) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.F.1 below:

Table III.F.1 Capital Improvements Element Objective CI-1 Achievement Status

Policy	Implemented?	Relevant
Policy CI-1.1 Capital expenditures identified in elements of the Comprehensive Plan in excess of $50,000 will be included in the Five-year Schedule of Improvements of this Element.	Yes, ongoing	Yes
Policy CI-1.2 The City will continue to adopt an annual capital budget which contains the projects from the Five-year Schedule of Improvements for the corresponding year. [9J-5.016(3)(c)7]	Yes, ongoing	Yes

Table III.F.1 Capital Improvements Element Objective CI-1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CI-1.3 Aventura will manage its long-term general obligation debt in such a manner that the ratio of the debt service millage to the City millage does not exceed 10 percent. [9J-5.016(3)]	Yes	Yes
Policy CI-1.4 In planning for and implementing its infrastructure needs, Aventura will give explicit recognition to the requirements of new or expanded public educational and health facilities.	Yes, ongoing	Yes
Policy CI-1.5 By 2001, the City of Aventura shall conduct a feasibility study to consider the location of a multi-purpose public facility in the north area of the City. The facility is envisioned to be a joint use facility, which may include a public works storage and maintenance area, shelter and public park. Said park is to be designed to afford its use as a staging area in case of a natural disaster, including major storms and hurricanes.	Yes, partially, delete reference to 2001 Waterways Park could stage but has no public works facilities. Since the majority of the City's public works are contracted to private sources, they are not necessary.	Yes, with changes to reflect the fact that public works facilities are not needed.

2. Objective CI-2

Objective 2 of the Capital Improvements Element is as follows: "Upon adoption of this Plan land use decisions will be made in the context of available fiscal resources such that

scheduling and providing capital facilities for new development will not degrade adopted service levels. [9J-5.016(3)(b)(4)]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Land use decisions made that do not degrade service levels."

Pursuant to Rule 9J-5 no land use decisions shall be made which would degrade the adopted service levels. The City has not approved any such applications. The City continues to have the fiscal resources available to provide any needed capital facilities. Delete "Upon adoption of this plan."

In order to further evaluate the City's success in achieving Objective CI-2, a brief assessment of whether or not the supporting policies (CI-2.1 through CI-1.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.F.2 below:

Table III.F.2 Capital Improvements Element Objective CI-2 Achievement Status

Policy	Implemented?	Relevant
Policy CI-2.1 The capital facilities and infrastructure implications of land use and development plan implementation will be analyzed and set forth with attention to the following: a) safety improvements and elimination of hazards; b) elimination of below-standard conditions and capacity deficits; c) demonstrated linkage between projected growth` and facility service area; d) trade-off between supporting new growth or redevelopment; e) financial feasibility, including operating costs; f) coordination with the capital programming of other public agencies; and g) contractual and/or mandated obligations.	Yes, ongoing	Yes

Table III.F.2 Capital Improvements Element Objective CI-2 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CI-2.2 Service and facility impacts of new development must be identified and quantified so that sufficient public facilities will be planned and programmed to be available when needed. All development orders authorizing new, or significant expansion of existing urban land uses, shall be contingent upon the provision of services at the levels of service which meet or exceed the adopted LOS standards except as otherwise provided in the concurrency management system of the CIE. [9J-5.016(3)(c)6]	Yes, ongoing	Yes
Policy CI-2.3 Development Orders that were reviewed for concurrency and approved, by Miami-Dade County, prior to the adoption of this Comprehensive Plan shall be considered vested unless or until such a determination expires. [9J-5.016(3)(c)5]	Yes, ongoing, the City after incorporating vested development orders which had received prior development approvals from Miami-Dade County and has a listing of such properties	Yes

Table III.F.2 Capital Improvements Element Objective CI-2 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CI-2.4 The Five-Year Capital Improvements Program, or the City's contract providers as appropriate, shall incorporate the identified capital investments from each functional element and will be based on the following LOS standards: Potable Water Supply, Minimum Fire Flow, Land Use Gallons per Minute, Sanitary Sewer, Solid Waste, Traffic Circulation, Mass Transit, Parks and Recreation, Drainage, Pollutant Target Criterion, Police Protection, Fire Protection. [9J-5.016(3)(c)4]	Yes, the 2005/2010 CIP has five functional categories for projects which include any capital improvements for meeting any levels of service	Yes, see Chapter II.D. and II.E. and IV., Financial Feasibility and Levels of Service, for documentation of how the City has met its adopted Level of Service standards

3. Objective CI-3

Objective 3 of the Capital Improvements Element is as follows: "Future development will be permitted only when the adopted level of service standards for those services listed in the CIE will be upgraded or maintained at adopted levels of service assuring that adequate fiscal resources are made available including, the proportionate cost of improvements necessitated by the development. [9J-5.016(3)(b)3]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Maintenance of adopted levels of service."

As stated previously, the City has the fiscal resources for maintaining the adopted levels of service required for new development. The City is meeting its adopted Level of Service standards for all services. Please see Chapter II.D. and II.E. and IV., "Financial Feasibility and Levels of Service Standards", for more information about how the City has met its adopted Level of Service standards.

In order to further evaluate the City's success in achieving Objective CI-3, a brief assessment of whether or not the supporting policy (CI-3.1) has been or is being

implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.F.3 below:

Table III.F.3 Capital Improvements Element Objective CI-3 Achievement Status

Policy	Implemented?	Relevant
Policy CI-3.1 Appropriate funding mechanisms will be adopted and applied by Aventura in order to assure the fiscal resources to maintain acceptable levels of service. Such funding mechanisms include impact fees, user fees, special tax districts, general obligation bonds, and special purpose authorities, or others as appropriate and feasible. [9J-5.016(3)(c)8]	Yes, funding mechanisms are in place	Yes

4. Objective CI-4

Objective 4 of the Capital Improvements Element is as follows: "Annually, the City will prepare a five-year Capital Improvement Program (CIP) analyzing all anticipated capital expenditures and identifying associated funding sources. [9J-5.016(3)(b)1 & 4]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Preparation of annual Capital Improvements Program in conformity with the adopted policies."

The City annually prepares and adopts its Capital Improvements Program in compliance with this Objective. The annual CIP (current 2005/2010) has anticipated the needs for capital expenditures and identified all funding sources and plans. Please see Chapter IV., Financial Feasibility and Level of Service Standards", for more information about the City's Capital Improvements Program.

In order to further evaluate the City's success in achieving Objective CI-4, a brief assessment of whether or not the supporting policies (CI-4.1 through CI-4.5) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.F.4 below:

Table III.F.4 Capital Improvements Element Objective CI-4 Achievement Status

Policy	Implemented?	Relevant
Policy CI-4.1 Future capital expenditures necessitated by changes in population, changes in development, growth, redevelopment or changes in economic base will be calculated and included in the Capital Improvement Program update process. [9J-5.016(3)(c) 1]	Yes, ongoing	Yes
Policy CI-4.2 The City will perform all capital improvements in accordance with an adopted Capital Improvement Program.	Yes	Yes
Policy CI-4.3 The classification of items as capital or operating will be determined by two criteria - cost and frequency. Generally, a capital project has a "useful life" of more than one year and a value of $2,500 or more, or for office equipment $500 or more.	Yes	Yes
Policy CI-4.4 The City will coordinate development of the capital improvement budget with the development of the operating budget. Future operating costs associated with new capital improvements will be projected and included in the operating forecasts.	Yes	Yes

Table III.F.4 Capital Improvements Element Objective CI-4 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CI-4.5 The first year of the five-year capital improvement program will be used as the basis for formal fiscal year appropriations during the annual budget process.	Yes	Yes
Policy CI-4.6 The City will maintain all of its assets at a level adequate to protect the City's capital investment and to minimize future maintenance and replacement costs. [9J-5.016(3)(c)3]	Yes	Yes
Policy CI-4.7 The City will identify the estimated cost of capital projects and prepare a funding projection that considers revenues and operating costs to be included in the Capital Improvement Program document that is submitted to the City Commission for approval. [9J-5.016(3)(c)9]	Yes	Yes
Policy CI-4.8 The City will determine the most appropriate financing method for all new projects.	Yes	Yes
Policy CI-4.9 If appropriate, the City will attempt to maintain a mixed policy of pay-as-you-go and borrowing against future revenues for financing capital projects.	Yes	Yes

Table III.F.4 Capital Improvements Element Objective CI-4 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CI-4.10 The City will maintain ongoing maintenance schedules relating to road, sidewalk, drainage and utility system improvements.	Yes	Yes
Policy CI-4.11 The City will address and prioritize infrastructure needs on the basis of protecting the health, safety and welfare of the community.	Yes	Yes
Policy CI-4.12 A CIP preparation calendar shall be established and adhered to.	Yes	Yes
Policy CI-4.13 Capital projects will conform to the City's Comprehensive Plan.	Yes	Yes
Policy CI-4.14 Long-term borrowing will not be used to fund current operations or normal maintenance.	Yes	Yes
Policy CI-4.15 The City will strive to maintain an unreserved general fund balance at a level not less than 7.5% of the annual general fund revenue.	Yes	Yes

Table III.F.4 Capital Improvements Element Objective CI-4 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CI-4.16 If new project appropriation needs are identified at an interim period during the fiscal year, the funding sources will be identified and mid-year budget amendments will be utilized to provide formal budgetary authority. In addition, budget amendments may be utilized to increase appropriations for special capital projects.	Yes	Yes

5. Concurrency Management System Subsection

The Growth Management Act requires local governments to amend its land development regulations to incorporate specific and detailed provisions which shall provide that public facilities and services meet or exceed the LOS standards established in the Plan's Capital Improvements Element and are available when needed for the development.

The City of Aventura shall enact by ordinance, a concurrency management system which accomplishes the statutory requirements. Administration of the required program involves the establishment of methods and capabilities to monitor outstanding development commitments and service demands posed by such commitments, plus the existing, programmed and projected capacities of all pertinent urban service facilities or systems.

The City has enacted a concurrency management system which meets and exceeds the statutory requirements. Please see Chapter IV., "Financial Feasibility and Levels of Service", for more information.

Table III.F.5 Capital Improvements Element Concurrency Management System Subsection Achievement Status

	Implemented?	Relevant
Concurrency Management System	Yes, ongoing	Yes

III.G. Intergovernmental Coordination Element

1. Objective IC-1

Objective 1 of the Intergovernmental Coordination Element is as follows: "Maintain and improve coordination of planning, development and impact assessment among governmental entities with applicable responsibilities."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number and significance of comments made to and responses received from reviewing agencies in conjunction with review of amendments to the Aventura Comprehensive Plan and the comprehensive plans of the other entities. Usage of informal or formal mediation when necessary to resolve disputes."

The City has in place the mechanisms for coordination with local, county and regional agencies such as Miami-Dade County and the South Florida Regional Planning Council, and receives and make comments on an on-going basis. The City has never had an amendment turned down due to review agency comments. The processes have served the City well during the planning period.

In order to further evaluate the City's success in achieving Objective IC-1, a brief assessment of whether or not the supporting policies (IC-1.1 through IC-1.16) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.G.1 below:

Table III.G.1 Intergovernmental Coordination Element Objective IC-1 Achievement Status

Policy	Implemented?	Relevant
Policy IC-1.1 Make full use of the coordination mechanisms built into the intergovernmental review and comment provisions of the Local Government Comprehensive Planning and Land Development Regulations Act to seek consistency between the Aventura Comprehensive Plan and the local comprehensive plans of adjacent Miami-Dade municipalities of North	Yes	Yes

Miami Beach, Sunny Isles Beach and Golden Beach; Broward, and Miami-Dade Counties; and the adjacent municipality of Hallandale, within Broward County.		
Policy IC-1.2 Aventura shall consider compatibility with adopted land use plans of adjacent municipalities as a factor in reviewing proposed changes to the Aventura Future Land Use Plan map or to a municipal plan.	Yes	Yes
Policy IC-1.3 Provide for County-city and city-city exchange of notification and information of requests for change of zoning within the vicinity of the unincorporated area and other municipal boundaries.	Yes	Yes
Policy IC-1.4 Make use of informal or formal mediation processes when possible to resolve disputes arising from amendments to the Aventura's Comprehensive Plan.	Yes, regional planning council process in place but to date has not been utilized by the City	Yes
Policy IC-1.5 Encourage the development of a regional forum to address the needs and strategies for providing and developing public services and facilities as well as to enable intergovernmental review of regionally significant public facilities which involve locally unwanted land uses.	Yes, through Miami-Dade County and the South Florida Regional Planning Council	Yes

Table III.G.1 Intergovernmental Coordination Element Objective IC-1 Achievement cont.

Policy	Implemented?	Relevant
Policy IC-1.6 Support the establishment of a coordinated regional transit system for the transportation disadvantaged.	Yes, partially, Special Transportation System established by the County but is not truly regional in nature and would be within the purview of Miami-Dade Transit	Yes
Policy IC-1.7 Aventura shall work cooperatively with other local governments to identify opportunities for affordable housing.	No, the South Florida Regional Planning Council has created a committee to complete a Regional Affordable Housing Strategy	Yes
Policy IC-1.8 Encourage the establishment of joint funding cycles for federal, state and local affordable housing programs.	No, local affordable housing program funding cycles would be coordinated by Miami-Dade County	Yes
Policy IC-1.9 The City of Aventura shall coordinate its plans with the Miami-Dade County School Board and other units of local government providing services but not having regulatory authority over the use of land.	Yes, ongoing	Yes
Policy IC-1.10 The City of Aventura shall coordinate any and all spoil disposal sites with Miami-Dade County, the South Florida Water Management District, the Army Corps of Engineers, or any other entity involved with the designation of new dredge spoil disposal sites.	Yes, ongoing	Yes

Table III.G.1 Intergovernmental Coordination Element Objective IC-1 Achievement cont.

Policy	Implemented?	Relevant
Policy IC-1.11 The City shall establish joint planning areas in coordination with Miami-Dade County and adjacent municipalities prior to initiating the process of annexing new land into the City or changing Aventura's municipal boundaries.	No, no new annexation requests have been initiated by the City but would be coordinated with Miami-Dade County pursuant to Chapter 20 *Annexations and Incorporations*	Yes
Policy IC-1.12 The City shall coordinate the siting of municipal facilities of countywide significance (including those facilities typically considered to be locally unwanted land uses) with Miami-Dade County, adjacent municipalities, and other relevant federal, state and local governmental agencies.	Yes	Yes
Policy IC-1.13 The City shall provide notice of Comprehensive Plan amendments, zoning changes, variances to the City's Land Development Regulations, special exceptions or other land use approvals requiring a public hearing to owners of record of real property and adjacent local governments in a manner consistent with the requirements of the City's Land Development Regulations without regard to municipal boundaries.	Yes, public notices are sent to owners of record within a radius of 300 feet and to adjacent local governments.	Yes

Table III.G.1 Intergovernmental Coordination Element Objective IC-1 Achievement cont.

Policy	Implemented?	Relevant
Policy IC-1.14 The City shall continue to identify those zoning districts in its Land Development Regulations in which public schools are an allowed use, and shall add, delete or modify zoning districts in a manner as to promote the compatibility of public schools across the broadest possible spectrum of zoning classifications.	Yes, the City has identified those districts in Chapter 31 *Land Development Regulations* Article VII *Use Regulations*	Yes
Policy IC-1.15 The City shall encourage the establishment of new public schools within its boundaries by promoting the dedication of land and infrastructure by of residential and nonresidential land, and will actively consult with the Miami-Dade County School District during the process of dedication to maximize the benefits of dedication to the school district while minimizing costs to the developer.	Yesthe City established the Aventura City of Excellence Charter School in 2003. The school currently includes an elementary school with a middle school wing under construction. The middle school site was obtained from a private developer via development incentives.	Yes
Policy IC-1.16 The City shall enter into cooperative agreements with adjacent jurisdictions and the providers of urban services within the City where such arrangements are agreeable to both parties and beneficial to the equitable and efficient delivery of services.	Yes	Yes

2. Objective IC-2

Objective 2 of the Intergovernmental Coordination Element is as follows: "Coordinate with local, regional, and state entities with responsibilities in the establishment of Level of Service standards."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Continued use of Level of Service Standards as contained in the Capital Improvements Element of the Aventura Comprehensive Plan until properly amended."

The City continues to coordinate with the appropriate agencies which have established the levels of service and continues to utilize those standards, and uses the Level of Service standards contained in the Capital Improvements Element. Please see Chapter IV., "Financial Feasibility and Levels of Service", for more information.

In order to further evaluate the City's success in achieving Objective IC-2, a brief assessment of whether or not the supporting policies (IC-2.1 and IC-2.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.G.2 below:

Table III.G.2 Intergovernmental Coordination Element Objective IC-2 Achievement Status

Policy	Implemented?	Relevant
Policy ICI-2.1 Aventura shall continue to establish Level of Service standards for local services.	Yes	Yes
Policy IC-2.2 Impacts on facilities of state, regional and municipal governments shall be included in impact fee ordinances which may be established by Aventura. These impact fees shall be applied to those geographic areas which will benefit from the facilities funded by the fees. The areas which each impact fee shall apply, shall be determined by the City Commissioners at the time said fee is established.	Yes, in coordination with Miami-Dade County and Miami-Dade County Public Schools	Yes

3. Objective IC-3

Objective 3 of the Intergovernmental Coordination Element is as follows: "Encourage the use of interlocal agreements and municipal boundary changes to improve coordination of local development and the effective and efficient delivery of local services."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of interlocal agreements which improve coordination for municipal services."

The City has a total of 25 interlocal agreements, including mutual aid agreements, transit agreements, School Board agreements, and stormwater utility agreements.

In order to further evaluate the City's success in achieving Objective IC-3, a brief assessment of whether or not the supporting policies (IC-3.1 through IC-3.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.G.3 below:

Table III.G.3 Intergovernmental Coordination Element Objective IC-3 Achievement Status

Policy	Implemented?	Relevant
Policy ICI-3.1 Promote the use of County-City interlocal agreements to provide for extra jurisdictional service deliveries where efficiency and effectiveness can be enhanced.	Yes, ongoing	Yes
Policy IC-3.2 Encourage the establishment of formal agreements among the necessary governmental bodies to implement coordinated planning for the development of public facilities and services.	Yes, ongoing	Yes
Policy IC-3.3 Development activities shall adhere to the guidelines, policies and provisions of applicable interlocal agreements.	Yes, ongoing	Yes

4. Objective IC-4

Objective 4 of the Intergovernmental Coordination Element is as follows: "Ensure adequate and timely shelter within the region for those residing in hurricane evacuation areas."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Continued participation by City Departments in regional planning meetings that address emergency management issues."

The City continues to participate in emergency management meetings at the county and regional levels. Additional coordination is needed. See Chapter III.C. for more information.

In order to further evaluate the City's success in achieving Objective IC-4, a brief assessment of whether or not the supporting policies (IC-4.1 through IC-4.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.G.4 below:

Table III.G.4 Intergovernmental Coordination Element Objective IC-4 Achievement Status

Policy	Implemented?	Relevant
Policy ICI-4.1 Encourage local governments and federal, state and regional agencies to protect the population by developing a system of emergency communication on roadways.	Yes, FDOT has established electronic messaging along certain regional corridors such as I-95	Yes
Policy IC-4.2 Promote the establishment and maintenance of mutual aid agreements among local governments to protect the population.	Yes, ongoing, over 25 interlocal agreements have been established	Yes

Table III.G.4 Intergovernmental Coordination Element Objective IC-4 Achievement Status cont.

Policy	Implemented?	Relevant
Policy IC-4.3 Encourage local, regional, state and federal agencies and organizations to work together in evaluating the existing criteria for designating places for shelter. Such criteria should include but not be limited to: locations of shelter; structural integrity of shelter; space provided per person; and availability of essential provisions.	Yes, through Miami-Dade County Department of Emergency Management	Yes
Policy IC-4.4 Promote the coordination by federal, state and regional agencies of a public information and awareness program concerning various types of hazards and appropriate response.	Yes, through Miami-Dade County Department of Emergency Management	Yes

III.H. Conservation and Coastal Management Element

1. Coastal Management Objective 1

Objective 1 of the Conservation and Coastal Management Element Coastal Management Subsection is as follows: "The City will continue to meet or exceed the minimum air quality standards established by the Department of Environmental Protection. [9J-5.013(2)(b)1]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Maintenance or improvement of air quality within the Miami-Fort Lauderdale air shed." Miami-Dade County's Department of Environmental Resources Management has established 14 air monitoring stations throughout the County. As noted in Miami-Dade County's 2003 Evaluation and Appraisal Report, since 1995 no National Ambient Quality Standards were exceeded in the County, including in the City of Aventura. Therefore, this Objective has been achieved.

In order to further evaluate the City's success in achieving Objective CCMCM-1, a brief assessment of whether or not the supporting policy (CCMCM-1.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.H.1 below:

Table III.H.1 Conservation and Coastal Management Element Objective CCMCM-1 Achievement Status

Policy	Implemented?	Relevant
Policy CCMCM-1.1 The City shall maintain compliance with its traffic level of service standard thereby avoiding congestion that would adversely impact air quality.	Yes	Yes

2. Coastal Management Objective 2

Objective 2 of the Conservation and Coastal Management Element Coastal Management Subsection is as follows: "As part of the internal consistency requirement of the Comprehensive Plan elements the conservation efforts to protect water sources and waters that flow into estuarine waters or oceanic waters will be coordinated with the Infrastructure Element, on site drainage standards will ensure that private properties retain at least the first inch of stormwater on site and permit no more run-off after development than before development. [9J-5.013(2)(b)2] and [9J-5.012(3)(b)2]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of permits issued that comply with adopted drainage levels of service."

All permits issued by the City comply with the adopted drainage levels of service. The monitoring measure should be modified to state that no permits are issued if they do not comply with drainage levels of service.

In order to further evaluate the City's success in achieving Objective CCMCM-2, a brief assessment of whether or not the supporting policies (CCMCM-2.1 and CCMCM-2.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.2 below:

Table III.H.2 Conservation and Coastal Management Element Objective CCMCM-2 Achievement Status

Policy	Implemented?	Relevant
Policy CCMCM-2.1 Through implementation of the land use plan and implementing land development regulations sufficient restrictions will be in place to direct, activities and land uses known to affect the quality and quantity of identified water sources adversely, away from these sources, including natural groundwater recharge areas, wellhead protection areas and surface waters used as a source of public water supply. Implementation of the Stormwater Utility Program will ensure that the storm sewer system standards will be maintained as delineated in the Infrastructure Element. [9J-5.013(2)(c)1 and 6] and [9J-5.012(3)(c)1 and 2]	Yes	Yes
Policy CCMCM-2.2 Aventura will adhere to and promote emergency water conservation efforts in accordance with the South Florida Water Management District's plan.	Yes	Yes

3. Coastal Management Goal Objective 3

Objective 3 of the Conservation and Coastal Management Element Coastal Management Subsection is as follows: "Through implementation of the land use plan and subsequent land development regulations the remaining native vegetative communities, and appropriate minerals and soils conditions will be conserved and implementation mechanisms will be developed. [9J-5.013(2)(b)3]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Adoption of land development regulations that protect native vegetative communities, including environmentally sensitive land." The City's land development regulations include the Conservation District (Section 31-142), and include provisions for the protection of environmentally sensitive lands in the City.

In order to further evaluate the City's success in achieving Objective CCMCM-3, a brief assessment of whether or not the supporting policies (CCMCM-3.1 and CCMCM-3.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.3 below:

Table III.H.3 Conservation and Coastal Management Element Objective CCMCM-3 Achievement Status

Policy	Implemented?	Relevant
Policy CCMCM-3.1 Currently, there are no areas within the City limits that are suitable for mineral extraction, and due to the level of existing and expected development it is not expected that there will be any, however, it is recognized that conservation, protection and appropriate use of natural resources is necessary. [9J-5.013(2)(c)2]	Yes, partially, because there is no mineral extraction in the City	Yes

Table III.H.3 Conservation and Coastal Management Element Objective CCMCM-3 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMCM-3.2 Through implementation of the land use plan and implementing land development regulations any remaining native vegetative communities, including environmentally sensitive lands, will be protected from development activities. [9J-5.013(2)(c)3] and [9J-5.013(2)(c)9]	Yes, through Conservation zoning and Land Use designations.	Yes

4. Coastal Management Objective 4

Objective 4 of the Conservation and Coastal Management Element Coastal Management Subsection is as follows: "Through its intergovernmental coordination mechanisms Aventura will work to conserve, protect and appropriately use marine habitat, wildlife habitat, wildlife and fisheries consistent with the South Florida Regional Planning Council Policy Plan, and any applicable state or federal regulation, the City will adopt conservation procedures as part of its land development regulations. [9J-5.013(2)(b)4]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Adoption of conservation regulations consistent with the stated objective." The City's Future Land Use Element and land development regulations include the Conservation District (Section 31-142), and include provisions for the protection of environmentally sensitive lands in the City.

In order to further evaluate the City's success in achieving Objective CCMCM-4, a brief assessment of whether or not the supporting policies (CCMCM-4.1 through CCMCM-4.6) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.4 below:

Table III.H.4 Conservation and Coastal Management Element Objective CCMCM-4 Achievement Status

Policy	Implemented?	Relevant
Policy CCMCM-4.1 Those known development activities that adversely affect the survival of endangered and threatened wildlife will be restricted in a manner consistent with applicable state and federal regulations. [9J-5.013(2(c)5]	Yes	Yes
Policy CCMCM-4.2 By the adoption of the City's conservation ordinance natural functions of existing soils, fisheries, wildlife habitats, rivers, bays, lakes, harbors, marine habitats, including wetlands and estuarine marshes will be protected. [9J-5.013(2)(c)6]	Yes	Yes
Policy CCMCM-4.3 As part of the internal consistency requirement of the Comprehensive Plan elements areas identified in the Parks and Recreation Element as existing natural reservations will be protected. [9J-5.013(2)(c)7]	Yes	Yes
Policy CCMCM-4.4 Based on the determinations made by the City's conservation regulations environmentally sensitive lands will be designated. [9J-5.013(2)(c)9]	Yes, modify to add Miami-Dade County regulations	Yes

Table III.H.4 Conservation and Coastal Management Element Objective CCMCM-4 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMCM-4.5 In an effort to protect natural resources, hazardous wastes will be handled in a manner consistent with applicable state and federal regulations. [9J- 5.013(2)(c)10]	Yes	Yes
Policy CCMCM-4.6 In an effort to further the goals and objectives of the Conservation Subelement, and consistent with the policies established by the Intergovernmental Coordination Element the City of Aventura will cooperate with adjacent local governments in the common effort to protect natural resources and the environment. [9J-5.013(2)(c)8]	Yes	Yes

5. Coastal Management Objective 5

Objective 5 of the Conservation and Coastal Management Element Coastal Management Subsection is as follows: "Realizing that there is limited remaining coastal wildlife habitat in Aventura, such remaining areas shall be protected from development and when practical enhanced by development. [9J-5.012(3)(b)1]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Activities of coastal wildlife habitat protected or enhanced by development."

Modify monitoring measure to replace "Activities" with "acres". The number of acres protected or enhanced is approximately 35.

In order to further evaluate the City's success in achieving Objective CCMCM-5, a brief assessment of whether or not the supporting policies (CCMCM-5.1 through CCMCM-5.4)

have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.5 below:

Table III.H.5 Conservation and Coastal Management Element Objective CCMCM-5 Achievement Status

Policy	Implemented?	Relevant
Policy CCMCM-5.1 The City shall prohibit dredging or filling that would result in the destruction of grass/algae flats, hard bottom or other benthic communities in any waters within the City limits unless permitted by other regulatory agencies.	Yes	Yes
Policy CCMCM-5.2 The City shall prohibit the deposit of solid waste or industrial waste including spent oils, gasoline by-products or greases accumulated at garages, filling stations and similar establishments that create a health or environmental hazard upon any vacant, occupied or unoccupied premises, parkway or park, and in any canal, waterway or bay within the City limits.	Yes	Yes
Policy CCMCM-5.3 The City shall not issue building permits for any development which does not meet adopted stormwater management (drainage) levels of service.	Yes	Yes
Policy CCMCM-5.4 In order to remedy pre-incorporation drainage deficiencies, the City of Aventura shall continue to impose a stormwater utility fund.	Yes, ongoing,	Yes

6. Coastal Management Objective 6

Objective 6 of the Conservation and Coastal Management Element Coastal Management Subsection is as follows: "Preserve the existing and planned sites for water-dependent uses; assure that any related marina construction or expansion meets appropriate location standards.[9J-5.012(3)(b)3]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of sites available for water-dependent uses." According to the City's "Inventory of Sites Providing Public Waterfront Access" there are approximately 21 sites (parcels). See Chapter II.E. for more information.

In order to further evaluate the City's success in achieving Objective CCMCM-6, a brief assessment of whether or not the supporting policy (CCMCM 6.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.H.6 below:

Table III.H.6 Conservation and Coastal Management Element Objective CCMCM-6 Achievement Status

Policy	Implemented?	Relevant
Policy CCMCM-6.1 Any new marina, marina expansion or similar water-dependent use shall meet certain criteria: [9J-5.012(3)(c)9] which shall be incorporated into the Land Development Regulations within one year of Plan adoption.	Yes, but delete reference to within one year of plan adoption	Yes

7. Coastal Management Objective 7

Objective 7 of the Conservation and Coastal Management Element Coastal Management Subsection responds to [9J-5.012(3)(b)(4] which addresses beach and dune systems.

There is no monitoring measure identified for this objective in the Comprehensive Plan, as there are no beaches or dune systems in the City.

Table III.H.7 Conservation and Coastal Management Element Subsection Achievement Status

	Implemented?	Relevant
Beach and Dune Systems	N/A	No

8. Coastal Management Objective 8

Objective 8 of the Conservation and Coastal Management Element Coastal Management Subsection is as follows: "Limit City funds for infrastructure within the city limits that would have the effect of directly subsidizing development which is significantly more intensive than authorized by this Plan. [9J-5.012(3)(b)5 and 6]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Amount of funds expended that directly subsidized development that is more intense than authorized by the Plan." Since the date of adoption, no funds have been expended by the City that directly subsidized development that is more intense than authorized by the Plan.

In order to further evaluate the City's success in achieving Objective CCMCM-8, a brief assessment of whether or not the supporting policy (CCMCM 8.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.H.8 below:

Table III.H.8 Conservation and Coastal Management Element Objective CCMCM-8 Achievement Status

Policy	Implemented?	Relevant
Policy CCMCM-8.1 The City shall limit its funding of public infrastructure expansion if such funding and such expansion would have the effect of directly subsidizing a specific private development that is significantly more intensive than authorized by this Plan. [9J-5.012(3)(c)7]	Yes	Yes

9. Costal Management Objective CCMCM-9

Objective 9 of the Conservation and Coastal Management Element Coastal Management Subsection is as follows: "Maintain or reduce the current estimated hurricane evacuation clearance time of less than 12 hours. [9J-5.012(3)(b)7]"

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Improvement or maintenance of estimated hurricane evacuation clearance time of less than 12 hours."

As noted in Chapter II.C., the City is meeting its required hurricane evacuation clearance time standard of 12 hours. Please see Chapter II.C. for more information.

In order to further evaluate the City's success in achieving Objective CCMCM-9, a brief assessment of whether or not the supporting policies (CCMCM-9.1 and CCMCM-9.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.9 below:

Table III.H.9 Conservation and Coastal Management Element Objective CCMCM-9 Achievement Status

Policy	Implemented?	Relevant
Policy CCMCM-9.1 The City shall maintain and implement the strategy in the event of a hurricane of the established "pick up points" to facilitate the evacuation. [9J-5.012(3)(c)4]	Yes, hurricane evacuation pick up points are denoted by signage throughout the City and further instruction is available on the City's website www.cityofaventura.com	Yes
Policy CCMCM-9.2 The City shall maintain the adopted levels of service on the local roadways based on the future land use plan to achieve a reasonable evacuation time. [9J-5.012(3)(c)4]	Yes	Yes

10. Coastal Management Objective 10

Objective 10 of the Conservation and Coastal Management Element Coastal Management Subsection is as follows: "The City of Aventura shall provide immediate response to post hurricane situations in concert with a post-disaster redevelopment plan which will reduce or eliminate the exposure of human life and public and private property to natural hazards."

There is no monitoring measure identified for this objective in the Comprehensive Plan. However, the City has post-disaster recovery plans in place. Please see Chapter II.C. for more information.

In order to further evaluate the City's success in achieving Objective CCMCM-10, a brief assessment of whether or not the supporting policies (CCMCM-10.1 through CCMCM-10.20) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.10 below:

Table III.H.10 Conservation and Coastal Management Element Objective CCMCM-10 Achievement Status

Policy	Implemented?	Relevant
Policy CCMCM-10.1 The current Miami-Dade County Hurricane Procedures Plan shall be modified to comply with the policies under this objective, and shall contain step-by-step details for post-disaster recovery operations.	Yes	Yes
Policy CCMCM-10.2 After a hurricane but prior to re-entry of the population into evacuated areas, the City Commission shall meet to hear preliminary damage assessments, appoint a Recovery Task Force and consider a temporary moratorium of building activities not necessary for the public health, safety and welfare.	Yes	Yes
Policy CCMCM-10.3 The Recovery Task Force shall include the City Manager, Community Development Director, Building Official, Community Services Director and other staff members as directed by the City Commission. Staff shall be provided by the departments whose directors are Task Force members. The Task Force shall be terminated after implementing its responsibility under Policy 10.6.	Yes, ongoing	Yes

Table III.H.10 Conservation and Coastal Management Element Objective CCMCM-10 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMCM-10.4 The Recovery Task Force shall review and decide upon emergency building permits; coordinate with Miami-Dade County, State and Federal officials to prepare disaster assistance applications; analyze and recommend to the City Commission hazard mitigation options including reconstruction or relocation of damaged public facilities; develop a redevelopment plan; and recommend amendments to the comprehensive plan, Miami-Dade County Hurricane Procedure Plan and other appropriate policies and procedures.	Yes	Yes
Policy CCMCM-10.5 Immediate repair and clean-up actions needed to protect the public health and safety include repairs to potable water, wastewater and power facilities; removal of building and/or vegetative debris; stabilization or removal of structures about to collapse; and minimal repairs to make dwellings habitable such as minor roof repairs and other weatherproofing/security measures. These actions shall receive first priority in permitting decisions. Long term redevelopment	Yes	Yes

activities shall be postponed until the Recovery Task Force has completed its tasks.		
Policy CCMCM-10.6 The Recovery Task Force shall propose comprehensive plan amendments which reflect the recommendations in any interagency hazard mitigation reports or other reports prepared pursuant to Section 406 of the Disaster Relief Act of 1974 (PL93-288).	Yes	Yes
Policy CCMCM-10.7 If rebuilt, structures which suffer damage in excess of fifty (50) percent of their appraised value shall be rebuilt to meet all current requirements, including those enacted since construction of the structure.	Yes, through the Florida Building Code	Yes
Policy CCMCM-10.8 Structures which suffer recurring damage to pilings, foundations or load-bearing walls shall be required to rebuild landward of their current location to modify the structure to structurally enhance the structure, institute or mitigation measures or delete the areas most prone to damage.	Yes	Yes
Policy CCMCM-10.9 Following a natural disaster and prior to the implementation of long-term development, the City shall evaluate options for damaged public facilities.	Yes	Yes

Table III.H.10 Conservation and Coastal Management Element Objective CCMCM-10 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMCM-10.10 Structures which are damaged in excess of fifty percent (50%) of their current replacement value shall be required to be rebuilt to meet all current land development requirements as determined by the City Building Official.	Yes	Yes
Policy CCMCM-10.11 The long-term physical reconstruction of the City of Aventura after a major disaster shall be in conformity with the land use element of the City's Comprehensive Plan and the land use regulations used to implement it. Any proposed amendment to the Future Land Use Map shall contain an analysis of its effect on long-term physical reconstruction.	Yes, see also Policies CCMCM-10.4 and .6	Yes
Policy CCMCM-10.12 The City shall utilize certain criteria to distinguish between immediate repair and clean up actions and long-term redevelopment subsequent to a natural disaster for Potable Water Facilities, Wastewater Facilities, Drainage Facilities, Roadway Facilities and Habitable Structures.	Yes	Yes

Table III.H.10 Conservation and Coastal Management Element Objective CCMCM-10 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMCM-10.13 When undertaking post-disaster redevelopment activities, development permits may be waived for short term recovery measures such as: emergency repairs to streets, water, electricity or other utilities to restore service; removal of debris; and public assistance matters including temporary shelter or housing.	Yes	Yes
Policy CCMCM-10.14 Repair and Clean Up. In planning post-disaster redevelopment activities, factors to be considered in order to protect the public health and safety shall include: 1. Repairs to potable water, wastewater and power facilities. 2. Removal of debris. 3. Stabilization or removal of structures in a perilous condition. 4. Minimal repairs to make structures habitable. These considerations shall receive first priority in determining the appropriateness of emergency building permits. Long-term redevelopment activities shall be postponed until the Recovery Task Force has coordinated immediate clean-up operations.	Yes	Yes

Table III.H.10 Conservation and Coastal Management Element Objective CCMCM-10 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMCM-10.15 Permitting Decision Priorities. Immediate recovery actions needed to protect the public health and safety shall take priority in permitting decisions.	Yes	Yes
Policy CCMCM-10.16 The applicable provisions of the South Florida Building Code relating to hurricane precautions, inspections and permitting are hereby adopted by reference.	Yes, but delete reference to South	Yes
Policy CCMCM-10.17 The City adopts the following criteria relating to consideration of relocating public infrastructure, cognizant of the City's geographic limitations and development status: 1. The land upon or under which the infrastructure existed is gone or reconfigured so that replacement is not possible technically or financially as determined by the City Commission. 2. The cost of repairs or retrofitting versus relocation costs. 3. Opportunities arising out of acquisition of land by the City or other governmental entity.	Yes	Yes

Table III.H.10 Conservation and Coastal Management Element Objective CCMCM-10 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMCM-10.18 Notwithstanding the preceding policies, no regulation, permitting procedure or post disaster redevelopment planning shall be approved or applied to property, as the case may be, so as to constitute a taking or inordinately burden an existing use of real property or a vested right to a specific use of real property within the meaning of the Bert J. Harris, Jr. Private Property Rights Protection Act, Chapter 95-181, Laws of Florida, codified as Section 70.001, Florida Statutes.	Yes	Yes
Policy CCMCM-10.19 The City recognizes that certain vested development rights may exist for property within the City. The City will consider such claims after petition is made to the City and, after due public hearings, the City Commission may grant approval to the request. The documentation for a claim shall follow the procedures found in Section 2-114.1, Code of Metropolitan Dade County, Florida.	Yes	Yes, but amend to reference Section 31-3 of the City of Aventura Code of Ordinances as well.

Table III.H.10 Conservation and Coastal Management Element Objective CCMCM-10 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMCM-10.20 The City shall prepare a local mitigation strategy in accordance with the guidelines provided in the *Local Mitigation Strategy: A Guidebook for Florida Cities and Counties* and will be used to fulfill the requirements of Rule 9J-5.012, F.A.C. relating to post disaster planning, repair, and reconstruction.	Yes	Yes

11. Coastal Management Objective 11

Objective 11 of the Conservation and Coastal Management Element Coastal Management Subsection is as follows: "Protect, preserve, and sensitively reuse historic and archaeological sites."

There is no monitoring measure identified for this objective in the Comprehensive Plan, although it would be logically measured by quantifying the number of historic or archaeological sites protected and preserved in the City. There are no historic or archaeological resources or sites in the City designated at present. The City will conduct a cultural resources assessment within the planning period.

In order to further evaluate the City's success in achieving Objective CCMCM-11, a brief assessment of whether or not the supporting policies (CCMCM-11.1 and CCMCM-11.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.11 below:

Table III.H.11 Conservation and Coastal Management Element Objective CCMCM-11 Achievement Status

Policy	Implemented?	Relevant
Policy CCMCM-11.1 The City of Aventura shall establish performance standards for the development and sensitive reuse of historic resources. However, until such time as	Yes, although no historic resources are designated at present, standards have been through Chapter 31 *Land Development Regulations* Article VI	Yes

these standards are adopted the City shall utilize Miami-Dade County's applicable regulations.		
Policy CCMCM-11.2 The City shall work with Miami-Dade County to ensure that historic structures and archaeological sites are not destroyed unless they are damaged by a hurricane or otherwise rendered beyond reasonable use and repair.	Yes	Yes

12. Coastal Management Objective -12

Objective 12 of the Conservation and Coastal Management Element Coastal Management Subsection is as follows: "Shoreline uses shall be prioritized within the City of Aventura, giving priority to water-dependent uses."

There is no monitoring measure identified for this objective in the Comprehensive Plan. The City has incorporated provisions for water-dependent uses into its land development regulations, however, and maintains public access on approximately 21 parcels. Please see Chapter II.E. for more information.

In order to further evaluate the City's success in achieving Objective CCMCM-12, a brief assessment of whether or not the supporting policies (CCMCM-12.1 though CCMCM-12.7) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.12 below:

Table III.H.12 Conservation and Coastal Management Element Objective CCMCM-12 Achievement Status

Policy	Implemented?	Relevant
Policy CCMCM-12.1 Shoreline uses within Aventura shall be prioritized according to the following order: 1. conservation uses; 2. water-dependent uses; 3. water-related uses; 4. uses not dependent or related to shoreline access.	Yes	Yes

Table III.H.12 Conservation and Coastal Management Element Objective CCMCM-12 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMCM-12.2 Prior to 2001, the City shall conduct a survey of land uses on parcels adjacent to marine waters. The survey shall include the location, acreage and linear feet of shoreline for each use.	Update reference to date	Yes
Policy CCMCM-12.3 The Future Land Use Map shall not be amended when such amendment would decrease the ratio of conservation uses to all other shoreline uses.	Yes	Yes
Policy CCMCM-12.4 Amendments to the Future Land Use Plan Map shall not reduce the proportion of shoreline properties dedicated to water-dependent uses or reduce the access of water-dependent uses to such properties.	Yes	Yes
Policy CCMCM-12.5 Amendments to the Future Land Use Plan Map shall not reduce the proportion of shoreline properties dedicated to water-related uses or reduce the access of water-related uses to such properties.	Yes	Yes
Policy CCMCM-12.6 New multi-family residential development, contiguous to the shoreline, shall be water dependent, water related, or at a minimum shall include environmentally compatible	Yes	Yes

shoreline access facilities such as walkways, piers, and viewing areas with landscaping grouped or spaced for views of and from the water.		
Policy CCMCM-12.7 Within the Town Center, shoreline and canal access easements shall be obtained whenever possible and additional sites sought to provide public access for water related activities that are consistent with the Town Center concept.	Yes	Yes

13. Conservation Objective 1

Objective 1 of the Conservation and Coastal Management Element Conservation Subsection is as follows: "The City shall continue to meet or exceed minimum air quality standards for recognized air pollutants."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of violations of air quality standards."

Air quality standards are monitored by Miami-Dade County DERM which has established 14 air monitoring stations throughout the County. As noted in the County's 2003 EAR, since 1995 no National Ambient Quality Standards were exceeded in the County, including in the City of Aventura.

In order to further evaluate the City's success in achieving Objective CCMC-1, a brief assessment of whether or not the supporting policies (CCMC-1.1 and CCMC-1.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.13 below:

Table III.H.13 Conservation and Coastal Management Element Objective CCMC-1 Achievement Status

Policy	Implemented?	Relevant
Policy CCMC-1.1 The City shall continue to support the air quality monitoring and pollution control programs of the County and State.	Yes	Yes

Table III.H.13 Conservation and Coastal Management Element Objective CCMC-1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMC-1.2 With the cooperation of the State, County and regional regulatory authorities, the City shall continue to require pollution control devices on all major point sources of air pollution which are located within the City.	Yes, requirements through Miami-Dade County Chapter 24 *Environmental Protection*	Yes

14. Conservation Objective 2

Objective 2 of the Conservation and Coastal Management Element Conservation Subsection is as follows: "The City shall maintain local surface and ground water quality to equal to or better than existing levels for recognized pollutants."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of violations of water quality standards."

According to the National Pollution Discharge Elimination System (NPDES) Report for the period 10/8/2002 – 10/8/2003, to date there have been no violations of water quality standards in the City.

In order to further evaluate the City's success in achieving Objective CCMC-2, a brief assessment of whether or not the supporting policies (CCMC-2.1 through CCMC-2.13) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.14 below:

Table III.H.14 Conservation and Coastal Management Element Objective CCMC-2 Achievement Status

Policy	Implemented?	Relevant
Policy CCMC-2.1 The City shall continue to participate in area wide wellfield protection and regulatory activities of Miami-Dade County.	No, the City is not situated near a wellfield protection area but continues to support the regulatory activities of Miami-Dade County.	Yes

Table III.H.14 Conservation and Coastal Management Element Objective CCMC-2 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMC-2.2 The City shall consider developing a procedure to standardize the review of all local users or potential water contaminants by the appropriate County or State regulatory agencies.	Yes, through Miami-Dade County Chapter 24 *Environmental Protection*	Yes
Policy CCMC-2.3 The City shall enforce and, where appropriate, improve development regulations to require all new development, or substantial redevelopment, to provide on-site retention or detention of at least the first inch of rainfall.	Yes, through Chapter 31 *Land Development Regulations* and Chapter 24 *Environmental Protection*	
Policy CCMC-2.4 The City shall coordinate with the Florida Department of Transportation to replace existing direct discharge drainage outfalls with drainage retention ponds.	Yes	Yes
Policy CCMC-2.5 The City shall continue to support the water quality regulatory programs of the State of Florida, Miami-Dade County and the South Florida Water Management District.	Yes	Yes
Policy CCMC-2.6 The City shall promote periodic area-wide waterway clean-up programs.	Yes	Yes

Table III.H.14 Conservation and Coastal Management Element Objective CCMC-2 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMC-2.7 The City shall consider, in coordination with the County and other regulatory agencies, implementing a canal maintenance dredging program to eliminate polluted sediments, to reduce resuspension of sediments through proper dredging, and to improve tidal flushing.	Yes, in coordination mainly with Miami-Dade County Public Works Department	Yes
Policy CCMC-2.8 The City shall continue to require sanitary sewer waste disposal as a condition of project and permit approval and water services.	Yes	Yes
Policy CCMC-2.9 The City shall continue to enforce development regulations that require the channelization of stormwater run-off through vegetation prior to entering a receiving water body.	Yes, through Miami-Dade County Chapter 24 *Environmental Protection*	Yes
Policy CCMC-2.10 The City shall stay apprised of continued advances in street sweeping technology with regard to feasible and effective mechanisms to remove roadway contaminants; in the event that the technology emerges, the City shall consider the individual or shared purchase of the machinery.	Yes	Yes

Table III.H.14 Conservation and Coastal Management Element Objective CCMC-2 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMC-2.11 The City shall require sanitary sewer wastewater collection as a condition for the provision of potable water customer services.	Yes	Yes
Policy CCMC-2.12 The City shall coordinate with appropriate regional and state water management agencies to restrict (or ban) the use of phosphate fertilizers.	Yes	Yes
Policy CCMC-2.13 The City shall continue to review and where necessary require environmental review and approval of occupational licenses for those businesses categorized as users of potential groundwater contaminants.	Yes	Yes

15. Conservation Element Objective 3

Objective 3 of the Conservation and Coastal Management Element Conservation Subsection is as follows: "The City shall, to the maximum extent feasible, protect all remaining areas of substantial native upland and wetland vegetation and eliminate undesirable exotic tree species."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of acres of vegetation removed and not replaced. Number of acres of exotic species removed." The City enforces landscaping requirements, including prohibitions on exotic species removal, through its implementation of Section 31-221 of its Code of Ordinances. Data which would allow precise measurement of this Objective is not available; however, it is assumed that exotic species have been removed through the on-going enforcement of these requirements on a case by case basis.

In order to further evaluate the City's success in achieving Objective CCMC-3, a brief assessment of whether or not the supporting policies (CCMC-3.1 through CCMC-3.6) have

been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.15 below:

Table III.H.15 Conservation and Coastal Management Element Objective CCMC-3 Achievement Status

Policy	Implemented?	Relevant
Policy CCMC-3.1 Cognizant of prior development approvals or other vested rights, the City shall require a detailed flora and fauna survey on any site subject to a development proposal and any size greater than 10 acres in size. Based on survey results, micro-preserves may be required oriented to preservation of a minimum 25% of all native plant communities which occur on-site. Habitat shall be preserved with intact canopy, understory and ground cover.	Yes, as per Chapter 31-221, Landscaping Requirements	Yes
Policy CCMC-3.2 Outright preservation of existing, non-exotic trees on any existing vegetated site shall be preferred over "cut and replace" preservation techniques.	Yes	Yes
Policy CCMC-3.3 The City shall enforce, where appropriate, development regulations which require shoreline vegetation buffer strips, restrict the amount or location of site clearing, maintain natural drainage flows and require the removal of on-site exotic tree species.	Yes	Yes

Policy CCMC-3.4 A buffer zone of native upland vegetation should be required and maintained around wetland and deepwater habitats which are preserved, restored or recreated on-site. The buffer zone may consist of preserved or planted vegetation but should include canopy, understory and ground cover of native species only.	Yes, through land development regulations for Conservation districts and Section 31-221, Landscaping Requirements	Yes
Policy CCMC-3.5 While discouraging clear cutting prior to development, the City should consider developing a long term program to remove all stands of non-native, exotic vegetation such as Australian Pine, Brazilian Pepper, and Melaleuca trees and replacement with native species.	Yes, through Section 31-221, Landscaping Requirements	Yes
Policy CCMC-3.6 The City shall require native vegetation species to satisfy at least 50% of all site landscaping requirements as a condition of development or permit approval.	Yes, through Section 31-221, Landscaping Requirements	Yes

16. Conservation Objective 4

Objective 4 of the Conservation and Coastal Management Element Conservation Subsection is as follows: "The City shall, to the maximum extent feasible, preserve natural areas which serve as habitat for endangered and threatened plant and animal species."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Number of acres of natural areas

preserved." Approximately 566.6 acres in the City have been zoned Conservation, and preserved accordingly.

In order to further evaluate the City's success in achieving Objective CCMC-4, a brief assessment of whether or not the supporting policy (CCMC-4.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.H.16 below:

Table III.H.16 Conservation and Coastal Management Element Objective CCMC-4 Achievement Status

Policy	Implemented?	Relevant
Policy CCMC-4.1 In the event that a site survey indicates the existence of a representative plant or animal species designated as endangered or threatened on Federal, State or Florida Committee on Rare and Endangered Plants and Animal lists, the developer shall prepare a plan in consultation with the Florida Game and Freshwater Fish Commission and the U.S. Fish and Wildlife Service for protecting the resident population. Preservation should be provided to the satisfaction of the City in consultation with the Federal and State agencies.	Yes	Yes

17. Conservation Objective 5

Objective 5 of the Conservation and Coastal Management Element Conservation Subsection is as follows: "To reduce per capita water consumption rates by at least 10% through 2005."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Per capita water consumption."

Information that would allow precise measurement of this Objective specific to the City does not exist. However, Miami-Dade County's 2003 Comprehensive Development Master Plan Evaluation and Appraisal Report indicates that gallons per capita per day has declined in the County from 179 in 1995 to 159 in 2002, an 11 percent decrease. Due to this being a more regional issue, the Miami-Dade Water and Sewer Department through Chapter 32 *Water and Sewer Regulations*, the Miami-Dade County Department of Environmental Resources Management through Chapter 24 *Environmental Protection* and the South Florida Water Management District have set goals to reduce per capita water consumption. The City promotes strategies to reduce water consumption through its land development regulations, public information programs, and ongoing coordination with these agencies. Moreover, the Florida Building Code requires water conserving fixtures. Update reference to date.

In order to further evaluate the City's success in achieving Objective CCMC-5, a brief assessment of whether or not the supporting policies (CCMC-5.1 through CCMC-5.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.17 below:

Table III.H.17 Conservation and Coastal Management Element Objective CCMC-5 Achievement Status

Policy	Implemented?	Relevant
Policy CCMC-5.1 The City shall promote water conservation strategies through the use of educational brochures and presentations to students and interested groups.	Yes, and with Miami-Dade Water and Sewer Department	Yes
Policy CCMC-5.2 Prior to 2005, the City shall consider funding, either individually or cooperatively, at least one xeriscape demonstration project.	Yes	Yes, delete date
Policy CCMC-5.3 To promote water conservation and reduce the offshore runoff of pesticides and fertilizer, the City shall require the augmented use of xeriscape concepts and native vegetation in new developments adjacent to, or near, shoreline locations	Yes	Yes

as a condition of development or permit approval.		
Policy CCMC-5.4 In conjunction with the Miami-Dade Water and Sewer Department, the City shall explore the feasibility of installing a transmission line from the North Dade Wastewater Treatment Plant to convey recycled wastewater for irrigation use at Turnberry Golf Course and Founders Park.	No	No, delete

18. Conservation Objective 6

Objective 6 of the Conservation and Coastal Management Element Conservation Subsection is as follows: "The City shall continue to minimize the potential damage from flooding and the loss of local soil resources."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Amount of property damage due to flooding." Although there is not data that would allow precise measurement of this Objective, flood damage in the City is de minimus due to the sandy soil conditions and adequate stormwater drainage.

In order to further evaluate the City's success in achieving Objective CCMC-6, a brief assessment of whether or not the supporting policies (CCMC-6.1 through CCMC-6.5) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.18 below:

Table III.H.18 Conservation and Coastal Management Element Objective CCMC-6 Achievement Status

Policy	Implemented?	Relevant
Policy CCMC-6.1 The City shall continue to coordinate the enforcement of minimum finished floor flood elevation criteria as identified by the Federal Emergency Management Administration.	Yes	Yes

Table III.H.18 Conservation and Coastal Management Element Objective CCMC-6 Achievement Status

Policy	Implemented?	Relevant
Policy CCMC-6.2 The City shall enforce local drainage system requirements as specified in the Drainage sub-element of the Comprehensive Plan.	Yes	Yes
Policy CCMC-6.3 The City shall support the flood control policies as provided in the Drainage sub-element of the Comprehensive Plan.	Yes	Yes
Policy CCMC-6.4 The City shall support the timely maintenance of regional drainage system features including structure repairs and replacement and maintenance dredging of drainage canals by the responsible governing agency.	Yes	Yes
Policy CCMC-6.5 During site clearing and development preparation stages, the City shall require erosion control fencing, soil moisturizing, seeding, mulching and/or other best management techniques to be performed by the developer to control soil erosion.	Yes	Yes

19. Conservation Objective 7

Objective 7 of the Conservation and Coastal Management Element Conservation Subsection is as follows: "The City of Aventura shall increase public awareness of the presence of manatees."

There is no monitoring measure identified for this objective in the Comprehensive Plan. The City does, however, provide information about manatee protection as appropriate in its

Public Information and awareness programs, and work with regulating agencies in ensuring that signage is posted in manatee areas.

In order to further evaluate the City's success in achieving Objective CCMC-7, a brief assessment of whether or not the supporting policies (CCMC-7.1 through CCMC-7.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.19 below:

Table III.H.19 Conservation and Coastal Management Element Objective CCMC-7 Achievement Status

Policy	Implemented?	Relevant
Policy CCMC-7.1 The City shall use the City's newsletter to annually remind the public of presence of manatees.	Yes	Yes
Policy CCMC-7.2 The City shall either obtain or create an educational pamphlet regarding manatee protection measures.	Yes, through assistance from DERM	Yes
Policy CCMC-7.3 The manatee protection pamphlet shall be distributed by the City's Marine Patrol anytime a boat is stopped.	Yes	Yes
Policy CCMC-7.4 The Manatee Protection Pamphlet shall be offered to private marinas within the City for distribution.	Yes	Yes

20. Conservation Objective 8

Objective 8 of the Conservation and Coastal Management Element Conservation Subsection is as follows: "Secure the provision of potable water in sufficient quantity to meet present and projected needs commensurate with reasonable anticipated demand." The City and its respective service providers (Miami-Dade County Water and Sewer Department) to ensure the provision of potable water in sufficient quantities to meet the City's needs. Please see Chapter IV., "Financial Feasibility and Levels of Service", for more information.

In order to further evaluate the City's success in achieving Objective CCMC-8, a brief assessment of whether or not the supporting policies (CCMC-8.1 through CCMC-8.6) have

been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.20 below:

Table III.H.20 Conservation and Coastal Management Element Objective CCMC-8 Achievement Status

Policy	Implemented?	Relevant
Policy CCMC-8.1 The City of Aventura has no current or projected wellfields; therefore a wellfield protection ordinance will not be necessary.	N/A	No
Policy CCMC-8.2 Upon Plan adoption, in order to comply with policies of the South Florida Water Management District directed toward conservation of potable water supply and to achieve a reduction in the current rates of water consumption certain performance standards shall apply.	Yes	Yes
Policy CCMC-8.3 The City of Aventura shall continue to cooperate with local, regional, state and federal agencies for the management of fresh water resources to maintain adequate fresh water supplies during dry periods and to, when practicable, conserve water.	Yes	Yes
Policy CCMC-8.4 The City of Aventura shall continue to cooperate with WASD and the South Florida Water Management (SFWMD) for the implementation of water demand management policies and programs.	Yes	Yes

Table III.H.20 Conservation and Coastal Management Element Objective CCMC-8 Achievement Status cont.

Policy	Implemented?	Relevant
Policy CCMC-8.5 The City of Aventura shall continue to require compliance with all applicable federal, state, regional and county water quality standards.	Yes	Yes
Policy CCMC-8.6 The City of Aventura shall cooperate with WASD and the SFWMD to conserve water resources during emergencies.	Yes	Yes

21. Conservation Objective 9

Objective 9 of the Conservation and Coastal Management Element Conservation Subsection is as follows: "The City of Aventura shall continue to protect surface waters within the Biscayne Bay Surface Water Improvement and Management (SWIM) area."

There is no monitoring measure identified for this objective in the Comprehensive Plan. However, the City, in conjunction with such regulatory agencies as the Miami-Dade County Department of Environmental Resources Management, South Florida Water Management District, Biscayne Bay Management Committee, Florida Department of Environmental Protection, and U.S. Army Corps of Engineers, works to reduce point and non-point source pollutant loading into surface waters. The City complies with the requirements of its National Pollutant Discharge Elimination Permit with the U.S. Environmental Protection Agency in operating its sanitary storm sewer discharge system.

As noted in Miami-Dade County's EAR, the Miami-Dade County Department of Environmental Resources Management is working with the Florida Department of Environmental Protection on the establishment of anti-degradation targets, but these targets have yet to be promulgated. The Miami-Dade EAR further states that while water quality data obtained through the Biscayne Bay Partnership Initiative and the Biscayne Bay Surface Water Quality Monitoring Program indicates that the quality of Biscayne Bay waters remains high, the quality of discharge waters remains suspect, and that the impacts of programs designed to reduce pollutant loading into the Bay will not be known until the next EAR cycle.

In order to further evaluate the City's success in achieving Objective CCMC-9, a brief assessment of whether or not the supporting policies (CCMC-9.1 and CCMC-9.2) have

been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.21 below:

Table III.H.21 Conservation and Coastal Management Element Objective CCMC-9 Achievement Status

Policy	Implemented?	Relevant
Policy CCMC-9.1 The City of Aventura shall continue to require that all permits for new construction meet or exceed the Biscayne Bay SWIM criteria by ensuring that all permits are approved by the Miami-Dade County Department of Environmental Resources Management prior to being issued.	Yes	Yes
Policy CCMC-9.2 The City of Aventura shall continue to require that all permits for redevelopment or reconstruction meet or exceed the Biscayne Bay SWIM criteria by ensuring that all permits are approved by the Miami-Dade County Department of Environmental Resource Management prior to being issued.	Yes	Yes

III.I. Economic Development Element

1. Objective ED-1

Objective 1 of the Economic Development Element is as follows: "By 2000, the City shall identify areas for improvement in the development approval process."

There is no monitoring measure identified for this objective in the Comprehensive Plan. The City has continued to update and enhance the land development regulations since approval of Chapter 31 *Land Development Regulations* on July 13, 1999. The land development regulations have been amended 12 times since 1999. The City has, however, worked to refine its land development regulations. The reference to the date needs to be deleted.

In order to further evaluate the City's success in achieving Objective ED-1, a brief assessment of whether or not the supporting policies (ED-1.1 through ED-1.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.I.1 below:

Table III.I.1 Economic Development Element Objective ED-1 Achievement Status

Policy	Implemented?	Relevant
Policy ED-1.1 The review should consider all facets of the development approval process, from the formal applications to identification for targeted businesses and report their finding to the City Commission.	Yes	Yes
Policy ED-1.2 The development approval process shall be examined to identify opportunities for streamlining to remove any steps that are duplicative or candidates for consolidation.	Yes	Yes

Table III.I.1 Economic Development Element Objective ED-1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy ED-1.3 The Community Development Department should identify emerging development trends such as Crime Prevention Through Environmental Design (CPTED) and new urbanism design techniques for consideration for and inclusion within the land development code.	Yes	Yes

2. Objective ED-2

Objective 2 of the Economic Development Element is as follows: "Prior to 2001, the City of Aventura shall convene a meeting between the City, the Aventura Marketing Council and the recently formed Aventura Chamber of Commerce to discuss the preparation of a unified approach to marketing the City and business attraction."

There is no monitoring measure identified for this objective in the Comprehensive Plan. However , the City meets and coordinates with the Aventura Marketing Council and other economic development agencies as appropriate on a regular and ongoing basis to promote marketing and economic development efforts.

In order to further evaluate the City's success in achieving Objective ED-2, a brief assessment of whether or not the supporting policy (ED-2.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.I.2 below:

Table III.I.2 Economic Development Element Objective ED-2 Achievement Status

Policy	Implemented?	Relevant
Policy ED-2.1 The attraction of new businesses to Aventura is a function best delivered through a coordinated and cooperative effort developed cognizant of other's proposed programs.	Yes	Yes

3. Objective ED-3

Objective 3 of the Economic Development Element is as follows: "By 2001, the City of Aventura shall study and review the possibility of creating a Community Redevelopment Agency (CRA)."

The City has not identified a need for the establishment of a redevelopment agency, although it is focusing on redevelopment needs in several areas. Please see Chapter II.A. for more information.

In order to further evaluate the City's success in achieving Objective ED-3, a brief assessment of whether or not the supporting policy (ED-3.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.I.3 below:

Table III.I.3 Economic Development Element Objective ED-3 Achievement Status

Policy	Implemented?	Relevant
Policy ED-3.1 The study area for a CRA shall include some portion, if not all, of the Hospital area, the Thunder Alley area, and/or the Biscayne Boulevard corridor.	Yes, the Study was conducted and the establishment of a CRA was determined to be not feasible.	No

III.J. Urban Design Element

1. Objective UD-1

Objective 1 of the Urban Design Element is as follows: "Within one year of adoption of the Plan, enact Land Development Regulations that implement the concept contained in the Urban Design Element."

For each objective, the Comprehensive Plan identifies a monitoring measure. The monitoring measure for this objective is as follows: "Adoption of Land Development Regulations that enact Urban Design Element concepts."

Delete reference to one year. The City has implemented the urban design concepts specifically in the Town Center area which is now under development. Town Center designations have been created in the Comprehensive Plan and land development regulations, and are being implemented. Please see Chapter II.A.1. for more information.

In order to further evaluate the City's success in achieving Objective UD-1, a brief assessment of whether or not the supporting policies (UD-1.1 through UD-1.12) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.J.1 below:

Table III.J.1 Urban Design Element Objective UD-1 Achievement Status

Policy	Implemented?	Relevant
Policy UD-1.1 In order to encourage redevelopment, mixed use development will be encouraged within areas targeted for redevelopment.	Yes	Yes
Policy UD-1.2 The schematic land use patterns displayed on the study area maps within this Element are for reference only and do not depict exact locations or precise land use ratios within the subject areas. However, they do represent the City's desire to mix land uses within these areas.	Yes	Yes

Table III.J.1 Urban Design Element Objective UD-1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy UD-1.3 Eliminate obstacles to redevelopment and infill development presently found in Land Development Regulations.	Yes, ongoing	Yes
Policy UD-1.4 During plat and site plan review, transit-oriented design concepts will be considered and encouraged.	Yes	Yes
Policy UD-1.5 Core commercial areas shall be designed to include lush tropical landscaping and for safe and convenient access by all modes of transportation, including bus service, bicycles and pedestrians.	Yes	Yes
Policy UD-1.6 Small parks (less than 5 acres) are encouraged throughout the City to provide auto free zones for residents and needed visual breaks of green within Aventura's urban framework.	Yes, where practical	Yes
Policy UD-1.7 The location of parking, curb cuts, walkways, bike lanes, signage, lighting, and landscape treatments shall be coordinated to provide maximum user safety, while improving the comprehensive aesthetic appearance of Aventura.	Yes, see City's Beautification Program within the Capital Improvements Program	Yes

Table III.J.1 Urban Design Element Objective UD-1 Achievement Status cont.

Policy	Implemented?	Relevant
Policy UD-1.8 The City of Aventura shall encourage the proper placement of public and private utilities underground within the right of way or easements.	Yes, requirement for underground utilities in land development regulations and Code of Ordinances	Yes
Policy UD-1.9 The design of structured parking, within mixed use development, is encouraged to include opportunities for retail or office uses at the street level.	Yes	Yes
Policy UD-1.10 The design and placement of public buildings should follow the urban design concepts of pulling the building close to the front property line and placing parking at the rear of the site with ample shade and landscape treatments.	Yes	Yes
Policy UD-1.11 To assist private developers, the City shall prepare roadway edge treatment guidelines that describe and illustrate proper planning and design for right of way and private property frontage.	Yes, see Chapter 31 *Land Development Regulations* in its entirety	Yes
Policy UD-1.12 The City shall embark on a process of mapping and classification of environmental resources that exist within the City, to ascertain the need for conservation/preservation.	Yes, ongoing	Yes

CHAPTER IV. COMMUNITYWIDE ASSESSMENT

An important requirement for the Evaluation and Appraisal Report is a comparison of how conditions in the community have changed between the date of the previous EAR and present. The following topics are addressed in this Chapter: population growth and changes in land area, as per S. 163.3191 (2)(a), F.S.; the extent of vacant land, as per S. 163.3191 (2)(b), F.S.; the location of development in relation to location of development as anticipated in the Comprehensive Plan, as per S. 163.3191 (2)(d), F.S.; the extent to which those services with Level of service standards outlined in the Comprehensive Plan do not meet the standards, and an analysis and evaluation of the City's ability to fund new or expanded infrastructure necessary to correct the deficiencies, and to provide for future growth at acceptable levels of service, as per S. 163.3191 (2)(c), F.S; the success and failure of coordinating residential development and public school planning, as per S. 163.3191 (2)(k), F.S.; and relevant changes in growth management laws (State Comprehensive Plan, the requirements of Chapter 163, Part II, the minimum criteria contained in Chapter 9J-5, Florida Administrative Code and the Strategic Regional Policy Plan for South Florida) since the date of the previous EAR for consistency with the Comprehensive Plan, as per S. 163.3191 (2)(f), F.S.

A. Population Changes, Vacant Land, Changes in Land Area, and Location of Development in Relation to Aventura Comprehensive Neighborhood Plan

With a 2000 population of 25,267, Aventura is the eighth most populous municipality in Miami-Dade County. Although it was not incorporated until 1995, between 1990 and 2000, the City's population increased from 15,375 to 25,267, a 67 percent increase. The cities of Hialeah Gardens and Medley are the only municipalities in Miami-Dade County that grew at a faster rate during that period. By 2010, the City's population is anticipated to increase to 32,925, an increase of 30 percent since 2000. By 2015, it is projected that its population will increase to 37,307 (48% above the 2000 Census), and by 2025, it is projected that it will increase to 46,329 (83% above the 2000 Census)[36]. It should be noted, however, that these estimates are based on historic and current population figures and growth trends, and do not reflect local conditions. The City is rapidly approaching build-out, and its future development potential and population growth is limited by the scarcity of vacant and developable land. For these reasons, the City estimates that its population will cap out at around 32,925, the year 2010 population estimate.

Figure II.A.4. and Table II.A.4. in Chapter II.A. identify the location and status of the 104.5 acres of vacant land in the City. Because the remainder of the City is already developed, it is anticipated that most of the future development and redevelopment in the City will occur on these parcels. Please see Chapter II.A. for more discussion.

Although the development and redevelopment that has occurred in the City has been generally consistent with the City's adopted Future Land Use Plan Map, there have been a number of amendments to the Map since the last EAR. These Map changes are administered as per the procedures outlined in Article IV., "Comprehensive Plan", of the land development regulations. Large-scale applications to amend the CNP are accepted semiannually. The City reviews and analyzes the application, and prepares a recommendation to the designated local planning agency, the City Commission. The City Commission, acting as the LPA and final decision making body, conducts the required public hearings. The City adheres to State requirements in its Comprehensive Plan amendment process.

Since the date of adoption, there have been 12 amendments to the Comprehensive Plan's Future Land Use Plan Map, totaling 66.76 acres. A total of: 5.66 acres were amended from Medium/High Density Residential to Business and Office; 1.99 acres were amended from Medium/High Density Residential to Town Center; 9.49 acres were amended from Medium Density Residential to Business and Office; 7.42 acres were amended from Town Center to Business and Office; 15.44 acres were amended from Parks and Recreation to Business and Office; 2.85 acres were amended from Industrial and Office to Medium/High Density Residential; 3.4 acres were amended from Business and Office to Parks and Recreation, and; 12.65 acres were amended from Business and Office to Medium High Density Residential.

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[36] University of Florida Shimberg Center for Affordable Housing, *Affordable Housing Needs Assessment*, 2003

B. Level of Service Analysis and Financial Feasibility

The City of Aventura has adopted Level of service standards in its Comprehensive Plan. Through the implementation section of the Capital Improvement Element of the Comprehensive Plan, the City ensures that future land development regulations and City policies are consistent with the City's ability to provide the capital facilities required to maintain adopted Level of Service Standards, including those needed to maintain or enhance the quality of life within the city.

As noted in its Comprehensive Plan Capital Improvements Element, the City's Capital Improvement Program delineates the City's capital needs for designated planning periods. The Capital Improvement Program is amended on an annual basis, and the first year of the Capital Improvement Program is adopted into the City's annual Capital Budget. The City's adopted Capital Improvements Program, which identifies capital projects, funding, location, and the projected schedule, is included into this document as Appendix B. The Capital Improvements Program includes current and future projects for a five year planning period, including the amount and source of funding, and establishes priorities for future capital projects. Although projects beyond the five year planning period are not identified in the Capital Improvements Program, the City does evaluate projected deficiencies that might exist beyond the planning period. As noted below, future transportation deficiencies are projected to exist by 2025. Please see III.D. for more information.

1. Sanitary Sewer

LOS Standard – Systems wastewater treatment plans shall operate with a physical capacity of no less than average daily sewage flow; effluent shall meet all federal, State and County standards; system capacity shall collectively maintain capacity to collect and dispose of 102 percent of average daily per capita sewage system demand for previous five years.

The sanitary sewer network within the City of Aventura is an interconnected county-wide system. The City cooperates with Miami-Dade County WASAD to jointly develop methodologies and procedures for biannually updating estimates of system demand and capacity.

According to the County's 2003 Evaluation and Appraisal Report, in 2003 the systemwide capacity of the County's wastewater treatment system was 352.50 million gallons per day, which exceeded average daily demand of 310.81 million gallons per day. Moreover, the County has maintained adequate system capacity to meet demand between 1995 and 2005. The County has programmed $1.3 billion in capital sanitary sewer projects to ensure its ability to continue to provide the capacity needed to address existing and projected demand for sanitary sewer service.[37]

The City, through its permitting processes and land development regulations, and coordination with the County, ensures that adequate wastewater transmission capacity

[37] *Miami-Dade County Adopted Evaluation and Appraisal Report*, Miami-Dade County Department of Planning and Zoning

exists to serve new development and redevelopment. Moreover, the City analyzes impacts of certain development proposals (rezonings, changes in Future Land Use designations, etc.) through the performance of concurrency management analyses as per the Concurrency Management System. The City has met its Level of Service Standard for sanitary sewer between the date of adoption and 2005, and has not had to delay or prohibit development or redevelopment due to sanitary sewer capacity issues. The County's programmed capital improvements and the City's continued implementation of land development regulations, permitting processes, and the concurrency management system should ensure that the adopted Sanitary Sewer Level of Service Standard is met through the planning periods. The City does not anticipate any problems in meeting its sanitary sewer Level of Service standard by 2015 or 2025.

2. Potable Water Transmission Capacity

LOS Standard – Treatment system shall operate with a rated maximum daily capacity which is no less than 2 percent above maximum daily flow for preceding year, and an average daily capacity two percent above the average daily per capita system demand for the preceding five years. Water shall be delivered to users at a pressure no less than 20 pounds per square inch and no greater than 100 pounds per square inch. Minimum Fire Flow standards - Single Family Estate Density (n/a) – 500 gallons per minute (gpm); Single Family and Duplex Residential on Minimum Lots if 7,599 s.f. (n/a) – 750 gpm; Multi-Family Residential – 1,500 gpm; Hospital/Schools – 2,000 gpm; Business and Industry – 3,000 gpm. Water quality shall meet all federal, State and County primary standards for potable water. Systemwide storage capacity for finished water shall equal no less than 15 percent of systemwide average daily demand.

The potable water network within the City of Aventura is an interconnected county-wide system. The City cooperates with Miami-Dade County WASAD, the North Miami Beach Water and Sewer Department, and Miami-Dade Fire Rescue to jointly develop methodologies and procedures for biannually updating estimates of system demand and capacity, and to ensure sufficient capacity to serve development needs.

According to Miami-Dade County's 2003 Evaluation and Appraisal Report[38], in 2003 the capacity of Miami-Dade County's water system was 454.77 million gallons per day, which exceeded average daily demand of 346.10 million gallons per day and provided adequate capacity to meet and exceed the City's Level of Service standard. The EAR further reported that no areas of fire flow deficiency existed in the City of Aventura. Miami-Dade County currently has programmed $883 million in water capital improvements projects in order to ensure its ability to continue to provide the capacity needed to address existing and projected demand for potable water. Based on this information, the City does not anticipate any problems in meeting and exceeding its potable water Level of Service standard by 2015 or 2025.

[38] *Miami Dade County Adopted 2003 Evaluation and Appraisal Report*, Miami-Dade Department of Planning and Zoning

The City, through its permitting processes and land development regulations, and coordination with the County, ensures that adequate potable water capacity exists to meet the adopted Level of Service Standard. Moreover, the City analyzes impacts of certain development proposals (rezonings, changes in Future Land Use designations, etc.) through the performance of concurrency management analyses as per the Concurrency Management System. The City has met its Level of Service Standard for potable water between the date of adoption and 2005, and has not had to delay or prohibit development or redevelopment due to potable water capacity issues. The County's programmed capital improvements and the City's continued implementation of land development regulations, permitting processes, and the concurrency management system should ensure that the adopted Potable Water Level of Service Standard is met through the planning periods. The City does not anticipate any problems in meeting its Potable Water Level of Service standard by 2015 or 2025.

Chapter 163, Florida Statutes, requires the preparation of a 10-year Water Supply Facilities Workplan by local governments with water supply facility responsibilities. The City does not have water supply responsibilities, as it receives its water supply through the Miami-Dade Water and Sewer Department and the City of North Miami Beach Water and Sewer Department. Therefore, the City will support Miami-Dade County and the City of North Miami Beach in their implementation of the Water Supply Facilities Workplan requirement as appropriate, and other County and City of North Miami Beach efforts to ensure that the City's water supply needs are met.

3. Recreation and Open Space

LOS Standard – 2.75 acres of public parks per 1,000 residents

In order to determine the amount of recreation and open space that is available for use by residents for concurrency purposes, the City counts public parks at 100 percent, private recreation facilities at 50 percent, and marinas and golf course at 25 percent. Based on this formula, the City's existing recreation and open space acreage is 114. The City is therefore exceeding its recreation and open space Level of Service standard by 38.4 acres.

The City has met its Level of Service Standard for recreation open space between the date of adoption and 2005, and has not had to delay or prohibit development or redevelopment due to recreation and open space issues. The City anticipates that it will continue to meet this standard through 2025 through the acquisition of required park land and open space through its Parks Impact Fee, general funds, grants, and other methods. Moreover, the City analyzes impacts of certain development proposals (rezonings, changes in Future Land Use designations, etc.) through the performance of concurrency management analyses as per the Concurrency Management System. Please see Chapter II.E. for more information.

4. Solid Waste Collection Capacity

The County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, shall, for a minimum of five years, collectively maintain a solid waste disposal capacity sufficient to accommodate waste flows committed to the system through long-range interlocal agreements or contracts with municipalities and private waste haulers and anticipated non-committed waste flows.

The City requires that developers contract with private waste haulers for solid waste disposal services. Miami-Dade County provides the disposal facilities for solid waste collected in the City. According to the County's 2003 Evaluation and Appraisal Report, the County's existing solid waste disposal system has the capacity to meet solid waste disposal demand through 2011. The County has programmed $75.83 million in capital solid waste disposal projects to address existing and projected demand, and to further expand capacity. The City has met its Level of Service Standard for solid waste between the date of adoption and 2005, and has not had to delay or prohibit development or redevelopment due to solid waste collection capacity issues. The City therefore does not anticipate any problems in meeting its solid waste Level of Service standard by 2015 or 2025.

The City, through its permitting processes, land development regulations, and concurrency management system, ensures that adequate solid waste collection capacity exists to meet the adopted Level of Service Standard. Moreover, the City analyzes impacts of certain development proposals (rezonings, changes in Future Land Use designations, etc.) through the performance of concurrency management analyses as per the Concurrency Management System.

5. Drainage

LOS Standard – The City's drainage Level of Service standard contains both a flood protection and water quality component. The minimum acceptable flood protection Level of Service standards for Aventura shall be protection from the degree of flooding that would result for a duration of one day from a ten year storm, with exceptions in previously developed canal basins where additional development to this base standard would pose risks to existing development. All structures shall have the lowest floor, including basement, elevated no lower than one foot above the level of the base flood elevation or eighteen inches above the highest point of the adjacent road crown elevation, whichever is higher. The Water Quality Level of Service standard shall be met when the average annual for each of the identified National Pollutant Discharge Elimination System pollutants does not exceed the target criteria for such pollutants within a canal basin or sub-basin.

Under the City's Concurrency Management System, issuance of any development permit shall require compliance with the drainage Level of Service Standard while incorporating water quality considerations in accordance with the City's NPDES permit. Moreover, the City analyzes impacts of certain development proposals (rezonings, changes in Future Land

Use designations, etc.) through the performance of concurrency management analyses as per the Concurrency Management System. The City has met its Level of Service Standard for drainage between the date of adoption and 2005, and has not had to delay or prohibit development or redevelopment due to drainage issues. The City therefore does not anticipate any problems in meeting its drainage standard by 2015 or 2025.

The City, in conjunction with such regulatory agencies as the Miami-Dade County Department of Environmental Resources Management, South Florida Water Management District, Biscayne Bay Management Committee, Florida Department of Environmental Protection, and U.S. Army Corps of Engineers, works to reduce point and non-point source pollutant loading into surface waters. The City complies with the requirements of its National Pollutant Discharge Elimination Permit with the U.S. Environmental Protection Agency in operating its sanitary storm sewer discharge system.

As noted in Miami-Dade County's EAR, the Miami-Dade County Department of Environmental Resources Management is working with the Florida Department of Environmental Protection on the establishment of anti-degradation targets, but these targets have yet to be promulgated. The Miami-Dade EAR further states that while water quality data obtained through the Biscayne Bay Partnership Initiative and the Biscayne Bay Surface Water Quality Monitoring Program indicates that the quality of Biscayne Bay waters remains high, the quality of discharge waters remains suspect, and that the impacts of programs designed to reduce pollutant loading into the Bay will not be known until the next EAR cycle.

6. Traffic Circulation

The City's adopted Level of Service standards for transportation are: a minimum peak period LOS of E on State and City roads where no public mass transit exists; where mass transit having headways of 20 minutes or less is provided, roadways shall operate at no greater than 120 percent of their capacity, and; where extraordinary transit service such as commuter rail or express bus service exists, parallel roadways within ½ mile shall operate at no greater than 150 percent of their capacity.

An express bus service is provided in the City between Aventura Mall and Golden Glades, and along Biscayne Boulevard. The Level of Service standards for roadways are based on the following definitions:

- LOS A - free flow traffic operations at average travel speeds;
- LOS B - stable flow with other users in traffic stream;
- LOS C – uncongested with other users causing significant interactions;
- LOS D – congested stable flow with major delays;
- LOS E – very congested with traffic at or near capacity, and;
- LOS F – extremely congested with breakdown flows.

In order to determine the current levels of service on roadways in Aventura, level of service information was taken from the Miami Dade County MPO 2030 Long Rang Transportation Plan, which is the official transportation planning document for Miami-Dade County. It

specifies all transportation projects to be planned, designed or constructed within this time horizon. It utilizes a complex modeling structure which integrates the most recent Census data and traffic information. It then distributes and projects trips, volumes and levels of service in the future. A new LRTP is developed every five years. This becomes the basis for determining and prioritizing transportation needs. To be eligible for federal dollars, projects must first be part of this plan.

Information indicates that at the time of the counts: Ives Dairy Road was operating at LOS F, William Lehman Causeway was operating at LOS B, Biscayne Boulevard was operating at LOS F, and Country Club Drive, Aventura Boulevard, Waterways Boulevard, and NE 34th Avenue, were all operating at LOS B or better. Overall, this examination determined that there is capacity remaining on the roadway network (nearly an extra travel lane's worth, or 2,000 trips). Nonetheless, based on the most recent available data, the City is not meeting its roadway Level of Service standards on Biscayne Boulevard or Ives Dairy Road.

Figure III.D.1 in Chapter II.D. shows the projected levels of service on the city's roadways during the planning period. As can be seen, it is projected that by 2030: William Lehman Causeway will be operating at LOS B; Aventura Boulevard will be at LOS D, and; Country Club Drive will be mainly at LOS E, with the links approaching the William Lehman Causeway at LOS F. NE 34th Avenue will be at LOS F and Waterways Boulevard will be at LOS E. Ives Dairy Road and Biscayne Boulevard will continue to operate at LOS F. Therefore, it is projected that the City will not be meeting its roadway Level of Service standards for portions of Country Club Drive, Ives Dairy Road, or Biscayne Boulevard in 2030.

Miami-Dade County's Urban Infill Area (UIA), which includes the City of Aventura, is designated as a Transportation Concurrency Exemption Area, and is exempt from transportation concurrency requirements. The City has therefore not had to delay or prohibit development or redevelopment due to transportation concurrency issues between the date of adoption and 2005. Please see Chapter II.D. for the City's recommendation to address its traffic circulation Level of Service during the planning period.

7. Mass Transit

The City accepts Miami-Dade County's Mass Transit Level of Service as stated in the 1997 CDMP Capital Improvements Element and Mass Transit Subelement, which states: the average combined population and employment density along the corridor between the existing transit network and area of expansion exceeds 4,000 per square mile, and the corridor is .05 miles on either side of the necessary new route extensions of the area for expansion; it is warranted that there is sufficient demand to warrant service; the service is economically feasible, and; the expansion to transit services into new areas is not detrimental to existing or planned services in higher density areas with greater need.

Miami-Dade County's Mass Transit Level of Service standards has been updated to state that al areas within the Urban Development Boundary with a combined resident and work-force population of more than 10,000 persons per square mile shall be provided with

minimum peak-hour mass transit service having 60-minute headways and an average route-spacing of one mile. According to the County's 2003 Evaluation and Appraisal Report, all areas of Miami-Dade County, including the City of Aventura, are meting or exceeding the adopted LOS standard for mass transit. The City has met its Level of Service Standard for mass transit between the date of adoption and 2005, and has not had to delay or prohibit development or redevelopment due to mass transit capacity issues. The City does not anticipate any problems in meeting its mass transit Level of Service standard by 2015 or 2025.

8. Police Protection

The City's Police Protection Level of Service Standard does not include numerical measures, but references establishment of Police Impact Fee. As noted in Chapter II.E., between 1997 and 2005 the number of sworn police officers in the City of Aventura increased from 49 to 76. The City's crime rate has decreased rapidly during that period, as is demonstrated on Table II.E.3 in Chapter II.E.

In order to maintain and improve the quality of its police services, and ensure that new development pays its fair share for increased police services that will be necessitated by such development, the City collects a Police Fee as per Article IV., Division 5 of its Code of Ordinances. Under these requirements, developers must pay $96.47 per residential unit and $.140 per square foot of non-residential development. Between FY 04 and FY 09, it is projected that the police impact fee will generate revenues of $614,250. These funds are earmarked for capital outlay items such as new equipment necessitated by increased demand.

The City has met its Level of Service Standard for police protection between the date of adoption and 2005, and has not had to delay or prohibit development or redevelopment due to police protection issues. The City does not anticipate any problems in meeting its police protection Level of Service standard by 2015 or 2025.

9. Fire Protection

The City's Fire Protection Level of Service Standard is the County's standard for the provision of fire-rescue services to the City. As noted in Chapter II.E., fire service in the City of Aventura is provided by the Miami-Dade County Fire Rescue Department. The City coordinates with the County in order to maintain and improve the quality of fire rescues service that it provides to the City and its residents. The average fire rescue response time in Miami-Dade County is currently estimated to be between eight and nine minutes. The average response time in the City is six to eight minutes.[39]

[39] City of Aventura, *Emergency Services Response, City Commission Workshop Agenda*, April 21, 2005

C. Coordination of Land Use and Public School Planning

The City of Aventura has coordinated its Comprehensive Plan with existing and planned public schools as per statutory requirements since the date of adoption. As prescribed, the School Board would provide the City with a letter asking for a finding of consistency with the Comprehensive Plan before acquisition of school sites within the City, and the City would respond in the required timeframe. Additionally, the School Board has provided the City with copies of its Five Year Plans.

1. Interlocal Agreement for Joint Public School Facility Planning

In February 2003 the City, along with 28 other municipalities, Miami-Dade County and Miami-Dade County Public Schools entered into the *Interlocal Agreement for Public School Facility Planning In Miami-Dade County*. This far-reaching collaborative agreement, which was mandated by Sections 163.31777 and 1013.33 of the Florida Statutes, allows for better coordination in the educational facilities decision making process.

Key requirements of the Interlocal Agreement[40] are outlined as follows:

- The establishment of a staff working group comprised of the County Mayor/Manager and/or his designee, the School Board Superintendent and/or his designee, and City Mayors/Managers and their designees to meet on an annual basis to: discuss issues and formulate recommendations regarding public school issues; provide M-DCPS with input and recommendations on the Educational Facilities Plan, Educational Plant Survey, and the need for new facilities and expansion, renovation, and closure of existing facilities; and to identify opportunities for the co-location and/or shared-use of civic and school facilities.

- The coordination of a joint annual workshop with elected officials of the School Board, County, and municipalities to discuss public school issues.

- The development of coordinated projections of the amount, type, and distribution of population growth.

- Expansion of M-DCPS' standing School Site Planning and Construction Committee by four (4) voting members to include "a floating member of the most impacted municipality to which the agenda item relates", a "representative appointed by the Miami-Dade County League of Cities", a representative from Miami-Dade County, and "a member of the residential building industry".

[40] Interlocal Agreement for Public School Facility Planning in Miami-Dade County, 3/05/03

- The County and municipalities must invite a non-voting representative appointed by the School Board to attend meetings of the local planning agencies at which development requests that will impact public school enrollments are considered.

- The County and municipalities must notify M-DCPS of proposed land use applications and development proposals that affect student enrollment.

2. Charter Schools

In 1996, the State of Florida enacted legislation that provided for the creation of charter schools, non-profit corporations that are typically operated by a group of parents, teachers, an organization, a municipality, universities, and/or a combination of more than one group. There are many reasons to establish a charter school but as outlined in the Board Rule the major reasons are: to improve student learning, to increase learning opportunities for all students with special emphasis on expanded learning experiences for academically low achieving students; to encourage use of innovative learning methods; to increase choices of learning opportunities for students; to establish a new form of accountability for schools; to require the measurement of learning outcomes and create innovative measurement tools; to make the school the unit for improvement; and to create new professional opportunities for teachers.[41]

A charter school is bound by the requirements of Sections 228.056, 230.22 and .23, Florida Statutes and Miami-Dade County School Board Rule 6Gx13.6A.1.47 and must be reviewed and approved by the School Board. They are also fully recognized public schools.

On August 25, 2003, the Aventura City of Excellence Charter School opened as the first municipally sponsored charter school in Miami-Dade County. Located at 3333 NE 188 Street, the Aventura City of Excellence Charter School serves up to 600 students between kindergarten and fifth grade. In its short history the school has become an important component of the community, and a source of great civic pride. Its success is evidenced by a return rate of over 99 percent and A rating. The school operates as a City Department, and its Principal reports to the City Manager. The school demonstrates the City's commitment to ensuring the quality of life of existing and future residents. The City is currently expanding the Aventura City of Excellence Charter School to serve 6th grade students by 2005, 7th grade students by 2006, and 8th grade students by 2007 increasing the student capacity to 900.

3. Miami-Dade County Working Group on Public Schools Overcrowding Relief

The City of Aventura faces a number of specific challenges regarding public schools. As a result of current development and redevelopment trends, the City's population is expanding, as is the demand for school facilities. A number of the County's school facilities are overcrowded, and new schools cannot be provided quickly enough to meet the demand for new student stations. As noted earlier, the City has few remaining vacant and

[41] The School Board of Miami-Dade County, Florida Board Rules

developable parcels, which limits the availability of land for new school construction. In response to the overcrowding problem that is plaguing many County schools, in September 2003 Miami-Dade County and the Miami-Dade School Board established the Miami-Dade County Working Group on Public Schools Overcrowding Relief.

In October 2004, the task force adopted a final report for submission to the Miami-Dade Board of County Commissioners and School Board. Key recommendations include: levying additional documentary stamp fees on the sale or resale of homes for school construction; exempting the cost of a parking garage from the cost per student station restriction when building a new facility; establishing criteria for allowing the conversion of non-school structures into public education facilities; revising the educational "amenities" that are required at public schools to save time, money and space; siting schools along existing and future transit corridors; pursuing Educational Facilities Benefit Districts in areas of substantial growth; and periodic review of the County Educational Facilities Impact Fee Ordinance.

Of particular interest to the City of Aventura are strategies to reduce the land requirements for public schools, which would otherwise preclude new schools from being constructed in many areas of the City. Allowances for multi-story schools, the location of schools along transit corridors, promoting the joint use of facilities, and allowing the conversion of non-school structures into public education facilities are all examples of strategies to provide new or expanded public schools despite the scarcity of vacant, developable land.

4. Educational Facilities Impact Fee

Miami-Dade County's Educational Facilities Impact Fee imposes an impact fee on new residential development throughout the County in order to offset some of the costs of providing student stations to accommodate the additional demand for student stations created by such development. An ongoing concern with the Educational Facilities Impact Fee is that the County's three designated benefit districts are too large to ensure that moneys collected are expended at the schools most directly impacted by the development. A key recommendation of the Miami-Dade County Working Group on Public Schools Overcrowding Relief calls for the periodic review of the Public Educational Facilities Impact Fee Ordinance. Refining the benefit districts to ensure the equitable distribution of impact fees should be a paramount issue in the City's review of the Ordinance.

D. Consistency with Growth Management Laws

Section 163.3191 (2)(f), F.S., requires that the Evaluation and Appraisal Report evaluate relevant changes in growth management laws since the date of the Comprehensive Plan's adoption for consistency with the Aventura Comprehensive Plan. This evaluation was conducted based on the date that the Comprehensive Plan (1998). The following summarizes the results of this review.

1. State Comprehensive Plan

As noted above, Section 163.3191 requires that the Evaluation and Appraisal Report evaluate relevant changes in growth management laws, including the State of Florida Comprehensive Plan, since the date that the City's Comprehensive Plan was adopted. Appendix C indicates the manner in which the City is complying with the adopted State of Florida Comprehensive Plan (Chapter 187, Florida Statutes). Based on a review of Appendix C., the following additional Comprehensive Plan amendments are recommended.

a. Intergovernmental Coordination Element

Recommendation IV.D.1. Add a new Policy under Objective 1 stating that the City shall continue to coordinate with the State and other agencies, as appropriate, in achieving the goals, objectives, and policies of the State Comprehensive Plan.

2. Chapter 163, Florida Statutes

A table indicating the manner in which the City of Aventura is addressing the requirements of Chapter 163, Florida Statutes, is attached as Appendix D. In July 2005 the State of Florida adopted additional amendments to Chapter 163 and its growth management requirements. As demonstrated on Appendix D, the 2005 amendments will necessitate a number of amendments to the Comprehensive Plan. Please see Chapters II.D. and II.E. for the City's response to the new requirements regarding Transportation Concurrency Exception Areas, public school concurrency, and public school facilities elements. In addition, the new requirements direct that the City's Capital Improvements Program be adopted into the Capital Improvements Element, and that the City's Comprehensive Plan be amended annually to reflect Capital Improvements Program updates. Based on a review of the Table in Appendix D., including the 2005 amendments, the following additional Comprehensive Plan amendments are recommended:

a. Future Land Use Element

Recommendation IV.D.2. It is recommended that the Future Land Use Element be amended to include a new Policy under Objective 5 to address criteria for ensuring compatibility of new development or redevelopment with military installations, as required by s. 163.3177, F.S. The Policy should note that while there are no military installations within or proximate to the City at present, the City will adhere to State statutory requirements to ensure compatibility of new development and redevelopment with military operations if a military installation is located within or within one-half mile of its boundaries in the future.

b. Infrastructure Element

Recommendation IV.D.3. Add a new Policy under Objective 5 stating that the City shall review the water supply facility workplans of Miami-Dade County and North Miami Beach, as they are adopted and/or periodically updated, in order to identify alternative projects that will increase its water supply, and shall coordinate with Miami-Dade County and North Miami Beach, as appropriate, in the implementation of these projects.

c. Capital Improvements Element

Recommendation IV.D.4. It is recommended that a new Objective and policies be added to the Capital Improvements Element to provide for the following:

- The City's Five Year Capital Improvements Program (Appendix B), as included herein, is formally adopted into the City's Capital Improvements Element, and future updates to the Capital Improvements Program shall be adopted into the Comprehensive Plan by amendment on an annual basis. Outside revenue sources included in the Five Year Capital Improvements shall be guaranteed by developer agreements and interlocal agreements. The Capital Improvements Program shall be coordinated, as appropriate, with the Miami-Dade Metropolitan Planning

Organization's Long Range Transportation Plan and the Water Supply Facility Workplans of Miami-Dade County and North Miami Beach.

d. Intergovernmental Coordination Element

Recommendation IV.D.5. Policy 1.1 states that Aventura will make full use of coordination mechanisms to ensure consistency between its Comprehensive Plan and the comprehensive plans of adjacent jurisdictions. It is recommended that this Policy be amended to insert "and any Campus Master Plan that will impact or be impacted by the City" at the end of the Policy".

Recommendation IV.D.6. In addition, it is recommended that new policies providing for the following be included under Objective 1.

- In accordance with the adopted "Interlocal Agreement for Public School Facility Planning in Miami-Dade County", the City shall participate as appropriate in Miami-Dade County Public School's School Site Planning and Construction Committee, and shall seek, where feasible and mutually acceptable, to collocate schools with other public facilities, such as parks, libraries, and community centers to the extent possible.

- The City shall utilize the procedures called for in the "Interlocal Agreement for Public School Facility Planning in Miami-Dade County" and Sections 1013.33, F.S., in order to evaluate the appropriateness of prospective public school sites within the City.

- The City will annually review Miami-Dade County Public School's Tentative District Educational Facilities Plan and the 5-Year Workplan, as provided for in the "Interlocal Agreement for Public School Facility Planning in Miami-Dade County". This review will include an analysis of the Tentative District Educational Facilities Plan and the 5-Year Workplan's consistency with the Comprehensive Plan, and the identification of any necessary Comprehensive Plan amendments.

- The City shall coordinate, as appropriate, with the State of Florida, South Florida Regional Planning Council, Miami-Dade County Public Schools, and other agencies in the adoption of a Public Schools Element, in accordance with the established schedule, into the Comprehensive Plan. Areas to be addressed in the Public Schools Element include, but are not limited to, public school concurrency requirements, coordination with other jurisdiction in the development and implementation of uniform school concurrency procedures, proportionate share school impact mitigation options for developers, the collocation of schools with other public facilities, the location of schools proximate to residential areas, the use of schools as emergency shelters, the location of existing and planned school facilities (including maps).

Recommendation IV.D.7. It is recommended that new policies be added under Objective 2 of the Intergovernmental Coordination Element to provide for the following:

- The City shall support, as appropriate, Miami-Dade County's development and implementation of the Water Supply Facilities Workplan required by Florida Statute, and the water conservation efforts of other agencies.

e. Coastal Management and Conservation Element

Recommendation IV.D.8. It is recommended that a new Policy be added under Conservation Objective 8 of the Coastal Management and Conservation Element to provide for the following:

- The City shall support, as appropriate, Miami-Dade County and the City of North Miami Beach in their development and implementation of the Water Supply Facilities Workplan required by Florida Statute, and the water conservation efforts of other agencies.

3. Rule Chapter 9J-5, Florida Administrative Code

A table indicating the manner in which the City of Aventura is addressing the requirements of Rule Chapter 9J-5, Florida Administrative Code, is attached as Appendix E. Based on a review of this Table, the following amendments are recommended.

a. Intergovernmental Coordination Element

Recommendation IV.D.9. Policy 1.1 states that Aventura will make full use of coordination mechanisms to ensure consistency between its Comprehensive Plan and the comprehensive plans of adjacent jurisdictions. It is recommended that this Policy be amended to insert "and any Campus Master Plan that will impact or be impacted by the City" at the end of the Policy".

4. Strategic Regional Policy Plan for South Florida

As noted above, Section 163.3191 requires that the Evaluation and Appraisal Report evaluate relevant changes in growth management laws, including the South Florida Regional Planning Council's Strategic Regional Policy Plan of South Florida (SRPPSF), which was adopted on June 7, 2004 and became effective on July 7, 2004. Appendix F indicates the manner in which the City is complying with the South Florida Regional Policy Plan. Based on a review of Appendix F., the following additional amendments are recommended.

a. Housing Element

Recommendation IV.D.10. Add a new Policy under Objective 1 of the Housing Element stating that the City will coordinate, as appropriate, with the South Florida Regional Planning Council in the development and implementation of the Regional Housing Plan.

b. Intergovernmental Coordination Element

Recommendation IV.D.11. Add a new Policy under Objective 1 of the Intergovernmental Coordination Element stating that the City shall continue to coordinate with the South Florida Regional Planning Council, and other agencies as appropriate, in achieving the goals, objectives, and policies of the South Florida Strategic Regional Policy Plan.

E. Impacts of Density Reductions in Coastal High Hazard Areas

Section 163.3191(2)(l), F.S., requires that local governments "evaluate whether past reductions in land use densities in coastal high hazard areas have impaired property rights of current residents where redevelopment occurs". The City of Aventura is not located within the Coastal High Hazard Area, with the exception of the Island Estates area located adjacent to Williams Island on two islands extending into the Intracoastal Waterway (see the portions of the City located in Zone A on Figure II.C.1). The westernmost island is currently developed with 22 single family estate homes. The easternmost island is currently vacant, but has vested rights agreements for 17 units per gross acre. Both islands are designated Medium High Density Residential on the Comprehensive Plan's Future Land Use Plan Map, and are zoned RS-2 (Residential Single Family). The City shall not approve any development applications that would serve to increase density of this development beyond what exists or is allowed by current zoning and/or vested rights. No density reductions that have adversely impacted property rights have occurred or are projected to occur on these islands.

F. Evaluation of Multimodal Transportation District and the Need for Developing a Common Methodology for Measuring Transportation Impacts

Section 163.3191(2)(o), F.S., requires that local governments evaluate the extent to which the multi-modal transportation district has been successful in achieving its purpose. As noted in Chapter II.D., the City of Aventura is located within Miami-Dade County's Urban Infill Area (UIA), which is designated as a Transportation Concurrency Exemption Area, and is exempt from transportation concurrency requirements. The City has therefore not had to delay or prohibit development or redevelopment due to transportation concurrency issues between 1995 and 2005. In this regard, the Transportation Concurrency Exception Area has been successful in achieving one of its purposes; allowing development and redevelopment in established infill areas where infrastructure is in place, despite the congested roadway conditions that often exist in such areas.

The City's adopted Level of Service standards for transportation are: a minimum peak period LOS of E on State and City roads where no public mass transit exists; where mass transit having headways of 20 minutes or less is provided, roadways shall operate at no greater than 120 percent of their capacity, and; where extraordinary transit service such as commuter rail or express bus service exists, parallel roadways within ½ mile shall operate at no greater than 150 percent of their capacity. An express bus service is provided in the City between Aventura Mall and Golden Glades, and along Biscayne Boulevard. The Level of Service standards for roadways are based on the following definitions:

- LOS A - free flow traffic operations at average travel speeds;
- LOS B - stable flow with other users in traffic stream;
- LOS C – uncongested with other users causing significant interactions;
- LOS D – congested stable flow with major delays;
- LOS E – very congested with traffic at or near capacity, and;
- LOS F – extremely congested with breakdown flows.

In order to determine the current levels of service on roadways in Aventura, level of service information was taken from the Miami Dade County MPO 2030 Long Rang Transportation Plan, which is the official transportation planning document for Miami-Dade County. It specifies all transportation projects to be planned, designed or constructed within this time horizon. It utilizes a complex modeling structure which integrates the most recent Census data and traffic information. It then distributes and projects trips, volumes and levels of service in the future. A new LRTP is developed every five years. This becomes the basis for determining and prioritizing transportation needs. To be eligible for federal dollars, projects must first be part of this plan.

Information indicates that at the time of the counts: Ives Dairy Road was operating at LOS F, William Lehman Causeway was operating at LOS B, Biscayne Boulevard was operating at LOS F, and Country Club Drive, Aventura Boulevard, Waterways Boulevard, and NE 34th Avenue, were all operating at LOS B or better. Overall, this examination determined that there is capacity remaining on the roadway network (nearly an extra travel lane's

worth, or 2,000 trips). Nonetheless, based on the most recent available data, the City is not meeting its roadway Level of Service standards on Biscayne Boulevard or Ives Dairy Road.

By 2030: William Lehman Causeway will be operating at LOS B; Aventura Boulevard will be at LOS D, and; Country Club Drive will be mainly at LOS E, with the links approaching the William Lehman Causeway at LOS F. NE 34th Avenue will be at LOS F and Waterways Boulevard will be at LOS E. Ives Dairy Road and Biscayne Boulevard will continue to operate at LOS F. Therefore, it is projected that the City will not be meeting its roadway Level of Service standards for portions of Country Club Drive, Ives Dairy Road, or Biscayne Boulevard in 2030.

The City's existing transportation system is comprised of more than roadways. Mass transit service in the City is provided by the Miami-Dade Transit Authority through express and regular bus service (Figure II.D.2)[42], and by the City of Aventura through its internal shuttle bus service (Figure II.D.3). The City of Aventura's shuttlebus service boasts an average monthly ridership of 9,000, and has had a total ridership of 457,138 since its inception in 1999[43]. Bicycles and pedestrian paths/sidewalks are another important component of the City's transportation system. The City provides sidewalks along most major roadways, and major bicycle and pedestrian paths along Country Club Drive around the Turnberry Golf Course and along NE 187 Street. In addition, there are many waterways in the City that provide opportunities for recreational boating. Although there is no water taxi service in the City at present, it might be explored as a future option for trips within the City, and between the City and other waterfront locales. These projects demonstrate the City's commitment to providing a multi-modal transportation system, in accordance with its Transportation Concurrency Exception Area.

Section 163.3191(2)(p), F.S. requires an assessment of the extent to which changes are needed to adopt a common methodology for measuring impacts on transportation facilities among municipalities and counties. As noted in Chapter II.D., by 2006 the City shall measure the impacts of proposed development and redevelopment on its multi-modal transportation system, in accordance with S. 163.3180, F.S. The City shall coordinate with FDOT, Miami-Dade County, and other jurisdictions in the County in the identification of changes that are needed in order to develop of common methodologies for measuring such impacts. Additional coordination and analysis is needed in order to determine the nature and extent of specific changes.

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[42] Miami-Dade Transit Authority, 2005

[43] *City of Aventura Shuttlebus Ridership Summary, January 1999 to Present*, City of Aventura Community Services Department, 2005

CHAPTER V. SUMMARY OF RECOMMENDATIONS

The following Chapter includes a complete listing of the Evaluation and Appraisal Report recommendations by Element. These recommendations are made as a result of the evaluation and appraisal of the Aventura Comprehensive Plan that is documented in Chapters II., III., and IV. Please refer to these chapters for more information about the reasons that specific recommendations are being made.

A. FUTURE LAND USE ELEMENT RECOMMENDATIONS

Amend the Future Land Use Element as follows:

Recommendation LU-1. A number of the major issues facing the City, including building heights, concerns over the intensity of development, and ensuring compatibility between existing neighborhoods and new development and redevelopment, must be addressed through the City's land development regulations, It is therefore recommended that a new Objective and policies be added to the Future Land Use Element to state that by 2007, the City shall review and amend its land development regulations in order to provide a cohesive blueprint for development and redevelopment in the City. The revised land development regulations shall address strategies to:

- accommodate growth while maintaining neighborhood integrity;
- ensure appropriate height and site development requirements and design guidelines;
- ensure appropriate transitions and linkages between different neighborhoods and uses;
- encourage more walkable neighborhoods;
- buffer neighborhoods and existing development from the encroachment of incompatible uses;
- limit the intensity of future development and redevelopment in a manner that is consistent with current development patterns, and that minimizes further negative impacts to the City's infrastructure, traffic congestion, hurricane evacuation clearance times, and quality of life, and;
- prevent redevelopment of a parcel in a manner that would significantly increase its existing intensity or density, unless redevelopment of said parcel will implement specific development and redevelopment goals that are or that might be established for particular areas.

Recommendation LU-2. Policy 1.1 defines the City's residential land categories. It is recommended that Policy 1.1 be amended to the following:

- under the Medium Density land use category delete "authorizes apartment buildings ranging" and replace with "allows a range in density". Also, add the following to the end of the second sentence ", but may also include single family detached, duplexes, triplexes and quadruplexes"
- under the Medium–High Density category delete "authorizes apartment buildings ranging from" and replace with "allows a range in density". Add the following new sentences: "The type of housing structure typically permitted in this category includes low, medium and high-rise apartments, but may also include single family

detached, duplexes, triplexes, quadruplexes and townhouses. Additionally, the height of buildings and attainment of densities approaching the maximum shall also be contingent on the ability of the developer to ensure appropriate transitions and buffers with the surrounding neighborhood, and to alleviate impacts that will adversely impact service levels and quality of life."

Recommendation LU-3. Policy 1.2 defines the City's non-residential land use categories. It is recommended that Policy 1.2 be amended to:

- Add text to the Business and Office Category to state that the maximum intensity allowable on a given site shall also be contingent on the ability of the developer to ensure appropriate transitions and buffers with the surrounding neighborhood, and to alleviate impacts that will adversely impact service levels of service and quality of life;

- Add text to the Town Center Category to clarify that such centers are not intended to be Regional Activity Centers, but are instead intended to primarily serve the City's existing and future residents and businesses, and;

- Add a Water Category which specifies that areas designated Water provide numerous benefits to the City of Aventura and are an important component of the City's multi-modal transportation network, stormwater drainage infrastructure, and natural and built environments. It should specify that the use of these areas shall be limited to recreational and commercial boating facilities (including water taxis and ferries), the provision of open space and urban relief, recreation, waterways, wetlands, flood control, stormwater drainage and storage, and natural resource protection and enhancement, and comply with the requirements of Chapter 24, "Environmental Protection…", of the Miami-Dade County Code of Ordinances. It should further state that development in or above such areas in a manner that will diminish these functions shall be prohibited, and that development and redevelopment adjacent to these areas shall include provisions to enhance these functions where appropriate.

Recommendation LU-4. Policy 2.1 states that in planning and designing development and redevelopment, the City shall enforce the guidelines contained in the Comprehensive Plan's Urban Design Element. It is recommended that this Policy be revised to replace the reference to "Urban Design Element" with "redevelopment plans, the Redevelopment Element, and land development regulations".

Recommendation LU-5. Policy 2.4 addresses the designation of sites and use of landscaping materials in public projects, an important consideration in development and redevelopment. It is recommended that this Policy be amended to call for the use of native landscaping materials where feasible and appropriate in public projects.

Recommendation LU-6. Objective 3 states that decisions regarding the location, extent, and intensity of future land use in Aventura will be based on environmental

conditions and the financial feasibility of providing services at levels that meet or exceed adopted levels of service by 2005. It is recommended that this Policy be amended to update the date to 2015, and to expand the text to also state that decisions regarding the location, extent and future land use in Aventura will be based on compatibility with and the minimization of adverse impacts on existing neighborhoods, and the ability to maintain the hurricane evacuation clearance times of 12 hours or less.

Recommendation LU-7. Objective 5 states that by 2005 Aventura shall reduce the number of existing uses that are inconsistent with the uses designated in the Future Land Use Plan Map. It is recommended that this Policy be amended to update the date to 2015, and to state that the City shall continue to reduce the number of land uses inconsistent with the uses designated on the LUP Map.

Recommendation LU-8. Policy 5.1 identifies a number of factors that the City will consider in evaluating compatibility among proximate land uses. It is recommended that this Policy be amended to include the existing character and function of the surrounding neighborhood, consistency with the goals and objectives of the Comprehensive Plan, and specific neighborhood development and redevelopment plans in the list of factors to be considered in compatibility evaluations.

Recommendation LU-9. Policy 5.2 states that residential neighborhoods shall be protected from the intrusion of uses that will disrupt the neighborhood. It is recommended that this Policy be amended to remove the word residential, as all neighborhoods should be provided with this protection, regardless of function.

Recommendation LU-10. It is recommended that the Future Land Use Element be amended to include a new Policy under Objective 5 to address criteria for ensuring compatibility of new development or redevelopment with military installations, as required by s. 163.3177, F.S. The Policy should note that while there are no military installations within or proximate to the City at present, the City will adhere to State statutory requirements to ensure compatibility of new development and redevelopment with military operations if a military installation is located within or within one-half mile of its boundaries in the future.

Recommendation LU-11. Objective 6 states that upon adoption of the Comprehensive Plan, all public and private activities regarding the use, development and redevelopment of land shall be consistent with the Comprehensive Plan's goals, objectives, and policies. It is recommended that this Policy be amended to reflect the fact that the Comprehensive Plan has been adopted.

Recommendation LU-12. Policy 2.1 states that the City shall undertake efforts to locate sites with confirmed historic, architectural, and archeological significance. It is recommended that this Policy be amended to state that by 2010 the City shall coordinate with the Miami-Dade County Office of Historic Preservation and Florida Department of State in order to identify significant historically, architecturally, or archaeologically-significant sites, if any, within its jurisdiction.

Recommendation LU-13. Policy 8.1 calls for the City to establish opportunities to amend the Comprehensive Plan. It is recommended that this Policy be amended to reflect the City's established procedures for Comprehensive Plan amendments.

Recommendation LU-14. Policy 8.2 specifies the criteria by which applications to amend the Comprehensive Plan shall be evaluated. It is recommended that "impacts on the City's ability to maintain the hurricane evacuation clearance times of 12 hours or less" be added to the list of criteria.

Recommendation LU-15. Policy 9.1 states that the City shall maintain and enhance regulations governing the use and development of land. It is recommended that this Policy be amended to include protecting and minimizing negative impacts to the character and function of the surrounding neighborhoods to the list of items that are regulated by the land development regulations.

Recommendation LU-16. Policy 9.3 states that the City shall enact land development regulations within one year of adopting its Comprehensive Plan. It is recommended that this Policy be updated to reflect the fact that the Comprehensive Plan and land development regulations have been adopted, but may be amended from time to time.

Recommendation LU-17. Objective 11 states that upon adoption of the Plan, the location, design and management of development and redevelopment shall ensure the protection of natural resources and systems. It is recommended that this Objective be amended to reflect the fact that the Comprehensive Plan has been adopted.

Recommendation LU-18. Objective 12 states that the City shall coordinate its coastal planning area population densities with the South Florida Regional Planning Council and Miami-Dade County Office of Emergency Management. It is recommended that this Objective be amended to state that the City shall coordinate its coastal planning area population densities with the South Florida Regional Planning Council, Miami-Dade County Office of Emergency Management, and adjacent jurisdictions.

Recommendation LU-19. Policy 12.1 states that all proposed Comprehensive Plan amendments that increase population density shall be analyzed for impacts on hurricane evacuation routes and times included in the 1996 South Florida Regional Hurricane Evacuation Study. It is recommended that this Policy be revised to state that the proposed Comprehensive Plan amendments that increase population density shall be analyzed for impacts on hurricane evacuation routes and times based on the best and most recent available South Florida Regional Planning Council data regarding hurricane evacuation clearance times in the City.

Recommendation LU-20. It is recommended that a new Policy be added under Objective 12 stating that by 2007, the City shall coordinate with the appropriate agencies to ensure that updated data and methodologies are being utilized in hurricane evacuation

clearance time formulas, and encourage the use of consistent evacuation clearance time standards by northeast Miami-Dade County municipalities.

Recommendation LU-21. It is recommended that Policy FLU-13.1 be amended to delete "by December 31, 1999", and amended to read "The City shall continue to coordinate".

Recommendation LU-22. Amend the Future Land Use Plan Map to delete the proposed Community Facility depicted adjacent to the proposed Park in the northwest area of the City (Hospital District).

B. TRANSPORTATION ELEMENT RECOMMENDATIONS

Amend the Transportation Element as follows:

Recommendation T-1. Add a new Objective to the Transportation Element stating that by 2007, the City shall review and amend its land development regulations in order to provide a cohesive blueprint for development and redevelopment in the City to ensure that new development enhances mobility options and that redevelopment does not further degrade transportation levels of service.

Recommendation T-2. Add a new Policy under Objective 1 stating that beginning in 2006, the City of Aventura shall annually evaluate the impact of the Transportation Concurrency Exception Area on its transportation system, the Strategic Intermodal Transportation System, and adopted level of service standards of roadways funded in accordance with Section 339.2819, F.S., and identify strategies to alleviate or mitigate such impacts. In accordance with the new requirements, the Florida Department of Transportation (FDOT) must be consulted in the evaluation of such impacts. The City shall coordinate with FDOT, Miami-Dade County, and other jurisdictions in the County in the development of common methodologies for measuring such impacts. If it is determined that the Transportation Concurrency Exception Area is no longer adequate, the City shall explore the implementation of more impactful transportation management tools.

Recommendation T-3. Add a new Policy under Objective 1 of the Transportation Element stating that the City will continue to identify projects to support and fund mobility, enhance alternative modes of transportation, and ensure connectivity in its Capital Improvements Program in accordance with Section 163.3180, F.S.

Recommendation T-4. Add a new Policy under Objective 1 stating that beginning in 2006, the City shall evaluate the impacts of proposed development and redevelopment on its transportation system, Strategic Intermodal System facilities, and the adopted level of service standards of transportation facilities that are funded in accordance with Section 339.2812, F.S., and identify strategies to alleviate or mitigate such impacts in coordination with the developer and other agencies as appropriate. In accordance with the new requirements, the Florida Department of Transportation (FDOT) must be consulted to assess the impact of a proposed development on level of service standards. The City shall coordinate with FDOT, Miami-Dade County, and other jurisdictions in the County in the development of common methodologies for measuring such impacts.

Recommendation T-5. Add a new Policy under Objective 1 stating that by 2007 the City will develop impacts fees and other methods by which developers can mitigate impacts to the transportation system by contributing funds for alternative modes of transportation, particularly the expansion, operation and maintenance of the Circulator System.

Recommendation T-6. Add a new Policy under Objective 1 stating that the City shall adopt a method for assessing proportionate fair-share transportation impact mitigation options, in accordance with a model ordinance that will be developed by FDOT.

Recommendation T-7. Add a new Policy under Objective 1 stating that the City shall maintain records to determine whether the 110% de minimus transportation impact threshold has been reached, and shall submit such documentation as part of its annual updates to the Capital Improvements Schedule, which shall be incorporated into the Comprehensive Plan by amendment.

Recommendation T-8. Amend Policies 1.1 and 1.2 to replace the references to the "Miami-Dade County Comprehensive Development Plan, Traffic Circulation Subelement 1997, Objective 1 Policy 1B" with "Miami-Dade County Comprehensive Development Master Plan".

Recommendation T-9. Amend Policy 3.2 to delete "upon adoption of this element and the Intergovernmental Coordination Element".

Recommendation T-10. Amend the Monitoring Measure under Objective 4 to delete or update the reference to the year and percent.

Recommendation T-9. Amend Policy 4.1 to delete "within one year of adoption of the Comprehensive Plan".

C. PARKS AND RECREATION ELEMENT

Amend the Parks and Recreation Element as follows:

Recommendation PR-1. Objective 2 states that the City will coordinate the provision of public and private resources to meet recreation demands within one year of Plan adoption. It is recommended that this Objective be amended to state that the City will continue to coordinate the provision of public and private resources to meet recreation demands, and that the reference to "within one year of Plan adoption" be deleted.

Recommendation PR-2. Policy 2.1 states that there were no recreation system deficiencies at the date of the Comprehensive Plan's adoption. It is recommended that this Policy be amended to state that the City will continue to ensure that it meets and exceeds its established Level of Service Standard for Recreation and Open Space through the Concurrency Management System, the collection of Park Impacts Fees, and other strategies.

Recommendation PR-3. Policy 3.1 states that the City will develop land development regulations to include appropriate definitions of open space needs and standards. It is recommended that this Policy be amended to state that the City will continue to ensure that open space requirements for new development and redevelopment are met through the implementation and enforcement of its land development regulations.

D. HOUSING ELEMENT

Amend the Housing Element as follows:

Recommendation H-1. Objective 1 and its policies address strategies to create and preserve affordable housing for all existing and future City residents. It is recommended that a new Policy be added under Objective 1 to state that the City shall support public and private sector efforts to provide an adequate supply of housing units that are affordable to households of all incomes in proportions that are reflective of the housing demand and needs. It should further state that developers are encouraged to provide a variety of housing types, including housing affordable to City residents of all income levels, in residential projects and communities.

Recommendation H-2. Add a new Policy under Objective 1 stating that the City will coordinate, as appropriate, with the South Florida Regional Planning Council in the development and implementation of the Regional Housing Plan.

Recommendation H-3. Objective 3 addresses the availability of sites for affordable housing, and states that due to the scarcity of land and high land values, affordable housing units will be distributed. It is recommended that this Objective be amended to state that "due to high and increasing property values and the scarcity of developable land, the City will coordinate with the private sector in order to encourage the provision of a variety of housing types, including housing affordable to City residents of all income levels, in residential and Town Center communities throughout the City".

Recommendation H-4. Policy 3.1 states that the land development regulations will include appropriate criteria to allow diverse housing types. It is recommended that this Policy be amended to add "including housing affordable to City residents of all income levels" after "type".

E. INFRASTRUCTURE ELEMENT

Amend the Infrastructure Element as follows:

Recommendation I-1. Amend Policy 2.2 under Infrastructure Goal 1, Objective 2 to delete "by 2000," and to read "The City of Aventura and Miami-Dade Water and Sewer Department".

Recommendation I-2. Amend the Monitoring Measure for Objective 3 under Infrastructure Goal 1 to replace the reference to "sanitary sewer supply" with "sanitary sewer collection system".

Recommendation I-3. Policy 3.1 under Infrastructure Goal 1, Objective 3 states that the City shall prohibit the use of new septic tanks, and that additional septic tanks shall not be permitted. It is recommended that this Policy be revised to state that the City shall evaluate options to connect all existing septic systems to public sanitary sewer and/or wastewater treatment facilities by 2010.

Recommendation I-4. Add a new Policy under Infrastructure Goal 1, Objective 5 stating that the City shall review the water supply facility workplans of Miami-Dade County and North Miami Beach, as they are adopted and/or periodically updated, in order to identify alternative projects that will increase its water supply, and shall coordinate with Miami-Dade County and North Miami Beach, as appropriate, in the implementation of these projects.

Recommendation I-5. Amend Policy 1.2 under Infrastructure Goal 2, Objective 1 to delete "by 2003," and to read "shall continue to be identified".

Recommendation I-6. Amend Policy 1.1 under the Solid Waste Goal, Objective 1, to update the date to 2008.

F. CAPITAL IMPROVEMENTS ELEMENT

Amend the Capital Improvements Element as follows:

Recommendation CI-1. Amend Objective CI-1 to delete "upon adoption of the Plan".

Recommendation CI-2. Amend Policy CI-1.5 to delete "by 2001", and to delete the reference to public works facilities.

Recommendation CI-3. Objective 2 states that land use decisions will be made in the context of available fiscal resources in order to ensure that scheduling and providing capital facilities for new development will not degrade adopted service levels. It is recommended that this Objective be amended to include "or negatively impact hurricane evacuation clearance times".

Recommendation CI-4. Policy 2.1 states that capital facilities and infrastructure implications of land use and development plan implementation will be analyzed based on a number of factors, including elimination of below standard conditions and capacity deficits. It is recommended that this Policy be amended to include "maintenance or reduction of hurricane evacuation clearance times" in the list of factors, and to delete "upon adoption of the Plan".

Recommendation CI-5. Objective 3 states that future development will be permitted only when adopted levels of service standards for services listed in the Capital Improvements Element will me upgraded or maintained. It is recommended that this Policy be amended to state that "future development will be permitted only when adopted levels of service standards for services listed in the Capital Improvements Element will be upgraded or maintained or when demonstrated negative impacts on hurricane evacuation clearance times will be mitigated by ensuring that adequate fiscal resources are made available, including the proportionate costs of improvement necessitated by the development".

Recommendation CI-6. The City's Five Year Capital Improvements Program (Appendix B), as included herein, is formally adopted into the City's Capital Improvements Element, and future updates to the Capital Improvements Program shall be adopted into the Comprehensive Plan by amendment on an annual basis. Outside revenue sources included in the Five Year Capital Improvements shall be guaranteed by developer agreements and interlocal agreements. The Capital Improvements Program shall be coordinated, as appropriate, with the Miami-Dade Metropolitan Planning Organization's Long Range Transportation Plan and the Water Supply Facility Workplans of Miami-Dade County and North Miami Beach.

G. INTERGOVERNMENTAL COORDINATION ELEMENT

Amend the Intergovernmental Coordination Element as follows:

Recommendation IC-1. Objectives 1 and 3 of the Intergovernmental Coordination Element, and policies thereunder, address joint land use planning with other jurisdictions. It is recommended that new policies be added under Objective 1 and Objective 3 to call for increased coordination with adjacent jurisdictions to ensure compatible development and redevelopment, and address the unique challenges and opportunities that face northeast Miami-Dade and southeast Broward counties.

Recommendation IC-2. Objective 1 addresses coordination with other local governments to identify opportunities for affordable housing. It is recommended that a new Policy stating that the City shall incorporate the recommendations of the joint Florida Department of Community Affairs/South Florida Regional Planning Council "Regional Affordable Housing Strategy" in its Comprehensive Plan, as appropriate, after the final recommendations are issued.

Recommendation IC-3. Objective 4 states that the City will ensure adequate and timely shelter within the region for residents of evacuation areas. It is recommended that this Objective be revised to state that the City will coordinate with the appropriate agencies to implement strategies to maintain hurricane evacuation clearance times to 12 hours of less, ensure that updated data and methodologies are being utilized in hurricane evacuation clearance time formulas, and ensure adequate and timely evacuation routes and shelter within the region for residents of evacuation areas.

Recommendation IC-4. It is recommended that a new Policy be added under Objective 4 stating that the City shall coordinate with the appropriate agencies to ensure that updated data and methodologies are being utilized in hurricane evacuation clearance time formulas, and encourage the use of consistent evacuation clearance time standards by northeast Miami-Dade County municipalities.

Recommendation IC-5. Policy 1.1 states that Aventura will make full use of coordination mechanisms to ensure consistency between its Comprehensive Plan and the comprehensive plans of adjacent jurisdictions. It is recommended that this Policy be amended to insert "and any Campus Master Plan that will impact or be impacted by the City" at the end of the Policy".

Recommendation IC-6. In addition, it is recommended that new policies providing for the following be included under Objective 1.

- In accordance with the adopted "Interlocal Agreement for Public School Facility Planning in Miami-Dade County", the City shall participate as appropriate in Miami-Dade County Public School's School Site Planning and Construction Committee, and shall seek, where feasible and mutually acceptable, to collocate

schools with other public facilities, such as parks, libraries, and community centers to the extent possible.

- The City shall utilize the procedures called for in the "Interlocal Agreement for Public School Facility Planning in Miami-Dade County" and Sections 1013.33, F.S., in order to evaluate the appropriateness of prospective public school sites within the City.

- The City will annually review Miami-Dade County Public School's Tentative District Educational Facilities Plan and the 5-Year Workplan, as provided for in the "Interlocal Agreement for Public School Facility Planning in Miami-Dade County". This review will include an analysis of the Tentative District Educational Facilities Plan and the 5-Year Workplan's consistency with the Comprehensive Plan, and the identification of any necessary Comprehensive Plan amendments.

- The City shall continue to coordinate with the State and other agencies, as appropriate, in achieving the goals, objectives, and policies of the State Comprehensive Plan.

- The City shall continue to coordinate with the South Florida Regional Planning Council, and other agencies as appropriate, in achieving the goals, objectives, and policies of the South Florida Strategic Regional Policy Plan.

- The City shall coordinate, as appropriate, with the State of Florida, South Florida Regional Planning Council, Miami-Dade County Public Schools, and other agencies in the adoption of a Public Schools Element, in accordance with the established schedule, into the Comprehensive Plan. Areas to be addressed in the Public Schools Element include, but are not limited to, public school concurrency requirements, coordination with other jurisdiction in the development and implementation of uniform school concurrency procedures, proportionate share school impact mitigation options for developers, the collocation of schools with other public facilities, the location of schools proximate to residential areas, the use of schools as emergency shelters, the location of existing and planned school facilities (including maps).

Recommendation IC-7. It is recommended that new policies be added under Objective 2 of the Intergovernmental Coordination Element to provide for the following:

- The City shall support, as appropriate, Miami-Dade County's and North Miami Beach's development and implementation of the Water Supply Facilities Workplan required by Florida Statute, and the water conservation efforts of other agencies.

H. CONSERVATION AND COASTAL MANAGEMENT ELEMENT

Amend the Conservation and Coastal Management Element as follows:

Recommendation CCM-1. Delete the reference to "within one year of Plan adoption" in Policy 6.1 under the Coastal Management Goal.

Recommendation CCM-2. Objective 10 and policies 10.1 through 10.20 address the City's post-disaster redevelopment plan. It is recommended that Objective 10 be amended to state that the City shall implement pre- and post-emergency procedures in accordance with its adopted Emergency Procedures Manual, as it is amended from time to time. The policies thereunder should be replaced by policies that reflect the currently adopted plan and procedures, as outlined in this Chapter II.C., and to also reference Section 31-3 of the Miami-Dade County Code of Ordinances in Policy 10.9.

Recommendation CCM-3. Objective 12 of the Conservation & Coastal Management Element, and policies 12.1 through 12.7, address protection of the City's shorelines and water dependent uses. It is recommended that a new Policy be added under Objective 12 to state that the use of areas designated Water on the Future Land Use Plan Map shall be limited to recreational and commercial boating (including water taxis and ferries), the provision of open space and urban relief, recreation, stormwater drainage, and natural resource protection and enhancement, and comply with the requirements of Chapter 24, "Environmental Protection…", of the Miami-Dade County Code of Ordinances. It should further state that development in or above such areas in a manner that will diminish these functions shall be prohibited.

Recommendation CCM-4. Delete the reference to "prior to 2001" in Policy 12.2 under the Coastal Management Goal, Objective 12.

Recommendation CCM-5. Update the date in Objective 5 under the Conservation Goal to 2015.

Recommendation CCM-6. Delete the reference to "prior to 2005" in Policy 5.2 under the Conservation Goal.

Recommendation CCM-7. Delete Policy 5.4 under Objective 5 of the Conservation Goal, as it is no longer applicable or relevant.

Recommendation CCM-8. It is recommended that a new Policy be added under Conservation Objective 8 of the Coastal Management and Conservation Element to provide for the following:

- The City shall support, as appropriate, Miami-Dade County and the City of North Miami Beach in their development and implementation of the Water Supply Facilities Workplan required by Florida Statute, and the water conservation efforts of other agencies.

Recommendation CCM-9. Delete the reference to "upon Plan adoption" from Policy 8.2 under the Conservation Goal.

I. REDEVELOPMENT ELEMENT

Consolidate and expand the Economic Development and Urban Design elements into a new Redevelopment Element that includes goals, objectives and policies that provide for the following:

Recommendation R-1. By 2007, the City shall review and amend its land development regulations in order to provide a cohesive blueprint for development and redevelopment in the City. The revised land development regulations shall address strategies to:

- accommodate growth while maintaining neighborhood integrity;
- ensure appropriate height and site development requirements and design guidelines;
- ensure appropriate transitions and linkages between different neighborhoods and uses;
- encourage more walkable neighborhoods;
- buffer neighborhoods and existing development from the encroachment of incompatible uses;
- limit the intensity of future development and redevelopment in a manner that is consistent with current development patterns, and that minimizes further negative impacts to the City's infrastructure, traffic congestion, hurricane evacuation clearance times, and quality of life, and;
- prevent redevelopment of a parcel in a manner that would significantly increase its existing intensity or density, unless redevelopment of said parcel will implement specific development and redevelopment goals that are or that might be established for particular areas.

Recommendation R-2. The City shall coordinate with the private sector and other agencies as appropriate, to implement strategies to market the City of Aventura as a location for new businesses, promote the retention and expansion of existing businesses, ensure an adequate supply of non-residential land uses to address economic development goals, provide services and employment opportunities to existing and future residents, and coordinate economic development, development, and redevelopment goals;

Recommendation R-3. By 2007, the City shall refine development/design guidelines through the land development regulations for the Town Center that provides for its redevelopment as a design-unified downtown that primarily serves City residents. The Town Center shall be characterized by a mixture of different urban functions integrated horizontally and vertically, multi-modal transportation access and circulation, and high quality urban design;

Recommendation R-4. By 2007, the City shall review and amend its land development regulations in order to reduce potential development/redevelopment intensities on the Biscayne Boulevard corridor. The City should also evaluate strategies to improve the Biscayne Boulevard corridor through cohesive design and development patterns, and appropriate redevelopment.

CHAPTER VI. PUBLIC PARTICIPATION SUMMARY

In 1998, the State of Florida revised the statutory requirements for the EAR to allow local governments to base their analysis on the key local issues that they are facing. In order to comply with these requirements, and in recognition of the complicated and diverse range of planning issues that the City of Aventura is currently facing, the City initiated its EAR process with a public workshop on December 16, 2004, and conducted an interagency scoping meeting with members of State, regional and County agencies and representatives of adjacent municipalities on December 20, 2004. A Local Planning Agency Workshop was conducted on April 25, 2005.

Based on input received via this process, the City of Aventura identified six major issues for inclusion in the EAR. On January 14, 2005 the City provided the Florida Department of Community Affairs (DCA) with a request for a Letter of Understanding regarding these issues, and the City's proposed Scope of Work (Appendix A). On February 2, 2005, DCA provided the City with a Letter of Understanding agreeing to the proposed issues and Scope.

APPENDIX A. DCA LETTER OF UNDERSTANDING AND SCOPE OF WORK

RECEIVED

FEB 14 2005

COMMUNITY DEVELOPMENT

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

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

JEB BUSH
Governor

THADDEUS L. COHEN, AIA
Secretary

February 2, 2005

Ms. Joanne Carr AICP, Director
City of Adventura Planning Department
19200 West Country Club Drive
Adventura, Florida 33180

Dear Ms. Carr:

The Department of Community Affairs has reviewed your letter of January 14, which outlines the scope of work for the preparation of the City's Evaluation and Appraisal Report (EAR). The Department agrees with the summary of the issues as set forth in the attached document. This letter serves as confirmation of our understanding. In addition to the items set forth in the scope, the City may wish to address the need to update the Capital Improvement Schedule in the EAR.

We greatly appreciate the effort you have shown in developing the EAR scoping issues for the City. We look forward to continued success as the City prepares its EAR. If you or your staff have any questions or need additional assistance, please contact Roger Wilburn, Principal Planner, at (850) 922-1822.

Sincerely yours,

Charles Gauthier, AICP
Chief of Comprehensive Planning

CG/de

Enclosure

cc: Carolyn Dekle, Executive Director, South Florida Regional Planning Council
Diane O' Quinn Williams, Director, Miami-Dade Planning Department

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CRITICAL STATE CONCERN FIELD OFFICE
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COMMUNITY PLANNING
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EMERGENCY MANAGEMENT
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(850) 413-9969

HOUSING & COMMUNITY DEVELOPMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-7956

City of
Aventura

Government Center
19200 West Country Club Drive
Aventura, Florida 33180

JEFFREY M. PERLOW
MAYOR

COMMISSIONERS
ZEV AUERBACH
JAY R. BESKIN
KEN COHEN
BOB DIAMOND
HARRY HOLZBERG
MANNY GROSSMAN

ERIC M. SOROKA
CITY MANAGER

January 14, 2005

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

RE: Key Planning Issues for Aventura Evaluation and Appraisal Report

Dear Mr. Gauthier:

On December 16, 2004 the City of Aventura held a public workshop in order to identify and discuss the key planning issues that should be addressed in the 2005 Comprehensive Plan Evaluation and Appraisal Report (EAR). On December 20, 2004, the City held an interagency scoping meeting with members of State, regional and County agencies and representatives of adjacent municipalities to receive input on the key planning issues identified at the December 20, 2004 workshop, and identify additional issues that should be addressed. A list of attendees at the interagency scoping meeting is attached to this letter.

Enclosed please find the list of major issues that the City proposes to address in its 2005 Comprehensive Plan Evaluation and Appraisal Report (EAR) (Appendix A), and the City's proposed Scope of Work for addressing these issues and other requirements of Section 163.3292 (2), F.S. (Appendix B.). We hereby request that the Department of Community Affairs (DCA) provide the City with a Letter of Understanding agreeing to the proposed issues and Scope, and/or advising of any necessary additions/revisions.

PHONE: 305-466-8900 • FAX: 305-466-8939
www.cityofaventura.com

Thank you for your assistance in this matter. Please contact Jerry Bell or Alex David with Bell David Planning Group at (305) 215-6302 if you have any questions or need additional information.

Sincerely,

Joanne Carr, AICP
Planning Director

Enclosures

cc: Eric M. Soroka, ICMA-CM, City Manager
Dan Evans, DCA
Bob Daniels, SFRPC
Bell David Planning Group

APPENDIX A.
CITY OF AVENTURA COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES

ISSUE	MAJOR ISSUE?	COMMENTS
1. Development and Redevelopment The City of Aventura is substantially developed. Nonetheless, development remains a major issue due to regional growth pressures, initiatives to redirect development to established urban areas, and the need to develop and/or reexamine plans for specific areas (i.e. Town Center, the Hospital District).	Yes	Identify existing and projected development and redevelopment that is occurring in the City, or that has occurred since the Comprehensive Plan was adopted. Review plans, proposals and projects that have been prepared for particular areas. Identify unmet redevelopment needs, and the redevelopment potential of underutilized areas (including shopping centers along Biscayne Boulevard). Evaluate the characteristics of development that is occurring in the City (i.e. densities, Floor Area Ratios, etc.) to compare development intensities to zoning. Address the impacts of development and redevelopment occurring in the City on neighboring jurisdictions and vice versa. In particular, the implications of the Development of Regional Impact at Gulfstream Park in neighboring Hallandale Beach should be examined.

ISSUE	MAJOR ISSUE?	COMMENTS
2. Housing Increased property values and costs are making housing in the City prohibitive to many households. The availability of housing that is affordable and appropriate for existing and future households of all income levels is therefore a major issue. Specific concerns include the availability of housing to accommodate employees of existing and future businesses, the diminishing rental housing stock that is resulting from condominium conversions and barriers to homeownership.	Yes	Review University of Florida Shimberg Center Affordable Housing Needs Assessment as well as other data sources (i.e. Brookings Institute and Harvard University studies) to gauge the City's existing and projected housing needs. Evaluate increases in property values. Evaluate the housing stock in the Hospital area, and the availability of housing to accommodate existing and projected hospital workers. Evaluate strategies to link housing with transportation. Quantify condominium conversions and the resulting impacts to the City's rental housing stock. Examine strategies to increase housing opportunities within the redevelopment context.
3. Emergency Management Aventura is a coastal community, and emergency management and hurricane preparedness are on-going concerns. Specific issues include the impacts of development and redevelopment, in particular the density of such development on emergency management efforts, particularly, the ability of the transportation system to handle evacuation needs, and coordination those needs in a consistent manner with other jurisdictions. Terrorism and homeland security is a major important concern, particularly with regards to regional activity centers such as the Aventura Mall.	Yes	Describe the adopted Standards for hurricane evacuation times in the City, and the methodology for developing these standards. Evaluate the consistency of these standards with those of adjacent municipalities, and the City's emergency management plans in a regional context. Evaluate roadway levels of service as related to evacuation needs, particularly along Interstate 95 and Biscayne Boulevard, and other important east /west routes. Evaluate existing and proposed evacuation, emergency management, homeland security, and post-disaster recovery plans.

ISSUE	MAJOR ISSUE	COMMENTS
4. Transportation As a densely developed urban center in a fully developed area of Miami Dade County, the City experiences significant traffic congestion. Aventura has been extremely progressive in the provision of transportation options to its citizens, yet there are several areas that need to be addressed. The City's existing and future residents need enhanced mobility options through a variety of transportation modes. In addition, transportation issues such as additional transit linkages, pedestrian connectivity, traffic noise, signalization and signage issues, and impacts on neighborhoods) need to be addressed.	Yes	Aventura has been at the forefront of progressive municipal transportation planning in Miami-Dade County, particularly for a city of its size. To have more of an impact, the needs now are to search for more regional solutions to the transportation issues that cross the tightly spaced political boundaries. The City should evaluate the transportation system, from a multi-modal perspective, in partnership or coordination, (if possible) with the neighboring municipalities. This analysis should examine the location and feasibility of a variety of transportation enhancements including pedestrian facilities, bicycle paths, additional transit linkages and routes, use of marine facilities for water taxis, enhanced capacities on roadways, as well as parking and intermodal facilities. The City should identify specific problem locations, including areas of congestion areas, of inadequate signage, and areas of the city and adjacent municipalities that would benefit from additional connectivity (particularly the area west of Biscayne Boulevard). Aventura in concert with its municipal neighbors should work with the County and Regional bodies, particularly, Miami Dade County, the MPO FDOT to further evaluate and advocate the potential for premium transit services along the FEC (North) corridor. The City should Identify and support potential funding sources to address the City's transportation needs in addition to the funding provided through the People's Transportation Plan. The City should review and address the need for alternative transportation growth

		management approaches such as Transportation Concurrency Management Areas (TCMAs) or Multi-Modal Transportation Districts.
5. Intergovernmental Coordination The City of Aventura is impacted by development in adjacent jurisdictions, and vice versa. Moreover, a number of other governmental agencies have jurisdiction within the City, and control services and facilities that directly impact the quality of life of existing and future residents (i.e. public schools). Better coordination needs to occur between the City, neighboring jurisdictions, and other governmental agencies having jurisdiction within the City to achieve mutually beneficial goals, and mitigate impacts.	Yes	Identify the City's interlocal agreements with other jurisdictions, and the effectiveness of the City's intergovernmental coordination processes and procedures. In particular, evaluate the effectiveness of the Interlocal Agreement for Public School Facility Planning in Miami-Dade County. The regional transportation system and projects in adjacent municipalities have an impact on the City, and should be examined from the intergovernmental coordination standpoint.

ISSUE	MAJOR ISSUE?	COMMENTS
6. Quality of Life Due to on-going development pressures and competing needs, the City is challenged to maintain and improve the high quality of life of existing and future residents, businesses, and visitors through the provision of necessary infrastructure and services such as parks, public safety, public facilities, schools, and pedestrian and other transportation facilities.	Yes	Evaluate the City's inventory of parks, schools (public, private and charter), and other facilities and services important to the quality of life of existing and future residents. Identify potential strategies to maintain, enhance, or improve these services (i.e. charter schools, developer incentives) as appropriate.

APPENDIX B.
CITY OF AVENTURA 2005 COMPREHENSIVE PLAN
EVALUATION AND APPRAISAL REPORT
SCOPE OF WORK

The following Scope of Work will be conducted by the City of Aventura to complete and adopt the Evaluation and Appraisal Report (EAR) by December 1, 2005, and address the requirements of Section 163.3191(2), F.S.:

I. Evaluation of Major Issues:

A. For purposes of the City of Aventura's EAR submittal, the following major issues have been identified. A more detailed description of these issues is attached as Appendix A. The City of Aventura will analyze these issues for their potential social, economic, and environmental impacts. S. 163.3191(2)(e), F.S.

1. Development and Redevelopment
2. Housing
3. Emergency Management
4. Transportation
5. Intergovernmental Coordination
6. Quality of Life

B. The City of Aventura will evaluate the plan objectives within each element as they relate to the major issues identified above and detailed in Appendix A. The City will identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues identified in that element. S. 163.3191 (2)(g), F.S.

C. The City of Aventura will identify and summarize actions or corrective measures, including plan amendments, necessary to address the major issues identified above and detailed in Appendix A. This identification shall include, as appropriate, new population projections, revised planning timeframes, revised future plan maps and/or map series, an updated capital improvements element, and any new or revised goals, objectives and policies for major issues identified with each element. S. 163.3191 (2)(i), F.S.

II. Community-wide Assessment

A. The City of Aventura will provide a summary of data and analysis comparing current conditions of the Land Use Element with conditions in 1998

(the date the Comprehensive Plan was adopted). To the extent possible, tables, maps, and illustrations will be used. This data and analysis will include, at a minimum:

1. Population growth and changes in land area. S. 163.3191 (2)(a), F.S.

2. Extent of vacant and undevelopable land. S. 163.3191 (2)(b), F.S.

3. Location of development in relation to location of development as anticipated in the Comprehensive Plan. S. 163.3191 (2)(d), F.S.

B. The City of Aventura will identify the extent to which those services with level of service standards outlined in the Comprehensive Plan do not meet the standards. The City will analyze and evaluate its ability to fund new or expanded infrastructure necessary to correct the deficiencies, and to provide for future growth at acceptable levels of service. This work will be done in conjunction with the update to the Capital Improvements Element. S. 163.3191 (2)(c), F.S.

C. The City of Aventura will evaluate relevant changes in growth management laws (State Comprehensive Plan, the requirements of Chapter 163, Part II, the minimum criteria contained in Chapter 9J-5, Florida Administrative Code and the Strategic Regional Policy Plan for South Florida) since 1998 for consistency with the Comprehensive Plan. Based on this assessment plan revisions will be recommended, if necessary. S. 163.3191 (2)(f), F.S.

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

E. The City of Aventura will briefly summarize the public participation program and activities undertaken during preparation of the EAR. S. 163.3191 (2)(j), F.S.

F. The City of Aventura will evaluate the success or failure of coordinating future land uses and residential development with the capacity of existing and planned public schools, and coordinating the planning and siting of new schools. S. 163.3191 (2)(k), F.S.

APPENDIX B. CITY OF AVENTURA 2005 – 2010 CAPITAL IMPROVEMENTS PROGRAM

City of Aventura

Capital Improvement Program

2005/06 – 2009/10

CAPITAL IMPROVEMENT PROGRAM

2005/06 –2009/10

CITY OF AVENTURA

CITY COMMISSION

Mayor Susan Gottlieb
Commissioner Zev Auerbach
Commissioner Bob Diamond
Commissioner Harry Holzberg
Commissioner Billy Joel
Commissioner Michael Stern
Commissioner Luz Urbaez Weinberg

CITY MANAGER
Eric M. Soroka

DEPARTMENT DIRECTORS
Weiss Serota Helfman Pastoriza & Guedes, P.A., City Attorney
Harry M. Kilgore, Finance Support Services
Robert M. Sherman, Community Services
Teresa M. Soroka, City Clerk
Thomas Ribel, Police Chief
Joanne Carr, Planning Director
Mariano Fernandez, Building Director/Official
Dr. Katherine Bray Murphy, Charter School Principal

The Honorable Mayor and
Members of the City Commission
City of Aventura
Aventura, Florida 33180

Enclosed herein is the proposed City of Aventura Capital Improvement Program (CIP) for the fiscal period October 1, 2005 through September 30, 2010 and the proposed Capital Budget for the Fiscal period October 1, 2005 through September 30, 2006.

This document represents an update of the CIP that was originally prepared for the five year cycle of 2004 to 2009. The update process is important for the CIP to become a continuing and ongoing planning/implementation process. The last four years of last year's program were reevaluated in light of unanticipated needs, cost revisions, new project priorities and the financial condition of the City. In addition, the CIP was updated to add new projects in the fifth year (2009/10) to complete the cycle. Projects included within the framework of the program were based on input from Commissioners, staff, City consultants and citizens.

The primary goal of the Capital Improvement Program is to develop a long–term plan of proposed capital expenditures, the means and methods of financing, and a schedule of priorities for implementation. The program forms the foundation for governmental participation in the development process and represents a commitment by the community toward the achievement and maintenance of a desirable high quality of life. The facilities and service provided by the City government are intended to offer the greatest citizen benefit and reflects the City's identified needs, desires, and financial capabilities.

It is important to stress that the CIP is a planning tool to evaluate infrastructure needs of the City as well as the financial capabilities of the City. In order to determine the impact of the CIP on the City's future operating budget, the City Commission and residents will be provided with the benefits of a CIP document which serves as a point of reference and includes an estimated long-term budget plan.

Each year the CIP document will be updated and an additional fiscal year will be added to complete the cycle. The CIP thus becomes a continuing and ongoing process.

The following represents the significant revisions or modifications to the proposed CIP compared to the prior document:

- Added Founders Park Improvements - $415,000.
- Added Miami Gardens Drive Extension Upgrades- $300,000.
- Added Country Club Drive Tennis Court Improvements - $70,000.
- Added NE 207th Street Beautification Upgrades- $60,000.
- Added Yacht Club Drive Seawall Improvements – $100,000.
- Added NE 29th Street Lighting Improvements - $140,000.
- Added NE 190th Street Resurfacing - $140,000.
- Added Hospital District Road Resurfacing - $300,000

The proposed 2005 - 2010 Capital Improvement Program includes 22 projects in 5 functional categories with a total value of $14,294,037. The following represents the percentage of total funding that each functional category has been allocated: Beautification & Parks Facilities (38%), Transportation, Drainage and Infrastructure Improvements (28%), Capital Equipment Purchase and Replacement (18%), Information/Communication Technology (15%) and Public Buildings and Facilities Improvements (1%).

Major emphasis was placed on the following projects:

• Waterways Park Development	4,350,000
• Transportation, Street Lighting & Safety Improvements	2,540,694
• Stormwater Drainage Improvements	1,465,000
• Citywide Beautification Improvements	577,000
• Park Maintenance Projects	485,000

In order to improve the 911 response to public safety services in our community, I have requested the Police Department to study the possibility of establishing our own E911 system with the Police Communications Center becoming a Public Safety Answering Point. After the report is complete and if approved by the City Commission, the revenues and costs associated with the proposed E911 will be included in future CIP documents.

The program contains a detailed funding plan that forecasts revenues necessary to fund both the Capital Improvement Program and the operating budgets over the next five years. The proposed funding plan is based on the assumption that operating expenditures can be maintained at certain percentage increases and revenue increases at specified rates.

It is significant to note that the funding plan has little financial impact on residents and the community. Importantly, it continues to establish an ongoing mechanism

to address the City's infrastructure needs. No increase in the operating ad valorem tax rate is recommended during the five year period. If operating expenditures increase at a higher rate than expected, unanticipated events reduce key revenue sources, or an unforeseen emergency occurs during the five year period an operating ad valorem tax rate increase may be required. It should be made clear that the funding plan is based on a series of projections and assumptions. If events occur that revise the projections and assumptions, the financing plan will have to be updated and amended.

I am proud of the many accomplishments and the support the City Commission and residents have shown in the implementation of the capital projects since the incorporation of the City. Our beautification projects, Government Center, Community Recreation Center, Charter School, transportation improvements and many other community enhancements continue to exhibit our commitment to excellence and professionalism. This document serves many purposes. Importantly it serves as an aid to the residents in providing a better understanding of the City's long-term capital needs and how the City intends to meet these demands. It also details our continuing efforts to address the needs and concerns of the citizens of Aventura while making prudent financial decisions which contribute to the City's long term financial health.

The preparation and formulation of this document could not have been accomplished without the dedicated efforts of all Department Directors and their staff. Their professional efforts have assisted in the preparation of this important planning program.

I request and recommend that you take the following actions regarding the proposed 2005 - 2010 Capital Improvement Program:

1. Hold a workshop to review the CIP document.
2. Transmit copies of the CIP summary document to the public.
3. Hold a public hearing to conceptually adopt the final CIP document, by resolution, for implementation.

All questions relating to the CIP should be referred to my attention.

Respectfully submitted,

Eric M. Soroka
City Manager

CAPITAL IMPROVEMENT PROGRAM
2005 – 2010
HIGHLIGHTS

- Development and construction of the expanded 6 acre Waterways Park facility on NE 213th Street.

- A total of $415,000 in improvements to Founders Park that includes the expansion of the parking lot, playground equipment and a water splashpad play area.

- Implementation of $1,004,700 Traffic Video Monitoring Program which provided for the installation of cameras at key intersections to allow the Police Department to monitor and respond to traffic conditions.

- Utilizes a stormwater utility program to correct and improve drainage along roadways for certain areas of the City. A total of $1,465,000 worth of improvements will be completed during the five year period.

- Implementation of $440,000 of transportation improvements that includes street lighting for NE 29th Avenue and Miami Gardens Drive Extension and a new bus shelter at NE 213th Street.

- A total of $577,000 of Citywide beautification improvements including median landscaping is funded to continue to fulfill our goal of being the most beautiful City in South Florida. Major improvements include: NE 207th south swale area, Miami Gardens Drive Extension, and Biscayne Boulevard Median (NE 209-212 St).

- Road maintenance projects that total $1,000,000 to resurface asphalt and enhance safety are included for NE Aventura Boulevard, Yacht Club Drive, Williams Island Road, NE 190th Street and the Hospital District.

- Provides the necessary equipment to continue to provide high quality and effective police services

- Continues the implementation of technology improvements and management information systems to enhance the productivity and efficiency of city operations.

- Ensures that the tools of production, vehicles, equipment and technology, are available for city operations.

CAPITAL IMPROVEMENT PROGRAM

2005 - 2010

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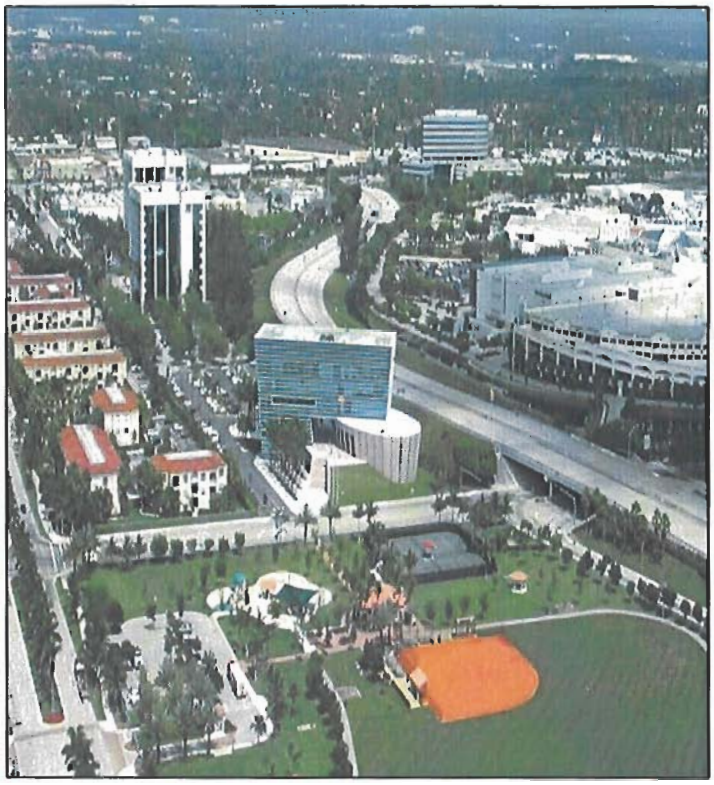
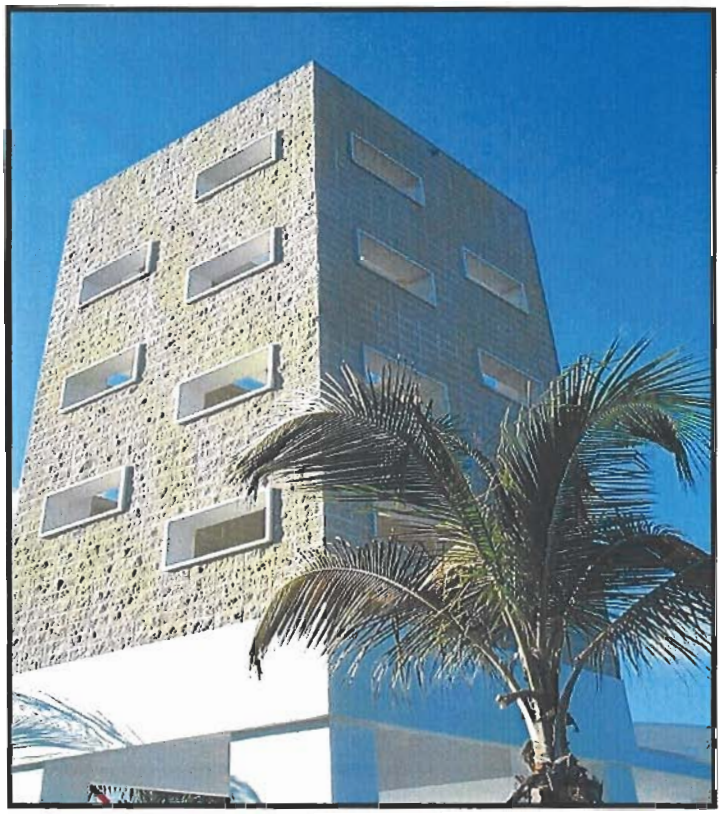
Capital Equipment Purchase and Replacement	45





CITY OF AVENTURA
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INTRODUCTION

INTRODUCTION

This section describes what a Capital Improvement Program is and the process for developing the City of Aventura Capital Improvement Program and Capital Budget. This introduction also explains how to locate a specific project in this document.

PURPOSE OF THE CAPITAL IMPROVEMENT PROGRAM

The purpose of the Capital Improvement Program (CIP) is to establish a long term plan of proposed capital expenditures, the means and methods of financing, and a schedule of priorities for implementation. In order to determine the impact on the City's operating budget, debt service and the general trend of future expenditures, the City Commission will be provided with the advantage of a CIP document as a point of reference and estimated long term budget plan. In accordance with the State's Growth Management Act, the City is required to undergo this process in order to meet the needs of its Comprehensive Plan.

The CIP is an official statement of public policy regarding long-range capital development in the City of Aventura. A capital improvement is defined as a capital expenditure of $2,500 and office equipment expenditure of $500 or more, resulting in the acquisition, improvement or addition to fixed assets in the form of land, buildings or improvements, more or less permanent in character, and durable equipment with a life expectancy of more than one year.

The CIP lists proposed capital projects to be undertaken, the year in which they will be started, the amount expected to be expended in each year and the method of financing these projects. Based on the CIP, a department's capital outlay portion of the annual Operating Budget will be formulated for that particular year. The CIP document also communicates to the citizens, businesses and interested parties the City's capital priorities and plan for implementing projects.

The five-year CIP is updated annually to add new projects in the fifth year, to re-evaluate the program and project priorities in light of unanticipated needs, and to revise recommendations to take account of new requirements and new sources of funding. Capital Improvement programming thus becomes a continuing part of the City's budgeting and management procedures.

The annual capital programming process provides the following benefits:

1. The CIP is a tool for implementing the City's Comprehensive Plan.

2. The CIP process provides a mechanism for coordinating among projects with respect to function, location, and timing.

3. The yearly evaluation of project priorities ensures that the most crucial projects are developed first.

4. The CIP process facilitates long-range financial planning by matching estimated revenue against capital needs, establishing capital expenditures and identifying the need for municipal borrowing and indebtedness within a sound long-range fiscal framework. The sound fiscal policy that results from this process will have a positive impact on the City's bond rating.

5. The impact of capital projects on the City's operating budget can be projected.

6. The CIP serves as a source of information about the City's development and capital expenditures plan for the public, City operating departments, and the City Commission.

LEGAL AUTHORITY

A capital programming process to support the comprehensive plan is required by the Local Government Comprehensive Planning and Land Development Regulations, incorporated as Chapter 163, Florida Statues.

DEVELOPMENT OF THE CAPITAL IMPROVEMENT PROGRAM

The City's capital programming process began in December when operating departments were required to prepare requests for all proposed capital projects anticipated during the period of 2005 - 2010. A CIP Preparation Manual and related forms were distributed to all departments for this purpose.

In February, departmental prioritized project requests were submitted to the City Manager's Office. Department Directors were asked to justify projects in terms of benefits derived, necessity to health, safety and welfare of the City, enhancement to City plans and policies, need of residents and funding. Projects were prioritized on the basis of Urgent, Necessary, Desirable, and Deferrable.

The City Manager reviewed departmental requests and conducted individual meetings with Department Directors. The departmental requests were prioritized and the five-year schedule of projects was compiled into document form by the City Manager. The methods of financing and revenue sources were then prepared by the Finance Support Services Director and City Manager and were incorporated into the CIP document. At this point, the proposed CIP is submitted to the City Commission and public for review.

In order to facilitate public involvement, public hearings and community meetings will be held to unveil and review the CIP document prior to the adoption of a Resolution approving the CIP in principle.

CAPITAL IMPROVEMENT PROGRAM POLICIES

1. Annually, the City will prepare a five-year capital improvement program analyzing all anticipated capital expenditures and identifying associated funding sources. Future capital expenditures necessitated by changes in population, changes in development, growth, redevelopment or changes in economic base will be calculated and included in the Capital update process.
2. The City will perform all capital improvements in accordance with an adopted capital improvement program.
3. The classification of items as capital or operating will be determined by two criteria - cost and frequency. Generally, a capital project has a "useful life" of more than one year and a value of $2,500 or more, or for office equipment $500 or more.
4. The City will coordinate development of the capital improvement budget with the development of the operating budget. Future operating costs associated with new capital improvements will be projected and included in the operating forecasts.
5. The first year of the five-year capital improvement program will be used as the basis for formal fiscal year appropriations during the annual budget process.
6. The City will maintain all of its assets at a level adequate to protect the City's capital investment and to minimize future maintenance and replacement costs.
7. The City will identify the estimated cost of capital projects and prepare a funding projection that considers revenues and operating costs to be included in the Capital Improvement Program document that is submitted to the City Commission for approval.
8. The City will determine the most appropriate financing method for all new projects.
9. If appropriate, the City will attempt to maintain a mixed policy of pay-as-you-go and borrowing against future revenues for financing capital projects.
10 The City will maintain ongoing maintenance schedules relating to road, sidewalk and drainage system improvements.
11. The City will address and prioritize infrastructure needs on the basis of protecting the health, safety and welfare of the community.
12. A CIP preparation calendar shall be established and adhered to.
13. Capital projects will conform to the City's Comprehensive Plan.
14. Long-term borrowing will not be used to fund current operations or normal maintenance.
15. The City will strive to maintain an unreserved general fund balance at a level not less than 7.5% of the annual general fund revenue.
16. If new project appropriation needs are identified at an interim period during the fiscal year, the funding sources will be identified and mid-year budget

amendments will be utilized to provide formal budgetary authority. In addition budget amendments may be utilized to increase appropriations for specific capital projects.

PREPARING THE CAPITAL BUDGET

The most important year of the schedule of projects is the first year. It is called the Capital Budget and is adopted separately from the five year program as part of the annual budget review process.

Based on the CIP, each department's capital outlay portion will be formulated for that particular year. Each year the CIP will be revised and another year will be added to complete the cycle. Capital Improvement Programming thus becomes a continuing part of the City's budget and management process.

The Capital Budget is distinct from the Operating Budget. The Capital Budget authorizes capital expenditures, while the Operating Budget authorizes the expenditure of funds for employee salaries, supplies, and materials.

Through the City's amendment process, changes can be made to the adopted Capital Budget during the fiscal year. A request for amendment is generated by an operating department based on an urgent need for new capital project or for additional funding for a previously approved project. The request is reviewed by the Finance Support Services Director and City Manager and, if approved by the City Manager, a budget amendment is presented to the City Commission.

LOCATING A SPECIFIC CAPITAL PROJECT

The Capital Improvement Program is divided into five program areas as follows:

Beautification and Parks (BP)

Transportation, Drainage and Infrastructure Improvements (TDI)

Public Buildings and Facilities (PBF)

Information/Communication Technology (ICT)

Capital Equipment Purchase & Replacement (CE)

Each project in the Capital Improvement Program has a unique project number. This project number appears at the beginning of the individual project descriptions and the Summary by Year tables. The first digit refers to functional category priority number assigned by the City Manager. The final digits outline the individual department requesting the project. For example, project TDI-1-CS is Transportation, Drainage and Infrastructure Improvements project number one which was requested by the Community Services Department.

READING THE PROGRAM SCHEDULES

Detailed information about each capital project is presented in the section titled "Capital Improvement Program Project Descriptions and Funding Schedules". The section is arranged by program area and functional category and includes a description of each project and the funding schedules. Project timetables for each functional category are indicated in the Summary by Year tables.

The funding schedules are based on the funding needed to complete an individual project. A project's funding may continue for several years depending on the development timetable. Each program has a separate Funding Plan Table that outlines the revenue sources proposed to fund project expenditures.

OVERVIEW OF RECOMMENDED PROJECTS

SUMMARY OF RECOMMENDED PROJECTS

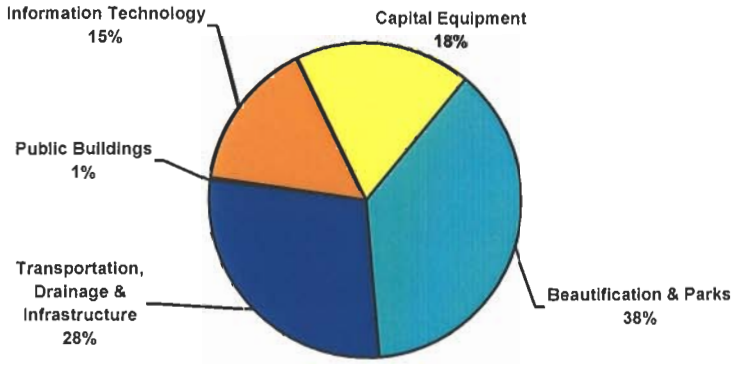
The proposed 2005 - 2010 Capital Improvement Program includes 22 projects in 5 functional categories with a total value of $14,294,037. The following represents the percentage of total funding that each functional category has been allocated: Beautification & Parks Facilities (38%), Transportation, Drainage and Infrastructure Improvements (28%), Capital Equipment Purchase and Replacement (18%), Information/Communication Technology (15%) and Public Buildings and Facilities Improvements (1%).

SUMMARY OF MAJOR PROGRAMS

The following table presents a summarized breakdown of the costs of the various projects recommended for funding categorized by major function for each of the five years covered by the Capital Improvement Program.

Table 1
Capital Improvement Program
2005/06-2009/10
Summary By Function

Program	2005/06	2006/07	2007/08	2008/09	2009/10	TOTAL
Beautification & Parks Facilities	$ 2,368,600	$ 2,983,500	$ 60,000	$ -	$ -	$ 5,412,000
Transportation, Drainage & Infrastructure	1,130,694	1,140,000	550,000	595,000	590,000	4,005,694
Public Buildings & Facilities	74,500	0	0	0	0	74,500
Information/Communication Technology	592,950	453,000	362,000	427,000	367,150	2,202,100
Capital Equipment	527,975	541,290	537,368	415,550	577,560	2,599,743
Totals	$ 4,694,619	$ 5,117,790	$ 1,509,368	$ 1,437,550	$ 1,534,710	$ 14,294,037



SUMMARY OF PROPOSED APPROPRIATIONS BY FUNDING SOURCE

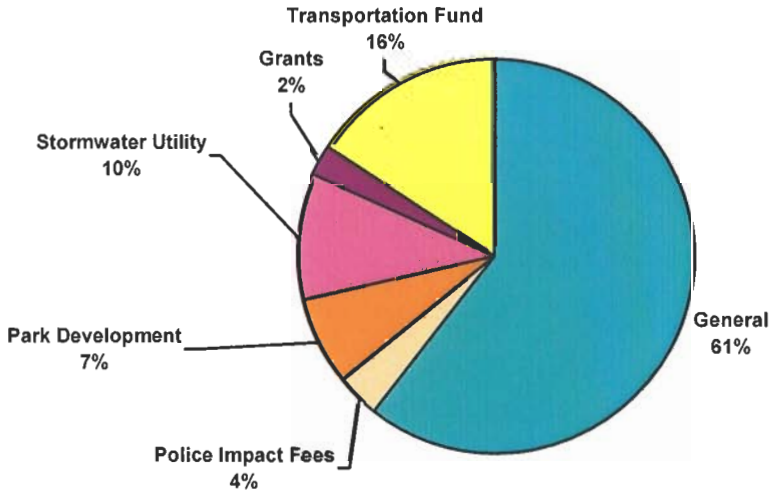
The following table reflects the distribution of all proposed projects to the funding source or mechanism, which is appropriate for funding the projects for each of the five years of the program.

Table 2
Capital Improvement Program
2005/06-2009/10
Summary By Funding Source

Funding Source	2005/06	2006/07	2007/08	2008/09	2009/10	TOTAL
General	2,440,125	3,678,290	851,368	787,550	854,710	8,612,043
Police Impact Fees	178,500	99,500	108,000	55,000	90,000	531,000
Stormwater Utility	515,000	600,000	250,000	50,000	50,000	1,465,000
Parks Development	1,000,000	75,000	0	0	0	1,075,000
Grants	0	350,000				350,000
Transportation Fund	560,994	315,000	300,000	545,000	540,000	2,260,994
	$ 4,694,619	$ 5,117,790	$ 1,509,368	$ 1,437,550	$ 1,534,710	$ 14,294,037

The proposed funding plan involves a commitment to 'pay as you go" annual appropriations established in yearly budgets and reducing the reliance on long term debt.

Funding Source Summary



SUMMARY OF PROJECTS BY LOCATION AND YEAR

The following outlines the major projects by location and the year they are proposed to be funded:

Table 3
Capital Improvement Program
2005/06-2009/10
Summary By Location

Location	Beautification Improvements	Transportation Improvements	Street Lighting	Drainage Improve	Park Improve	Facilities Improve
Founders Park Improvements					2005-2007	
Waterways Park Development					2005-2007	
Country Club Drive Tennis Court					2005/06	
NE 29th Avenue Improvements			2006/07			
NE 27h Avenue Connector		2005/06				
Miami Gardens Drive Improvements	2005/06		2005/06			
NE 209 & Biscayne Blvd Median	2006/07					
Hospital District Area				2005/06		
Yacht Club Drive		2006-08				
NE 190the Street Improvements		2009/10		2007/08		
NE 207th Street	2005/06					
Williams Island Road		2008/09				
Aventura Blvd		2005/06				
Traffic Video Monitoring System		2005-2009				
NE 213th Street Outfall Improvements				2006/07		
Community Center Improvements						2005/06

FUNDING PLAN

INTRODUCTION

In order for a Capital Improvement Program to be an effective management planning tool, the program must include not only a compilation of major capital needs and their costs but also a financing plan for the entire life of the program. This financing plan must include an analysis of the available resources which will be used to fund not only the Capital Improvement Program itself but the required operating expenses and debt service requirements of the City.

In order to ensure that the financing plan is complete in every respect, the plan formulation process must include:

1. A projection of revenues and resources which will be available to fund operating and capital expenditures during the life of the Capital Improvement Program.

2. A projection of future years' operating expenditure levels which will be required to provide ongoing services to City residents.

3. Once the Capital Improvement Program projects have been evaluated, a determination is made of the projects to be funded and the timing of the cash outflow for each project. The information is then tabulated to determine the amounts required to fund the Capital Improvement Program for each year.

4. From the information obtained in 1 through 3 above, the additional resources required to fund the CIP will be determined and a decision will be made on whether the program is to be financed by the issuance of debt, on a pay-as-you-go basis or some combination of the two.

The financing plan prepared in such a manner will be as accurate as possible and should be an informative document to all City residents. However, due to the uncertainty involved in projecting operating cost increases, the community's desire for service increases and the inflow of resources over a five year period, the financing plan presented should be viewed as a theoretical framework to be adjusted each year based on the most recent information available at that time. This will be accomplished by updating the financing plan each year, adopting operating and capital budgets, and ordinances to implement fee structures which will be required to fund the program each year.

DEBT VS PAY-AS-YOU-GO FINANCING

Debt financing through the issuance of long term bonds is most appropriate when:

1. There are a small number of relatively large dollar value projects.

2. The large projects cannot be broken into segments and the costs distributed over a larger time frame without impairing the usefulness of the project.

3. The projects are non-recurring.

4. Assets acquired have a relatively long useful life which equals or exceeds the life of the debt.

Through long term bond financing, the costs of a project having a long useful life can be shared by future residents who will benefit from the projects.

In contrast, pay-as-you-go financing is most appropriate for a Capital Improvement Program which includes:

1. A large number of projects having a relatively small dollar value.

2. Projects which can be broken into phases with a portion completed each year without impairing the overall effectiveness of the project.

3. Projects which are of a recurring nature.

4. Projects where the assets acquired will have relatively short useful lives.

The primary advantage of pay-as-you-go financing is that the interest costs and costs of bringing a bond issue to market can be avoided. However, if inappropriately used, this financing plan may cause tax rates and fee structures to increase suddenly and may result in current residents paying a greater portion of projects which benefit future residents.

In summary, the choice of the appropriate financing plan will be contingent upon an analysis of the projects to be included in a Capital Improvement Program.

REQUIRED SEPARATION OF FUNDING SOURCES

In order to comply with accepted governmental accounting practices and to ensure compliance with City Codes and any related Bond Indentures, the analysis and financing plan contained herein will be presented within their respective funds. Projects funded on a pay-as-you-go basis will directly relate to the Capital Fund Budget from where the source of funding is derived. Each of these Budgets will appear in the Annual Operating and Capital Improvement Budget, which is adopted each year. Those funds are currently represented as follows:

1. General Fund

2. Transportation and Street Maintenance Fund

3. Police Impact Fee Fund

4. Park Development Fund

5. Stormwater Utility Fund

In accordance with accounting, legal and internal revenue requirements, all projects to be completed with the proceeds received from the sale of Bonds or loans will be accounted for in a Capital Construction Fund or Stormwater Utility Fund. In addition, capital outlay for the Charter Elementary School is included in a separate Budget adopted by the City Commission.

SUMMARY OF FINANCING PLAN MODEL

Detailed funding plans for individual funds of the City are enclosed herein in the following sections. The following represents an overview of the major points of the recommended funding plan:

1. Utilize "pay - as - you - go" financing through annual appropriations to fund the total five year amount of $14,294,037. No additional debt is recommended.

2. Utilize funding from impact fees and grants in the amount of $1,956,000 to assist in the funding of the Waterways Park and police equipment.

3. No increase in the operating ad valorem tax rate is recommended during the five year period. However, if operating expenditures increase at a higher rate than expected, unanticipated events reduce key revenue sources, or an unforeseen emergency occurs during the five year period an operating ad valorem tax rate increase may be required. It should be made clear that the funding plan is based on a series of projections and assumptions. If events occur that revise the projections and assumptions, the financing plan will have to be updated and amended.

PROPOSED FINANCING PLAN
GENERAL FUND

After evaluating the nature of the various projects that are included in the City's General Capital Improvement Program, it was decided that pay-as-you-go would be most appropriate for funding the program.

FINANCING PLAN TABLES

Based on this decision, the analysis which follows is aimed at developing a financing plan which will allow the City to fund General Government Services operating expenditures and all projects recommended for funding in the General Capital Improvement Program for each year of the program.

Table 1 presents a five (5) year projection of resources which will be available for General Government Services. Unless shown by an asterisk (*), the amount projected for each revenue is based on the tax rate or fee structure in effect during the 2004/05 fiscal year. Revenue descriptions followed by an asterisk (*) were computed based on a projected increase in the rate structure as discussed in the assumption of projections.

Table 2 presents a five (5) year projection of required operating expenses for General Government Services which utilize the cost data as outlined in the assumption of projections.

Table 3 is a recap of resources available to fund the General Capital Improvement Program based on projected revenues and expenditures and the proposed Capital Improvement Program appropriations for the five (5) years of the program. Please note that this analysis assumes that all available resources not needed to fund current operating expenditures will be transferred to the Capital Improvement Program Fund and that any balance in the Capital Improvement Program Fund will remain in the Capital Improvement Program. Through this process, the City will be able to accumulate a reserve which would be used to fund unexpected capital outlays or to fund future years' programs.

TABLE 1

PROJECTION OF RESOURCES AVAILABLE FOR GENERAL GOVERNMENT SERVICES

	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/10	
CURRENT YEAR REVENUES AVAILABLE FOR GENERAL GOVERMENT SERVICES							
AD VALOREM TAXES	$11,757,000	$13,772,882	$14,392,662	$15,040,331	$15,717,146	$16,267,247	(a)
FPL FRANCHISE FEES	1,822,000	1,876,660	1,932,960	1,990,949	2,050,677	2,112,197	(b)
FRANCHISE FEES	300,000	309,000	318,270	327,818	337,653	347,782	(c)
UTILITY TAXES	5,602,000	5,770,060	5,943,162	6,121,457	6,305,100	6,494,253	(d)
CITY OCCUPATIONAL LICENSES	700,000	707,000	714,070	721,211	728,423	735,707	(e)
BUILDING RELATED REVENUE	1,300,000	850,000	650,000	500,000	500,000	500,000	(f)
STATE SHARED REVENUES-UNRESTRICTED	308,500	319,298	330,473	342,039	354,011	366,401	(g)
HALF CENT SALES TAX	1,545,000	1,599,075	1,655,043	1,712,969	1,772,923	1,834,975	(h)
CHARGES FOR SERVICES	798,000	825,930	854,838	884,757	915,723	947,774	(i)
FINES AND FORFEITURES	220,000	226,600	233,398	240,400	247,612	255,040	(j)
CHARTER SCHOOL LAND LEASE PAYMENTS				11,000	56,000	104,000	(k)
CHARTER SCHOOL BUILDING LEASE PAYMENTS			250,000	250,000	250,000	250,000	(k)
MISC. REVENUES	50,000	50,000	50,000	50,000	50,000	50,000	
INTEREST ON INVESTMENTS	110,000	100,000	103,500	107,123	110,872	114,752	
COUNTY OCCUPATIONAL LICENSES	25,000	25,000	25,000	25,000	25,000	25,000	
TOTAL CURRENT YEAR REVENUES	$24,537,500	$26,431,505	$27,453,374	$28,325,053	$29,421,140	$30,405,129	
TRANSFERS FROM TRANSPORTATION FUND	604,500	629,535	651,306	673,839	697,161	721,299	
TRANSFERS FROM SCHOOL FUND	30,000	33,000	34,155	35,350	36,588	37,868	
TRANSFERS FROM STORMWATER UTILITY	204,375	212,353	220,847	229,681	238,868	248,423	
TOTAL AVAILABLE	$ 25,376,375	$ 27,306,393	$ 28,359,683	$ 29,263,924	$ 30,393,758	$ 31,412,720	

NOTES TO ASSUMPTION OF PROJECTIONS

(a) Ad valorem Tax revenue net of any tax increase will grow at the rate of 4.5%.

(b) FPL Franchise Fees from Dade County will grow at the rate of 3% per year.

(c) Franchise fees will grow at the rate of 3 % per year.

(d) Utility taxes will grow at the rate of 3% per year.

(e) Occupational Licenses will grow at the rate of 1.0% per year.

(f) Building related revenues will decrease beginning in 2005/06 and level off at $500,000 per year in 2007.

(g) State shared revenues will grow at the rate of 3.5% per year.

(h) Half-cent sales tax will grow at the rate of 3.5% per year.

(i) Charges for services will grow at the rate of 3.5% per year.

(j) Fines & forfeitures will grow at the rate of 3% per year.

(k) Represents payments from the Charter School Fund Budget to reimburse the General Fund for a portion of debt service payments for the land for the elementary school and funds provided for the construction of the proposed middle school.

TABLE 2

PROJECTION OF OPERATING EXPENDITURES FOR GENERAL GOVERNMENT SERVICES

DEPARTMENT	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
City Commission	$111,922	$ 114,160	$ 116,444	$ 118,773	$ 121,148	$ 123,571
Office of the City Manager	723,835	781,742	844,281	911,824	984,770	1,063,551
Finance Support Services	1,166,871	1,260,221	1,361,038	1,469,921	1,587,515	1,714,516
Legal	238,000	242,760	247,615	252,568	257,619	262,771
City Clerk	262,898	283,930	306,644	331,176	357,670	386,283
Public Safety	9,078,277	10,258,453	11,181,714	12,188,068	13,163,113	14,216,163
Community Development	1,487,464	1,387,464	1,341,524	1,295,185	1,221,992	1,145,872
Community Services	4,366,454	4,715,770	5,343,032	5,770,475	6,232,112	6,730,681
Non - Departmental	1,306,840	1,411,387	1,524,298	1,638,621	1,761,517	1,893,631
TOTAL PROJECTED OPERATING EXPENDITURES GENERAL GOVERNMENTAL SERVICES	$ 18,742,561	$ 20,455,887	$ 22,266,590	$ 23,976,609	$ 25,687,456	$ 27,537,040
General Fund Transfer to 1999 Debt Service	1,365,000	1,365,000	1,365,000	1,365,000	1,365,000	1,365,000
General Fund Transfer to 2000 Debt Service	485,000	510,000	510,000	510,000	510,000	510,000
General Fund Transfer to 2002 Debt Service	400,000	415,000	415,000	415,000	415,000	415,000
TOTAL PROJECTED DEBT SERVICE REQUIREMENTS	2,250,000	2,290,000	2,290,000	2,290,000	2,290,000	2,290,000
TOTAL PROJECTED EXPENDITURES	$ 20,992,561	$ 22,745,887	$ 24,556,590	$ 26,266,609	$ 27,977,456	$ 29,827,040

NOTES TO ASSUMPTION OF PROJECTIONS

Operating expenditures will increase by 9.1% in 2005/06 and between 7% to 8.9% thereafter.

The following chart illustrates that half of the operating budget is committed to providing public safety services.

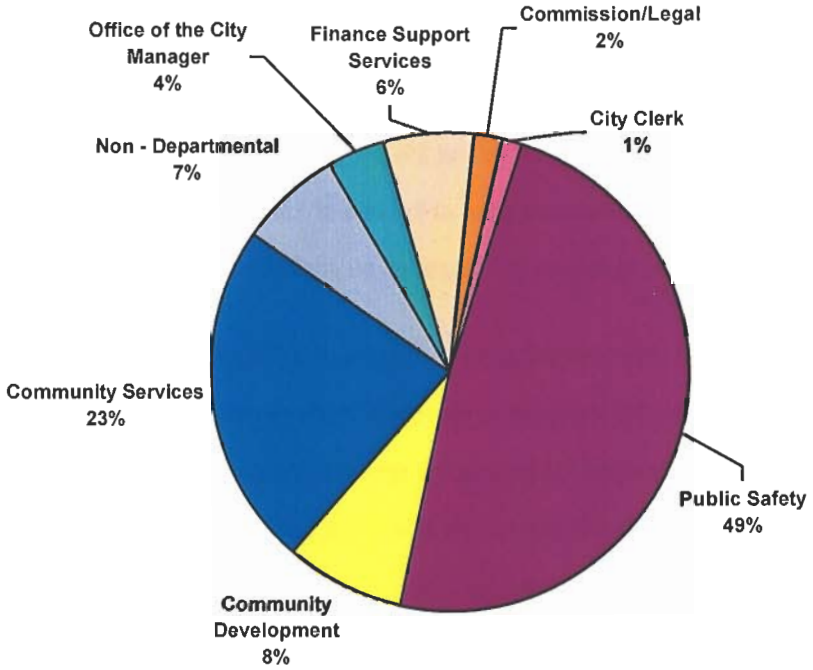
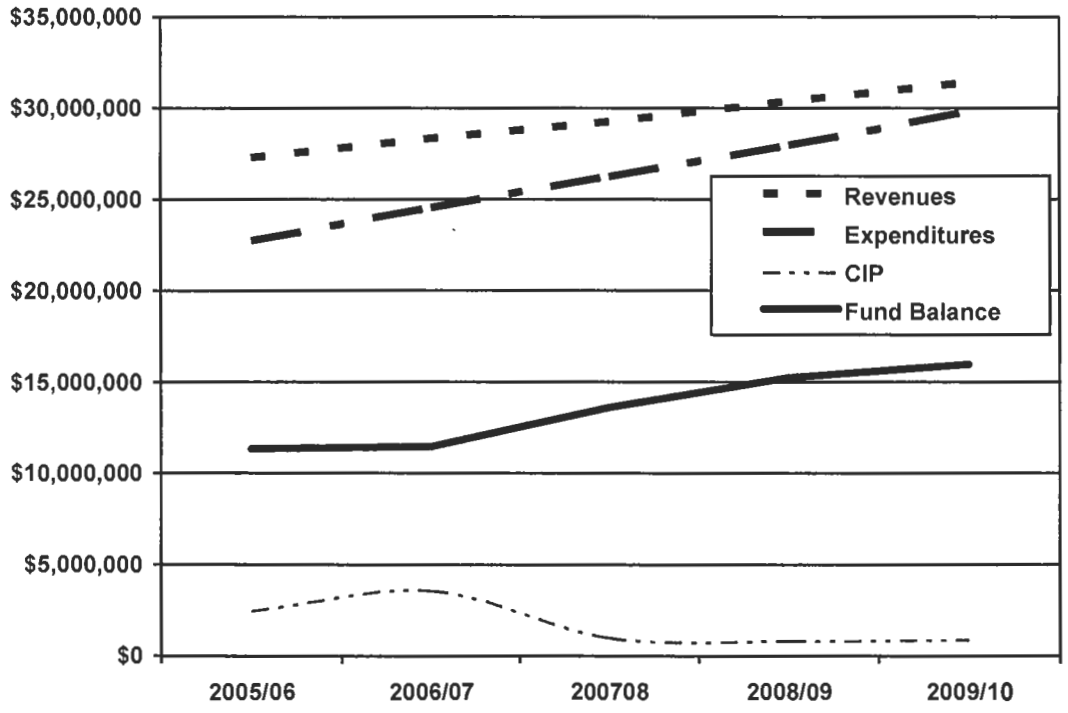


TABLE 3
RECAP OF AVAILABLE RESOURCES vs PROPOSED APPROPRIATIONS
GENERAL CAPITAL IMPROVEMENT PROGRAM

	2005/06	2006/07	2007/08	2008/09	2009/10
TOTAL PROJECTED AVAILABLE RESOURCES	$27,306,393	$28,359,683	$29,263,924	$30,393,758	$31,412,720
PROJECTED OPERATING EXPENDITURES	20,455,887	22,266,590	23,976,609	25,687,456	27,537,040
SUBTOTAL	6,850,505	6,093,093	5,287,316	4,706,301	3,875,680
LESS DEBT SERVICE REQUIREMENTS	2,290,000	2,290,000	2,290,000	2,290,000	2,290,000
TRANSFER TO GENERAL CAPITAL IMPROVEMENT PROGRAM	4,560,505	3,803,093	2,997,316	2,416,301	1,585,680
BALANCE FROM PREVIOUS YEAR	9,216,543	11,336,923	11,461,726	13,607,674	15,236,425
TOTAL AVAILABLE RESOURCES FOR CIP	13,777,048	15,140,016	14,459,042	16,023,975	16,822,105
PAY-AS-YOU-GO PROPOSED APPROPRIATION - CIP	2,440,125	3,678,290	851,368	787,550	854,710
BALANCE IN CIP - END OF YEAR	$11,336,923	$11,461,726	$13,607,674	$15,236,425	$15,967,395



PROPOSED FINANCING PLAN
TRANSPORTATION FUND CAPITAL IMPROVEMENTS

This fund was established to account for restricted revenues and expenditures which by State Statute and County Transit System Surtax Ordinance are designated for transportation enhancements, street maintenance and construction costs. Expenditures will either be accounted for in the General Fund by designating specific expenditure accounts in the Community Services Department and the Capital Improvement Program or in this fund by designating specific Capital projects.

This table reflects the anticipated revenues available and the proposed appropriations.

TABLE 4
TRANSPORTATION AND STREET MAINTENANCE FUND
RECAP OF AVAILABLE RESOURCES AND PROPOSED APPROPRIATIONS
SUMMARY BY YEAR

	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010
REVENUES						
LOCAL OPTION GAS TAX	460,000	476,100	492,764	510,010	527,861	546,336
INTEREST EARNINGS	3,500	7,500	7,500	7,500	7,500	7,500
STATE SHARED REVENUES-RESTRICTED	141,000	145,935	151,043	156,329	161,801	167,464
CARRYOVER	75,000	60,000	11,226	109,552	223,827	125,412
COUNTY TRANSIT SYSTEM SURTAX	749,000	763,980	779,260	794,845	810,742	826,957
TOTAL REVENUES	1,428,500	1,453,515	1,441,792	1,578,237	1,731,730	1,673,668
LESS TRANFER TO GENERAL FUND	604,500	629,535	651,306	673,839	697,161	721,299
Less Transit Service Improvements II	-	50,000	156,103	162,347	168,841	175,595
Less Transit Service Improvements I	194,000	201,760	209,830	218,224	226,953	236,031
Total For Capital	630,000	572,220	424,552	523,827	638,775	540,743
CAPITAL EXPENDITURES						
Project Title	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010
Transportation System and Traffic Improveme	-	95,994	75,000	200,000	425,000	100,000
Street Lighting Improvements	200,000	225,000	140,000			0
Road Resurfacing Program	370,000	240,000	100,000	100,000	120,000	440,000
Totals	$ 570,000	$ 560,994	$ 315,000	$ 300,000	$ 545,000	$ 540,000
Balance	$ 60,000	$ 11,226	$ 109,552	$ 223,827	$ 93,775	$ 743

PROPOSED FINANCING PLAN
PARK DEVELOPMENT FUND

The Park Development Fund is used to account for revenues specifically earmarked for capital improvements to the City's park system. Impact fees from new development become a funding source for future park development plans. For purposes of this five year plan, impact fees will be utilized to assist in funding the Waterways Park project.

This fund will also be used to account for the grant funding obtained for the proposed park improvements.

Table 5
Recap of Available Resources and Proposed Appropriations
Park Development Fund

CIP 2005/06-2009/10

Revenues	2005/06	2006/07
Park Impact Fees	$1,000,000	$75,000
Grants	0	350,000
Total Available Resources for CIP	1,000,000	425,000
Proposed Appropriations	$1,000,000	$425,000
Balance	$0	$0

PROPOSED FINANCING PLAN
POLICE IMPACT FEE FUND

This fund was created to account for impact fees derived from new development and restricted by Ordinance for Police Capital Improvements. This fund will provide a funding source to assist the City in providing police capital improvements required by growth.

The proposed revenues derived from the Police Impact Fee Fund for the five year period is $531,000. Major capital outlay items include new equipment purchases required by growth in the police department.

Table 6 reflects the anticipated revenues available and the proposed appropriations for these fund for the five year period.

Table 6
Recap of Available Resources and Proposed Appropriations
Police Impact Fee Fund

CIP 2005/06 -2009/10

Revenues	2005/06	2006/07	2007/08	2008/09	2009/10
Police Impact Fees	$178,500	$ 99,500	$108,000	$55,000	$90,000
Total Available Resources for CIP	$178,500	$ 99,500	$108,000	$55,000	$90,000
Proposed Appropriations	$178,500	$ 99,500	$108,000	$55,000	$90,000
Balance	$0	$0	$0	$0	$0

PROPOSED FINANCING PLAN
STORMWATER UTILITY FUND

The City of Aventura is responsible for stormwater management activities within the corporate boundaries. Dade County was responsible for stormwater facility constriction, operation and maintenance prior to the incorporation of the City. The County provided a very limited level of stormwater maintenance. Many drainage and flooding problems existed in the City that required major capital improvements.

In order to address the deficiencies and develop an ongoing maintenance program, a Stormwater Utility Fund was created. The Fund generates revenues for stormwater management costs, permitting and capital improvements from a source other than the General Fund, gas taxes or ad valorem taxes. The Utility relies on user fees charged to residents and businesses for generating revenues.

The City has recognized the need and importance of taking a pro-active approach toward stormwater management. The stormwater drainage improvements contained in the five year Capital Improvement Program were based on a complete survey of all areas of the City conducted by the Community Services Department together with the City's consulting engineers.

The Fund will be responsible for ongoing operation and maintenance costs, as well as capital improvements. The yearly operating expenses will be made by the General Fund and reimbursed by the Stormwater Utility Fund as a transfer of revenue.

Table 7 reflects the anticipated revenues available and the proposed appropriations for the Stormwater Utility Fund for the five year period.

A total of $2,105,000 worth of stormwater drainage projects will be completed during the five year period. The monthly rate charged to users per unit was $2.50 for 2004/05. It is not recommended that the fee be increased during the next five years.

DADE COUNTY MUNICIPALITIES STORMWATER UTILITY RATES

Coral Gables	$3.50	Golden Beach	$12.00
Hialeah	$2.50	Homestead	$ 1.25
Key Biscayne	$5.00	Medley	$ 2.50
Miami	$3.50	Miami Beach	$ 2.50
Miami Shores	$2.50	North Miami	$ 2.50
North Miami Beach	$2.50	South Miami	$ 2.50
Sweetwater	$2.50		

TABLE 7
RECAP OF AVAILABLE RESOURCES vs PROPOSED APPROPRIATIONS
STORMWATER UTILITY FUND

	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
Customer Data:						
Projected No. of Billable ERUs (1)	30,000	30,750	31,519	31,992	32,471	32,796
Monthly Rate Per ERU	$2.50	$2.50	$2.50	$2.50	$2.50	$2.50
Revenues:						
Gross Stormwater Utility Billings (2)	$900,000	$922,500	$945,563	$959,746	$974,142	$983,884
Less: Uncollectibles (3)	-45,000	-46,125	-47,278	-47,987	-48,707	-49,194
Carry Over of Surplus	0	10,425	159,447	236,884	668,962	1,305,528
	$ 855,000	$ 886,800	$ 1,057,731	$ 1,148,643	$ 1,594,397	$ 2,240,218
Operating Expenses: (4)						
Operation & Maintenance	131,593	136,857	142,331	148,024	153,945	160,103
Administration						
Data Management	10,124	10,124	10,529	10,950	11,388	11,844
WASD Billing	20,274	21,085	21,928	22,805	23,718	24,666
Financial Management	12,167	12,654	13,160	13,686	14,234	14,803
Miscellaneous Items(GIS, NPDES Permitting)	30,417	31,634	32,899	34,215	35,584	37,007
Total Operating Expenses	$204,575	$212,353	$220,847	$229,681	$238,868	$248,423
Repayment to General Fund	-					
Available for CIP & Debt Service	$ 650,425	$ 674,447	$ 836,884	$ 918,962	$ 1,355,528	$ 1,991,795
Annual CIP Expenditures:	640,000	515,000	600,000	250,000	50,000	50,000
Annual Surplus/(Deficit):	$ 10,425	$ 159,447	$ 236,884	$ 668,962	$ 1,305,528	$ 1,941,795

NOTES TO ASSUMPTION OF PROJECTIONS
(1) Projected to grow at an annual rate of: 2005-7--2.5%, 1.5% thereafter
(2) Equals Projected No. of Billable ERUs multiplied by the Monthly Rate Per ERU, with the result annualized.
(3) Equals 5% of Gross Stormwater Utility Billings in Year Shown.
(4) Includes Operation and Maintenance, Administration, Review of Existing Account Data Costs.
Projected to continue to grow at an annual rate of 4%.

BEAUTIFICATION AND PARK FACILITIES IMPROVEMENTS

This section includes beautification projects and improvements to the City of Aventura's park system and recreational facilities. There are 4 projects in the Capital Improvement Program, which total $5,412,000. Special emphasis was given to implementing an ongoing beautification program, developing additional park sites and upgrading existing facilities.

Policies

The City of Aventura's investment in improvements to the City park system is based on the following policies:

Goal: Provide adequate and accessible parks and facilities to meet the recreational needs of all current and future residents.

- Provide a variety of quality recreation facilities that will meet the needs of all age groups within the City and enhance the overall environmental characteristics of the area.
- Maximize the utilization of all public facilities through the provision of variety in the type of facility offered.
- Provide exercise/walking paths to enhance the physical well being of residents.
- Provide recreational facilities on the basis of 2.75 acres per 1,000 population.
- Encourage the integration of recreational facilities into the development of residential, commercial, industrial, and open space land uses.

Goal: Update the 5-year CIP on a yearly basis.

- Provide parks whereby residents have access to neighborhood parks within 2 mile radius and community parks which serve the entire City.

Goal: Increase Safety Standards

- Provide for adequate security measure including limited access facilities.
- Replace dangerous equipment and eliminate visual barriers to reduce opportunities for crime.
- Employ vandal-resistant equipment and facilities.

- Maintain a Parks Usage Plan to protect the City's investment in the park system and insure the resident's safety.

Goal: Protect and preserve environmentally sensitive land and water areas.

- Preserve and enhance open space with environmental impact.

Existing Facilities

There is 29.0 acres of open space and public park land in the City.

Aventura Founders Park was opened in November 1998. This 11 acre site located on West Country Club Drive and NE 190 Street includes both active and passive recreational opportunities. The park encompasses the following components: Jogging Path, tennis courts, gated entries, One ball field w/ dugouts and backstops, Restroom Buildings, Decorative Fencing, Playground, picnic area, passive play areas, baywalk, landscaping, two parking lots, multi-purpose plaza areas, signage, benches, and security lighting.

The Country Club Drive Exercise/Walking Path contains 5.5 acres that is classified as open space recreation area. This facility is used by residents for both recreational and exercise purposes.

Waterways Park was acquired by the City in 1998 from a private developer. This 1 acre site was previously constructed by a private developer. The City is in the process of acquiring 6 additional acres. The park is currently under design for a major expansion.

Arthur I Snyder Memorial Park was purchased in 1998. This 3.5 acre site was one of the last remaining waterfront undeveloped parcels in the City. This site contains the Community/Recreation Center. Open passive and sitting areas are available at this location.

Veterans Park was acquired by the City from a private developer in 2001. This 2 acre site is located on NE 31st Avenue. Facilities and amenities include: parking lot; 1.5 acre open playfield area; playground facilities; landscaping with shade trees; .5 acre pet exercise area; separate entrance for visitors with pets; drinking fountains for pets and people and "pooper scooper" stations.

Prior Accomplishments

The following projects have been completed or are scheduled for completion as of the 2004/05 fiscal year:

Project Title	Year
Conceptual Design of Aventura Founders Park	1996/97
Design of Country Club Drive Exercise Safety Improvements	1996/97

Purchase of 5.5 acres for Aventura Founders Park	1996/97
Bus Shelter & Bench Replacements	1996/97, 1997/98, 1998/99 1999/00, 2000/01, 2001/02
Aventura Blvd Beautification Improvements	1997/98
Northern Entrance Beautification Improvements	1997/98
Aventura Founders Park Development	1997/98
Country Club Drive Exercise/Walking Path Improvements	1997/98
NE 183rd Street Beautification Improvements	1997/98
NE 34 Avenue Beautification Improvements	1997/98
Library Landscaping Project	1997/98
Huber Tract Open Space Land Purchase	1998/99
NE 207th Street Beautification Improvements	1998/99
Country Club Dr. Exercise Path Safety Improvements	1998/99, 2004/05
NE 190th Street Beautification Improvements	1998/99
Biscayne Boulevard Phase I Beautification Improvements	1998/99
FEC Landscape Buffer	1998/99
NE 191st Street Beautification Improvements	1998/99
Waterways Park Improvements	1999/00
Founders Park Improvements	1999/00, 2001/02, 2002/03 2003/04
Biscayne Boulevard Phase II Beautification Improvements	1999/00
NE 185th Street & NE 28th Ave Beautification Improvements	1999/00
NE 213th Street Beautification Improvements	2001/02
Aventura Blvd. Entrance Features	2001/02
Community/Recreation Center Conceptual Design	2000/01
Community Recreation Center Development	2001/02
Expanded Waterways Park Purchase	2003/04
Biscayne Boulevard Phase II Beautification Improvements	2001/02
Country Club Drive Beautification Improvements	2002/03
Newspaper Racks	2002/03, 2003/04
NE 188th Street Beautification Improvements	2002/03
Yacht Club Way Beautification Improvements	2003/04
William Lehman Causeway Beautification Improvements	2003/04, 2004/05
Veterans Park Development	2003/04

Park Facilities/Open Space Recreation

The estimated current population for the City of Aventura is 28,200. The City's Comprehensive Plan recommended standard is 2.75 acres of park and recreation land for every 1,000 potential residents. The amount of park and recreation land required by the park standards for this population is 77.6 acres. In calculating the number of recreation acres the city has available for use by residents, public private, golf courses and marinas are accounted for at a different degree depending on accessibility to citizens of the City. Assuming that public facilities can be accounted for at 100%, private recreation facilities at 50%, and marinas and the golf course at 25%, the City existing and proposed recreation areas total 114. Therefore, no deficiency exists under the

City's standards. Table PFOS1 contains an inventory of existing and proposed recreation and open space areas. The City owns 29 park/open space acres.

Although a deficiency in the provision of recreation/open space does not exist, the City desires to increase access to public facilities and providing recreational opportunities for all residents by constructing additional park facilities.

The major park facility improvement outlined in the 2005/06 - 2009/10 relates to the providing a new park and maintenance projects. The projects are included in the detailed project descriptions and a funding schedule that follows. (See Tables 1 and 2).

The completion of the five - year Capital Improvement Program for parks/open space recreational facilities will provide the City residents with a well rounded recreational and park system geared toward meeting the needs of today and tomorrow.

Table PFOS 1

CITY OF AVENTURA

Recreation/Open Space Inventory

TYPE	FACILITY	ACRES	APPLICABLE ACRES
Public Recreation Areas			
C	Country Club Drive Exercise/Walking path	5.5	5.5
C	Arthur I Snyder Memorial Park	3.5	3.5
N	Veterans Park	2.0	2.0
N	Waterways Park	7.0	7.0
N	Aventura Founders Park	11.0	11.0
	Public Recreation Subtotal	29.0	29.0
Private Recreation Areas			
	Private Recreation Sites	63.61	31.81
	Marina Complexes	9.40	2.35
	Golf Courses	203.17	50.79
	Private Recreation Subtotal	276.18	84.95
	Total Recreation Areas	**305.18**	**113.95**

C = Community Park
N = Neighborhood Park
* = Undeveloped

Citywide Beautification Program

In December of 1996, the City Commission approved the landscape design concepts to be utilized with the implementation of a Citywide Beautification Program. This major undertaking, addresses median and right of way landscaping throughout the public areas within the City, and was adopted as one of the City's budget priorities and goals. The landscape design includes the planting of an assortment of palm trees, including

date palms at the City's entrances and coconut and royal palms on various medians throughout the City, as well as shade trees such as live oaks.
With this Beautification Program, the City Commission has fulfilled its long-term goal of creating the signature of the City and establishing its reputation as "the most beautiful City in South Florida". The actual construction of these projects will be ongoing until all of the improvements to the various areas within the City are complete.
The following areas have been completed or are scheduled for completion as of the 2004/05 fiscal year:

Aventura Boulevard, Northern City Entrance, NE 207th Street, NE 183rd Street, NE 185th Street & 28th Avenue, NE 190th Street, NE 191st Street, NE 29th Avenue, NE 187th Street, NE 188th Street, NE 213th Street, Biscayne Boulevard and FEC Landscape Buffer, Aventura Boulevard Entrance Features, Country Club Drive, Yacht Club Way, William Lehman Causeway and the Library Landscaping Project

Funding Plan

Funding for the proposed beautification and park facilities will be provided by the proceeds from the following revenue sources:

Total Category Budget	$5,412,000
Funding:	
General Fund	$3,987,000
Park Impact Fees	1,075,000
Grants	350,000

TABLE 1
PROPOSED BEAUTIFICATION AND PARK FACILITIES IMPROVEMENTS
PROJECTS SCHEDULED FOR 2005/06 - 2009/10
SUMMARY BY YEAR

CIP #	Project Title	Dept. #	2005/06	2006/07	2007/08	2008/09	2009/10	Total
BP1	Waterways Park Development	CM	$ 2,000,000	2,350,000				$ 4,350,000
BP2	Founders Park Improvements	CS	215,000	200,000				415,000
BP3	Citywide Beautification Improvements	CS	83,500	433,500	60,000			577,000
BP4	Country Club Tennis Court Improve.	CS	70,000					70,000
	Totals		$ 2,368,500	$ 2,983,500	$ 60,000	$ -	$ -	$ 5,412,000

TABLE 2
PROPOSED BEAUTIFICATION AND PARK FACILITIES IMPROVEMENTS
PROJECTS SCHEDULED FOR 2005/06 - 2009/10
FUNDING PLAN

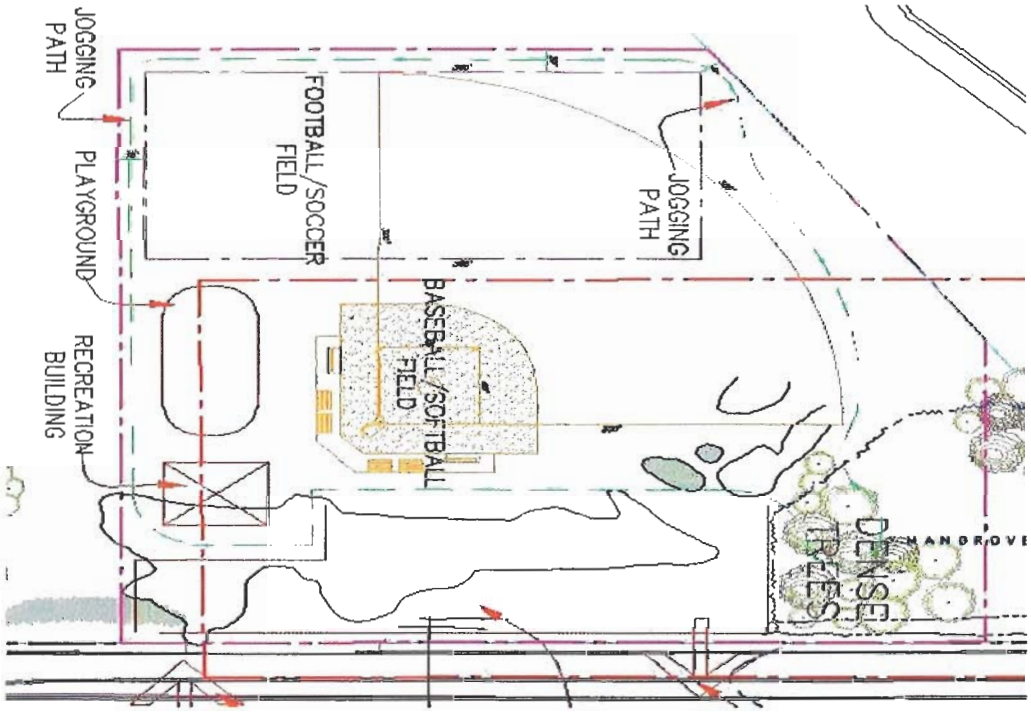
CIP #	Project Title	Dept. #	Total	Impact Fees	General Fund	FDOT Contributions	Loan Proceeds	Grant Funds
BP1	Waterways Park Development	CM	4,350,000	1,000,000	$ 3,000,000			350,000
BP2	Founders Park Improvements	CS	415,000	75,000	340,000			
BP3	Citywide Beautification Improvements	CS	577,000		577,000			
BP4	Country Club Tennis Court Improve.	CS	70,000		70,000			
	Totals		5,412,000	$ 1,075,000	$ 3,987,000	$ -		$ 350,000

PROPOSED PROJECTS

1 - CM
Waterways Park Development
2005/06 $2,000,000 2006/07 $2,350,000

This project includes developing and expanding the current Waterways Park. The 6 acre site would include a multipurpose sports field, playground, basketball court, fitness trail, parking and restroom facilities.

SITE PLAN



2 – CS
Founders Park Improvements
2005/06 $215,000 2006/07 $200,000

This project consists of maintenance projects, replacing and updating playground equipment.

2005/06	Parking Lot Expansion	170,000
	Special Event Tents	3,500
	Two Soccer Goal Sets	4,500
	Replace Office Furniture	5,000
	Holiday Lighting Improvements	19,500
	Add Swing set	12,500

2006/07	Construct Water Splashpad Play Area	$200,000

3 - CS
Citywide Beautification Improvements
2005/06 $83,500 2006/07 $433,500 2007/08 $60,000

This project consists of implementing the landscaping and beautification concepts approved by the City Commission.

2005/06	NE 207 South Swale	75,000
	Purchase 3 Benches and Trash Cans	8,500
2006/07	Purchase 3 Benches and Trash Cans	8,500
	Miami Gardens Extension	300,000
	Biscayne Boulevard Median (NE 209-212 St)	125,000
2007/08	NE 207th St (NE 34 Ave eastward to end)	60,000

4 – CS
Country Club Drive Tennis Court Improvements
2005/06 $$70,000

This project involves improvements to the tennis facilities that the City leases from the Fairmont Country Club. The improvements include tennis court renovations, windscreens, fencing, water fountain, shade awnings and trash facilities.

TRANSPORTATION, DRAINAGE AND INFRASTRUCTURE IMPROVEMENTS

This section includes improvements to the City of Aventura's transportation system, roadways, drainage system, sidewalks, pedestrian pathways, street lighting and other infrastructure improvements. There are 4 improvement projects in the Capital Improvement Program, which total $4,005,694. Special emphasis was given to correcting drainage deficiencies, Miami Gardens Drive extension project, 185th Street connector project, installation of traffic video monitoring devices, improving safety through street lighting and addressing maintenance considerations.

The projects outlined in this section have been developed based on a survey of all areas of the City, with respect to the improvement items, by the Community Services Department; City's consulting engineer and staff. The projects were prioritized according to the urgency of the improvements needed and age of the areas to be improved.

Policies

The City of Aventura's investment in improvements to the City's transportation system, roads, sidewalks, street lighting and drainage system is based on the following policies:

Goal: Utilize the Stormwater Utility Fund to provide revenue sources to fund drainage improvements contained in the CIP.

- Coordinate area-wide storm water developments with major street improvements.
- Provide adequate storm drainage as defined by present standards for different types of areas of the City.
- Upgrade areas of the City to conform to present drainage standards to eliminate flood prone areas.

Goal: Improve local roads to meet road safety requirements and serve the transportation needs of the City.

- Systematically provide local street improvements throughout the City based upon the existing condition and age of the street and the cost of maintenance of the street.
- Provide an adequate road transportation network that meets or exceeds the capacity rating outlined in the Comprehensive Plan.
- Implement improvements to meet safety standards.
- Improve safety by installing street lighting on all appropriate public roadways.

- Provide walkways and sidewalks to improve the safety of residents traveling throughout the City.

- Accept the dedication of private roads throughout the City in accordance with the Policy governing the conversion of private roads to public roads as outlined in Resolution No. 97-05.

Existing Facilities

The following is a list of current public roads under the jurisdiction of the City:

NE 185th Street	NE 27th Court
NE 28th Place	NE 28th Avenue
NE 29th Avenue	NE 29th Court
NE 29th Place	NE 30th Avenue
NE 34th Avenue	NE 187th Street
NE 188th Street	NE 190th Street
NE 191st Street	NE 192nd Street
NE 193rd Street	Aventura Boulevard
West Country Club Drive	North Country Club Drive
East Country Club Drive	NE 201 Terrace
NE 203rd Street	NE 205th Street
NE 206th Street	NE 207th Street
NE 208th Street	NE 208th Terrace
NE 209th Street	NE 211th Street
NE 213th Street	NE 214th Terrace
NE 214th Street	NE 183rd Street
Yacht Club Drive	Turnberry way

Prior Accomplishments

Since the inception of the Capital Improvement Program, the following projects have been completed or are scheduled for completion as of the 2004/05 fiscal year:

Project Title	Year
Country Club Drive Drainage Improvements	1996/97
Sidewalk Installation – Southside of Lehman Causeway	1996/97
Pedestrian Safety Study	1996/97
Aventura Boulevard Street Lighting Improvements	1997/98
NE 183rd Street & Drainage Improvements	1997/98
NE183rd Street Lighting Improvements	1997/98
NE 207th Street Lighting Improvements	1997/98
North Aventura Stormwater Collector (213th Street)	1997/98
Pedestrian Transportation Circulation Safety Improvements	1997/98
NE 190th Street Lighting Improvements	1998/99
South Aventura Stormwater Collector	1998/99
Sidewalk Improvements & Replacements	1998/99, 1999/00, 2000/01
NE 34th avenue Street Lighting Improvements	1999/00

NE 185th Street & NE 28th Avenue Improvements	1999/00
Safety Improvements – Country Club Drive	1999/00
NE 30th Avenue Drainage Improvements	2000/01
NE 213th Street Lighting Improvements	2000/01
NE 34th Avenue Safety/Road Improvements	2000/01
Biscayne Lake Gardens Area Drainage Improvements	2001/02
NE 188th Street, Lighting & Drainage Improvements	2002/03
Country Club Drive Improvements	2002/03
NE 190 Street Drainage Improvements	2002/03
Yacht Club way Drainage and Lighting Improvements	2003/04
NE 31st Avenue Decorative Street Lighting	2003/04
Extension of Lehman Causeway Westbound Service Road	2003/04
Illuminated Street Signs	2003/04
Hospital District NE 213St Street Drainage Connector	2003/04
Hospital District north Collector	2004/05
NE 207th Street Resurfacing	2004/05
Traffic Video Monitoring Program	2004/05
Directional Signs	2004/05

Road, Drainage and Infrastructure Improvements

The City incorporated in November of 1995, prior to that time the area of the City was under the jurisdiction of Dade County. Condominium Associations or Dade County maintained the roads and rights-of-way. The City entered into an Interlocal Agreement with Dade County that transferred the jurisdiction of all public roads and rights-of-ways to the City. In January of 1997 the City assumed the maintenance of all public roads and rights-of-way. The City's consulting engineers conducted an extensive evaluation of the City's infrastructure including roadways, drainage, sidewalks and streetlighting. The study indicated that major improvements were necessary for storm drainage and street lighting. Most of the infrastructure deficiencies have been addressed with the completion of the original 5 year CIP which began in 1997/98.

In January 1997, the City Commission by Resolution No. 97-05 adopted a Policy governing the conversion of private roads to public roads. The Williams Island Road project was the first roadway conversion to implement the provisions of the Policy as it relates to drainage, street lighting and safety improvements.

Major emphasis was also placed on improving street lighting and replacing FPL cobra head lights with decorative lighting fixtures in areas that the rights-of-way could accommodate the new light fixtures. During the 1997/98 fiscal year the City in cooperation with several developers entered into an Agreement to construct the North Aventura Stormwater Collector (213th Street), 3 years ahead of schedule and at a cost savings of $1,000,000. In 1999 the south collector was completed using a similar private-public partnership. During 2002, NE 34th Avenue was connected to the north collector. During 2003, Biscayne Lakes Garden area and NE 29th Avenue was connected to the north connector. In 2004 the City embarked on the first phase of the drainage improvements for the Hospital District.

Projects outlined herein can be also be classified as drainage improvements and road resurfacing in accordance with established maintenance schedules. All infrastructure upgrades of roadways will be coordinated with other projects to prevent multiple paving projects or pavement cuts.

Funding Plan

Funding for the proposed roadway, drainage and infrastructure improvement projects will be provided by the following sources:

Total Category Budget	$ 4,005,694
Funding:	
Transportation Fund	$2,260,994
Storm Water Utility Fund	1,465,000
General Fund	279,700

Tables 1 and 2 showing these improvement projects and funding schedules are followed by detailed project descriptions.

TABLE 1
PROPOSED TRANSPORTATION, DRAINAGE AND INFRASTRUCTURE IMPROVEMENTS
PROJECTS SCHEDULED FOR 2005/06- 2009/10
SUMMARY BY YEAR

CIP #	Project Title	Dept. #	2005/06	2006/07	2007/08	2008/09	2009/10	Total
TDI1	Stormwater Drainage Improvement:	CS	$ 515,000	$ 600,000	$ 250,000	$ 50,000	$ 50,000	$ 1,465,000
TDI2	Street Lighting Improvements	CS	225,000	140,000				365,000
TDI3	Transportation System & Traffic Improvements	CS	150,694	300,000	200,000	425,000	100,000	1,175,694
TDI4	Road Resurfacing Program	CS	240,000	100,000	100,000	120,000	440,000	1,000,000
	Totals		$ 1,130,694	$ 1,140,000	$ 550,000	$ 595,000	$ 590,000	$ 4,005,694

TABLE 2
PROPOSED TRANSPORTATION, DRAINAGE AND INFRASTRUCTURE IMPROVEMENTS
PROJECTS SCHEDULED FOR 2005/06- 2009/10
FUNDING PLAN

CIP #	Project Title	Dept. #	Total	Stormwater Utility Fund	General Fund	Transportation Fund
TDI1	Stormwater Drainage Improvement:	CS	1,465,000	1,465,000		
TDI2	Street Lighting Improvements	CS	365,000			$ 365,000
TDI3	Transportation System & Traffic Improvements	CS	1,175,694		279,700	895,994
TDI4	Road Resurfacing Program	CS	1,000,000			1,000,000
	Totals		$ 4,005,694	$ 1,465,000	$ 279,700	$ 2,260,994

PROPOSED PROJECTS

1-CS
Stormwater Drainage Improvements
2005/06 $515,000 2006/07 $600,000 2007/08 $250,000
2008/09 $50,000 2009/10 $50,000

Based on the Stormwater Master Plan prepared by the City's consulting engineers, the projects included address drainage improvements in the Hospital district. The Hospital district system will be connected to NE 213 Street (North Aventura Stormwater Collector).
Additional projects included provide for ongoing annual minor drainage improvements. Most projects include the cost of resurfacing the affected roadways.

2005/06	Hospital District North Collector	415,000
	Yacht Club Drive Seawall Improvements	100,000
2006/07	NE 213th Street Outfall Update	400,000
	Remove Weir Gate from NE 30 Avenue	200,000
2007/08	Drainage Improvements	50,000
	NE 190 Street Drainage Improvements	200,000
2008/09	Drainage Improvements	50,000
2009/10	Drainage Improvements	50,000

2-CS
Street Lighting Improvements
2005/06 $225,000 2006/07 $140,000

This project provides for the installation of decorative streetlights in certain areas. The lights will provide safe, well-lighted roadways that are aesthetically pleasing.

2005/06	Miami Gardens Drive Improvements	225,000
2006/07	NE 29th Avenue	140,000

3-CS
Road Resurfacing Program
2005/06 $240,000 2006/07 $100,000 2007/08 $100,000
2008/09 $120,000 2009/10 $440,000

This project consists of resurfacing roadways that are not included in the Stormwater Drainage Improvements. The roads represent the most critical areas as determined by the Community Services Department.

2005/06	Aventura Boulevard	240,000
2006/07	Yacht Club Drive Eastbound Lanes	100,000
2007/08	Yacht Club Drive Westbound Lanes	100,000
2008/09	Williams Island Road	120,000
2009/10	NE 190th Street	140,000
	Hospital District	300,000

4-CS
Transportation System and Traffic Improvements
2005/06 $150,694 2006/07 $300,000 2007/08 $200,000
2008/09 $425,000 2009/10 $100,000

This project includes improvements to the City's transportation and traffic system including bus shelters. A major component of this project is the implementation of the Traffic Video Monitoring Program which provides for the installation of cameras at key intersections to allow for the Police Department to monitor and respond to traffic conditions.

2005/06	Traffic Video Monitoring Program	54,700
	Lehman Causeway/ Biscayne Blvd (1)	
	Sidewalks NE 185th Street Connector	95,994
2006/07	Traffic Video Monitoring Program	225,000
	Aventura Mall/Aventura Blvd/Ives Dairy Road and Biscayne Blvd (5)	
	Install Shelter at NE 213th St	75,000
2007/08	Traffic Video Monitoring Program	200,000
	Country Club Drive (4)	
2008/09	Traffic Video Monitoring Program	425,000
	NE 207th Street (2), NE 213th Street (2)	
	NE183rd Street and NE 31st Ave. (1)	
2009/10	Traffic Video Monitoring Program Updates	100,000

PUBLIC BUILDINGS AND FACILITIES IMPROVEMENTS

Capital projects in this functional category include providing improvements to existing facilities in the City. The Capital Improvement Program includes 2 projects totaling $74,500.

Policies

The City's investment in improvements to public buildings and operational facilities is based on the following policies:

- Provide easily accessible services to City residents and adequate parking for City facilities.
- Repair and maintain all buildings and facilities in proper order to increase life of said facilities.
- Provide facilities for future growth of the City and services generated by such growth.

Existing Facilities

Map 1 shows the location of the City of Aventura's Government Center, and the Dade County Fire Rescue Station and Library Branch.

Prior Accomplishments

The following projects have been completed or are scheduled for completion as of the 2004/05 fiscal year:

Project Title	Year
Government Center/Police Station Needs Assessment Study	1996/97
Government Center Land Purchase	1997/98
Design of Government Center/Police	1997/98
Construction of Government Center	1999/00, 2000/01
Purchase of Charter Elementary School Property	2001/02
Construction of Charter Elementary School	2002/03
Community Center Improvements	2003/04, 2004/05
Construction of Middle School Wing to Charter School	2004/05

Funding Plan

Funding for the proposed Public Buildings Projects will be provided by the following sources: Total Category Budget $74,500

Funding:

General Fund $74,500

TABLE 1
PROPOSED PUBLIC BUILDING AND FACILITIES IMPROVEMENTS
PROJECTS SCHEDULED FOR 2005/06 - 2009/10
SUMMARY BY YEAR

CIP #	Project Title	Dept. #	2005/06	2006/07	2007/08	2008/09	2009/10	Total
PBF1	Community Center Improvements	CS	$ 24,500					24,500
PBF2	Holiday Lighting for Government Center	CS	50,000					50,000
	Totals		$ 74,500	$ -	$ -	$ -	$ -	$ 74,500

TABLE 2
PROPOSED PUBLIC BUILDING AND FACILITIES IMPROVEMENTS
PROJECTS SCHEDULED FOR 2005/06 - 2009/10
FUNDING PLAN

CIP #	Project Title	Dept. #	Total	Loan Proceeds	Bond Proceeds	Grant Funds	General Fund	
PBF1	Community Center Improvements	CS	$ 24,500				$ 24,500	
PBF2	Holiday Lighting for Government Center	CS	50,000				50,000	
	Totals		$ 74,500	$ -	$ -	$ -	$ 74,500	$ -

PROPOSED PROJECTS

1 –CS
Community Recreation Center Improvements
2005/06 $24,500

This project consists of providing equipment and improvements at the Community Recreation Center.

2005/06	10 Tables and Chair Carts	$3,500
	Furniture for Waiting Area in West Lobby	4,000
	5 Mats for Gymnastics	2,000
	Replace ID Card Printer	5,000
	Parking Lot Security Cameras	10,000

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2 – CS
Holiday Lighting for Government Center
2005/06 $50,000

Project includes additional wiring and GFI outlets for the installation of holiday lighting.

INFORMATION/COMMUNICATIONS TECHNOLOGY

This functional category includes improvements to the City of Aventura's information/communication systems, data processing and the automation of certain operations by utilizing the latest technology to enhance productivity and efficiency. There are 8 projects totaling $2,202,100.

Policies

The City of Aventura's investment in communication and computer projects is based on the following policies:

- Continue the implementation upgrade of the Management Information System for all key City operations to automate functions and improve efficiency and productivity.
- Improve and maintain City-wide radio communications capabilities for Police operations.
- Develop and maintain computerized capabilities of the various City departments and information systems.
- Utilize the latest state of the art technology including the use of the Internet for the delivery of services.

TABLE 1
PROPOSED COMMUNICATIONS AND COMPUTERS EQUIPMENT
PROJECTS SCHEDULED FOR 2005/06 - 2009/10
SUMMARY BY YEAR

CIP #	Project Title	Dept. #	2005/06	2006/07	2007/08	2008/09	2009/10	Total
ICT1	Police Computers Systems	PD	174,500	190,000	140,000	140,000	144,150	788,650
ICT2	Central Computer System	FFS	145,000	98,000	63,000	115,000	60,000	481,000
ICT3	Radio Purchase & Replacement	PD	219,000	126,000	129,000	141,000	143,000	758,000
ICT4	Computer Equipment	FSS	8,000	6,000	8,000	6,000	8,000	36,000
ICT5	Computer Equipment	CM	4,000	4,000	2,000			10,000
ICT6	Computer Equipment	CS	22,950	18,000	12,000	4,000	4,000	60,950
ICT7	Computer Equipment	CD	19,500	8,000	8,000	21,000	8,000	64,500
ICT8	Computer Equipment	CC		3,000				3,000
	Totals		$ 592,950	$ 453,000	$ 362,000	$ 427,000	$ 367,150	$ 2,202,100

TABLE 2
PROPOSED COMMUNICATIONS AND COMPUTERS EQUIPMENT
PROJECTS SCHEDULED FOR 2005/06 - 2009/10
FUNDING PLAN

CIP #	Project Title	Dept. #	Total	General Fund
CC1	Police Computers Systems	PD1	788,650	788,650
CC2	Central Computer System	FFS1	481,000	481,000
CC3	Radio Purchase & Replacement	PD2	758,000	758,000
CC4	Computer Equipment	FSS2	36,000	36,000
CC5	Computer Equipment	CM2	10,000	10,000
CC6	Computer Equipment	CS11	60,950	60,950
CC7	Computer Equipment	CD2	64,500	64,500
CC8	Computer Equipment	CC1	3,000	3,000
	Totals		$ 2,202,100	$ 2,202,100

PROPOSED PROJECTS

1 - PD
Police Computers Systems
2005/06 $174,500 2006/07 $190,000 2007/08 $140,000
2008/09 $140,000 2009/10 $144,150

This project consists of purchasing computer equipment and software that utilizes the latest technology for the Police Department.

2005/06	Upgrades	50,000
	Replace 12 Mobile Laptops	65,000
	10 Desktop Computers	25,000
	Air card Replacements	7,500
	4 Computer/Multi Monitors	15,000
	Plasma monitor for GPS	6,000
	Driver License Swipes	3,000
	5 Ticket Printers	3,000
2006/07	Replace 12 Mobile Laptops	65,000
	10 Desktop Computers	25,000
	Replace AS 400	50,000
	Upgrades	50,000
2007/08	Upgrades	50,000
	Replace 12 Mobile Laptops	65,000
	10 Desktop Computers	25,000
2008/09	Upgrades	50,000
	Replace 12 Mobile Laptops	65,000
	10 Desktop Computers	25,000
2009/10	Upgrades	50,000
	Replace 12 Mobile Laptops	65,000
	10 Desktop Computers	24,150

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2 - FS
Central Management Information System
2005/06 $145,000 2006/07 $98,000 2007/08 $63,000
2008/09 $115,000 2009/10 $60,000

This project consists of purchasing new and replacement computer hardware and software that utilize the latest technology for the City's general information management system, which is used by all City Departments.

2005/06	Software/Licenses/Upgrades	10,000
	Servers/ Security/UPS/Switches	37,000
	AS 400 Upgrades	5,000
	MS Exchange Implementation	15,000
	Video Webserver	10,000
	Backup Antenna for City Radio	68,000
2006/07	Software/Licenses/Upgrades	15,000
	Servers/ Security/UPS/Switches	78,000
	AS 400 Upgrades	5,000
2007/08	Software/Licenses/Upgrades	15,000
	Servers/ Security/UPS/Switches	33,000
	AS 400 Upgrades	5,000
	Backup Devices	10,000
2008/09	Software/Licenses/Upgrades	30,000
	Servers/ Security/UPS/Switches	30,000
	AS 400 Upgrades	55,000
2009/10	Software/Licenses/Upgrades	25,000
	Servers/ Security/UPS/Switches	30,000
	AS 400 Upgrades	5,000

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3 - PD
Radio Purchase & Replacement
2005/06 $219,000 2006/07 $126,000 2007/08 $129,000
2008/09 $141,000 2009/10 $143,000

This project consists of purchasing equipment to establish and maintain an 800 Mhz police radio system to improve communications and purchase new radios for projected additional personnel in the Police Department and replace radios that may become damaged or become inoperative during the five-year period.

2005/06	10 Handheld & 10 Mobile Radios	73,000
	800 Mhz Radio System Upgrades	50,000
	Convert Switch to Digital	60,000
	ESK encryption for 800 Mhz	36,000
2006/07	10 Handheld & 10 Mobile Radios	76,000
	800 Mhz Radio System Upgrades	50,000

2007/08	10 Handheld & 10 Mobile Radios	79,000
	800 Mhz Radio System Upgrades	50,000
2008/09	10 Handheld & 10 Mobile Radios	81,000
	800 Mhz Radio System Upgrades	60,000
2009/10	10 Handheld & 10 Mobile Radios	83,000
	800 Mhz Radio System Upgrades	60,000

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4 - FSS
Computer Equipment
2005/06 $8,000 2006/07 $6,000 2007/08 $8,000
2008/09 $6,000 2009/10 $8,000

This project includes the replacement of existing equipment for the various employees of the department.

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5 - CM
Computer Equipment
2005/06 $4,000 2006/07 $4,000 2007/08 $2,000

This project consists of upgrading computer equipment in the Office of the City Manager.

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6 - CS
Computer Equipment
2005/06 $22,950 2006/07 $18,000 2007/08 $12,000
2008/09 $4,000 2009/10 $4,000

This project consists of purchasing and upgrading computer equipment in the Community Services Department.

2005/06	9 Computers	18,000
	GIS Updates	3,500
	Replace Large Format Printer	1,000
	Digital Camera	450
2006/07	9 Computers	18,000
2007/08	6 Computers	12,000

2008/09	2 Computers	4,000
2009/10	2 Computers	4,000

7 - CD
Computer Equipment
2005/06 $19,500 2006/07 $8,000 2007/08 $8,000
2008/09 $21,000 2009/10 $8,000

This project consists of computer upgrades, replacement printers and the implementation of field computers for code compliance and building inspections for the Community Development Department.

2005/06	Replace 4 Computers	6,000
	Replace 3 Printers	1,000
	Replace 1 Line Printer	3,500
	Plotter	9,000
2006/07	Replace 4 Computers	6,000
	Replace 1 Printers	500
	Replace 1 Line Printer	1,500
2007/08	Replace 4 Computers	6,000
	Replace 1 Printers	500
	Replace 1 Form Printer	1,500
2008/09	Replace 5 Computers	7,500
	Replace 1 Printers	500
	Replace 1 Line Printer	4,000
	Plotter	9,000
2009/10	Replace 4 Computers	6,000
	Replace 1 Printers	500
	Replace 1 Form Printer	1,500

8 - CC
Computer Equipment
2006/07 $3,000

This project consists of upgrading and replacing computer equipment in the City Clerk's Office.

CAPITAL EQUIPMENT PURCHASES AND REPLACEMENTS

This section includes projects relating to Capital Equipment Purchases and Replacements for all operating departments. There are a total of 4 projects totaling $2,599,743.

Policies

The City Aventura's investment in capital equipment purchases and replacements is based on the following policies:

Goal: Provide capital equipment that will meet the needs of all departments in order to maintain the efficiency and productivity of providing municipal services to the residents of the City.

- Replace all present equipment that is required when they become unusable, unsafe or when maintenance costs outweigh the total cost of replacement.
- Develop and maintain an "Equipment Evaluation and Replacement Guide" to determine replacement schedules and costs.
- Purchase more economical and multi-functional vehicles.
- Purchase new equipment that will increase productivity and reduce personnel and maintenance costs.
- Maintain all City assets at a level adequate to protect the City's capital investment and to minimize future maintenance and replacement costs.

Proposed Capital Equipment Purchase And Replacement

Most projects outlined in the 2005/06 to 2009/10 Capital Improvement Program are either pertaining to vehicles or operational equipment. These 4 projects, worth $2,599,743 are displayed in Table 1.

Detailed project descriptions and a funding schedule follow. The CIP guidelines provide that capital equipment shall be defined as either having a useful life of more than one year and/or a value of $500 or more.

Funding Plan

Funding for the proposed Capital Equipment Purchase and Replacement Projects will be provided by annual appropriations from the following sources:

Total Category Budget	$2,599,743

Funding:

General Fund	$2,068,743
Police Impact Fee Fund	$ 531,000

TABLE 1
PROPOSED CAPITAL EQUIPMENT PURCHASE AND REPLACEMENT
PROJECTS SCHEDULED FOR 2005/06 - 2009/10
SUMMARY BY YEAR

CIP #	Project Title	Dept. #	2005/06	2006/07	2007/08	2008/09	2009/10	Total
CE1	Vehicle Purchase & Replacements	PD	346,200	375,590	402,268	342,000	453,260	1,919,318
CE2	Equipment Purchase and Replacement	PD	178,500	99,500	108,000	55,000	90,000	531,000
CE3	Equipment Purchase and Replacement	CS	0	17,500	25,000	18,000	13,500	74,000
CE4	Equipment Purchase and Replacement	CD	3,275	48,700	2,100	550	20,800	75,425
	Totals		$ 527,975	$ 541,290	$ 537,368	$ 415,550	$ 577,560	$ 2,599,743

TABLE 2
PROPOSED CAPITAL EQUIPMENT PURCHASE AND REPLACEMENT
PROJECTS SCHEDULED FOR 2004/05 - 2008/09
FUNDING PLAN

CIP #	Project Title	Dept. #	Total	General Fund	Police Impact Fee Fund
CE1	Vehicle Purchase & Replacements	PD	1,919,318	1,919,318	
CE2	Equipment Purchase and Replacement	PD	531,000	0	531,000
CE3	Equipment Purchase and Replacement	CS	74,000	74,000	
CE4	Equipment Purchase and Replacement	CD	75,425	75,425	
	Totals		$ 2,599,743	$ 2,068,743	$ 531,000

PROPOSED PROJECTS

1 - PD
Vehicle Purchase & Replacements
2005/06 $346,200 2006/07 $375,590 2007/08 $402,268
2008/09 $342,000 2009/10 $453,260

This project consists of purchasing police vehicles to accommodate new employee additions and establish a vehicle replacement program in the Police Department.

2005/06	Replace 12 Patrol Vehicles	$313,200
	Replace 4 Wheel Drive Vehicle	33,000
2006/07	Replace 12 Patrol Vehicles	$322,590
	Replace Command Post Minivan	22,000
	Replace Wave Runner	9,000
	Replace SRO SUV	22,000
2007/08	Replace 12 Patrol Vehicles	$332,268
	Replace Crime Scene Van	37,000
	Prisoner Van	33,000
2008/09	Replace 12 Patrol Vehicles	$342,000
2009/10	Replace 12 Patrol Vehicles	$352,260
	Replace 4 Wheel Drive Vehicle	36,000
	Replace Crime Prevention Van	45,000
	Replace 2 Motorized Carts	20,000

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2 - PD
Equipment Purchase and Replacement
2005/06 $178,500 2006/07 $99,500 2007/08 $108,000
2008/09 $55,000 2009/10 $90,000

This project consists of purchasing equipment for the Police Department. The following is a breakdown of the items to be replaced:

2005/06	3 Laser Units for Motors	12,000
	Replace 15 vests	9,500
	Replace 2 Projectors	6,000
	12 Overhead light bars, Sirens & Cages	66,000
	Replace Marine Patrol Boat	60,000
	Additional security equipment	25,000

2006/07	10 Sirens & Cages	51,000
	Replace 10 vests	6,500
	Replace 6 radar units	18,000
	Marine patrol engine replacement	12,000
	SMART Trailer	12,000
2007/08	10 Sirens & Cages	51,000
	Replace 10 SWAT vests	25,000
	Replace 15 vests	10,000
	Replace 4 radar units	12,000
	Equip Prisoner Van	10,000
2008/09	10 Sirens & Cages	55,000
2009/10	Replace 10 vests	7,000
	10 Light bars, sirens and cages	57,000
	Replace 2 boat engines	26,000

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3 - CS
Equipment Purchase and Replacement
2006/07 $17,500 2007/08 $25,000 2008/09 $18,000
2009/10 $13,500

This project consists of the replacement of equipment that has become inefficient, defective, or unusable and to add new equipment to provide improved services in the Community Services Department. The following is a breakdown of the items to be purchased:

2006/07	Pickup Truck	17,500
2007/08	Utility Vehicle	25,000
2008/09	Pickup Truck	18,000
2009/10	Replace Sedan	13,500

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4 - CD
Equipment Purchase and Replacement
2005/06 $3,275 2006/07 $48,700 2007/08 $2,100
2008/09 $550 2009/10 $20,800

This project consists of the addition of equipment or the replacement of equipment that has become inefficient, defective, or unusable in the Community Development Department. The following is a breakdown of the items to be replaced:

2005/06	3 File Cabinets	1,700
	Parcel Maps	1,575
2006/07	Utility Vehicle	28,700
	Pickup Truck	20,000
2007/08	2 File Cabinets	1,500
	1 Vertical file	600
2008/09	Bookcase	550
2009/10	Pickup Truck	20,800

APPENDIX C. CONSISTENCY OF AVENTURA COMPREHENSIVE PLAN WITH STATE COMPREHENSIVE PLAN

Appendix C. Consistency with State Comprehensive Plan

1) CHILDREN.--

(a) *Goal.*--Florida shall provide programs sufficient to protect the health, safety, and welfare of all of its children.

Response – Addressed through ongoing intergovernmental coordination efforts.

2) FAMILIES.--

(a) *Goal.*--Florida shall strengthen the family and promote its economic independence.

Response – Addressed through ongoing intergovernmental coordination efforts.

3) THE ELDERLY.--

(a) *Goal.*--Florida shall improve the quality of life for its elderly citizens by promoting improved provision of services, with an emphasis on independence and self-sufficiency.

Response – Addressed through ongoing intergovernmental coordination efforts.

4) HOUSING.--

(a) *Goal.*--The public and private sectors shall increase the affordability and availability of housing for low-income and moderate-income persons, including citizens in rural areas, while at the same time encouraging self-sufficiency of the individual and assuring environmental and structural quality and cost-effective operations.

Response – Addressed in Housing Element, as appropriate and including EAR-based amendments. See Chapter II.B. of EAR.

(5) HEALTH.--

(a)1. *Goal.*--Healthy residents who protect their own health and the health of others and who actively participate in recovering their own health when they become ill.

b)1. *Goal.*--An environment which supports a healthy population and which does not cause illness.

c)1. *Goal.*--Health care services which are of high quality, reasonably accessible, and adequate to meet the needs of the public.

(d)1. *Goal.*--Health costs which are contained to a level appropriate to the financial resources of the state and its residents.

Response – Addressed through ongoing intergovernmental coordination efforts. Protection of the City's natural environment is addressed in the Comprehensive Plan's Conservation and Coastal Management Element.

(6) PUBLIC SAFETY.--

(a) *Goal.*--Florida shall protect the public by preventing, discouraging, and punishing criminal behavior, lowering the highway death rate, and protecting lives and property from natural and manmade disasters.

Response – Addressed through ongoing intergovernmental coordination efforts. Emergency management is further addressed in the Future Land Use and Conservation and Coastal Management Elements. See Chapters II.C., II.D. and II.E. of EAR.

7) WATER RESOURCES.--

(a) *Goal.*--Florida shall assure the availability of an adequate supply of water for all competing uses deemed reasonable and beneficial and shall maintain the functions of natural systems and the overall present level of surface and ground water quality. Florida shall improve and restore the quality of waters not presently meeting water quality standards.

Response – As noted in the EAR, the City shall coordinate, as appropriate with Miami-Dade County and the City of North Miami Beach in the implementation of the Water Supply Facilities Workplan. Water Resources are addressed in the Comprehensive Plan's Conservation and Coastal Management Element.

8) COASTAL AND MARINE RESOURCES.--

(a) *Goal.*--Florida shall ensure that development and marine resource use and beach access improvements in coastal areas do not endanger public safety or important natural resources. Florida shall, through acquisition and access improvements, make available to the state's population additional beaches and marine environment, consistent with sound environmental planning.

Response - Addressed in the Comprehensive Plan's Conservation and Coastal Management Element.

(9) NATURAL SYSTEMS AND RECREATIONAL LANDS.--

(a) *Goal.*--Florida shall protect and acquire unique natural habitats and ecological systems, such as wetlands, tropical hardwood hammocks, palm hammocks, and virgin longleaf pine forests, and restore degraded natural systems to a functional condition.

Response – Addressed in the Comprehensive Plan's Future Land Use and Conservation and Coastal Management Elements.

(10) AIR QUALITY.--

(a) *Goal.*--Florida shall comply with all national air quality standards by 1987, and by 1992 meet standards which are more stringent than 1985 state standards.

Response – Addressed in the Comprehensive Plan's Conservation and Coastal Management Element (Objective 1).

(11) ENERGY.--

(a) *Goal.*--Florida shall reduce its energy requirements through enhanced conservation and efficiency measures in all end-use sectors, while at the same time promoting an increased use of renewable energy resources.

Response – Addressed in the Comprehensive Plan's Future Land Use Element (Objective 10).

(12) HAZARDOUS AND NONHAZARDOUS MATERIALS AND WASTE.--

(a) *Goal.*--All solid waste, including hazardous waste, wastewater, and all hazardous materials, shall be properly managed, and the use of landfills shall be eventually eliminated.

Response – Addressed in the Comprehensive Plan's Infrastructure Element, Aquifer Recharge Objective 1 and Solid Waste Goal Objective 1.

13) MINING.--

(a) *Goal.*--Florida shall protect its air, land, and water resources from the adverse effects of resource extraction and ensure that the disturbed areas are reclaimed or restored to beneficial use as soon as reasonably possible.

Response – There is no mining in the City.

(14) PROPERTY RIGHTS.--

(a) *Goal.*--Florida shall protect private property rights and recognize the existence of legitimate and often competing public and private interests in land use regulations and other government action.

Response – Addressed in the Comprehensive Plan's Future Land Use and Economic Development Elements, and the land development regulations (i.e. vested rights, etc.).

(15) LAND USE.--

(a) *Goal.*--In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas which have in place, or have agreements to provide, the land and water

resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

Response – Addressed in the Comprehensive Plan's Future Land Use (Objective 3) and Conservation and Coastal Management Elements.

(16) URBAN AND DOWNTOWN REVITALIZATION.--

(a) *Goal.*--In recognition of the importance of Florida's vital urban centers and of the need to develop and redevelop downtowns to the state's ability to use existing infrastructure and to accommodate growth in an orderly, efficient, and environmentally acceptable manner, Florida shall encourage the centralization of commercial, governmental, retail, residential, and cultural activities within downtown areas.

Response – Addressed in the Comprehensive Plan's Future Land Use and Urban Elements. Will be further addressed in recommended new Redevelopment Element (See Chapter II.A. of the EAR).

(17) PUBLIC FACILITIES.--

(a) *Goal.*--Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.

Response – Addressed in the Comprehensive Plan's Infrastructure and Capital Improvements Elements.

(18) CULTURAL AND HISTORICAL RESOURCES.--

(a) *Goal.*--By 1995, Florida shall increase access to its historical and cultural resources and programs and encourage the development of cultural programs of national excellence.

Response – Addressed in the Comprehensive Plan's Future Land Use and Conservation and Coastal Management Elements. As noted in the EAR, it is recommended that the City conduct a cultural resources survey during the planning period.

(19) TRANSPORTATION.--

(a) *Goal.*--Florida shall direct future transportation improvements to aid in the management of growth and shall have a state transportation system that integrates highway, air, mass transit, and other transportation modes.

Response – Addressed in the Comprehensive Plan's Transportation Element. See Chapter II.D. of the EAR.

20) GOVERNMENTAL EFFICIENCY.--

(a) *Goal.*--Florida governments shall economically and efficiently provide the amount and quality of services required by the public.

Response – Addressed in the Comprehensive Plan's Intergovernmental Coordination Element.

21) THE ECONOMY.--

(a) *Goal.*--Florida shall promote an economic climate which provides economic stability, maximizes job opportunities, and increases per capita income for its residents.

Response – Addressed in the Comprehensive Plan's Future Land Use and Economic Development Elements. This will be further addressed in recommended new Redevelopment Element (See Chapter II.A. of the EAR).

22) AGRICULTURE.--

(a) *Goal.*--Florida shall maintain and strive to expand its food, agriculture, ornamental horticulture, aquaculture, forestry, and related industries in order to be a healthy and competitive force in the national and international marketplace.

Response – There is no Agriculture or agriculturally designated land in the City.

(23) TOURISM.--

(a) *Goal.*--Florida will attract at least 55 million tourists annually by 1995 and shall support efforts by all areas of the state wishing to develop or expand tourist-related economies.

Response - Addressed through ongoing intergovernmental coordination efforts.

(24) EMPLOYMENT.--

(a) *Goal.*--Florida shall promote economic opportunities for its unemployed and economically disadvantaged residents.

Response – Addressed through ongoing intergovernmental coordination efforts.

25) PLAN IMPLEMENTATION.--

(a) *Goal.*--Systematic planning capabilities shall be integrated into all levels of government in Florida with particular emphasis on improving intergovernmental coordination and maximizing citizen involvement.

Response – Addressed in Intergovernmental Coordination Element.

APPENDIX D. CONSISTENCY OF AVENTURA COMPREHENSIVE PLAN WITH CHAPTER 163, FLORIDA STATUTES

Appendix D. Consistency with Chapter 163, F.S.

	Changes to Chapter 163, F.S. 1998-2005	163, F.S. Citations	N/A*	Addressed (where/how)	Amendment Needed By Element
1998: [Ch. 98-75, s. 14; Ch. 146, ss. 2-5; Ch. 98-176, ss. 2-6 and 12-15; Ch. 98-258, ss.4-5]					
1	Exempted brownfield area amendments from the twice-a-year limitation.	163.3187(1)(g)		Procedural	
2	Required that the capital improvements element set forth standards for the management of debt.	163.3177(3)(a)4		Capital Improvement Element, Program (Appendix A)	
3	Required inclusion of at least two planning periods at least 5 years and at least 10 years.	163.3177(5)(a)		Procedural	
4	Allowed multiple individual plan amendments to be considered together as one amendment cycle.	163.3184(3)(d)		Procedural	
5	Defined optional sector plan and created section 163.3245 allowing local governments to address DRI issues within certain identified geographic areas.	163.3164(31) & 163.3245		Procedural	
6	Established the requirements for a public school facilities element.	163.3177(12)		Procedural, no Public Schools Element (voluntary)	
7	Established the minimum requirements for imposing school concurrency	163.3180(12), [now Sec. (13)]	X		
8	Required DCA adopt minimum criteria for the compliance determination of a public school facilities element imposing school concurrency.	163.3180(13), [now Sec. (14)]	X		
9	Required that evaluation and appraisal reports address coordination of the comp plan with existing public schools and the school district's 5-year work program	163.3191(2)(i)		Evaluation and Appraisal Report and Intergovernmental Coordination Element	
10	Amended the definition of "in compliance" to include consistency with Sections 163.3180 and 163.3245.	163.3184(1)(b)		Procedural	

Appendix D. Consistency with Chapter 163, F.S.

	Changes to Chapter 163, F.S. 1998-2005	163, F.S. Citations	N/A	Addressed (where/how)	Amendment Needed By Element
11	Required DCA to maintain a file with all documents received or generated by DCA relating to plan amendments and identify; limited DCA's review of proposed plan amendments to written comments, and required DCA to identify and list all written communications received within 30 days after transmittal of a proposed plan amendment.	163.3184(2), (4), & (6)	X	Procedural	
12	Allowed a local government to amend its plan for a period of up to one year after the initial determination of sufficiency of an adopted EAR even if the EAR is insufficient.	163.3187(6)(b)		Procedural	
13	Substantially reworded Section 163.3191, F.S., related to evaluation and appraisal reports.	163.3191		Evaluation and Appraisal Report	
14	Changed the population requirements for municipalities and counties which are required to submit otherwise optional elements.	163.3177(6)(i)	X		
1999: [Ch. 99-251, ss.65-6, and 90; Ch. 99-378, ss. 1, 3-5, and 8-9, Laws of Florida]					
15	Required that ports and local governments in the coastal area, which has spoil disposal responsibilities, identify dredge disposal sites in the comp plan.	163.3178(7)	X		
16	Exempted from the twice-per-year limitation certain port related amendments for port transportation facilities and projects eligible for funding by the Florida Seaport Transportation and Economic Development Council.	163.3187(1)(h)	X		
17	Required rural counties to base their future land use plans and the amount of land designated industrial on data regarding the need for job creation, capital investment, and economic development and the need to strengthen and diversity local economics.	163.317(6)(a)	X		
18	Added the Growth Policy Act to Ch. 163, Part II to promote urban infill and redevelopment.	163.2511, 163.25, 14, 163.2517, 163.2520, 163.2523, 163.2526		Procedural	

Appendix D. Consistency with Chapter 163, F.S.

Changes to Chapter 163, F.S. 1998-2005		163, F.S. Citations	N/A	Addressed (where/how)	Amendment Needed By Element
19	Required that all comp plans comply with the school siting requirements by October 1, 1999.	163.3177(6)(a)		Future Land Use Element, Policy 1.3	
20	Made transportation facilities subject to concurrency.	163.3180(1)(a)		Transportation Element, Concurrency requirements	
21	Required use of professionally accepted techniques for measuring level of service for cars, trucks, transit, bikes and pedestrians.	163.3180(1)(b)		Transportation Element, Concurrency requirements	
22	Excludes public transit facilities from concurrency requirements.	163.3180(4)(b)		Transportation Element, Concurrency requirements	
23	Allowed multi-use DRIs to satisfy the transportation concurrency requirements when authorized by a local comprehensive plan under limited circumstances.	163.3180(12)		Procedural	
24	Allowed multi-modal transportation districts in areas where priorities for the pedestrian environment are assigned by the plan.	163.3180(15)		Procedural	
25	Exempted amendments for urban infill and redevelopment areas, public school concurrency from the twice-per-year limitation.	163.31879(1)(h) & (i)		Procedural	

Appendix D. Consistency with Chapter 163, F.S.

	Changes to Chapter 163, F.S. 1998-2005	163, F.S. Citations	N/A	Addressed (where/how)	Amendment Needed By Element
26	Defined brownfield designation and added the assurance that a developer may proceed with development upon receipt of a brownfield designation.	163.3220(2)		Procedural	
2000: [Ch. 2000-158, ss. 15-17, Ch. 2000-284, s. 1, Ch. 2000-317, s. 18, Laws of Florida]					
27	Repealed Section 163.3184(11)(c), F.S., that required funds from sanction for non-compliant plans go into the Growth Management Trust Fund.			Procedural	
28	Repealed Section 163.3187(7), F.S. that required consideration of an increase in the annual total acreage threshold for small scale plan amendments and a report by DCA.			Procedural	
29	Repealed Sections 163.3191(13) and (15), F.S.			Procedural	
30	Allowed small scale amendments in areas of critical state concern to be exempt from the twice-per-year limitation only if they are for affordable housing.	163.3187(1)(c)1.e	X		
31	Added exemption of sales from local option surtax imposed under Section 212.054, F.S., as examples of incentives for new development within urban infill and redevelopment areas.	163.2517((3)(j)2		Procedural	
2001: [Ch. 2001-279, s.64]					
32	Created the rural land stewardship area program.	163.3177(11)(d)	X		
2002: [Ch. 2002-296, ss. 1-11, Laws of Florida]					
33	Required that all agencies that review comprehensive plan amendments and rezoning include a nonvoting representative of the district school board.	163.3174		Intergovernmental Coordination Element, Interlocal Agreement for Public School Facilities Planning	Intergovernmental Coordination Element amendments
34	Required coordination of local comprehensive plan with the regional water supply plan.	163.3177(4)(a)		Procedural	Intergovernmental Coordination Element amendment
35	Plan amendments for school-siting maps are exempt from s. 163.3187(1)'s limitation on frequency.	163.3177(6)(a)		Procedural	

Appendix D. Consistency with Chapter 163, F.S.

	Changes to Chapter 163, F.S. 1998-2005	163, F.S. Citations	N/A	Addressed (where/how)	Amendment Needed By Element
36	Required that by adoption of the EAR, the sanitary sewer, solid waste, drainage, potable water and natural groundwater aquifer recharge element consider the regional water supply plan and include a 10-year work plan to build the identified water supply facilities.	163.3177(6)(c)	X		
37	Required consideration of the regional water supply plan in the preparation of the conservation element.	163.3177(6)(d)			Conservation and Coastal Management Element amendment
38	Required that the intergovernmental coordination element (ICE) include relationships, principles and guidelines to be used in coordinating comp plan with regional water supply plans.	163.3177(6)(h)			Intergovernmental Coordination Element amendment
39	Required the local governments adopting a public educational facilities element execute an interlocal agreement with the district school board, the county, and non-exempting municipalities.	163.3177(6)(h)4	X		
40	Required that counties larger than 100,000 population and their municipalities submit a interlocal service delivery agreements (existing and proposed, deficits or duplication in the provisions of service) report to DCA by January 1, 2004. Each local government is required to update its ICE based on the findings of the report. DCA will meet with affected parties to discuss strategies to remedy any deficiencies or duplications.	163.3177(6)(h) 6,7 & 8		Interlocal Services Delivery Agreement	
41	Required local governments and special districts to provide recommendations for statutory changes for annexation to the Legislature by February 1, 2003.	163.3177(6)(h)9		Procedural	
42	Added a new section 163.31776 that allows a county to adopt an optional public educational facilities element in cooperation with the applicable school board.	163.31776	X		

Appendix D. Consistency with Chapter 163, F.S.

Changes to Chapter 163, F.S. 1998-20054		163, F.S. Citations	N/A	Addressed (where/how)	Amendment Needed By Element
43	Added a new section 163.31777 that requires local governments and school boards to enter into an interlocal agreement that addresses school siting, enrollment forecasting, school capacity, infrastructure and safety needs of schools, schools as emergency shelters, and sharing of facilities.	163.31777		Intergovernmental Coordination Element, Interlocal Agreement for Public School Facilities Planning	Intergovernmental Coordination Element amendments
44	Added a provision that the concurrency requirement for transportation facilities may be waived by plan amendment for urban infill and redevelopment areas.	163.3180(4)(c)		Concurrency requirements	
45	Expanded the definition of "affected persons" to include property owners who own land abutting a change to a future land use map.	163.3184((1)(a)		Procedural	
46	Expanded the definition of "in compliance" to include consistency with Section 163.31776 (public educational facilities element).	163.3184((1)(b)		Procedural	
47	Streamlined the timing of comprehensive plan amendment review.	163.3184 (3, 4, 6, 7 and 8)		Procedural	
48	Required that local governments provide a sign-in form at the transmittal hearing and at the adoption hearing for persons to provide their names and addresses.	163.3184(15)(c)		Procedural	
49	Exempted amendments related to providing transportation improvements to enhance life safety on "controlled access major arterial highways" from the limitation on the frequency of plan amendments contained in s.163.3187(1).	163.3187(1)(k)		Procedural	

Appendix D. Consistency with Chapter 163, F.S.

	Changes to Chapter 163, F.S. 1998-2005	163, F.S. Citations	N/A	Addressed (where/how)	Amendment Needed By Element
50	Required EAR's to include: o Consideration of the appropriate regional water supply plan, and o An evaluation of whether past reductions in land use densities in coastal high hazard areas have impaired property rights of current residents where redevelopment occurs.	163.3191(2)(l)		EAR/most of City not in Coastal High Hazard Area	
51	Allowed local governments to establish a special master process to assist the local governments with challenges to local development orders for consistency with the comprehensive plan.	163.3215		Procedural	
52	Created the Local Government Comprehensive Planning Certification Program to allow less state and regional oversight of comprehensive plan process if the local government meets certain criteria.	163.3246		Procedural	
53	Added a provision to Section 380.06(24), Statutory Exemptions, that exempts from the requirements for developments of regional impact, any water port or marina development if the relevant local government has adopted a "boating facility siting plan or policy" (which includes certain specified criteria) as part of the coastal management element or future land use element of its comprehensive plan. The adoption of the boating facility siting plan or policy is exempt from the limitation on the frequency of plan amendments contained in s. 163.3187(1).	163.3187(1)		Procedural	
54	Prohibited a local government, under certain conditions, from denying an application for development approval for a requested land use for certain proposed solid waste management facilities.	163.3194(6)		Procedural	

2003: [Ch. 03-1, ss. 14-15; ch. 03-162, s. 1; ch. 03-261, s. 158; ch. 03-286, s. 61, Laws of Florida.]

	Changes to Chapter 163, F.S. 1998-2005	**163, F.S. Citations**	**N/A**	**Addressed (where/how**	**Amendment Needed By Element**
55	Creates the **Agricultural Lands and Practices Act**. (2): Provides legislative findings and purpose with respect to agricultural activities and duplicative regulation. (3): Defines the terms "farm," "farm operation," and "farm product" for purposes of the act. (4): Prohibits a county from adopting any ordinance, resolution, regulation, rule, or policy to prohibit or otherwise limit a bona fide farm operation on land that is classified as agricultural land. (4)(a): Provides that the act does not limit the powers of a county under certain circumstances. (4)(b): Clarifies that a farm operation may not expand its operations under certain circumstances. (4)(c): Provides that the act does not limit the powers of certain counties. (4)(d): Provides that certain county ordinances are not deemed to be a duplication of regulation.	163.3162	X		
56	Changes "State Comptroller" references to "Chief Financial Officer."			Procedural	
57	Provides for certain airports to abandon DRI orders.		X		
58	Amended to conform to the repeal of s. 235.185 and the enactment of similar material in s. 1013.35.	163.31776(1)(b)(2)-(3)		Procedural	
59	Amended to conform to the repeal of ch. 235 and the enactment of similar material in ch. 1013.	163.37111(1)(c), (2)(e)-(f), (3)(c), (4), (6)(b)		Procedural	

2004: [Ch. 04-5, s. 11; ch. 04-37, s. 1; ch. 04-230, ss. 1-4; ch. 04-372, ss. 2-5; ch. 04-381, ss. 1-2; ch. 04-384, s. 2, Laws of Florida.]					
	Changes to Chapter 163, F.S. 1998-2005	**163, F.S. Citations**	**N/A**	**Addressed (where/how**	**Amendment Needed By Element**
60	(10): Amended to conform to the repeal of the Florida **High-Speed Rail** Transportation Act, and the creation of the Florida High-Speed Rail Authority Act. (13): Created to require local governments to identify adequate **water supply sources** to meet future demand. (14): Created to limit the effect of **judicial determinations** issued subsequent to certain development orders pursuant to adopted land development regulations.	163.3167		Procedural	
61	(1): Provides legislative findings on the compatibility of development with **military installations**. (2): Provides for the exchange of information relating to proposed land use decisions between counties and local governments and military installations. (3): Provides for responsive comments by the commanding officer or his/her designee. (4): Provides for the county or affected local government to take such comments into consideration. (5): Requires the representative of the military installation to be an ex-officio, nonvoting member of the county's or local government's land planning or zoning board. (6): Encourages the commanding officer to provide information on community planning assistance grants.	Creates 163.3175.	X		
62	**2004**: [Ch. 04-5, s. 11; ch. 04-37, s. 1; ch. 04-230, ss. 1-4; ch. 04-372, ss. 2-5; ch. 04-381, ss. 1-2; ch. 04-384, s. 2, Laws of Florida.]	163.3177			Future Land Use Element Amendment

2004: [Ch. 04-5, s. 11; ch. 04-37, s. 1; ch. 04-230, ss. 1-4; ch. 04-372, ss. 2-5; ch. 04-381, ss. 1-2; ch. 04-3h84, s. 2, Laws of Florida.]					
	Changes to Chapter 163, F.S. 1998-2005	**163, F.S. Citations**	**N/A**	**Addressed (where/how)**	**Amendment Needed By Element**
63	(1): Provides legislative findings with respect to the shortage of **affordable rentals** in the state. (2): Provides definitions. (3): Authorizes local governments to permit **accessory dwelling units** in areas zoned for single family residential use based upon certain findings. (4): Provides for certain **accessory dwelling units** to apply towards satisfying the affordable housing component of the housing element in a local government's comprehensive plan. (5): Requires the DCA to report to the Legislature.	Creates 163.31771.		Procedural	
64	Amends the definition of "in compliance" to add language referring to the **Wekiva Parkway and Protection Act**.	163.3184(1)(b)	X		
65	(1)(m): Created to provide that amendments to address criteria or compatibility of land uses adjacent to or in close proximity to **military installations** do not count toward the limitation on frequency of amending comprehensive plans. (1)(n): Created to provide that amendments to establish or implement a **rural land stewardship area** do not count toward the limitation on frequency of amending comprehensive plans.	163.3187		Procedural	
66	Created to provide that **evaluation and appraisal reports** evaluate whether criteria in the land use element were successful in achieving land use compatibility with **military installations**.	163.3191(2)(n)	X		No military installations within or proximate to City

2005 [Ch. 2005-290 and Ch. 2005-291, ss. 10-12, Laws of Florida]					
	Changes to Chapter 163, F.S. 1998-2005	**163, F.S. Citations**	**N/A**	**Addressed (where/how)**	**Amendment Needed By Element**
67	Added the **definition** of **"financial feasibility."**	Creates 163.3164(32)		Procedural	
68	(2) Required comprehensive plans to be "financially" rather than "economically" feasible. (3)(a)5. Required the comprehensive plan to include a **5-year schedule of capital improvements.** Outside funding (i.e. from developer, other government or funding pursuant to referendum) of these capital improvements must be **guaranteed** in the form of a **development agreement or interlocal agreement.** (3)(a)6.b.1. Required plan amendment for the **annual update** of the schedule of capital improvements. **Deleted** provision allowing updates and change in the date of construction to be accomplished by ordinance. (3)(a)6.c. Added **oversight and penalty** provision for failure to adhere to this section's capital improvements requirements. (3)(a)6.d. Required a **long-term capital improvement schedule** if the local government has adopted a long-term concurrency management system. (6)(a) **Deleted** date (October 1, 1999) by which school sitting requirements must be adopted. (6)(c) Required the potable water element to be updated within 18 months of an updated regional water supply plan to incorporate the **alternative water supply projects** selected by the local government to meet its water supply needs. (11)(d)4.c. Required **rural land stewardship areas** to address **affordable housing**.	163.3177	X	Procedural Future Land Use Element	Amend the Capital Improvements Element to include the City's Capital Improvements Program (Appendix B). Beginning in 2006 updates to the Capital Improvements Program should be adopted into the Comprehensive Plan by amendment on an annual basis. Outside revenue sources listed in the Capital Improvements Shedule will be guaranteed by developer or interlocal agreements. Policies to this effect will be added to the Capital Improvements Element. In addition, the Capital Improvements Program shall be coordinated, as appropriate, with the Miami-Dade Metropolitan Planning Organization's Long Range Transportation Plan. Include Policy reiterating that Capital Improvements Schedule will be updated on an annual basis, and updated in the Comprehensive Plan by amendment.

	(11)(d)5. Required a **listed species survey** be performed on **rural land stewardship receiving area**. If any listed species present, must ensure adequate provisions to protect them.				Amend Infrastructure Element to include alternative water supply projects, if any.
	(11)(d)6. Must enact an ordinance establishing a **methodology** for creation, conveyance, and use of **stewardship credits** within a **rural land stewardship area.**		X		
	(11)(d)6.j. Revised to allow **open space and agricultural land** to be just as important as environmentally sensitive land when assigning stewardship credits.		X		
	(12) Must adopt **public school facilities element**. (12)(a) and (b) A waiver from providing this element will be allowed under certain circumstances.		X		
	(12)(g) Expanded list of items to be to include **colocation, location of schools proximate to residential areas**, and use of schools as **emergency shelters**.		X		
	(12)(h) Required local governments to provide maps depicting the general **location** of new schools and school improvements within future conditions maps.				The City will adopt a Public Schools Element, in accordance with the established schedule; at this time, however, additional clarification is needed, and it is unclear how the new requirements will be applied or implemented. No amendments are recommended at this time.
	(12)(i) Required DCA to establish a **schedule for adoption** of the public school facilities element.				
	(12)(j) Established **penalty** for failure to adopt a public school facility element.				Will be addressed in future Public Schools Element

					No existing or planned schools (excepting ACE Charter School) at present – will be addressed in future Public Schools Element.
	(13)(**new section**) Encouraged local governments to develop a "**community vision**," which provides for sustainable growth, recognizes its fiscal constraints, and protects its natural resources.			Procedural	
	(14)(**new section**) Encouraged local governments to develop a "**urban service boundary**," which ensures the area is served (or will be served) with adequate public facilities and services over the next 10 years. See 163.3184(17).			Procedural	
					Voluntary – City may consider in future.
					Not applicable – City is inside Miami-Dade's adopted Urban Development Boundary

	Changes to Chapter 163, F.S. 1998-2005	163, F.S. Citations	N/A	Addressed (where/how)	Amendment Needed By Element
69	(12) Required the public schools interlocal agreement (if applicable) to address requirements for school concurrency. The opt-out provision at the end of subsection (2) is deleted.	163.31777			The City will adopt a Public Schools Element, including concurrency requirements, in accordance with the established schedule; at this time, however, additional clarification is needed, and it is unclear how the new requirements will be applied or implemented. No amendments are recommended at this time.
	(2) Required Palm Beach County to identify, as part of its EAR, changes needed in its public school element necessary to conform to the new 2005 public school facilities element requirements.		X		
	(3) Provided that counties exempted from public school facilities element shall undergo re-evaluation as part of its EAR to determine if they continue to meet exemption criteria.		X		
70	(1)(a) Added "schools" as a required concurrency item.	163.3180			The City will adopt a Public Schools Element, including concurrency requirements, in accordance with the established schedule; at this time, however, additional clarification is needed, and it is unclear how the new requirements will be applied or implemented. No amendments are recommended at this time.
	(2)(a) Required consultation with water supplier prior to issuing building permit to ensure "adequate water supplies" to serve new development is available by the date of issuance of a certificate of occupancy.				Currently addressed in Infrastructure, Conservation and Coastal Management, and Capital Improvements Element (including the Concurrency Management System). Concurrency Management System in Capital Improvements Element currently reflects 36 months (3 years)
	(2)(c) Required ALL transportation facilities to be in place or under construction within 3 years (rather than 5 years) after approval of building				The City will adopt a Public Schools Element, including concurrency requirements, in accordance with the established schedule; at this time, however, additional clarification is needed, and it is unclear how the new requirements will be applied or implemented. No amendments are recommended at this time.

	permit. (4)(c) Allowed concurrency requirement for public schools to be waived within urban infill and redevelopment areas (163.2517).				Included in Capital Improvements Element Concurrency Management System.
	(5)(d) Required guidelines for granting concurrency exceptions to be included in the comprehensive plan.				See Chapter II.D. Amend the Transportation Element to provide that beginning in 2006, the City shall annually evaluate the impact of its Transportation Concurrency Exception Area on Strategic Intermodal System facilities and the adopted level of service standards of transportation facilities that are funded in accordance with Section 339.2812, F.S., and to include mobility strategies supported by data and analysis. If it is determined that the Transportation Concurrency Exception Area is no longer adequate, the City shall explore the implementation of more impactful transportation management tools.
	(5)(e) – (g) If local government has established transportation exceptions, the guidelines for implementing the exceptions must be "consistent with and support a comprehensive strategy, and promote the purpose of the exceptions." Exception areas must include mobility strategies, such as alternate modes of transportation, supported by data and analysis. FDOT must be consulted prior to designating a transportation concurrency exception area. Transportation concurrency exception areas existing prior to July 1, 2005 must meet these requirements by July 1, 2006, or when EAR update.				Amend the Transportation Element to state that beginning in 2006, the City shall evaluate the impacts of proposed development and redevelopment on its transportation system, Strategic Intermodal System facilities, and the adopted level of service standards of transportation facilities that are funded in accordance with Section 339.2812, F.S., and identify strategies to alleviate or mitigate such impacts. In addition, the City shall maintain records to determine whether the the 110% de minimum transportation impact threshold has been reached, and shall submit such documentation as part of its annual updates to the Capital Improvements Schedule, which shall be incorporated into the Comprehensive Plan by amendment.
	(6) Required local government to maintain records to determine whether 110% de minimis transportation impact threshold is reached. A summary of these records must be submitted with the annual capital improvements element update. Exceeding the 110% threshold dissolves the de minimis exceptions.				See Chapter II.D. Transportation Concurrency Management Area not established, but may be during the planning period. Not established to date, but will be during the planning period.

	(7) Required consultation with the Department of Transportation prior to designating a transportation concurrency management area (to promote infill development) to ensure adequate level-of-service standards are in place. The local government and the DOT should work together to mitigate any impacts to the Strategic Intermodal System.		X		EAR – Chapters II.D., III. and IV.B. Transportation Element amendments.
	(9)(a) Allowed adoption of a long-term concurrency management system for schools.				The City will adopt a Public Schools Element, including concurrency requirements, in accordance with the established schedule; at this time, however, additional clarification is needed, and it is unclear how the new requirements will be applied or implemented. No amendments are recommended at this time.
	(9)(c) (new section) Allowed local governments to issue approvals to commence construction notwithstanding 163.3180 in areas subject to a long-term concurrency management system.				See above.
	(9)(d) (new section) Required evaluation in EAR of progress in improving levels of service..				
	(10) Added requirement that level of service standard for roadway facilities on the Strategic Intermodal System must be consistent with FDOT standards. Standards must consider compatibility with adjacent jurisdictions.				See above.
	(13) Required school concurrency (not optional).				See above.
					See above.
	(13)(c)1. Requires school concurrency after five years to be applied on a "less than districtwide basis" (i.e., by using school attendance zones, etc).				See above.

	(13)(c)2. Eliminated exemption from plan amendment adoption limitation.for changes to service area boundaries.				Interlocal Agreement for Coordinated Public School and Land Use Planning.
	(13)(c)3. No application for development approval may be denied if a less-than-districtwide measurement of school concurrency is used; however the development impacts must to shifted to contiguous service areas with school capacity.				Will be addressed during the planning period as part of the Public Schools Element and related concurrency requirements.
	(13)(e) Allowed school concurrency to be satisfied if a developer executes a legally binding commitment to provide mitigation proportionate to the demand.				Procedural.
	(13)(e)1. Enumerated mitigation options for achieving proportionate-share mitigation.				Procedural.
	(13)(e)2. If educational facilities funded in one of the two following ways, the local government must credit this amount toward any impact fee or exaction imposed on the community: • contribution of land • construction, expansion, or payment for land acquisition				Procedural
	(13)(g)2. Section deleted – it is no longer required that a local government and school board base their plans on consistent population projection and share information regarding planned public school facilities, development and redevelopment and infrastructure needs of public school facilities. However, see (13)(g)6.a. for similar requirement.				Amend the Transportation Element to state that beginning in 2006, the City shall evaluate the impacts of proposed development and redevelopment on its transportation system, including the Strategic Intermodal Transportation System.
	(13)(g)6.a. (formerly (13)(g)7.a.) Local governments must establish a uniform procedure for determining if development applications are in compliance with school concurrency.				Amend the Transportation Element to state that the local government will adopt an ordinance to assess fair share mitigation options, in accordance with the model ordinance to be developed by FDOT.
	(13)(g)7. (formerly (13)(g)8.) Deleted language				

	that allowed local government to terminate or suspend an interlocal agreement with the school board. (13)(h) (new 2005 provision) The fact that school concurrency has not yet been implemented by a local government should not be the basis for either an approval or denial of a development permit. (15) Prior to adopting Multimodal Transportation Districts, FDOT must be consulted to assess the impact on level of service standards. If impacts are found, the local government and the FDOT must work together to mitigate those impacts. Multimodal districts established prior to July I, 2005 must meet this requirement by July 1, 2006 or at the time of the EAR-base amendment, whichever occurs last. (16) (new 2005 Section) Required local governments to adopt by December 1, 2006 a method for assessing proportionate fair-share mitigation options. FDOT will develop a model ordinance by December 1, 2005.				

	Changes to Chapter 163, F.S. 1998-2005	163, F.S. Citations	N/A	Addressed (where/how)	Amendment Needed By Element
71	(1)©1.f. Allowed approval of residential land use as a small-scale development amendment when the proposed density is equal to or less than the existing future land use category. Under certain circumstances affordable housing units are exempt from this limitation.	163.3187			Procedural
	(1)©4. (New 2005 provision) If the small-scale development amendment involves a rural area of critical economic concern, a 20-acre limit applies.		X		
	(1)(o) (New 2005 Provision) An amendment to a rural area of critical economic concern may be approved without regard to the statutory limit on comprehensive plan amendments.		X		
151	(2)(k) Required local governments that do not have either a school interlocal agreement or a public school facilities element, to determine in the EAR whether the local government continues to meet the exemption criteria in s.163.3177(12).	163.3191			School Interlocal in place and addressed in II.E. and IV.C. of EAR.
	(2)(l) The EAR must determine whether the local government has met its various water supply requirements, including development of alternative water supply projects.				Addressed in Chapter II. And Chapter IV.D. of EAR.
	(2)(o) (New 2005 Provision) The EAR must evaluate whether its Multimodal Transportation District has achieved the purpose for which it was created.				Addressed in Chapter IV.F.
	(2)(p) (New 2005 Provision) The EAR must assess methodology for impacts on transportation facilities.				Addressed in Chapter IV.F.
	(10) The EAR-based amendment must be adopted within a single amendment cycle. Failure to adopt within this cycle results in penalties. Once updated, the comprehensive plan must be submitted to the DCA.				Procedural

APPENDIX E. CONSISTENCY OF AVENTURA COMPREHENSIVE PLAN WITH RULE CHAPTER 9J-5, F.A.C.

	Changes to Rule 9J-5, F.A.C. 1998-2004	9J-5, F.A.C. Citations	N/A	Addressed (Where/How)	Amendment Needed By Element
	October 20, 1998				
1	Established requirements for the Public School Facilities Element for	9J-5.025	X		
	Public School Concurrency for local governments that adopt school concurrency.				
	March 21, 1999				
2	Defined public transit and stormwater management facilities.	9J-5.003		Procedural	
3	Revised the definitions of affordable housing, coastal planning area, port	9J-5.003		Procedural	
	facility, and wetlands.				
4	Repeal the definitions of adjusted for family size, adjusted gross income,	9J-5.003		Procedural	
	development, high recharge area or prime recharge area, mass transit.				
5	Revised provisions relating to adoption by reference into the local	9J-5.005(2)(g)		Procedural	
	comprehensive plan.	and (8)(j)			
6	Repealed transmittal requirements for proposed evaluation and appraisal	9J-5.0053(2),		Procedural	
	reports, submittal requirements for adopted evaluation and appraisal reports, criteria for determining the sufficiency of adopted evaluation and appraisal reports, procedures for adoption of evaluation and appraisal reports. *Note: Transmittal requirements for proposed evaluation and appraisal reports and submittal requirements for adopted evaluation and appraisal reports were incorporated Rule Chapter 9J-11, F.A.C.*	through (5)			
7	Repealed conditions for de minimis impact and referenced conditions in	9J-5.0055(3)6		Procedural	
	Subsection 163.3180(6), F.S.				
8	Required the future land use map to show the transportation concurrency	9J-5.006(4)		Transportation	
	exception area boundaries of such areas have been designated and areas for possible future municipal incorporation.			Element	
9	Required objectives of the Sanitary Sewer, Solid Waste, Stormwater	9J-5.011(2)		Infrastructure	
	Management, Potable Waster and Natural Groundwater Aquifer Recharge Element to address protection of high recharge and prime recharge areas.			Element	
10	Repealed the Intergovernmental Coordination Element process to	9J-5.015(4)	X	Procedural,	
	determine if development proposals would have significant impacts on other local governments or state or regional resources or facilities, and provisions relating to resolution of disputes, modification of development orders, and the rendering of development orders to the Department of Community Affairs (DCA).			Intergovernmental Coordination Element	

	Changes to Rule 9J-5, F.A.C. 1998-2004	9J-5, F.A.C. Citations	N/A	Addressed (Where/How)	Amendment Needed By Element
11	Clarified that local governments not located within the urban area of a Metropolitan Planning Organization are required to adopt a Traffic Circulation Element and that local governments with a population of 50,000 or less are not required to prepare Mass Transit and Ports, Aviation and Related Facilities Elements.	9J-5.019(1)	X		
12	Required objectives of the Transportation Element to: o Coordination the siting of new, or expansion of existing ports, airports, or related facilities with the Future Lane Use, Coastal Management, and Conservation Elements; o Coordination surface transportation access to ports, airports, and related facilities with the traffic circulation system; o Coordination ports, airports, and related facilities plans with plans of other transportation providers; and Ensure that access routes to ports, airports and related facilities are properly integrated with other modes of transportation.	9J-5.019(4)(b)	X		
13	Required policies of the Transportation Element to: o Provide for safe and convenient on-site traffic flow; o Establish measures for the acquisition and preservation of public transit rights-of-way and corridors; o Promote ports, airports and related facilities development and expansion; o Mitigate adverse structural and non-structural impacts from ports, airports and related facilities; o Protect and conserve natural resources within ports, airports and related facilities; o Coordinate intermodal management of surface and waster transportation within ports, airports and related facilities; and Protect ports, airports and related facilities from encroachment of incompatible land uses.	9J-5.019(4((c)		Applicable requirements in Element	
14	Added standards for the review of land development regulations by the Department.	9J-5.022		Procedural	
15	Added criteria for determining consistency of land development regulations with the comprehensive plan.	9J-5.023		Procedural	
16	Defined general lanes.	9J-5.003		Procedural	
17	Revised the definition of "marine wetlands".	9J-5.003		Procedural	

	Changes to Rule 9J-5, F.A.C. 1998-2004	9J-5, F.A.C. Citations	N/A	Addressed (Where/How)	Amendment Needed By Element
18	Repeal the definition of "public facilities and services".	9J-5.003		Procedural	
19	Revised procedures for monitoring, evaluating and appraising implementation of local comprehensive plans.	9J-5.005(7)		Procedural	
20	Repealed requirements for evaluation and appraisal reports and evaluation and appraisal amendments.	9J-5.0053		Procedural	
21	Revised concurrency management system requirements to include provisions for establishment of public school concurrency.	9J-5.005(1) and (2)	X		
22	Authorized local governments to establish multimodal transportation level of service standards and established requirements for multimodal transportation districts.	9J-5.0055(2)(b) and (3)(c)		Procedural, no district established	
23	Authorized local governments to establish level of service standards for general lanes of the Florida Intrastate Highway System within urbanized areas, with the concurrence of the Department of Transportation.	9J-5.0055(2)(c)		Transportation Element	
24	Provide that public transit facilities are not subject to concurrency requirements.	9J-5.0055(8)		Concurrency Management System, Procedural	
25	Authorized local comprehensive plans to permit multi-use developments of regional impact to satisfy the transportation concurrency requirements by payment of a proportionate share contribution.	9J-5.0055(9)		Procedural	
26	Required the future land use map to show multimodal transportation district boundaries, if established.	9J-5.006(4)		Voluntary, not established	
27	Authorized local governments to establish multimodal transportation districts and, if established, required local governments to establish design standards for such districts.	9J-5.006(6)		Voluntary, not established	
28	Required data for the Housing Element include a description of substandard dwelling units and repealed the requirement that the housing inventory include a locally determined definition of standard and substandard housing conditions.	9J-5.010(1)(c)		Housing Element, Evaluation and Appraisal Report	
29	Authorized local governments to supplement the affordable housing needs assessment with locally generated data and repealed the authorization for local governments to conduct their own assessment.	9J-5.10(2)(b)		Housing Element, Evaluation and Appraisal Report, Voluntary	

	Changes to Rule 9J-5, F.A.C. 1998-2004	9J-5, F.A.C. Citations	N/A	Addressed (Where/How)	Amendment Needed By Element
30	Required the Intergovernmental Coordination Element to include objectives that ensure adoption of interlocal agreements within one year of adoption of the amended Intergovernmental Coordination Element and ensure intergovernmental coordination between all affected local governments and the school board for the purpose of establishing requirements for public school concurrency.	9J-5.015(3)(b)		Intergovernmental Coordination Element; no school concurrency requirement	
31	Required the Intergovernmental Coordination Element to include: o Policies that provide procedures to identify and implement joint planning areas for purposes of annexation, municipal incorporation and joint infrastructure service areas; o Recognize campus master plan and provide procedures for coordination of the campus master development agreement; o Establish joint processes for collaborate planning and decision-making with other units of local government; o Establish joint processes for collaborative planning and decision making with the school board on population projections and siting of public school facilities; o Establish joint processes for the siting of facilities with county-wide significance; and Adoption of an interlocal agreement for school concurrency.	9J-5.015(3)(c)		Intergovernmental Coordination Element	
32	Required the Capital Improvements Element to include implementation measures that provide a five-year financially feasible public school facilities program that demonstrates the adopted level of service standards will be achieved and maintained and a schedule of capital improvements for multimodal transportation districts, if locally established.	9J-5.016(4)(a)	X	Intergovernmental Coordination Element	
33	Required the Transportation Element analysis for multimodal transportation districts to demonstrate that community design elements will reduce vehicle miles of travel and support an integrated, multi-modal transportation system.	9J-5.019(3)		No multimodal transportation district established	
34	Required Transportation Element objectives for multimodal transportation districts to address provision of a safe, comfortable and attractive pedestrian environment with convenient access to public transportation.	9J-5.019(4)		No multimodal transportation district established	

	Changes to Rule 9J-5, F.A.C. 1998-2004	9J-5, F.A.C. Citations	N/A	Addressed (Where/How)	Amendment Needed By Element
35	Authorized local governments to establish level of service standards for general lanes of the Florida Intrastate Highway System within urbanized areas, with the concurrence of the Department of Transportation.	9J-5.019(4)(c)		Aventura is a Transportation Concurrency Exception Area	

APPENDIX F. CONSISTENCY OF AVENTURA COMPREHENSIVE PLAN WITH SOUTH FLORIDA STRATEGIC REGIONAL POLICY PLAN

Goal 1) Invest in youth and workforce of the region by providing quality education, workforce training, and targeted job creation.

Response – Addressed through ongoing intergovernmental coordination efforts.

Goal 2) Increase employment opportunities and support the creation of jobs with better pay and benefits for the Region's workforce.

Response – See response to Goal 1 above.

Goal 3) Protect the health, safety and welfare or South Florida's residents.

Response –Addressed through ongoing intergovernmental coordination efforts.

Goal 4) Enhance the economic and environmental sustainability of the Region by ensuring the adequacy of its public facilities and services.

Response – Addressed in the Comprehensive Plan's Future Land Use, Transportation, Infrastructure and Capital Improvements Elements.

Goal 5) Overcome school overcrowding in the region.

Response – Addressed in the Comprehensive Plan's Future Land Use and Intergovernmental Coordination Elements. See Chapter II.E. and IV.C. of the EAR.

Goal 6) Ensure the availability and equitable distribution of adequate, affordable housing for very low, low and moderate income households within the Region.

Response – Addressed in the Comprehensive Plan's Housing Element and Chapter II.B. of the EAR. It is recommended that a new Policy be added under Objective 1 of the Housing Element stating that the City will coordinate, as appropriate, with the South Florida Regional Planning Council in the development and implementation of the Regional Housing Plan.

Goal 7) Protect, conserve, and enhance the Region's water resources.

Response – As noted in the EAR, the City shall coordinate, as appropriate with Miami-Dade County and the City of North Miami Beach in the implementation of the Water Supply Facilities Workplan. Water Resources are addressed in the Comprehensive Plan's Conservation and Coastal Management Element.

Goal 8) Enhance the Region's mobility, safety, quality of life, and economic health through improvements to road, port, and public transportation infrastructure.

Response – Addressed in the Comprehensive Plan's Transportation Element. See Chapter II.D. of the EAR.

Goal 9) Develop clean, sustainable, and energy efficient power generation and transportation systems.

Response – Addressed in the Comprehensive Plan's Future Land Use Element (Objective 10) and Plan's Transportation Element.

Goal 10) Increase awareness of the Region's green infrastructure, its significance to the Region's economy, and the public's role in access and use that is compatible with long-term sustainability.

Response – Addressed in the Comprehensive Plan's Parks and Recreation and Conservation and Coastal Management Elements. See Chapter II.E. of the EAR.

Goal 11) Encourage and promote the implementation of development proposals that conserve the region's natural resources, rural and agricultural lands, green infrastructure, and:

- Utilizes existing and planned infrastructure where most appropriate in urban areas;
- Enhances the utilization of regional transportation systems;
- Incorporates mixed land use development;
- Recycles existing developed sites, and;
- Provides for the preservation of historic sites.

Response – Addressed in the Comprehensive Plan's Future Land Use, Transportation, Infrastructure, Parks and Recreation, Conservation and Coastal Management, Capital Improvements, Intergovernmental Coordination, and Urban Design Elements. See Chapters II.A., II.D., and II.E. of the EAR, and note the recommended new Redevelopment Element.

Goal 12) Encourage the retention of the Region's rural lands and agricultural economy.

Response – No Agriculture or agriculturally designated lands in City.

Goal 13) Preserve, restore, and rehabilitate South Florida's historic structures, landmarks, districts, neighborhoods, and archeological sites.

Response - Addressed in the Comprehensive Plan's Future Land Use and Conservation and Coastal Management Elements. As noted in the EAR, it is recommended that the City conduct a cultural resources survey during the planning period.

Goal 14) Protect, preserve, and restore Natural Resources or Regional Significance.

Response – There are no designated Natural Resources of Regional Significance in the City.

Goal 15) Restore and protect the ecological values and functions of the Everglades ecosystem by increasing habitat area, increasing regional water storage, and restoring water quality.

Response – Although the City is not within or adjacent to the Everglades, natural habitats and water quality are addressed in the Infrastructure and Conservation and Coastal Management Elements. As noted in the EAR, the City shall coordinate, as appropriate with Miami-Dade County and the City of North Miami Beach in the implementation of the Water Supply Facilities Workplan.

Goal 16) Enhance and preserve natural system values of South Florida's shorelines, estuaries, benthic communities, fisheries, and associated habitats, including but not limited to Florida Bay, Biscayne Bay, tropical hardwood hammocks, and the coral reef tract.

Response – Addressed in the Comprehensive Plan's Future Land Use, Infrastructure, and Conservation and Coastal Management Elements.

Goal 17) Maintain a competitive, diversifies, and sustainable regional economy.

Response - Addressed in the Comprehensive Plan's Future Land Use and Economic Development Elements. Will be further addressed in recommended new Redevelopment Element (See Chapter II.A. of the EAR).

Goal 18) Ensure regional coordination, preparation, and response to emergencies.

Response - Emergency management is addressed in the Comprehensive Plan's Future Land Use and Conservation and Coastal Management Elements. See Chapters II.C. of the EAR for a detailed discussion, and related recommendations.

Goal 19) Direct future development away from areas most vulnerable to storm surges.

Response - The City of Aventura is not located within the Coastal High Hazard Area, with the exception of the Island Estates area located adjacent to William Island on two island extending into the Intracoastal Waterway (see the portions of the City located in Zone A on Figure II.C.1). The westernmost island is currently developed with 22 single family estate homes. The easternmost island is currently vacant, but has vested rights agreements for 17 units per gross acre. Both islands are designated Medium High Density Residential on the Comprehensive Plan's Future Land Use Plan Map, and are zoned RS-2 (Residential Single Family). The City shall not approve any development applications that would serve to

increase density of this development beyond what exists or is allowed by current zoning and/or vested rights.

Goal 20) Achieve long-term efficient and sustainable development patterns that protect natural resources and connect diverse housing, transportation, education and employment opportunities.

Response – Addressed in the Comprehensive Plan's Future Land Use, Transportation, Conservation and Coastal Management, and Urban Design Elements. See Chapter II.A. of the EAR - Will be further addressed in recommended new Redevelopment Element.

Goal 21) Enhance regional cooperation, multi-jurisdictional coordination, and multi-issue regional planning to ensure the balancing of competing needs and long-term sustainability of our natural, developed and human resources.

Response – Addressed in the Comprehensive Plan's Intergovernmental Coordination Element.

Goal 22) Create a regional environment that is aware of, and sensitive to, cultural diversity, and that provides opportunities for all to become successful regional citizens.

Response – Addressed through ongoing intergovernmental coordination efforts.