



**TOWN OF SURFSIDE  
PLANNING AND ZONING BOARD  
AND  
DESIGN REVIEW BOARD MEETING**

Town Hall Commission Chambers  
9293 Harding Ave., 2<sup>nd</sup> Floor  
Surfside, Florida 33154

**MARCH 31, 2016  
7:00 PM**

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**AGENDA**

**DESIGN REVIEW BOARD**

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. APPROVAL OF MINUTES: FEBRUARY 25, 2016**

**4. DESIGN REVIEW BOARD APPLICATIONS:**

**A. Request of the Owner of Property located at 8819 Byron Avenue.**

The applicant is proposing to add a patio roof to the rear of an existing single family residence.

**B. Request of the Owner of Property located at 9458 Harding Avenue.**

The tenant is requesting to install a channel lettering sign and a window sign for a new retail clothing store.

**C. Request of the Owner of Property located at 9473 Harding Avenue.**

The tenant is requesting to install a reverse channel lettering sign.

**D. Request of the Owner of Property located at 9013 Dickens Avenue.**

The applicant is requesting to install a four foot high picket style fence along the north and south property lines, in the front of the property. This applicant was heard by the Design Review Board in December 2015 to permit a fence with two rolling gates at the front of the property. Staff recommended denial of that application and the board also denied the application. The applicant has revised the application to remove the gates.

**E. Request of the Owner of Property located at 8727 Carlyle Avenue.**

The applicant is requesting to replace their existing asphalt shingle roof with new asphalt shingles.

**F. Request of the Owner of Property located at 8859 Carlyle Avenue.**

The applicant is proposing a shingle roof for the home. This home was originally constructed in 1936. It was a subdivided lot, resulting in a 25 foot wide parcel. The applicant requested a variance from the Town Commission in 2013 to allow him to construct a second story on the home. The applicant is now requesting to provide a shingle roof for the home under construction.

**G. Request of the Owner of Property located at 725 93<sup>rd</sup> Street.**

The applicant is proposing to convert a screen patio to a garage, construct a driveway, convert the existing storage room/façade and add a second story addition above the proposed garage in an existing single family residence.

**H. Request of the Owner of Property located at 701 94<sup>th</sup> Street #1.**

The applicant is proposing the construction of a new two story single-family residence.

**I. Request of the Owner of Property located at 701 94<sup>th</sup> Street # 2.**

The applicant is proposing the construction of a new two story single-family residence.

**J. Request of the Owner of Property located at 9169 Dickens Avenue.**

The applicant is proposing to add a 425 square foot addition to the existing single family house. The home was built in 1941. The existing home has a six foot side setback. The current code requires a seven foot six inch side setback. The applicant is requesting to construct the addition to be flush with the existing home.

**5. ADJOURNMENT.**

**PLANNING AND ZONING BOARD**

**AGENDA**

**MARCH 31, 2016**

**7:00 PM**

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF MINUTES: **FEBRUARY 25, 2016**
4. QUASI-JUDICIAL APPLICATIONS:

*Please be advised that the following items on the Agenda are Quasi-Judicial in nature. If you wish to object or comment upon an item, please complete a Public Speaker's Card indicating the Agenda item number on which you*

*would like to comment. You must be sworn in before addressing the Board and you may be subject to cross-examination. If you refuse to submit to cross-examination, the Board will not consider your comments in its final deliberation. Please also disclose any Ex-Parte communications you may have had with any Board member. Board members must also do the same.*

**A. 9169 DICKENS AVENUE**

**A RESOLUTION OF THE TOWN OF SURFSIDE, FLORIDA PLANNING AND ZONING BOARD CONSIDERING THE APPLICATION OF 9169 DICKENS AVENUE TO PERMIT AN UNNECESSARY AND UNDUE HARDSHIP VARIANCE FROM THE REQUIREMENTS OF SECTION 90-45 "SETBACKS" OF THE TOWN OF SURFSIDE CODE OF ORDINANCES; REQUESTING AN 18 INCH SIDE SETBACK VARIANCE FOR THE NORTH PROPERTY LINE TO ADD A 425 SQUARE FOOT ADDITION TO THE EXISTING SINGLE FAMILY HOUSE; PROVIDING FOR AN EFFECTIVE DATE.**

**5. RESOLUTIONS**

**A. Sea Level Rise**

**A RESOLUTION OF THE TOWN OF SURFSIDE, FLORIDA PLANNING AND ZONING BOARD; RECOMMENDING TO THE TOWN OF SURFSIDE COMMISSION PURSUANT TO SECTION 90-15(8) OF THE TOWN OF SURFSIDE CODE OF ORDINANCES TO APPROPRIATE RESOURCES FROM THE GENERAL FUND TO THE PLANNING AND ZONING BOARD AS REQUESTED TO PROVIDE FOR THE CONSULTATION, IMPLEMENTATION AND STUDY RELATED TO SEA LEVEL RISE SOLUTIONS IN THE TOWN OF SURFSIDE; DIRECTING THE TOWN CLERK TO INCLUDE A COPY OF THIS RESOLUTION IN THE APRIL 12, 2016 TOWN COMMISSION AGENDA; PROVIDING FOR RECOMMENDATION OF APPROVAL; PROVIDING FOR AN EFFECTIVE DATE.**

## B. Pedestrian Friendly Streetscape

A RESOLUTION OF THE TOWN OF SURFSIDE, FLORIDA PLANNING AND ZONING BOARD; RECOMMENDING TO THE TOWN OF SURFSIDE COMMISSION PURSUANT TO SECTION 90-15(8) OF THE TOWN OF SURFSIDE CODE OF ORDINANCES TO APPROPRIATE RESOURCES FROM THE GENERAL FUND TO THE PLANNING AND ZONING BOARD AS REQUESTED TO PROVIDE FOR THE CONSULTATION AND STUDY RELATED TO A PEDESTRIAN FRIENDLY STREETScape; DIRECTING THE TOWN CLERK TO INCLUDE A COPY OF THIS RESOLUTION IN THE APRIL 12, 2016 TOWN COMMISSION AGENDA; PROVIDING FOR RECOMMENDATION OF APPROVAL; PROVIDING FOR AN EFFECTIVE DATE.

## 6. DISCUSSION ITEMS:

- A. Commercial Sign Code Definition
- B. Future Agenda Items

## 7. ADJOURNMENT.

THIS MEETING IS OPEN TO THE PUBLIC. IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990, ALL PERSONS ARE DISABLED; WHO NEED SPECIAL ACCOMMODATIONS TO PARTICIPATE IN THIS MEETING BECAUSE OF THAT DISABILITY SHOULD CONTACT THE OFFICE OF THE TOWN CLERK AT 305-893-6511 EXT. 226 NO LATER THAN FOUR DAYS PRIOR TO SUCH PROCEEDING. HEARING IMPAIRED PERSONS MAY CONTACT THE TDD LINE AT 305-893-7936. IN ACCORDANCE WITH THE PROVISIONS OF SECTION 286.0105, FLORIDA STATUTES, ANYONE WISHING TO APPEAL ANY DECISION MADE BY THE TOWN OF SURFSIDE COMMISSION, WITH RESPECT TO ANY MATTER CONSIDERED AT THIS MEETING OR HEARING, WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE WHICH RECORD SHALL INCLUDE THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. AGENDA ITEMS MAY BE VIEWED AT THE OFFICE OF THE TOWN CLERK, TOWN OF SURFSIDE TOWN HALL, 9293 HARDING AVENUE. ANYONE WISHING TO OBTAIN A COPY OF ANY AGENDA ITEM SHOULD CONTACT THE TOWN CLERK AT 305-861-4863. TWO OR MORE MEMBERS OF TOWN COMMISSION OR OTHER TOWN BOARDS MAY ATTEND AND PARTICIPATE AT THIS MEETING. THESE MEETINGS MAY BE CONDUCTED BY MEANS OF OR IN CONJUNCTION WITH COMMUNICATIONS MEDIA TECHNOLOGY, SPECIFICALLY, A TELEPHONE CONFERENCE CALL. THE LOCATION 9293 HARDING AVENUE, SURFSIDE, FL 33154, WHICH IS OPEN TO THE PUBLIC, SHALL SERVE AS AN ACCESS POINT FOR SUCH COMMUNICATION.



**TOWN OF SURFSIDE  
PLANNING AND ZONING BOARD  
AND  
DESIGN REVIEW BOARD MEETING**

Town Hall Commission Chambers  
9293 Harding Ave., 2<sup>nd</sup> Floor  
Surfside, Florida 33154

**FEBRUARY 25, 2016  
7:00 PM**

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**MINUTES**

**DESIGN REVIEW BOARD**

**1. CALL TO ORDER**

Vice Chair Jacob Kligman called the meeting to order at 7:02 pm.

**2. ROLL CALL**

Recording Clerk Nissa Benjamin called the roll with the following members present: Vice Chair Jacob Kligman, Board Member Jorge Gutierrez, Board Member Armando Castellanos, Board Member James Mackenzie, Board Member Peter Glynn, and Board Member Moshe Rubenstein. Chair Lindsay Lecour was absent. Liaison, Commissioner Cohen was absent.

**3. APPROVAL OF MINUTES: **JANUARY 28, 2016****

Board Member Gutierrez made a motion to approve. The motion received a second from Board Member Castellanos and all voted in favor with Chair Lecour absent.

**4. DESIGN REVIEW BOARD APPLICATIONS:**

**A. Request of the Owner of Property located at 9477 Harding Avenue.**

The tenant is requesting a reverse channel LED lettering sign for a restaurant.

Town Planner Sarah Sinatra presented the item. Board Member Gutierrez recused himself.

Jerry Foland representing the applicant spoke on the item and gave an update on the application process regarding the code. He also presented a visual of the proposed sign. Board Member Glynn had questions about the support structure and feels the sign should

be smaller. There was further discussion about the sign, structure and lettering and reducing the sign on each side. Town Attorney Miller gave more insight on the code.

Board Member Castellanos made a motion to approve. The motion received a second from Board Member McKenzie. The motion carried 4/1 with Board Member Glynn voting in opposition and with Chair Lecour absent and Board Member Gutierrez recused.

**B. Request of the Owner of Property located at 9349 Collins Avenue.**

The applicant received approval at the January 28, 2016 Design Review Board meeting for a monument sign on facing Collins Avenue with a marble veneer with frosted glass to provide the LED sign. The sign has been revised therefore, the applicant has submitted a new style with an aluminum backing for push through lettering.

Town Planner Sarah Sinatra presented the item. A visual of the sign was presented.

Board Member Gutierrez made a motion to approve. The motion received a second from Board Member McKenzie and all voted in favor with Chair Lecour absent.

**C. Request of the Owner of Property located at 9257 Dickens Avenue.**

The applicant is proposing the construction of a new two story single-family residence.

Town Planner Sarah Sinatra presented the item. Architect Matt Polak gave details of the proposed project. Miguel Serrano presented visual renderings of the proposed house. The Board had some questions which Planner Sinatra answered to their satisfaction. There was further discussion regarding size of the home, retaining walls and concerns of neighboring houses. Coastal flooding was also brought up by Board Member Glynn and raising properties.

Board Member McKenzie made a motion to approve with the following condition:

1. The applicant shall make efforts to reduce the height of the fill on the north and south side setbacks.

The motion received a second from Board Member Gutierrez and all voted in favor with Chair Lecour absent.

Commissioner Cohen arrived at 7:45 p.m.

**D. Request of the Owner of Property located at 9464 Byron Avenue.**

The applicant is requesting to add a bedroom at the front of the home.

Town Planner Sarah Sinatra presented the item. The architect Eduardo Vasquez gave a detailed presentation of the project.

Board Member Castellanos made a motion to approve with the following conditions:

1. Conditioned on the approval of the variance by the Town Commission.

The motion received a second from Board Member Gutierrez and all voted in favor with Chair Lecour absent.

Before adjournment Board Member McKenzie suggested that we have a standard for presentations as some come before the Board with detailed information and renderings and some do not which leave many open questions.

**5. ADJOURNMENT.**

There being no further business to come before the Design Review Board the meeting adjourned at 8:33 p.m.

Accepted this \_\_\_\_ day of \_\_\_\_\_, 2016

\_\_\_\_\_  
Chair Lindsay Lecour

Attest:

\_\_\_\_\_  
Sandra Novoa, MMC  
Town Clerk

**PLANNING AND ZONING BOARD**  
**MNUTES**  
**FEBRUARY 25, 2016**  
**7:00 PM**

**1. CALL TO ORDER**

Vice Chair Jacob Kligman called the meeting to order at 8:34 pm.

**2. ROLL CALL**

Recording Clerk Nissa Benjamin called the roll with the following members present: Vice Chair Jacob Kligman, Board Member Armando Castellanos, Board Member Peter Glynn, and Board Member Moshe Rubenstein. Chair Lindsay Lecour was absent. Liaison. Commissioner Cohen attended as liaison.

**3. APPROVAL OF MINUTES: JANUARY 28, 2016**

Board Member Castellanos made a motion to approve. The motion received a second from Board Member Rubenstein and all voted in favor with Chair Lecour absent.

**4. QUASI-JUDICIAL APPLICATIONS:**

**A. 9464 BYRON AVENUE**

**A RESOLUTION OF THE TOWN OF SURFSIDE, FLORIDA PLANNING AND ZONING BOARD CONSIDERING THE APPLICATION OF 9464 BYRON AVENUE TO PERMIT A PRACTICAL DIFFICULTY VARIANCE FROM THE REQUIREMENTS OF SECTION 90-49 OF THE TOWN OF SURFSIDE CODE OF ORDINANCES PURSUANT TO SECTION 90-36.1 OF THE TOWN OF SURFSIDE CODE OF ORDINANCES; TO PERMIT 7% ADDITIONAL LOT COVERAGE FOR AN ADDITION AND RENOVATION TO THE FIRST FLOOR OF THE EXISTING SINGLE FAMILY HOME; PROVIDING FOR RECOMMENDATION OF APPROVAL; PROVIDING FOR AN EFFECTIVE DATE.**

Recording Clerk Nissa Benjamin read the title of the resolution.

Vice Chair Kligman read the process and rulings of a quasi-judicial hearing.

Recording Clerk Nissa Benjamin confirmed that compliance with advertising notice requirements have been met.

Attorney Miller asked the Board if anyone had ex-parte communications with the Applicant or any objector. The Board answered no.

Recording Clerk Nissa Benjamin swore in those who wished to speak on the item.

Town Planner Sinatra presented the item and staff is recommending approval. Vice Chair Kligman opened the public hearing.

Public Speaker Eduardo Vazquez architect gave some details in support of the project.

No one else wishing to speak Vice Chair Kligman closed the public hearing.

Board Member Glynn was in favor of the project and thought the design fit into the neighborhood. Commissioner Cohen was happy that this can go forward.

Board Member Castellanos made a motion to recommend to the Commission. The motion received a second from Board Member Glynn and all voted in favor with Chair Lecour absent.

**5. DISCUSSION ITEMS:**

**1. Single Family Massing**

Town Planner Sinatra presented information on the item and a discussion she had with an architect and some of the problems they have. The Board discussed roof options and sea level rise.

**2. Future Agenda Items**

None

**6. ADJOURNMENT.**

There being no further business to come before the Design Review Board the meeting adjourned at 9:02 p.m.

Accepted this \_\_\_\_ day of \_\_\_\_\_, 2016

\_\_\_\_\_  
Chair Lindsay Lecour

Attest:

\_\_\_\_\_  
Sandra Novoa, MMC  
Town Clerk



## MEMORANDUM

To: Design Review Board  
 Thru: Guillermo Olmedillo, Town Manager  
 From: Sarah Sinatra Gould, AICP, Town Planner  
 CC: Linda Miller, Town Attorney  
 Date: March 31, 2016  
 Re: 8819 Byron Avenue

The property is located at 8819 Byron Avenue, within the H30B zoning district. The applicant is proposing to add a patio roof to the rear of an existing single family residence

Staff has reviewed the current application for consideration by the Design Review Board. In this report Staff presents the following:

- Applicable Zoning Code regulations, along with the results of the review
- Applicable Design Guidelines standards, along with the results of the review
- Staff Recommendation

### **Sec. 90-45. Setbacks**

<b>Setbacks</b>	<b>Required</b>	<b>Proposed</b>
Interior side	Minimum 5 feet	5.3 feet
Rear	Minimum 20 feet	30 feet 8 inches

### **RECOMMENDATION**

Staff recommends approval.



## MEMORANDUM

To: Design Review Board  
 Thru: Guillermo Olmedillo, Town Manager  
 From: Sarah Sinatra Gould, AICP, Town Planner  
 CC: Linda Miller, Town Attorney  
 Date: March 31, 2016  
 Re: 9458 Harding Avenue

The property located at 9458 Harding Avenue is within the SD-B40 zoning district. The applicant is requesting a reverse channel lettering sign and a window sign for a new retail clothing store, Tsnout Runway. The applicant is proposing a two inch separation from the wall and LED illuminated letters.

Staff has reviewed the current application for consideration by the Design Review Board. In this report, Staff presents the following:

- Applicable Zoning Code regulations, along with the results of the review
- Staff Recommendation

### STANDARDS / RESULTS

#### Town of Surfside Zoning Code, Applicable Requirements

##### Sec. 90-73

Signs	Permitted	Proposed
Area	25 square feet	22.7 square feet
Approved word content	Signs may include the following: <ol style="list-style-type: none"> <li>1) Trade name of establishment</li> <li>2) Logo of the establishment</li> <li>3) Nature of business, services rendered or</li> <li>4) Products sold on premises.</li> </ol>	Sign consists of the trade name of the establishment
Prohibited Word Content	Signs may not include the following: <ol style="list-style-type: none"> <li>1) Any reference to price, except as provided in regards to "window sign."</li> </ol>	No reference to price



<p><b>Location</b></p>	<p>With the exception of theater marquees and V-box signs, no sign shall be erected so that any portion thereof shall project over a dedicated street or sidewalk or so that any portion thereof shall project more than five feet from any main building wall.</p>	<p>Sign does not project over the sidewalk or street.</p>
<p><b>Illumination</b></p>	<p>All signage, lettering, logos or trademarks shall be required to be lit with white illumination from dusk to dawn. The illumination may be either internal illumination or external illumination, however, all walls below the sign shall be illuminated with white wall wash LED lighting. It shall be located and directed solely at the sign. The light source shall not be visible from or cast into the right-of-way, or cause glare hazards to pedestrians, motorists, or adjacent properties.</p>	<p>The applicant is proposing reverse channel lettering.</p>
<p><b>Window Signs</b></p>	<p>Sign area inclusive of logos or trademarks shall not exceed 20 percent of the area of the glass window or door in which the sign is displayed. Lettering shall not exceed eight inches in height. Acceptable materials include painted gold leaf or silver leaf, silk-screened, cut or polished metal, cut or frosted vinyl, and etched glass.</p>	<p>The applicant is proposing a window sign less than 20% of the window area.</p>

**RECOMMENDATION**

Staff recommends approval.



## MEMORANDUM

To: Design Review Board  
 Thru: Guillermo Olmedillo, Town Manager  
 From: Sarah Sinatra Gould, AICP, Town Planner  
 CC: Linda Miller, Town Attorney  
 Date: March 31, 2016  
 Re: 9473 Harding Avenue

The property located at 9473 Harding Avenue is within the SD-B40 zoning district. The applicant is requesting a reverse channel lettering sign a real estate office, Harding Realty. The applicant is proposing a two inch separation from the wall and LED illuminated letters.

Staff has reviewed the current application for consideration by the Design Review Board. In this report, Staff presents the following:

- Applicable Zoning Code regulations, along with the results of the review
- Staff Recommendation

### STANDARDS / RESULTS

#### Town of Surfside Zoning Code, Applicable Requirements

##### Sec. 90-73

Signs	Permitted	Proposed
Area	25 square feet	17 square feet
Approved word content	Signs may include the following: 1) Trade name of establishment 2) Logo of the establishment 3) Nature of business, services rendered or 4) Products sold on premises.	Sign consists of the trade name of the establishment
Prohibited Word Content	Signs may not include the following: 1) Any reference to price, except as provided in regards to "window sign."	No reference to price



<p><b>Location</b></p>	<p>With the exception of theater marquees and V-box signs, no sign shall be erected so that any portion thereof shall project over a dedicated street or sidewalk or so that any portion thereof shall project more than five feet from any main building wall.</p>	<p>Sign does not project over the sidewalk or street.</p>
<p><b>Illumination</b></p>	<p>All signage, lettering, logos or trademarks shall be required to be lit with white illumination from dusk to dawn. The illumination may be either internal illumination or external illumination, however, all walls below the sign shall be illuminated with white wall wash LED lighting. It shall be located and directed solely at the sign. The light source shall not be visible from or cast into the right-of-way, or cause glare hazards to pedestrians, motorists, or adjacent properties.</p>	<p>The applicant is proposing reverse channel lettering.</p>

**RECOMMENDATION**

Staff recommends approval.



## MEMORANDUM

To: Design Review Board  
Thru: Guillermo Olmedillo, Town Manager  
From: Sarah Sinatra Gould, AICP, Town Planner  
CC: Linda Miller, Town Attorney  
Date: March 31, 2016  
Re: 9013 Dickens Avenue

The property located at 9013 Dickens Avenue is within the H30B zoning district. The applicant is requesting to a four foot high picket style fence along the north and south property lines, in the front of the property. This applicant was heard by the Design Review Board in December 2015 to permit a fence with two rolling gates at the front of the property. Staff recommended denial of that application and the Board also denied that application. The applicant has revised the application to remove the gates.



Staff has reviewed the current application for consideration by the Planning and Zoning Board. In this report Staff presents the following:

- Applicable Zoning Code regulations, along with the results of the review
- Staff Recommendation

## STANDARDS / RESULTS

### Town of Surfside Zoning Code, Applicable Requirements

#### *Sec. 90.56 Fences, walls and hedges*

	<b>Required</b>	<b>Proposed</b>
Fence	Fences in the front are only permitted with the Planning and Zoning Board's approval.	Aluminum rail fencing is proposed along the side the property lines, in front of the home.

#### *Sec. 90-56.4 Front yard and corner yard fences and ornamental walls—Table.*

<b>Frontage</b>	<b>Maximum Height (Feet)</b>	<b>Maximum Opacity (Percent)</b>	<b>Proposed</b>
50 feet	4 feet	All wall and fence surfaces above two (2) feet measured from grade shall maintain a maximum opacity of fifty (50) percent	4 foot ornamental picket style fence proposed. Maximum opacity is 50%

### Recommendation

Staff recommends approval.



## MEMORANDUM

To: Design Review Board  
Thru: Guillermo Olmedillo, Town Manager  
From: Sarah Sinatra Gould, AICP, Town Planner  
CC: Linda Miller, Town Attorney  
Date: March 31, 2016  
Re: 8727 Carlyle Avenue

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The property located at 8727 Carlyle Avenue is within the H30B zoning district. The applicant is requesting replacing their existing asphalt shingle roof with new asphalt shingles. The home is a coral rock structure built in 1939. The original home was constructed with asphalt shingles. The applicant has been issued permits for repair only and is now requesting permission to reroof with shingles.

### Subject Property



Staff has reviewed the current application for consideration by the Planning and Zoning Board. In this report Staff presents the following:

- Applicable Zoning Code regulations, along with the results of the review
- Applicable Design Guidelines standards, along with the results of the review
- Results of the review

View to the south



View to the north



**View to the West**



**View to the East**



**Town of Surfside Zoning Code, Applicable Requirements**

***Sec. 90.50 Architecture and roof decks***

	<b>Required</b>	<b>Proposed</b>
Roof Material	(a) Clay tile; (b) White concrete tile; (c) Solid color cement tile which color is impregnated with the same color intensity throughout, provided said color is granted approval by the Design Review Board; (d) Architecturally embellished	Asphalt shingle, which meets the requirements in Section (e) Other Florida Building Code approved roof material if granted approval by the Design Review Board.

	metal if granted approval by the Design Review Board; or (e) Other Florida Building Code approved roof material(s) if granted approval by the Design Review Board.	
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### **Town of Surfside Design Guidelines, Applicable Requirements**

#### ***Roof Materials, Types, and Slopes***

<b>Required</b>	<b>Proposed</b>
Restricted materials for roofs are pre-determined in the Town's Building Code, which restricts roofing materials to: <ol style="list-style-type: none"> <li>1. Clay tile;</li> <li>2. White concrete tile;</li> <li>3. Solid color cement tile which color is impregnated with the same color intensity throughout, provided said color is first approved by the planning and zoning board; and</li> <li>4. Metal.</li> </ol>	Asphalt shingle, which is not consistent with the design guidelines.

#### **Results**

Although shingles are not a permitted roof material under the design guidelines, the zoning code permits an applicant to request approval of a different roof material by the Design Review Board if said material is approved by the Florida Building Code. Therefore, the applicant is requesting consideration by the Design Review Board to reroof with asphalt shingles.



## MEMORANDUM

To: Design Review Board

Thru: Guillermo Olmedillo, Town Manager

From: Sarah Sinatra Gould, AICP, Town Planner

CC: Linda Miller, Town Attorney

Date: March 31, 2016

Re: 8859 Carlyle Avenue

The property located at 8859 Carlyle Avenue is within the H30B zoning district. The applicant is proposing a shingle roof for the home. This home was originally constructed in 1936. It was a subdivided lot, resulting in a 25 foot wide parcel. The applicant requested a variance from the Town Commission in 2013 to allow him to construct a second story on the home. The code requires additional setbacks for the second story which were too much of a constraint for a 25 foot lot. Therefore, the Commission approved the variance. The applicant is now requesting to provide a shingle roof for the home under construction. The below is a rendering of the proposed home as well as the plans that were reviewed by Commission indicating a metal roof.



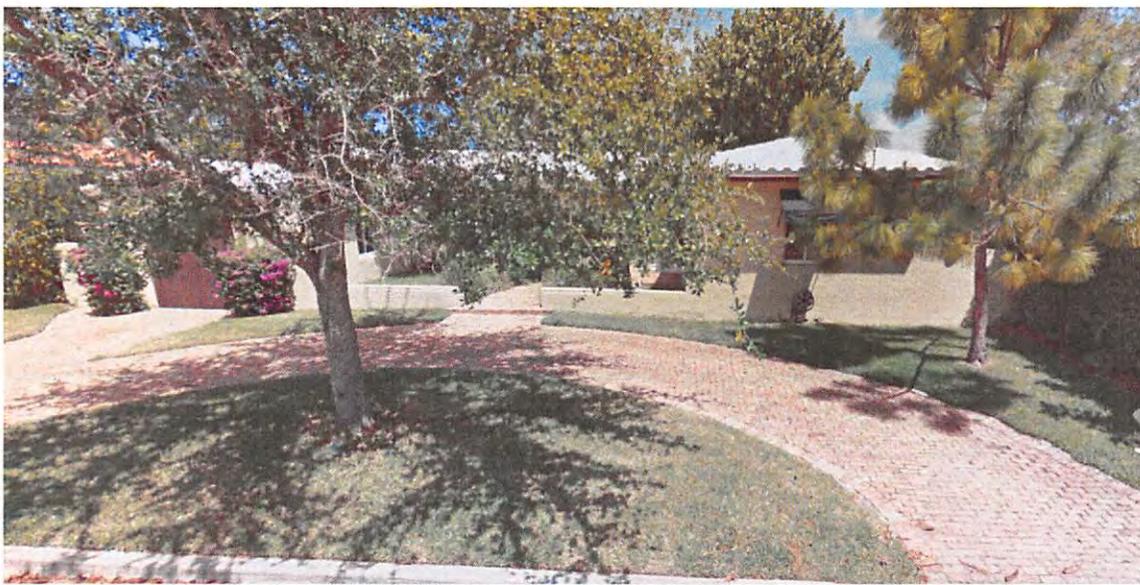
Staff has reviewed the current application for consideration by the Planning and Zoning Board. In this report Staff presents the following:

- Applicable Zoning Code regulations, along with the results of the review
- Applicable Design Guidelines standards, along with the results of the review
- Results of the review

View to the south



View to the north



**View to the West**



**Town of Surfside Zoning Code, Applicable Requirements**

***Sec. 90.50 Architecture and roof decks***

	<b>Required</b>	<b>Proposed</b>
Roof Material	(a) Clay tile; (b) White concrete tile; (c) Solid color cement tile which color is impregnated with the same color intensity throughout, provided said color is granted approval by the Design Review Board; (d) Architecturally embellished metal if granted approval by the Design Review Board; or (e) Other Florida Building Code approved roof material(s) if granted approval by the Design Review Board.	Asphalt shingle, which meets the requirements in Section (e) Other Florida Building Code approved roof material if granted approval by the Design Review Board.

**Town of Surfside Design Guidelines, Applicable Requirements**

***Roof Materials, Types, and Slopes***

<b>Required</b>	<b>Proposed</b>
Restricted materials for roofs are pre-determined in the Town's Building Code, which restricts roofing materials to: 1. Clay tile; 2. White concrete tile;	Asphalt shingle, which is not consistent with the design guidelines.

3. Solid color cement tile which color is impregnated with the same color intensity throughout, provided said color is first approved by the planning and zoning board; and 4. Metal.	
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### **Results**

Although shingles are not a permitted roof material under the design guidelines, the zoning code permits an applicant to request approval of a different roof material by the Design Review Board if said material is approved by the Florida Building Code. Therefore, the applicant is requesting consideration by the Design Review Board to install asphalt shingles.



## MEMORANDUM

To: Design Review Board  
 Thru: Guillermo Olmedillo, Town Manager  
 From: Sarah Sinatra Gould, AICP, Town Planner  
 CC: Linda Miller, Town Attorney  
 Date: March 31, 2016  
 Re: 725 93<sup>rd</sup> Street – 2<sup>nd</sup> Story addition

The property is located at 725 93<sup>rd</sup> Street, within the H30B zoning district. The applicant is proposing to convert a screen patio to a garage, construct a driveway, convert the existing storage room/garage façade and add a second story addition above the proposed garage in an existing single family residence.



Staff has reviewed the current application for consideration by the Design Review Board. In this report Staff presents the following:

- Applicable Zoning Code regulations, along with the results of the review
- Applicable Design Guidelines standards, along with the results of the review
- Staff Recommendation

### **STANDARDS / RESULTS** **Town of Surfside Zoning Code, Applicable Requirements**

#### ***Sec. 90.43 Maximum building heights***

<b>Height</b>	<b>Required Maximum</b>	<b>Proposed</b>
H30B	30 feet	27 feet, 10 inches

#### ***Sec. 90-45. Setbacks***

<b>Setbacks</b>	<b>Required</b>	<b>Proposed</b>
Primary Frontage	Minimum 20 feet	20 feet

Comer side	Minimum 10 feet	14 Feet
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**Sec. 90-45. Setbacks**

H30A UPPER STORY FLOOR AREA IS LESS THAN 50% OF FIRST STORY FLOOR AREA	<b>Required</b>	<b>Proposed</b> <b>25%</b>
Maximum Lot Coverage	40%	31%
<b>FIRST STORY</b>		
Primary Frontage	Minimum 20 feet	20 feet
Comer side	Minimum 10 feet	14 feet
<b>UPPER STORY</b>		
Primary frontage	Minimum 20 feet/Average 22.5 feet	26.36 feet

**Sec. 90.49 Lot standards**

<b>Lot Standards H30B</b>	<b>Required</b>	<b>Proposed</b>
Minimum Lot width	50 feet	80 feet
Minimum lot area	5,600 feet	8,000 square feet
Maximum lot coverage	40%	31%
Pervious area	35% (minimum)	64%

**Sec. 90.50 Architecture and roof decks**

	<b>Required</b>	<b>Proposed</b>
Unique Elevation	A unique elevation from the main buildings of the adjacent two (2) homes shall be created through the modulation of at least three (3) of the following architectural features: (a)Length, width and massing of the structure; (b)Number of stories; (c)Façade materials; (d)Porches and other similar articulation of the front façade; (e)Number and location of doors and windows; and (f)Roof style and pitch.	The façade is stucco and is a two story structure, which is different that the neighboring facades.
Wall openings	10% for all elevations	North elevation: 10.1% South elevation: 10.2% East elevation: 11.4% West elevation: 10.8%
Roof Material	(a) Clay Tile; (b) White concrete tile; (c) Solid color cement tile which color is impregnated with the same color intensity throughout,	Tile roof to match the existing roof is proposed.

	<p>provided said color if granted approval by the Design Review Board;</p> <p>(d) Architecturally embellished metal if granted approval by the Design Review Board; or</p> <p>(e) Other Florida Building Code approved roof material(s) if granted approval by the Design Review Board.</p>	
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**Sec. 90-50.1 (5) Garage Facades**

Required	Proposed
1 window	2 windows
Landscaping required along the base	Landscaping has not been provided.

**Town of Surfside Adopted Residential Design Guidelines**

***Building Massing***

Required	Proposed
Building forms should be varied enough to avoid monotony and to avoid pyramidal massing and should be compatible with surrounding houses.	Consistent

***Main Entries***

Required	Proposed
Prominent and oriented to the street	Main entry is prominent.
Rendered in appropriate scale for the block as well as the individual building	The neighborhood is comprised of both one story and two story structures. This is in scale with the neighboring properties.
Entry feature should not extend above the eave line of the structure	The entry feature does not extend above the eave line.
Should not be obstructed from view by fences, landscaping or other visual barriers	Main entry is not obstructed from view.

***Decorative Features***

Required	Proposed
Decorative features should be stylistically consistent throughout the entire building.	Consistent.

***Overall Architectural Style***

Required	Proposed
The overall style of each house should be consistent on all sides of the building, as well as among all portions of the roof.	Consistent.

***Parking Driveways***

Required	Proposed

The width of paved driveways on private property as well as driveway cuts at the curb should be as narrow as possible	17 feet 3 inches
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### **Wall Materials and Finishes**

<b>Required</b>	<b>Proposed</b>
The same material should be used on all building elevations unless multiple materials are a legitimate expression of the particular style.	The addition will be stucco to be consistent with the existing building.

### **Roof Materials, Types, and Slopes**

<b>Required</b>	<b>Proposed</b>
Roof types and slopes should be generally the same over all parts of a single building.	Consistent
Restricted materials for roofs are pre-determined in the Town's Building Code, which restricts roofing materials to: 1. Clay tile; 2. White concrete tile; 3. Solid color cement tile which color is impregnated with the same color intensity throughout, provided said color is first approved by the planning and zoning board; and 4. Metal.	Tile is proposed.

### **Windows and Trims**

<b>Required</b>	<b>Proposed</b>
Window styles should always be consistent among all elevations of a building.	Consistent.
Frame materials should never vary on a single building.	No variation.
Window, door and eave trim should be consistent on all elevations of the house	Consistent.

### **RECOMMENDATION**

Staff recommends approval with the condition that landscaping be provided at the base of the converted garage.



## Memorandum

To: Design Review Board  
Thru: Guillermo Olmedillo, Town Manager  
From: Sarah Sinatra Gould, AICP, Town Planner  
CC: Linda Miller, Town Attorney  
  
Date: March 31, 2016  
Re: 701 94<sup>th</sup> Street, #1 New Residence

The property is located at 701 94<sup>th</sup> Street. It is a recently subdivided lot, therefore, the site plan is being referred to as #1 and the lot to the north will be referred to as #2 while the new address is being processed the post office. The lot is within the H30A zoning district and is on the North West corner of 94<sup>th</sup> Street and Bay Drive. The applicant is proposing the construction of a new two story single-family residence. The following images show the aerial of the site and the view to the south, which is separated by a street end. The property to the north is vacant and is proposed to be constructed as a two story modern home developed by the same owner as this property.



## View South



Staff has reviewed the current application for consideration by the Design Review Board. In this report Staff presents the following:

- Applicable Zoning Code regulations, along with the results of the review
- Applicable Design Guidelines standards, along with the results of the review
- Staff Recommendation

**STANDARDS / RESULTS**  
**Town of Surfside Zoning Code, Applicable Requirements**

**Sec. 90.43 Maximum building heights**

Height	Required Maximum	Proposed
H30A	30 feet	30 feet

**Sec. 90-45. Setbacks**

Setbacks	Required	Proposed
Primary Frontage	Minimum 20 feet	20 feet
Interior side	Minimum 5.5 feet	5.5 feet
Corner side	Minimum 10 feet	10 feet
Rear	Minimum 20	25 feet

**Sec. 90-45. Setbacks**

H30A UPPER STORY FLOOR AREA IS 65% - 80% OF FIRST STORY FLOOR AREA	<b>Required</b>	<b>Proposed</b> <b>80%</b>
Maximum Lot Coverage	40%	40%
FIRST STORY		
Primary Frontage	Minimum 20 feet	20 feet
Interior side	Minimum 5.5 feet	5.5 feet

Corner side	Minimum 10 feet	10 feet
Rear	Minimum 20	25 feet
<b>UPPER STORY</b>		
Primary frontage	Minimum 20 feet/Average 30 feet	39 feet proposed
Interior side	Minimum 10% of lot frontage/ Average 20% of lot frontage	5.5 feet, average 11 feet
Corner side	Minimum 10 feet/ Average 20	10 feet/Average 20
Rear	Minimum 20 feet	32 feet

**Sec. 90.49 Lot standards**

<b>Lot Standards H30A</b>	<b>Required</b>	<b>Proposed</b>
Minimum Lot width	50 feet	55 feet
Minimum lot area	8,000 square feet	9,864 square feet
Maximum lot coverage	40%	40%
Pervious area	35% (minimum)	35%

**Sec. 90.50 Architecture and roof decks**

	<b>Required</b>	<b>Proposed</b>
Unique Elevation	A unique elevation from the main buildings of the adjacent two (2) homes shall be created through the modulation of at least three (3) of the following architectural features: (a)Length, width and massing of the structure; (b)Number of stories; (c)Façade materials; (d)Porches and other similar articulation of the front façade; (e)Number and location of doors and windows; and (f)Roof style and pitch.	The applicant has provided different materials, articulation, colors and roof overhang.
Wall openings	10% for all elevations	All facades meet or exceed the 10% minimum wall opening requirement.
Roof Material	(a) Clay Tile; (b) White concrete tile; (c) Solid color cement tile which color is impregnated with the same color intensity throughout, provided said color if granted approval by the Design Review Board; (d)Architecturally embellished	A flat roof is proposed.

	metal if granted approval by the Design Review Board; or (e)Other Florida Building Code approved roof material(s) if granted approval by the Design Review Board.	
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**Sec. 90.56.4 Front yard and corner fencing**

Lot Frontage	Required	Proposed
55 Feet in width	4 feet in height maximum	4 foot wrought iron fence

**Sec. 90.61.1 Paving in front and rear yards in H30 and H40 Districts**

Paving Yards	Required	Proposed
Front setback permeability	50% minimum (754 sq ft)	862 sq ft
Front yard landscaped	30% minimum (452 sq ft)	844 sq ft
Rear yard landscaped	20% minimum (220 sq ft)	640 sq ft
Number of Curb Cuts	One	Two
Curb Cut side set back	5 feet minimum	11.5 feet
Curb cut width	18 feet width maximum	18 width on driveway facing 94 <sup>th</sup> Street, 11 feet on Bay Drive
Driveway Materials	Limited to the following 1. Pavers 2. Color and texture treated concrete, including stamped concrete 3. Painted concrete shall not be permitted. 4. Asphalt shall not be permitted.	Concrete Pavers

**Sec. 90-77 Off-street Parking Requirements**

Required	Minimum Space Requirements	Proposed
Single-family	2 spaces	5 spaces

**Sec. 90-89.4(6). Street Tree Requirements**

Required	Required	Proposed
Street trees shall be required at one shade tree/palm tree per 20 linear feet of street frontage thereof along all public or private street right-of-ways in all zoning districts.	10 trees	10 silver buttonwood trees

**Sec. 90-95. Single-family H30A and H30B district landscape requirements.**

Required	Required	Proposed
A minimum of five trees of two different species and 25 shrubs shall be planted per lot.	6 trees, 35 shrubs	8 trees, 90 shrubs

**Town of Surfside Adopted Residential Design Guidelines*****Building Massing***

Required	Proposed
Building forms should be varied enough to avoid monotony and to avoid pyramidal massing and should be compatible with surrounding houses.	Consistent

***Main Entries***

Required	Proposed
Prominent and oriented to the street	Main entry is prominent.
Rendered in appropriate scale for the block as well as the individual building	The neighboring property to the north is also a two story structure. The property to the south is separated by the street end. Therefore, the structure is in scale with the waterfront lots.
Entry feature should not extend above the eave line of the structure	The entry feature does not extend above the eave line.
Should not be obstructed from view by fences, landscaping or other visual barriers	Main entry is not obstructed from view.

***Decorative Features***

Required	Proposed
Decorative features should be stylistically consistent throughout the entire building.	Consistent.

***Overall Architectural Style***

Required	Proposed
The overall style of each house should be consistent on all sides of the building, as well as among all portions of the roof.	Consistent.

***Parking Driveways***

Required	Proposed
The width of paved driveways on private property as well as driveway cuts at the curb should be as narrow as possible	18 foot driveway is proposed on 94 <sup>th</sup> street and 11 foot driveway is proposed on Bay Drive

***Driveway Treatments***

<b>Required</b>	<b>Proposed</b>
Town encourages the use of pavers	Concrete Pavers

### ***Wall Materials and Finishes***

<b>Required</b>	<b>Proposed</b>
The same material should be used on all building elevations unless multiple materials are a legitimate expression of the particular style.	The building will be stucco and glass.

### ***Roof Materials, Types, and Slopes***

<b>Required</b>	<b>Proposed</b>
Roof types and slopes should be generally the same over all parts of a single building.	Consistent
Restricted materials for roofs are pre-determined in the Town's Building Code, which restricts roofing materials to: 1. Clay tile; 2. White concrete tile; 3. Solid color cement tile which color is impregnated with the same color intensity throughout, provided said color is first approved by the planning and zoning board; and 4. Metal.	Flat roof is proposed

### ***Windows and Trims***

<b>Required</b>	<b>Proposed</b>
Window styles should always be consistent among all elevations of a building.	Consistent.
Frame materials should never vary on a single building.	No variation.
Window, door and eave trim should be consistent on all elevations of the house	Consistent.

## **RECOMMENDATION**

Staff recommends approval.



## Memorandum

To: Design Review Board  
Thru: Guillermo Olmedillo, Town Manager  
From: Sarah Sinatra Gould, AICP, Town Planner  
CC: Linda Miller, Town Attorney  
  
Date: March 31, 2016  
Re: 701 94<sup>th</sup> Street, #2 New Residence

The property is located at 701 94<sup>th</sup> Street. It is a recently subdivided lot, therefore, the site plan is being referred to as #2 and the lot to the south will be referred to as #1 while the new address is being processed the post office. The lot is within the H30A zoning district and is on the North West corner of 94<sup>th</sup> Street and Bay Drive. The applicant is proposing the construction of a new two story single-family residence. The following images show the aerial of the site and the view to the south, which is separated by a street end. The property to the south is vacant and is proposed to be constructed as a two story modern home developed by the same owner as this property.



## View north



Staff has reviewed the current application for consideration by the Design Review Board. In this report Staff presents the following:

- Applicable Zoning Code regulations, along with the results of the review
- Applicable Design Guidelines standards, along with the results of the review
- Staff Recommendation

**STANDARDS / RESULTS**  
**Town of Surfside Zoning Code, Applicable Requirements**

**Sec. 90.43 Maximum building heights**

Height	Required Maximum	Proposed
H30A	30 feet	30 feet

**Sec. 90-45. Setbacks**

Setbacks	Required	Proposed
Primary Frontage	Minimum 20 feet	20 feet
Interior side	Minimum 5 feet	5 feet
Rear	Minimum 20 feet	34 feet, 8 inches

**Sec. 90-45. Setbacks**

H30A UPPER STORY FLOOR AREA IS 65% - 80% OF FIRST STORY FLOOR AREA	<b>Required</b>	<b>Proposed</b> <b>80%</b>
Maximum Lot Coverage	40%	40%

FIRST STORY		
Primary Frontage	Minimum 20 feet	20 feet
Interior side	Minimum 5 feet	5 feet
Corner side	Minimum 10 feet	10 feet
Rear	Minimum 20 feet	34 feet, 8 inches
UPPER STORY		
Primary frontage	Minimum 20 feet/Average 30 feet	30 feet proposed
Interior side	Minimum 5 feet/ Average 10 feet	5 feet, average 11 feet
Rear	Minimum 20 feet	34 feet 8 inches

**Sec. 90.49 Lot standards**

Lot Standards H30A	Required	Proposed
Minimum Lot width	50 feet	50 feet
Minimum lot area	8,000 square feet	9,100 square feet
Maximum lot coverage	40%	40%
Pervious area	35% (minimum)	35%

**Sec. 90.50 Architecture and roof decks**

	Required	Proposed
Unique Elevation	A unique elevation from the main buildings of the adjacent two (2) homes shall be created through the modulation of at least three (3) of the following architectural features: (a)Length, width and massing of the structure; (b)Number of stories; (c)Façade materials; (d)Porches and other similar articulation of the front façade; (e)Number and location of doors and windows; and (f)Roof style and pitch.	The applicant has provided different materials, articulation, colors and roof overhang.
Wall openings	10% for all elevations	All facades meet or exceed the 10% minimum wall opening requirement.
Roof Material	(a) Clay Tile; (b) White concrete tile; (c) Solid color cement tile which color is impregnated with the same color intensity throughout, provided said color if granted	A flat roof is proposed.

	approval by the Design Review Board; (d)Architecturally embellished metal if granted approval by the Design Review Board; or (e)Other Florida Building Code approved roof material(s) if granted approval by the Design Review Board.	
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**Sec. 90.56.4 Front yard and corner fencing**

Lot Frontage	Required	Proposed
50 Feet in width	4 feet in height maximum	4 foot wrought iron fence

**Sec. 90.61 & 90.61.1 Paving in front and rear yards in H30 and H40 Districts**

Paving Yards	Required	Proposed
Front setback permeability	50% minimum (500 sq ft)	611 sq ft
Front yard landscaped	30% minimum (300 sq ft)	480 sq ft
Rear yard landscaped	20% minimum (200 sq ft)	800 sq ft
Number of Curb Cuts	One	One
Curb Cut side set back	5 feet minimum	5 feet
Curb cut width	18 feet width maximum	21 feet, 8 inches
Driveway Materials	Limited to the following 1. Pavers 2. Color and texture treated concrete, including stamped concrete 3. Painted concrete shall not be permitted. 4. Asphalt shall not be permitted.	Concrete Pavers

**Sec. 90-77 Off-street Parking Requirements**

Required	Minimum Space Requirements	Proposed
Single-family	2 spaces	2 spaces

**Sec. 90-89.4(6). Street Tree Requirements**

Required	Required	Proposed
Street trees shall be required at one shade tree/palm tree per 20 linear feet of street frontage thereof along all public or private street right-of-ways in all zoning districts.	3 trees	3 silver buttonwood trees

**Sec. 90-95. Single-family H30A and H30B district landscape requirements.**

Required	Required	Proposed
A minimum of five trees of two different species and 25 shrubs shall be planted per lot.	5 trees, 25 shrubs	6 trees, 35 shrubs

**Town of Surfside Adopted Residential Design Guidelines*****Building Massing***

Required	Proposed
Building forms should be varied enough to avoid monotony and to avoid pyramidal massing and should be compatible with surrounding houses.	Consistent

***Main Entries***

Required	Proposed
Prominent and oriented to the street	Main entry is prominent.
Rendered in appropriate scale for the block as well as the individual building	The neighboring property to the south is also a two story structure. The property to the north is a one story structure.
Entry feature should not extend above the eave line of the structure	The entry feature does not extend above the eave line.
Should not be obstructed from view by fences, landscaping or other visual barriers	Main entry is not obstructed from view.

***Decorative Features***

Required	Proposed
Decorative features should be stylistically consistent throughout the entire building.	Consistent.

***Overall Architectural Style***

Required	Proposed
The overall style of each house should be consistent on all sides of the building, as well as among all portions of the roof.	Consistent.

***Parking Driveways***

Required	Proposed
The width of paved driveways on private property as well as driveway cuts at the curb should be as narrow as possible	21 feet, 8 inches is the proposed driveway width

***Driveway Treatments***

Required	Proposed
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Town encourages the use of pavers	Concrete Pavers
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**Wall Materials and Finishes**

Required	Proposed
The same material should be used on all building elevations unless multiple materials are a legitimate expression of the particular style.	The building will be stucco, stone, and glass.

**Roof Materials, Types, and Slopes**

Required	Proposed
Roof types and slopes should be generally the same over all parts of a single building.	Consistent
Restricted materials for roofs are pre-determined in the Town's Building Code, which restricts roofing materials to: 1. Clay tile; 2. White concrete tile; 3. Solid color cement tile which color is impregnated with the same color intensity throughout, provided said color is first approved by the planning and zoning board; and 4. Metal.	Flat roof is proposed

**Windows and Trims**

Required	Proposed
Window styles should always be consistent among all elevations of a building.	Consistent.
Frame materials should never vary on a single building.	No variation.
Window, door and eave trim should be consistent on all elevations of the house	Consistent.

**RECOMMENDATION**

Staff recommends approval.



## MEMORANDUM

**To:** Planning and Zoning Board  
**Thru:** Guillermo Olmedillo, Town Manager  
**From:** Sarah Sinatra Gould, AICP, Town Planner  
**CC:** Linda Miller, Town Attorney  
**Date:** March 31, 2016  
**Re:** 9169 Dickens Avenue

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### Request

The property owner, Jose Luis Malter Terrada, is requesting a variance from the Town of Surfside Code for the property at 9169 Dickens Avenue. The applicant is proposing to add a 425 square foot addition to the existing single family house. The home was built in 1941. The existing home has a six foot side setback on the north side of the property. The proposed addition will only affect the northern setback. The current code requires a seven foot six inch side setback. The applicant is requesting to construct the addition to be flush with the existing home and is requesting an 18 inch side setback variance for the north property line.



## Variance Criteria

*(1) Special conditions and circumstances exist which are peculiar to the land, structure, or building involved, and which are not applicable to other lands, structures, or buildings in the same zoning district;*

This property was constructed in 1941 with a six foot side setback. The code requirements have been modified since that time resulting in a non-conforming structure. The non-conforming code section states that a non-conformity may remain but cannot be enlarged or altered, unless the enlargement or alteration is conforming. The addition could be developed with the current setbacks, therefore, there are no special conditions of circumstances peculiar to this structure.

*(2) The special conditions and circumstances do not result from the actions of the applicant or a prior owner of the property;*

The home was developed under a different code, which is not the result of the applicant. However, the proposed addition can meet the current setback requirements.

*(3) Literal interpretation of the provisions of the Town Code deprives the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the Town Code and results in unnecessary and undue hardship on the applicant;*

The literal interpretation of the Town Code results in a requirement to have a setback that is 10% of the lot frontage. This is the same condition as all structures in the single family district. The applicant is requesting the addition to be flush with the existing structure for aesthetic and interior functionality purposes.

*(4) The hardship has not been deliberately or knowingly created or suffered to establish a use or structure which is not otherwise consistent with the Town of Surfside Comprehensive Plan or the Town Code;*

The property was constructed under a different code provision in 1941. The interior setback requirement of 10% of the frontage of the lot was instituted by the Town. It was not deliberately developed to be inconsistent with the Town. It was developed prior to the current Town Code requirements.

*(5) An applicant's desire or ability to achieve greater financial return or maximum financial return from his property does not constitute hardship;*

Granting of the variance is not intended to assist the applicant in achieving greater financial return, rather the applicant wishes to develop an addition that is flush with the existing home, rather than providing an additional 18 inch setback to meet the current code.

*(6) Granting the variance application conveys the same treatment to the applicant as to the owner of other lands, buildings, or structures in the same zoning district;*

The home was developed in 1941 with a six foot side setback. The current code requires a side setback that is 10% of the width of the lot's frontage, which results in a seven and a half foot setback. All primary structures in the single family zoning district are subject to

the same requirements, therefore the granting of the variance would not convey equal treatment to other properties in the single family district.

*(7) The requested variance is the minimum variance that makes possible the reasonable use of the land, building, or structure; and*

The addition is possible without the variance. The applicant is requesting the variance because it is aesthetically and architecturally preferred to construct a building that provides consistency in the wall plane.

*(8) The requested variance is in harmony with the general intent and purpose of the Town of Surfside Comprehensive Plan and the Town Code, is not injurious to the neighborhood or otherwise detrimental to the public safety and welfare, is compatible with the neighborhood, and will not substantially diminish or impair property values within the neighborhood.*

The requested variance is intended to provide aesthetic and architectural consistency in the design. However, the Town's Code requires a seven and half foot setback, where this applicant is proposing a six foot setback. The variance criteria in the Code requires there to be a hardship to request a variance. This request is not a hardship, but a preference for aesthetics and design purposes, therefore it is not consistent with the Code or Comprehensive Plan.

## **Results**

Staff recommends denial of the variance.

## **Exhibits**

1. Application
2. Site Plan



## MEMORANDUM

**To:** Planning and Zoning Board  
**Thru:** Guillermo Olmedillo, Town Manager  
**From:** Sarah Sinatra Gould, AICP, Town Planner  
**CC:** Linda Miller, Town Attorney  
**Date:** March 31, 2016  
**Re:** 9169 Dickens Avenue

---

### Request

The property owner, Jose Luis Malter Terrada, is requesting a variance from the Town of Surfside Code for the property at 9169 Dickens Avenue. The applicant is proposing to add a 425 square foot addition to the existing single family house. The home was built in 1941. The existing home has a six foot side setback on the north side of the property. The proposed addition will only affect the northern setback. The current code requires a seven foot six inch side setback. The applicant is requesting to construct the addition to be flush with the existing home and is requesting an 18 inch side setback variance for the north property line.



## Variance Criteria

*(1) Special conditions and circumstances exist which are peculiar to the land, structure, or building involved, and which are not applicable to other lands, structures, or buildings in the same zoning district;*

This property was constructed in 1941 with a six foot side setback. The code requirements have been modified since that time resulting in a non-conforming structure. The non-conforming code section states that a non-conformity may remain but cannot be enlarged or altered, unless the enlargement or alteration is conforming. The addition could be developed with the current setbacks, therefore, there are no special conditions of circumstances peculiar to this structure.

*(2) The special conditions and circumstances do not result from the actions of the applicant or a prior owner of the property;*

The home was developed under a different code, which is not the result of the applicant. However, the proposed addition can meet the current setback requirements.

*(3) Literal interpretation of the provisions of the Town Code deprives the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the Town Code and results in unnecessary and undue hardship on the applicant;*

The literal interpretation of the Town Code results in a requirement to have a setback that is 10% of the lot frontage. This is the same condition as all structures in the single family district. The applicant is requesting the addition to be flush with the existing structure for aesthetic and interior functionality purposes.

*(4) The hardship has not been deliberately or knowingly created or suffered to establish a use or structure which is not otherwise consistent with the Town of Surfside Comprehensive Plan or the Town Code;*

The property was constructed under a different code provision in 1941. The interior setback requirement of 10% of the frontage of the lot was instituted by the Town. It was not deliberately developed to be inconsistent with the Town. It was developed prior to the current Town Code requirements.

*(5) An applicant's desire or ability to achieve greater financial return or maximum financial return from his property does not constitute hardship;*

Granting of the variance is not intended to assist the applicant in achieving greater financial return, rather the applicant wishes to develop an addition that is flush with the existing home, rather than providing an additional 18 inch setback to meet the current code.

*(6) Granting the variance application conveys the same treatment to the applicant as to the owner of other lands, buildings, or structures in the same zoning district;*

The home was developed in 1941 with a six foot side setback. The current code requires a side setback that is 10% of the width of the lot's frontage, which results in a seven and a half foot setback. All primary structures in the single family zoning district are subject to

the same requirements, therefore the granting of the variance would not convey equal treatment to other properties in the single family district.

*(7) The requested variance is the minimum variance that makes possible the reasonable use of the land, building, or structure; and*

The addition is possible without the variance. The applicant is requesting the variance because it is aesthetically and architecturally preferred to construct a building that provides consistency in the wall plane.

*(8) The requested variance is in harmony with the general intent and purpose of the Town of Surfside Comprehensive Plan and the Town Code, is not injurious to the neighborhood or otherwise detrimental to the public safety and welfare, is compatible with the neighborhood, and will not substantially diminish or impair property values within the neighborhood.*

The requested variance is intended to provide aesthetic and architectural consistency in the design. However, the Town's Code requires a seven and half foot setback, where this applicant is proposing a six foot setback. The variance criteria in the Code requires there to be a hardship to request a variance. This request is not a hardship, but a preference for aesthetics and design purposes, therefore it is not consistent with the Code or Comprehensive Plan.

## **Results**

Staff recommends denial of the variance.

## **Exhibits**

1. Application
2. Site Plan

**TOWN OF SURFSIDE PLANNING AND ZONING BOARD  
RESOLUTION NO. 16-Z-\_\_\_\_**

**A RESOLUTION OF THE TOWN OF SURFSIDE, FLORIDA PLANNING AND ZONING BOARD CONSIDERING THE APPLICATION OF 9169 DICKENS AVENUE TO PERMIT AN UNNECESSARY AND UNDUE HARDSHIP VARIANCE FROM THE REQUIREMENTS OF SECTION 90-45 "SETBACKS" OF THE TOWN OF SURFSIDE CODE OF ORDINANCES; REQUESTING AN 18 INCH SIDE SETBACK VARIANCE FOR THE NORTH PROPERTY LINE TO ADD A 425 SQUARE FOOT ADDITION TO THE EXISTING SINGLE FAMILY HOUSE; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the property is a single family home located on 9169 Dickens Avenue within the Residential Single Family H30B Zoning District; and

**WHEREAS**, Section 90-45 of the Town of Surfside Code of Ordinances requires single family homes located in the H30B Zoning district with lots over 50 feet in width to have interior side setbacks at a minimum of 10% of the frontage; and

**WHEREAS**, in accordance with Section 90-45, the interior side setback for the single family home at 9169 Dickens Avenue is 7.5 feet; and

**WHEREAS**, the existing home, which was built in 1941, has a six foot side setback on the north side of the property; and

**WHEREAS**, the Town of Surfside Code has been modified since this property's construction in 1941, resulting in a non-conforming structure; and

**WHEREAS**, Section 90-33 of the Town of Surfside Code states that a non-conformity may remain but cannot be enlarged or altered, unless the enlargement or alteration is conforming; and

**WHEREAS**, the Applicant is proposing to add a 425 square foot addition to the existing single family home; and

**WHEREAS**, the Applicant is requesting an unnecessary and undue hardship variance from the Town of Surfside Code to construct the addition to be flush with the existing home and is requesting an 18 inch side setback variance for the north property line; and

**WHEREAS**, Section 90-36 of the Town of Surfside Code of Ordinances provides an unnecessary and undue hardship variance shall be approved only if the variance applicant demonstrates by clear and convincing evidence that all of the following are met and satisfied:

- a. Special conditions and circumstances exist which are peculiar to the land, structure, or building involved, and which are not applicable to other lands, structures, or buildings in the same zoning district;
- b. The special conditions and circumstances do not result from the actions of the applicant or a prior owner of the property;
- c. Literal interpretation of the provisions of the zoning code deprives the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the zoning code and results in unnecessary and undue hardship on the applicant;
- d. The hardship has not been deliberately or knowingly created or suffered to establish a use or structure which is not otherwise consistent with the town comprehensive plan or the zoning code;
- e. An applicant's desire or ability to achieve greater financial return or maximum financial return from his property does not constitute hardship;
- f. Granting the variance application conveys the same treatment to the applicant as to the owner of other lands, buildings, or structures in the same zoning district;
- g. The requested variance is the minimum variance that makes possible the reasonable use of the land, building, or structure; and
- h. The requested variance is in harmony with the general intent and purpose of the town comprehensive plan and the zoning code, is not injurious to the neighborhood or otherwise detrimental to the public safety and welfare, is compatible with the neighborhood, and will not substantially diminish or impair property values within the neighborhood.

**WHEREAS**, Town Staff has reviewed the application and recommends denial of the unnecessary and undue hardship variance; and

**WHEREAS**, the Planning and Zoning Board considered the unnecessary and undue hardship variance application on March 31, 2016 and recommended approval/denial (circle one) to the Town Commission.

**NOW THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING BOARD OF THE TOWN OF SURFSIDE, FLORIDA, AS FOLLOWS:**

**Section 1. Recitals.** That the above and foregoing recitals are true and correct and are incorporated herein by reference.

**Section 2. Variance.** The Planning and Zoning Board finds the requested variance does/does not (circle one) meet the variance criteria set forth in Section 90-36 of the Town of Surfside Code of Ordinances and recommends approval/denial (circle one) of the variance from the requirements of Section 90-45 of the Town of Surfside Code of Ordinances to allow an 18 inch side setback variance for the north property line to add a 425 square foot addition to be flush with the existing single family house. (See Attachment "A" Planning and Zoning Board Memorandum by Sarah Sinatra, AICP, Town Planner dated March 31, 2016).

**Section 3. Approval.** The Planning and Zoning Board recommends approval/denial (circle one) of this variance.

**Section 4. Effective Date.** This resolution becomes effective upon adoption.

PASSED AND ADOPTED this \_\_\_\_\_ day of March, 2016

Motion by Planning and Zoning Board Member \_\_\_\_\_,  
Second by Planning and Zoning Board Member \_\_\_\_\_

**FINAL VOTE ADOPTION**

Member, Armando Castellanos \_\_\_\_\_  
Member, Peter Glynn \_\_\_\_\_  
Member, Moshe Rubenstein \_\_\_\_\_  
Vice Chair, Jacob Kligman \_\_\_\_\_  
Chair, Lindsay Lecour \_\_\_\_\_

\_\_\_\_\_  
Lindsay Lecour, Chair

**ATTEST:**

\_\_\_\_\_  
Sandra Novoa, MMC  
Town Clerk

**APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY FOR  
THE TOWN OF SURFSIDE ONLY:**

  
\_\_\_\_\_  
Linda Miller, Town Attorney



## MEMORANDUM

**To:** Planning and Zoning Board  
**Thru:** Guillermo Olmedillo, Town Manager  
**From:** Sarah Sinatra Gould, AICP, Town Planner  
**CC:** Linda Miller, Town Attorney  
**Date:** March 31, 2016  
**Re:** 9169 Dickens Avenue

---

### Request

The property owner, Jose Luis Malter Terrada, is requesting a variance from the Town of Surfside Code for the property at 9169 Dickens Avenue. The applicant is proposing to add a 425 square foot addition to the existing single family house. The home was built in 1941. The existing home has a six foot side setback on the north side of the property. The proposed addition will only affect the northern setback. The current code requires a seven foot six inch side setback. The applicant is requesting to construct the addition to be flush with the existing home and is requesting an 18 inch side setback variance for the north property line.



## Variance Criteria

*(1) Special conditions and circumstances exist which are peculiar to the land, structure, or building involved, and which are not applicable to other lands, structures, or buildings in the same zoning district;*

This property was constructed in 1941 with a six foot side setback. The code requirements have been modified since that time resulting in a non-conforming structure. The non-conforming code section states that a non-conformity may remain but cannot be enlarged or altered, unless the enlargement or alteration is conforming. The addition could be developed with the current setbacks, therefore, there are no special conditions of circumstances peculiar to this structure.

*(2) The special conditions and circumstances do not result from the actions of the applicant or a prior owner of the property;*

The home was developed under a different code, which is not the result of the applicant. However, the proposed addition can meet the current setback requirements.

*(3) Literal interpretation of the provisions of the Town Code deprives the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the Town Code and results in unnecessary and undue hardship on the applicant;*

The literal interpretation of the Town Code results in a requirement to have a setback that is 10% of the lot frontage. This is the same condition as all structures in the single family district. The applicant is requesting the addition to be flush with the existing structure for aesthetic and interior functionality purposes.

*(4) The hardship has not been deliberately or knowingly created or suffered to establish a use or structure which is not otherwise consistent with the Town of Surfside Comprehensive Plan or the Town Code;*

The property was constructed under a different code provision in 1941. The interior setback requirement of 10% of the frontage of the lot was instituted by the Town. It was not deliberately developed to be inconsistent with the Town. It was developed prior to the current Town Code requirements.

*(5) An applicant's desire or ability to achieve greater financial return or maximum financial return from his property does not constitute hardship;*

Granting of the variance is not intended to assist the applicant in achieving greater financial return, rather the applicant wishes to develop an addition that is flush with the existing home, rather than providing an additional 18 inch setback to meet the current code.

*(6) Granting the variance application conveys the same treatment to the applicant as to the owner of other lands, buildings, or structures in the same zoning district;*

The home was developed in 1941 with a six foot side setback. The current code requires a side setback that is 10% of the width of the lot's frontage, which results in a seven and a half foot setback. All primary structures in the single family zoning district are subject to

the same requirements, therefore the granting of the variance would not convey equal treatment to other properties in the single family district.

*(7) The requested variance is the minimum variance that makes possible the reasonable use of the land, building, or structure; and*

The addition is possible without the variance. The applicant is requesting the variance because it is aesthetically and architecturally preferred to construct a building that provides consistency in the wall plane.

*(8) The requested variance is in harmony with the general intent and purpose of the Town of Surfside Comprehensive Plan and the Town Code, is not injurious to the neighborhood or otherwise detrimental to the public safety and welfare, is compatible with the neighborhood, and will not substantially diminish or impair property values within the neighborhood.*

The requested variance is intended to provide aesthetic and architectural consistency in the design. However, the Town's Code requires a seven and half foot setback, where this applicant is proposing a six foot setback. The variance criteria in the Code requires there to be a hardship to request a variance. This request is not a hardship, but a preference for aesthetics and design purposes, therefore it is not consistent with the Code or Comprehensive Plan.

### **Results**

Staff recommends denial of the variance.

### **Exhibits**

1. Application
2. Site Plan



## MEMORANDUM

**To:** Planning and Zoning Board  
**From:** Guillermo Olmedillo, Town Manager  
**CC:** Linda Miller, Town Attorney  
**Date:** March 31, 2016  
**Re:** Sea Level Rise Solutions

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**Background:** The Planning and Zoning Board has discussed the need for Planning and Zoning solutions for sea level rise in the Town of Surfside. The attached Resolution recommends the Town Commission appropriate resources from the general fund to the Planning and Zoning Board as requested to provide for consultants, studies, and other information and expertise as needed to develop local planning and zoning solutions to address the vulnerabilities the Town faces from sea level rise.

**Analysis:** The world's scientific community has reached consensus that human-induced climate change is occurring and is leading to sea level rise. Pursuant to Resolution No. 13-2152, the Town of Surfside Commission and Town Administration have been authorized to take all necessary steps to consider integrating the Southeast Florida Regional Climate Change Compact Regional Climate Action Plan framework in whole or part for the Town of Surfside.

In accordance with the Regional Climate Action Plan, there is a need to develop planning and zoning policies, strategies and standards that will serve to reduce future risk and economic losses associated with sea level rise and flooding to foster sustainable growth patterns, multi-modal transportation options, transit, mixed use development, and the use of sustainable building techniques.

Section 90-15(8) of the Town of Surfside Code of Ordinances provides that the Town Commission may authorize the expenditure by the Planning and Zoning Board of such funds as the Town Commission may deem necessary to perform the requirements of Chapter 90 "Zoning" of the Town of Surfside Code of Ordinances. The Town Commission may appropriate from the general fund as set up in the annual budget and such sums as it may from time to time authorize the board to expend. The Planning and Zoning Board may not incur indebtedness without prior Town Commission approval.

**Staff Recommendation:** Staff recommends the Planning and Zoning Board considers the attached Resolution.

**TOWN OF SURFSIDE PLANNING AND ZONING BOARD  
RESOLUTION NO. 16-Z-\_\_\_\_**

**A RESOLUTION OF THE TOWN OF SURFSIDE, FLORIDA PLANNING AND ZONING BOARD; RECOMMENDING TO THE TOWN OF SURFSIDE COMMISSION PURSUANT TO SECTION 90-15(8) OF THE TOWN OF SURFSIDE CODE OF ORDINANCES TO APPROPRIATE RESOURCES FROM THE GENERAL FUND TO THE PLANNING AND ZONING BOARD AS REQUESTED TO PROVIDE FOR THE CONSULTATION, IMPLEMENTATION AND STUDY RELATED TO SEA LEVEL RISE SOLUTIONS IN THE TOWN OF SURFSIDE; DIRECTING THE TOWN CLERK TO INCLUDE A COPY OF THIS RESOLUTION IN THE APRIL 12, 2016 TOWN COMMISSION AGENDA; PROVIDING FOR RECOMMENDATION OF APPROVAL; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, Miami-Dade County, its wildlife, natural lands, water supply, vital facilities, and infrastructure are especially vulnerable to the impacts of sea level rise; and

**WHEREAS**, parts of Miami-Dade have already experienced an increased frequency of urban flooding caused by higher tides, elevated groundwater levels, and over-saturated soils, and without any action, these rising tides will pose a significant threat to the Town's residential community and businesses; and

**WHEREAS**, pursuant to Resolution No. 13-2152 (See "Attachment A") the Town Commission and Town Administration were authorized to take all necessary steps to consider integrating the Southeast Florida Regional Climate Change Compact Regional Climate Action Plan (Regional Climate Action Plan) framework in whole or part for the Town of Surfside; and

**WHEREAS**, the Town of Surfside Commission subsequently adopted multiple resolutions to implement the recommendations of the Regional Climate Action Plan, including but not limited to Resolution No. 14 – 2222: Supporting the Central Everglades Planning Project, Resolution No. 15 – 2280: Supporting the Miami-Dade Sea Level Rise Task Force Recommendations and Resolution No. 15 – 2313: Supporting the Creation of the South Florida Mayor's Beach Alliance (See "Composite Attachment B"); and

**WHEREAS**, in accordance with the Regional Climate Action Plan, the Planning and Zoning Board of the Town of Surfside recognizes the need to develop planning and zoning policies, strategies and standards that will serve to reduce future risk and economic losses associated with sea level rise and flooding to foster sustainable growth patterns, multi-modal transportation options, transit, mixed use development, and the use of sustainable building techniques; and

**WHEREAS**, the Planning and Zoning Board requires funding and resources to implement planning and zoning in the Town of Surfside for consultation, implementation, and the study of sea level rise solutions; and

**WHEREAS**, Section 90-15(8) of the Town of Surfside Code of Ordinances provides that the Town Commission may authorize the expenditure by the Planning and Zoning Board of such funds as the Town Commission may deem necessary to perform the requirements of Chapter 90 "Zoning" of the Town of Surfside Code of Ordinances. The Town Commission may appropriate from the general fund as set up in the annual budget and such sums as it may from time to time authorize the board to expend. The Board may not incur indebtedness without prior Commission approval; and

**WHEREAS**, the Planning and Zoning Board recommends the Town of Surfside Commission supports the Planning and Zoning Board through appropriating funds from the general fund for consultants, studies, and other information and expertise as needed to develop local planning and zoning solutions to address the vulnerabilities the Town faces from sea level rise.

**NOW THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING BOARD OF THE TOWN OF SURFSIDE, FLORIDA, AS FOLLOWS:**

**Section 1. Recitals.** That the above and foregoing recitals are true and correct and are incorporated herein by reference.

**Section 2. Urging the Town of Surfside Commission to Appropriate Resources to the Planning and Zoning Board to Study, Consult and Implement Sea Level Rise Solutions.** The Planning and Zoning Board recommends to the Town of Surfside Commission pursuant to Section 90-15(8) of the Town of Surfside Code to appropriate resources from the General Fund to the Planning and Zoning Board as requested to provide for the consultation, implementation, and study related to sea level rise solutions in the Town of Surfside.

**Section 3. Approval.** The Planning and Zoning Board recommends approval of this Resolution.

**Section 4. Direction to the Town Clerk.** The Town Clerk is hereby directed to include a copy of this Resolution in the April 12, 2016 Town Commission Agenda.

**Section 5. Effective Date.** This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2016

Motion by Planning and Zoning Board Member \_\_\_\_\_,  
Second by Planning and Zoning Board Member \_\_\_\_\_

**FINAL VOTE ADOPTION**

Member, Armando Castellanos	_____
Member, Peter Glynn	_____
Member, Moshe Rubenstein	_____
Vice Chair, Jacob Kligman	_____
Chair, Lindsay Lecour	_____

\_\_\_\_\_  
Lindsay Lecour, Chair

**ATTEST:**

\_\_\_\_\_  
Sandra Novoa, MMC  
Town Clerk

**APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY FOR  
THE TOWN OF SURFSIDE ONLY:**

  
\_\_\_\_\_  
Linda Miller, Town Attorney

RESOLUTION NO. 13- 2152

**A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF SURFSIDE, FLORIDA ("TOWN"); ENDORSING THE MAYORS' CLIMATE ACTION PLEDGE; AFFIRMING SUPPORT FOR THE SOUTHEAST FLORIDA REGIONAL CLIMATE CHANGE COMPACT; AGREEING TO CONSIDER IMPLEMENTING THE REGIONAL CLIMATE ACTION PLAN IN WHOLE OR IN PART AS APPROPRIATE FOR EACH MUNICIPALITY; AND URGING ALL MAYORS OF MIAMI-DADE COUNTY TO SUPPORT THE MAYORS' CLIMATE ACTION PLEDGE; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, Florida is considered one of the most vulnerable areas of the country to the consequences of global climate change with Southeast Florida being at the frontline to experience the impacts of a changing climate, especially sea level rise; and

**WHEREAS**, in recognition of the need for immediate, coordinated and visionary action to address the impacts of a changing climate and provide for economic and environmental resilience in Southeast Florida, in 2010 the counties of Palm Beach, Broward, Miami-Dade and Monroe (Compact Partners) entered into the Southeast Florida Regional Climate Change Compact (Compact); and

**WHEREAS**, further recognizing the role of State water managers and local governments in this regional initiative, the South Florida Water Management District and one municipal representative from each participating county were invited to participate in this early phase; and

**WHEREAS**, in accordance with the Compact commitment and through a two year collaborative process involving nearly 100 subject matter experts representing public and private sectors, universities, and not-for-profit organizations, the Compact Partners developed the Regional Climate Action Plan (RCAP) (Attachment "A"); and

**WHEREAS**, the RCAP offers recommendations that provide the common integrated framework for a stronger and more resilient Southeast Florida, including:

- Providing the common framework for Sustainable Communities and Transportation Planning to be aligned across the region;
- Recognizing the need to protect and address vulnerable Water Supply Management and Infrastructure and preserve fragile Natural Systems and Agricultural resources;

- Providing steps to move towards resilience and reducing emissions through exploring alternatives and decreasing the use of Energy and Fuel;
- Building upon strength as effective emergency responders and integrating climate change hazards in Risk Reduction and Emergency Management Planning;
- Providing for effective Public Outreach initiatives to educate the public on the consequences of climate change and providing guidance for developing and influencing Public Policies related to climate change; and

**WHEREAS**, recognizing that there are more than 100 municipalities within the region that will play an important role in the implementation of the RCAP, the Compact Partners included municipalities in the development of the RCAP; and

**WHEREAS**, municipalities individually have been working to achieve sustainability, and the RCAP presents an opportunity to align these individual local efforts with the regional framework and vision; and

**WHEREAS**, municipalities play a key role in the annual Regional Climate Leadership Summits, participated in RCAP Working Groups and now is the time to solidify local government support to advance the RCAP; and

**WHEREAS**, the RCAP now serves as the foundation document of Climate Resilience Planning as part of the seven county Prosperity Plan in support for economic development; and

**WHEREAS**, the RCAP does not provide a mandate but rather serves as a living guidance document with options that each regional and local government may align to their own plans and adopt and utilize based on their interests and vision for the future; and

**WHEREAS**, the willingness of counties and municipalities to jointly develop and advocate for mutually beneficial agreements, policies and strategies intended to influence regional, state and national resilience efforts advances “Good Neighbor” relationships; and

**WHEREAS**, in 2005 the U.S. Conference of Mayors adopted the U.S. Mayors’ Climate Protection Agreement (Mayors’ Agreement) that became a national model for effective collaboration and the framework for more than 1,000 municipalities throughout the nation to take actions to reduce global warming and address the impacts of a changing climate (climate disruption); and

**WHEREAS**, in 2013 the need exists for Mayors within the region of Southeast Florida to collaborate on a renewed agreement that will advance regional climate action planning within Southeast Florida efforts while continuing to advance the national goals of the U.S. Mayors’ Agreement; and

**WHEREAS**, utilizing the U.S. Mayors’ Agreement as a model for influencing regional climate policies and effective public outreach, all municipalities throughout the Southeast Florida region are invited to sign on to the 2012 South Florida Mayor’s Climate Action Pledge and to collaborate on implementation of the RCAP starting today and for tomorrow.

**NOW THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF SURFSIDE, FLORIDA, AS FOLLOWS:**

**Section 1. Recitals Adopted.** That each of the above stated recitals are hereby adopted, confirmed, and incorporated herein.

**Section 2. Mayors' Climate Action Pledge Approval.** The Town Commission approves and endorses the Mayors' Climate Action Pledge and affirms support for the Southeast Florida Regional Climate Change Compact.

**Section 3. Authorization and Approval.** The Town Mayor, Town Commission and Town Manager are hereby authorized to take all necessary steps to consider integrating the Regional Climate Action Plan framework in whole or in part as appropriate for the Surfside municipality into existing and future municipal sustainability action plans, comprehensive plans and/or climate action plans where and when appropriate and financially feasible.

**Section 4. Expression of Concern.** The Town Commission hereby expresses its concern and urges all Mayors within Miami-Dade County to join the Mayors' Climate Action Pledge.

**Section 5. Direction to Town Clerk.** The Town Clerk is hereby directed to send a certified copy of this resolution to all of the municipal clerks of Miami-Dade County.

**Section 6. Effective Date.** This Resolution shall become effective immediately upon its adoption.

**PASSED AND ADOPTED** this 15<sup>th</sup> day of May, 2013.

Motion by ~~Commissioner~~ <sup>Vice Mayor</sup> Karukin, second by Commissioner Olchyk.

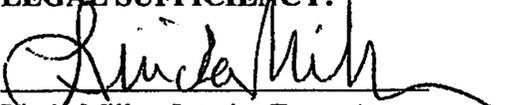
**FINAL VOTE ON ADOPTION**

Commissioner Joseph Graubart	<u>yes</u>
Commissioner Michelle Kligman	<u>ABSENT</u>
Commissioner Marta Olchyk	<u>yes</u>
Vice Mayor Michael Karukin	<u>yes</u>
Mayor Daniel Dietch	<u>yes</u>

  
\_\_\_\_\_  
Daniel Dietch, Mayor

**ATTEST:**  
  
\_\_\_\_\_  
Sandra Novoa, CMC  
Town Clerk

**APPROVED AS TO FORM AND LEGAL SUFFICIENCY:**

  
\_\_\_\_\_  
Linda Miller, Interim Town Attorney



# A Region Responds to a Changing Climate

Southeast Florida Regional Climate Change Compact Counties

Regional Climate Action Plan

October 2012





## **A Region Responds to a Changing Climate**

**Southeast Florida Regional Climate Change Compact Counties**

**Regional Climate Action Plan**

October 2012

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## ACKNOWLEDGEMENTS

This Regional Climate Action Plan is the result of true collaboration – this document and its many supporting publications are the product of existing staff and resources from the various cooperating agencies. No additional public dollars were dedicated to this effort. The Southeast Florida Regional Climate Change Compact was forged during the most difficult national economy since the Great Depression. We came together with purpose and quickly realized the value of sharing resources, expertise and information. Competitors became collaborators. Challenges became successes. At a moment when local government is pressed to achieve maximum efficiency, the Compact enabled a level of intergovernmental cooperation unprecedented in Southeast Florida’s history. Many have contributed to the Compact process, including more than 90 members of the public that took the time to submit comments to a previously published draft. While several individuals are recognized here, Appendix C contains a full list of the people and organizations that helped bring this Regional Climate Action Plan to fruition.

### **Staff Steering Committee**

Mr. Jon Van Arnam, Palm Beach County  
 Ms. Carrise LeJeune, City of Boynton Beach (Palm Beach County)  
 Dr. Jennifer Jurado, Broward County  
 Ms. Patti Webster, Broward County  
 Ms. Susanne Torriente, City of Fort Lauderdale (Broward County)  
 Ms. Nichole Hefty, Miami-Dade County  
 Mr. Mark Woerner, Miami-Dade County  
 Mr. Roman Gastesi, Monroe County  
 Mr. Michael Roberts, Monroe County  
 Ms. Alison Higgins, City of Key West (Monroe County)  
 Mr. Rod Braun, South Florida Water Management District  
 Ms. Kim Shugar, South Florida Water Management District (former)  
 Mr. Jim Murley, South Florida Regional Planning Council (ex officio)  
 Mr. Steve Adams, Institute for Sustainable Communities (staff)

### **Support and Technical Staff**

Ms. Bonnie Finneran, Palm Beach County  
 Mr. John Reiser, Palm Beach County  
 Dr. Nancy Gassman, Broward County  
 Mr. Donald Burgess, Broward County  
 Ms. Debbie Griner, Miami-Dade County  
 Ms. Rhonda Haag, Monroe County  
 Mr. Kevin Wilson, Monroe County  
 Mr. Doug Gregory, Monroe County  
 Ms. Diana Umpierre, South Florida Water Management District  
 Dr. Jayantha Obeysekera, South Florida Water Management District  
 Mr. Chris Bergh, The Nature Conservancy

### **Joint Policy Advisory Team**

Mr. Jon Van Arnam, Palm Beach County  
 Mr. Todd Bonlarron, Palm Beach County  
 Mr. Robert Robbins, Palm Beach County  
 Ms. Bonnie Finneran, Palm Beach County  
 Mr. Rich Walesky, Palm Beach County (former)  
 Dr. Jennifer Jurado, Broward County  
 Ms. Patti Webster, Broward County  
 Ms. Susanne Torriente, City of Fort Lauderdale  
 Mr. Joe Rasco, Miami-Dade County  
 Mr. Paul Voight, Miami-Dade County  
 Mr. Roman Gastesi, Monroe County  
 Mr. Michael Roberts, Monroe County  
 Mr. Rod Braun, South Florida Water Management District  
 Ms. Kim Shugar, South Florida Water Management District (former)

## I. Executive Summary

Welcome to the first Southeast Florida Regional Climate Action Plan. The Southeast Florida Regional Climate Change Compact (Compact), a unique and collaborative effort among Palm Beach, Broward, Miami-Dade, Monroe Counties, their municipalities and partners, has worked over the past two years to develop this plan with an initial five-year horizon. The plan is a critical milestone of the Compact, entered into by Palm Beach, Broward, Miami-Dade, and Monroe Counties in January 2010. Much of the Compact's work up to this point has served to unite, organize, and assess our region through the lens of climate change in setting the stage for action. Specific accomplishments include the development of regionally-consistent methodologies for mapping sea-level rise impacts, assessing vulnerability, and understanding the sources of regional greenhouse gas emissions. Collectively, these work products provide the foundation for this Regional Climate Action Plan, which calls for concerted action in reducing greenhouse gas emissions and adapting to regional and local impacts of a changing climate. The recommendations presented here aim to accomplish those goals while also serving to protect the assets of the region's unique quality of life and economy, guiding future investments, and fostering livable, sustainable and resilient communities.

The Compact was established with a strong recognition of the region's diversity and its commonalities. It accepted the varying degrees of progress in the areas of climate change adaptation and mitigation in order to inform, to improve, and to advance regional planning efforts together. This Regional Climate Action Plan too recognizes the diversity of Southeast Florida, yet provides the common framework for **Sustainable Communities and Transportation Planning** to be aligned across the region, as implemented. Inevitably this will occur at various stages and varying degrees, but with the benefit of working within a regional context. This is Southeast Florida, with all its uniqueness; the plan recognizes the need to protect and address our vulnerable **Water Supply, Management and Infrastructure** and preserve our fragile **Natural Systems and Agricultural** resources. The plan provides for steps to move toward resilience and reduce emissions through exploring alternatives and decreasing our use of **Energy and Fuel**. The plan builds upon our strength as effective emergency responders and integrates climate change hazards in **Risk Reduction and Emergency Management** planning. Finally, the Regional Climate Action Plan creates a common vocabulary for **Outreach and Public Policy** development to effectively communicate the steps from risk to resilience with the general public, voters, elected officials and decision makers in Southeast Florida, the state and the nation.

The specific recommendations put forth in this plan were developed through a collaborative process involving nearly 100 subject matter experts from a host of professions representing the

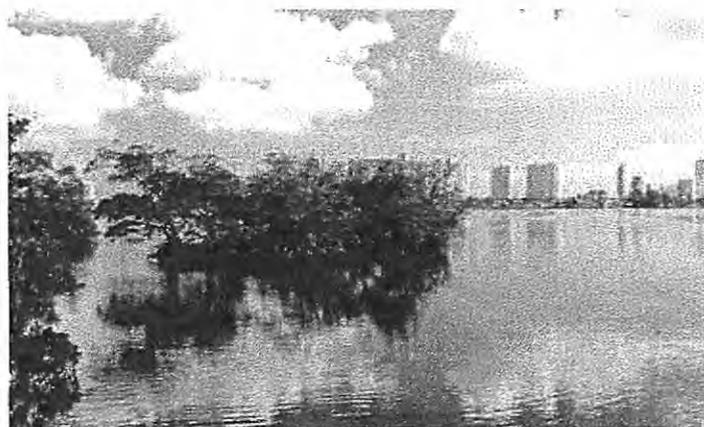
*Southeast Florida is considered one of the most vulnerable areas to climate change and sea level rise.*

public and private sectors, area universities, and not-for-profit organizations. These stakeholders brought to the table the knowledge of their “craft” as well as information on successful initiatives already underway locally or in other communities. Many of the recommendations build upon best practices sprinkled throughout our region, such as regional collaboration on transportation planning and land use criteria that foster walkable and healthy communities. Others delve into “new” frontiers in calling for the integration of climate change into planning and decision-making processes in ways that no local government has yet implemented.

The overall objective was and remains to integrate climate adaptation and mitigation into existing decision-making systems and to develop a plan that can be implemented through existing local and regional agencies, processes and organizations. It is in that spirit that this plan provides the common integrated framework for a stronger and more resilient Southeast Florida starting today and for tomorrow.

The 110 action items detailed in the plan’s seven goal areas are to be accomplished over the next five years with annual reports to mark progress. The policy recommendations will be implemented through several approaches including:

- **existing legal structures**, planning and decision-making processes;
- the development of **new policy guiding documents** by local and regional governing bodies; the development of **operational guidance documents**;
- the development of **consistent goals and progress indicators** throughout the various governments in the region;
- a coordinated **multi-disciplinary outreach and education program**; and
- processes for **focused and prioritized investments**



Every organization in the region has a role to play in making Southeast Florida a resilient and sustainable community of communities.

## II. Introduction and Background: Southeast Florida Climate Change Compact Guidance for Regional Policy and Planning

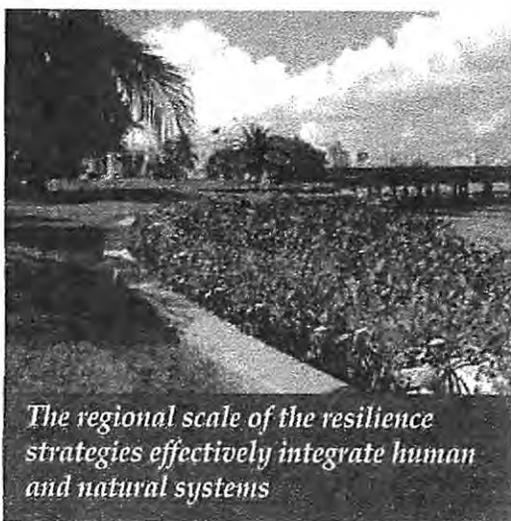
Southeast Florida is considered one of the most vulnerable areas to climate change and sea level rise. In the spring of 2009, several Southeast Florida counties and cities were making the rounds in the halls of Congress to advocate for climate policy. A great deal of work had been invested individually by each jurisdiction; however, each had slightly different baseline emissions figures at different points of time and different sea level rise planning scenarios. The need for regional coordination became quite evident. With 5.6 million residents within the geographic boundaries of the four counties as of the 2010 Census, exceeding the population of 30 states and representing 30 percent of Florida's population and Gross Domestic Product, there is an obvious and unique strength in the region's size and in numbers. That realization paved the way for a unique arrangement – the Compact – a voluntary and cooperative partnership among governing bodies to tackle one of, if not the most important issue facing our generation. This targeted and focused collaborative is the vision and framework for regional resilience. It respects the diversity of the region and the autonomy of the many governing bodies.

The Compact began with a commitment among elected officials representing each of the four counties to return to Southeast Florida and to coordinate in the hosting of a regional climate summit. The Summit would serve as a platform for broader discussion among county and municipal elected officials and the community as to the pressures and challenges that climate change poses for Southeast Florida with a call for unified action. Just four months later, their vision began to take shape when the four County Commissions jointly held the 2009 Regional Climate Leadership Summit. This first Regional Summit led to the ratification of the Southeast Florida Regional Climate Change Compact by January 2010, with unanimous votes within each County Commission (Appendix A). Since adoption, the Counties have assigned existing staff resources to support implementation of the Compact under the direction of a Compact Staff Steering Committee.

The Compact Staff Steering Committee is comprised of two staff members from each county, one municipal representative from each county and a non-voting member from the South Florida Water Management District who was invited to participate. Municipal members represent the cities of Fort Lauderdale, Key West and Boynton Beach. The Compact Staff Steering Committee is a small, core group of professional staff engaged in this process since 2009.

The Compact commitments include:

- Joint legislative policy development;
- Development of a regional greenhouse gas (GHG) baseline;
- Development of regionally consistent sea level rise projections for the coming decades;
- Development of Preliminary Inundation Mapping;
- Development of a Regional Climate Action Plan; and
- Coordination of Annual Leadership Summits.



*The regional scale of the resilience strategies effectively integrate human and natural systems*

The Compact paved the way for early work in 2010 to develop the unified regional baseline and sea level rise planning scenarios. Summaries of these work products are provided in Section IV. This early work served as the foundation for the development of this regional framework through three Work Groups: Built Environment, Transportation, and Land and Natural Systems. These Work Groups were chaired by Staff Steering Committee members and expanded to include local and regional experts from the public and private sectors and academia.

### III. Compact Awards and Recognitions

Since adoption, the Compact has won recognition through awards from ICLEI and the National Association of Counties, a requested white paper from the White House Domestic Policy Council, a request to host a listening session for the White House Council on Environmental Quality's (CEQ) Interagency Adaptation Task Force, and specific references within the Task Force's Final Report to the president. Subsequent federal agency engagement in the Compact has been highlighted in CEQ reports to the president, including the most recent Task Force report submitted in October 2011.

## IV. Compact Work Completed

The adoption of the Compact initiated an ambitious schedule requiring the completion of a robust body of work leading to this Regional Climate Action Plan. Since Compact adoption in January 2010, the four Compact Counties have completed the following:

### a. Policy and Advocacy

Sections 1 – 4 of the Compact Resolution commit the Compact Counties to develop joint climate and energy-related policy positions and advocacy strategies to influence state and federal legislation. Specifically, provisions of the Compact call for urging Congress to pass legislation that: recognizes the unique vulnerabilities of Southeast Florida to climate change impacts, especially sea level rise; allocates federal climate change funding based on vulnerabilities; designates areas of Southeast Florida as uniquely vulnerable and of federal interest for the purpose of securing enhanced levels of federal participation in regional adaptation projects; and supports strengthening policies relating to global climate change.

Since the ratification of the Compact, the Compact partners have advanced policy and advocacy goals through joint positions, resolutions, letters and funding proposals and advocacy in Tallahassee and Washington, D.C. In addition, during the 111<sup>th</sup> and 112<sup>th</sup> sessions of the United States Congress, the Compact partners collaborated in the submittal of a *joint Climate Adaptation Pilot Project Proposal*, a funding request to support regional hydrologic modeling needed to guide adaptation planning in response to projected sea level rise. In May 2010, elected officials and other leaders representing the Compact Counties jointly advocated in Washington, D.C. to highlight the region's vulnerabilities and needs related to climate change impacts, to seek support for greater recognition of adaptation strategies in federal climate policies and for the appropriations of projects such as the regional Pilot Project.

On June 24, 2010, in response to the Deepwater Horizon Oil Spill that threatened the region's environment and economy, the Compact Counties conducted a well-attended conference calling for comprehensive federal energy policy and protection of Florida's state and federal waters from the impact of oil drilling. In concert with local municipalities and Leagues of Cities, the event produced the Southeast Florida Response to Deepwater Horizon Oil Spill Letter to President Obama and resolutions in support for comprehensive climate legislation, restoration of damages due to the oil spill and for a ban on oil drilling within Florida's Territorial Waters.

As a centerpiece of the Compact Counties' commitment to developing regional legislative policies and advocacy strategies, the Compact Counties adopted the 2011 and 2012 *Southeast Florida State and Federal Energy and Climate Legislative Programs* and utilized these programs as the basis of joint advocacy to Congress and the Florida Legislature. The 2011/12 State and Federal Legislative Programs include support for:

- the Southeast Florida Climate Adaptation Pilot Project Proposal;
- providing a definition of "Adaptation Action Areas (AAA)" in state law;
- greater recognition of adaptation as a critical climate strategy;
- adopting a State Renewable Energy Portfolio Standard of 20 percent renewable energy by 2020;
- federal legislation to create and fund new infrastructure programs to assist local governments in adapting to the impacts of sea level rise;
- federal recognition of AAA's for the purpose of funding infrastructure vulnerable to sea level rise
- removing federal barriers to Property Assessed Clean Energy (PACE) and PACE-like programs, posed by the Federal Housing Finance Agency, to encourage energy efficiency and renewable energy improvements for residential homes and commercial buildings; and
- opposing oil drilling in federal waters on Florida's Outer Continental Shelf and the Everglades.

*The plan is a critical milestone of the Compact ...*

*... a vision and framework for regional resilience.*



*The four County Commissions jointly held the first Regional Climate Leadership Summit in 2009.*

Utilizing the Compact Counties' Legislative Programs as guidance during the 2011 Florida Legislative Session, the Compact Counties were successful in helping to amend state law to reflect priority policy goals. The regional partners helped draft and led efforts to provide for a designation of "Adaptation Action Areas"

in Florida's growth management laws, thus creating a new tool for local governments to identify areas vulnerable to coastal flooding resulting from the impacts of sea level rise and to prioritize infrastructure improvements and funding for improved resilience. Immediately following changes to

state law, a Members Letter was signed by several members of Florida's Congressional Delegation requesting support for defining AAA in federal law. Subsequent to the Members Letter, the Compact Counties' lobbyists and Delegation Members have requested the inclusion of language enabling at-risk, multi county regions impacted by sea level rise to qualify for 2012 Energy and Water Appropriations. During the 2012 Florida Legislative Session the Compact Counties were successful in helping to amend the Florida Energy Act to provide for commercial buildings to qualify for energy efficiency program funding through the Local Option Sales Tax.

The Regional Climate Action Plan contains actionable recommendations related to public policy and outreach in recognition of the fact that a continued commitment to collaborate with local, state and federal policy makers, as well as the non-profit and private sectors, is fundamental to long-term success of the Compact. Additionally, the continued and enhanced role of policy advocacy through regional collaboration, especially during tumultuous economic and political times, are important to ensure that current efforts are not undermined and the Compact Counties' future efforts related to sustainability are achieved.

## **b. A Baseline of Greenhouse Gas Emissions for Southeast Florida**

Prior to the Compact, many jurisdictions within Southeast Florida had completed emission inventories using a variety of baseline years. The Compact called for the identification and quantification of Greenhouse Gas (GHG) emissions across Southeast Florida "with a particular focus on emissions from inter-county travel and commerce." Consistent with this charge, staff estimated GHG emissions resulting from an inventory of select sectors – transportation and the built environment divided into residential, commercial and industrial subsectors – using the ICLEI International Local Government Emissions Analysis Protocol (IEAP) within the ICLEI Clean Air and Climate Protection 2009 (CACP 2009) software. "Non-regional" emissions such as the waste sector (including landfill and wastewater treatment) and local government operations were not included as they were deemed to be primarily under the control of individual jurisdictions. Other sectors such as natural areas and agriculture (including their carbon sequestration or "sink" capacity) were not included here due to lack of local information.

As emissions track closely with economic output and as this analysis was initiated during the most significant economic downturn since the 1930s, staff decided to inventory annual emissions for each year from 2005 through 2009 (five full years) and average the results for each sector over those five years for use as a future baseline. By doing so, the inventory averages contain years of both high growth and contraction. The full Regional Inventory report is included as a supporting document to the Regional Climate Action Plan process.



*The transportation sector is the largest single source of regional emissions.*

*Residential and commercial building are jointly responsible for 54 percent of regional emissions.*

Southeast Florida peaked in total GHG emissions in 2006 and declined in the following three years, consistent with the performance of the national economy during this period (Table 1). The relative emissions contribution of each County to the aggregated regional emissions reflects population and size.

**Table 1: Regional Emissions by County (MMTCO<sub>2</sub>e)**

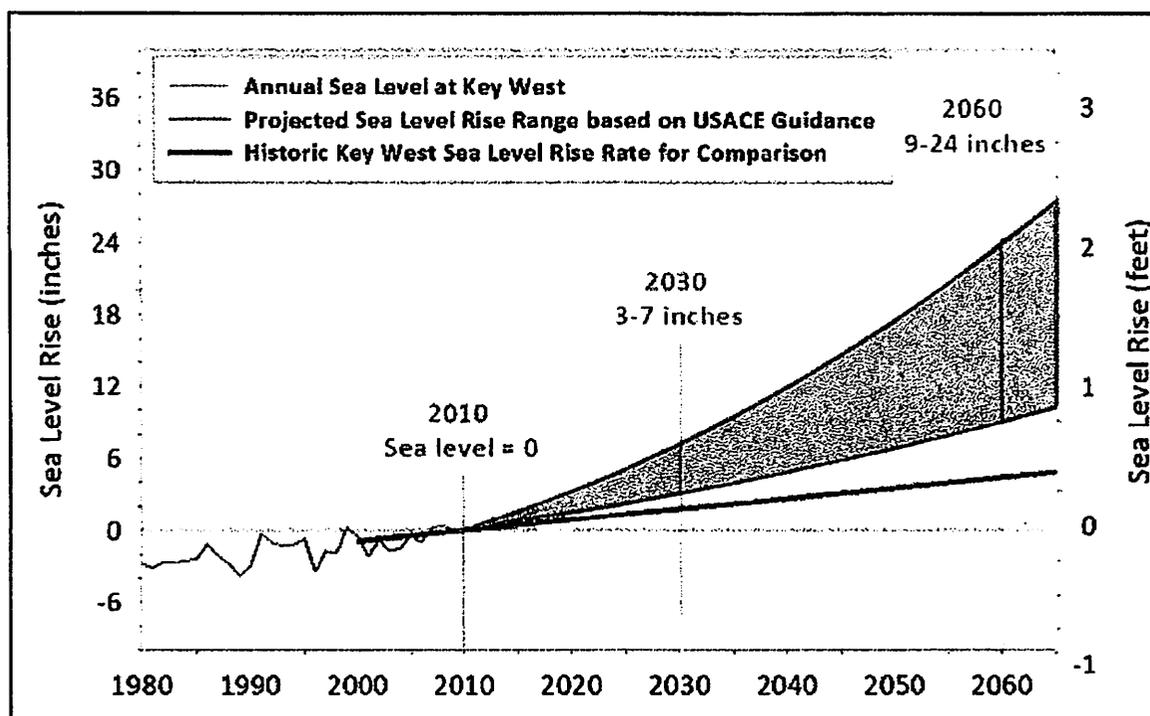
County	2005	2006	2007	2008	2009
Broward	22,655,421	22,657,880	21,921,832	21,216,712	20,810,719
Miami-Dade	28,715,847	29,058,677	27,832,307	27,057,988	26,859,326
Monroe	1,504,047	1,532,500	1,465,634	1,408,288	1,417,206
Palm Beach	16,588,536	16,658,369	15,920,070	15,785,752	15,675,174
Regional Sources	254,537	250,984	237,691	222,113	155,359
Totals	69,718,390	70,158,412	67,377,537	65,690,854	64,917,785

Regional emissions, across all sectors examined, were approximately 64.9 million metric tonnes of carbon dioxide equivalent (MMTCO<sub>2</sub>e) in 2009, down from 69.7 MMTCO<sub>2</sub>e in 2005. The five-year average of emissions (67.6 MMTCO<sub>2</sub>e) shows that the transportation sector is the largest single source of regional emissions. The Residential and Commercial buildings sectors jointly contribute 54 percent to regional emission (Table 2).

**Table 2: Regional Emissions by Sector (MMTCO<sub>2</sub>e)**

Sector	2005	2006	2007	2008	2009	Five Yr Avg
Residential	19,963,638	19,989,441	18,685,833	18,186,886	18,237,990	19,012,757
Commercial	17,884,892	18,212,352	17,356,620	17,314,930	17,083,809	17,570,521
Industrial	1,075,979	1,103,572	961,883	888,111	811,016	968,112
Transportation	30,793,879	30,853,046	30,373,200	29,300,926	28,784,969	30,021,204
Totals	69,718,390	70,158,412	67,377,537	65,690,854	64,917,785	67,572,596

### c. Unified Sea Level Rise Projection



**Figure 1: Unified Southeast Florida Sea Level Rise Projection for Regional Planning Purposes.** This projection uses historic tidal information from Key West and was calculated by Kristopher Esterson from the United States Army Corps of Engineers using USACE Guidance (USACE 2009) intermediate and high curves to represent the lower and upper bound for projected sea level rise in Southeast Florida. Sea level measured in Key West over the past several decades is shown. The rate of sea level rise from Key West over the period of 1913 to 1999 is extrapolated to show how the historic rate compares to projected rates. Methods are described in a supporting document, “A Unified Sea Level Rise Projection for Southeast Florida” available online at: [southeastfloridaclimatecompact.org](http://southeastfloridaclimatecompact.org).

At the first Regional Climate Leadership Summit, the local diversity in sea level rise (SLR) projections was highlighted as a concern, and a barrier, to achieving regionally consistent adaptation policies and demonstrating a coordinated local effort to higher decision-making levels. Following the summit, the Compact Staff Steering Committee recognized the critical need to unify the existing local SLR projections to create a single regional SLR projection. Key participants in developing the existing projections and other local scientists specializing in the areas of sea level rise and climate change were invited to participate as the Regional Climate Change Compact Technical Ad hoc Work Group (Work Group). Their objective was to work toward developing a unified SLR projection for the Southeast Florida region for use by the Compact Counties and partners for planning purposes to aid in understanding potential vulnerabilities and to provide a basis for outlining adaptation strategies for the region.

Through a series of facilitated discussions, the Work Group reviewed the existing projections and the current scientific literature related to SLR with particular emphasis on the impact of accelerating ice melt on projections. The Work Group recommended that the SLR projection be based on the United States Army Corp of Engineers (USACE) July 2009 Guidance Document until more definitive information on future SLR is available. The projection uses Key West tidal data from 1913-1999 as the foundation of the calculation and references the year 2010 as the starting date of the projection. Two key planning horizons are highlighted: 2030 when SLR is projected to be 3-7 inches and 2060 when SLR is projected to be 9-24 inches. Based on the projection, a SLR of one foot is projected to occur between 2040 and 2070 with sea level continuing to rise into the future. Due to the rapidly changing body of scientific literature on this topic, the Work Group recommended that the projection be reviewed and possibly revised four years from final approval by the Compact Staff Steering Committee and after the release of United Nations Intergovernmental Panel on Climate Change Fifth Assessment Report. "A Unified Sea Level Rise Projection for Southeast Florida" White Paper is available as a supporting document to this Regional Climate Action Plan.

*Mapping different SLR inundation scenarios helps to identify areas at potential risk and aids in planning for adaptation strategies.*

#### **d. Inundation Mapping and Vulnerability Assessment of Areas at Risk by Sea Level Rise**

Southeast Florida is highly vulnerable to SLR due to its peninsular geography and low topography. Mapping different SLR inundation scenarios helps to identify areas at potential risk and aids in planning for adaptation strategies. The Compact Inundation Mapping and Vulnerability Assessment Work Group was formed to perform a regional vulnerability assessment. Geographic Information System (GIS)



practitioners, representing the Compact Counties as well as the South Florida Water Management District (SFWMD), local universities and federal agencies, worked with National Oceanographic and Atmospheric Administration (NOAA) Coastal Services Center (CSC) experts to understand inundation mapping methodologies, define the local challenges, review available topographic

source data and create a consensus set of methods and criteria for inundation mapping. Additional discussions, surveys and workshops were used to develop planning parameters that would be part of the regional SLR vulnerability assessment. Using these commonly agreed-to parameters and data sources, the SFWMD produced inundation layers to represent areas potentially vulnerable to one-, two- and three-foot SLR scenarios. These layers were used by each of the four Compact Counties to perform a vulnerability assessment for their jurisdiction. See the supporting publication for the County level assessments and detailed methods for inundation mapping and the vulnerability analyses.

*This understanding of a likely future allows us to take action now to protect assets and invest wisely.*

All of the Compact Counties are vulnerable to SLR. However, the degree and extent of potential impacts vary across the region due to differences in land elevation and geomorphology. The southernmost counties are expected to experience the greatest direct impacts, with lessening impacts as one travels northward. Nearly 80 percent of the lands potentially affected regionally in the one-foot scenario are conservation lands, especially coastal wetlands. Low lying natural systems made up of buttonwood, mangrove, scrub mangrove, and herbaceous coastal saline and freshwater wetlands are significantly impacted in all SLR scenarios. The upper estimate of current taxable property values in Monroe, Broward, and Palm Beach Counties vulnerable in the one-foot scenario is \$4 billion with values rising to more than \$31 billion at the three-foot scenario. The greater values reflected in the financial impacts are coastal residential properties with ocean access and high taxable value.

In terms of the critical infrastructure reviewed, projected inundation is often confined to marginal areas of the properties or impacting existing drainage infrastructure on site. This is generally true for the region's ports, airports, schools, landfills and hospitals. Monroe County is the exception with predicted building and infrastructure damage to these critical resources especially at the two



*Taxable property value vulnerable in the one-foot SLR scenario is \$4 billion ...*

*with values rising to more than \$31 billion at the three-foot SLR scenario.*

and three-foot SLR scenarios. Three of Monroe's four hospitals, 65 percent of schools and 71 percent of emergency shelters are located on property at elevations below sea level at the one-foot scenario. Power plant properties in Miami-Dade and Broward as well as energy transmission facilities in Monroe begin to become inundated at the one-foot scenario. While railroads are negligibly impacted, more than 81 miles of roadway from Miami-Dade through Palm Beach are impacted at the one-foot scenario, increasing to more than 893 miles at the three-foot scenario.

The intent of the GIS-based analysis conducted by the Compact Work Group was to provide a preliminary assessment of sea level rise vulnerabilities for regional planning and policymaking purposes. This analysis did not include other possible impacts associated with sea level rise that require more complex modeling efforts, or indirect impacts, such as delineating what properties may become less accessible due to inundated roadways. Despite these limitations, the GIS-based vulnerability assessment conducted by the Compact Work Group serves to identify areas of potential concern for regional planning of adaptation strategies. It also highlights the need for continued mitigation of greenhouse gas emissions as a means to reduce future sea level rise impacts.

To prepare Southeast Florida for the likely impacts of sea level rise estimated by the vulnerability assessment, cooperation is vital, not only among the Compact Counties, but also among the municipalities, local, regional, state and federal agencies serving the region. Strengthening this regional effort will be critical in order to coordinate public policies and adaptation measures that ensure the region's sustainability and economic growth

## **V. Southeast Florida Regional Climate Action Plan Planning Process**

Members of the Compact Staff Steering Committee and representatives of numerous federal, state, and county agency partners met in February 2011 for a workshop to review the work completed to date and plan a course of action going forward. Workshop participants brainstormed issues including the scope of the Regional Climate Action Plan, criteria to select priority issues, defining regional versus local efforts, areas of expertise needed in issue specific work groups and how best to separate issue areas to be examined into logical, workable groupings. Also discussed were the timeline for the planning process and how to incorporate feedback from the Compact Staff Steering Committee and other stakeholders.

The Compact Staff Steering Committee organized three work groups to develop specific recommendations for reducing GHG emissions and building climate resilience across the region.

The three work groups, **Built Environment, Transportation, and Land and Natural Systems** were designed to bring local experts with differing work experiences and areas of responsibility together to share knowledge and expertise. Each work group consisted of more than 30 individuals from all parts of the four-county region, listed in Appendix C. Work group participants included representatives of academia, non-profits, the private sector and all levels of government. After several work sessions, surveys and much correspondence, draft recommendations were presented to the Compact Staff Steering Committee at a July 2011 workshop. After review and comment, the Compact Staff Steering Committee provided guidance to the three work groups in finalizing the strategies to be included in the Regional Climate Action Plan and convened a “Super Committee” to address three cross-cutting issues that emerged separately from the work groups. The full extent of recommendations from each work group is available as a supporting publication.

*Every organization in the region has a role to play in making Southeast Florida a resilient and sustainable community of communities.*

## **Structure of the Regional Climate Action Plan**

To further review, consolidate, and categorize the numerous recommendations, the Super Committee was created consisting of key representatives from each Work Group, the Work Group chairs, and representative County staff. The Super Committee worked to consolidate the recommendations into seven categories, including:

- Sustainable Communities and Transportation Planning
- Water Supply, Management and Infrastructure
- Natural Systems
- Agriculture
- Energy and Fuel
- Risk Reduction and Emergency Management and
- Outreach and Public Policy

The definition of each category and the recommendations are detailed as the Regional Climate Action Plan.

The draft Regional Climate Action Plan was released at the third annual Regional Climate Leadership Summit held in Key Largo on December 8 and 9, 2011. The Compact Staff Steering Committee aggressively sought public input and feedback from December through March 2012.

During this time, many public presentations on the draft plan and the Regional Compact were delivered throughout the region. Officially, 105 distinct comments were received through the Compact website from 91 individuals. All comments were reviewed by the Compact Staff Steering Committee and the Work Group Chairs. Since many comments were focused on the details of implementation, those thoughts and ideas are captured in the Implementation Guide that is published as a companion resource to the Regional Climate Action Plan. This public comment period resulted in a more robust regional document.

## **RCAP ... Regional and Municipal Government Collaboration and Shared Implementation**

The Southeast Florida Regional Climate Change Compact emerged in 2009 as a collaborative venture among Palm Beach, Broward, Miami-Dade and Monroe Counties and as such, served as the impetus for creating a common framework for climate change mitigation and adaptation strategies throughout the Southeast Florida region. This initial effort for the Compact Counties to collaborate on a regional scale, proved to be an important first step in gaining public and political support required for the advancement of this comprehensive planning initiative. Early on, municipal government engagement and commitment was also recognized as critically important to the success of the Compact.

There are more than 100 local city governments in the region, each at varying stages of climate mitigation and adaptation planning and implementation. To formally begin collaborative efforts among local governments, the Compact Counties



met jointly with municipal government representatives at the Second Annual Climate Leadership Summit in 2010. More recently, the Compact Staff Steering Committee membership was expanded with municipal representation to ensure involvement of cities in the drafting of the Regional Climate Action Plan. Successful implementation of the Regional Climate Action Plan strategies requires this continued collaboration.

In the forthcoming years, the Compact Counties expect to build coalitions with more municipalities, the various Leagues of Cities, special districts and other governmental entities, including the Treasure Coast counties participating in the Seven50 Sustainable Communities Initiative.

The Compact Counties and municipal partners are committed to the implementation of the Regional Climate Action Plan. Of course, implementation strategies must be sensitive to the different governance structures of counties and municipalities. Because of the variances in government structures, management policies, land use authorities, charters (where present), and the political environments of member counties and municipalities, implementation is expected to take on different forms. This Plan should be viewed as a framework to help guide policies and projects and implementation must be flexible to address specific local conditions.

It is also important to emphasize that the Regional Climate Action Plan does not provide a mandate for any county or municipal actions, but rather serves as a living document with options that each regional or local government may adopt and utilize based on their interests and vision for the future. Over time, this document will be enhanced as more data becomes available, scientific projections are refined, and best management practices are developed and tested.

The success of the planning efforts thus far is a testament to the political leadership and staff dedication to Southeast Florida. We recognize that by combining our efforts and resources, we are in a better position moving forward. The Compact is at an important turning point. As each partner continues to implement different initiatives, at its own pace and within the context of each individual entity, these individual steps will lead to collective results for a more resilient region. Join us, no step is too big or too small.

## VI. Regional Plan Recommendations

The following recommendations are the result of much labor by many individuals and organizations dedicated to a more sustainable and resilient Southeast Florida. The 110 actionable recommendations presented here form the core of Southeast Florida's first Regional Climate Action Plan. These measures draw from and build upon the experience of each partner gained prior to regional collaboration. Some, therefore, are familiar requiring only additional partners for differing scales of implementation. Others are new and designed specifically to address the challenges that become evident through a regional perspective. The Compact Staff Steering Committee has produced a companion document, titled the *Regional Climate Action Plan Implementation Guide*, to provide further insight and guidance on how each of these recommendations can be put to work for Southeast Florida. The Regional Climate Action Plan Implementation Guide is available online at: [southeastfloridaclimatecompact.org/](http://southeastfloridaclimatecompact.org/).

## Sustainable Communities and Transportation Planning

With the establishment of a Unified SLR Projection and the Preliminary Vulnerability Analysis, the picture of the likely future of our region is coming into focus. While the specific conditions at a given point in the future are impossible to predict, the range of potential future conditions has been defined based upon the best available science which includes an agreed upon level of uncertainty. This understanding of a likely future allows us to take action now to protect assets and invest wisely. As the science, monitoring, and modeling of impacts continue to be refined, this area of the plan recommends actions to integrate climate change consideration into existing and future policy decision making processes and municipal and county Comprehensive Plans with the goal to achieve resilience, reduce risk and further greenhouse gas emissions reductions.

As one of many tools available in the comprehensive planning process, this section includes several recommendations addressing the designation and implementation of Adaptation Action Areas which are expected to aid in focusing technical assistance and funding opportunities to areas most vulnerable to the impacts of sea level rise and coastal flooding. In 2011, the Florida Legislature amended state law to provide for Adaptation Action Areas as an optional designation in local comprehensive plans for those identified areas experiencing coastal flooding due to extreme high tides and storm surge and the related impacts of sea level rise. The law also provides for the development of adaptation policies and will maximize funding opportunities for infrastructure needs associated with Adaptation Action Areas. Subsequent to recent changes to state law, members of Congress have since requested the definition of Adaptation Action Areas in federal law to provide for appropriations for adaptation planning and infrastructure needs in designated areas. It is realistic to believe that future funding opportunities will become available through federal and state appropriations and grants for Adaptation Action Areas or areas similarly designated for adaptation planning.



## Sustainable Communities

*GOAL: Reduce financial and physical losses in our building stock by reshaping where and how we build.*

SP-1 Support implementation of the Regional Climate Action Plan by including

*A Region Responds to a Changing Climate*

recommendations from the Plan into existing land use and policy decisions and related elements of the municipal and county Comprehensive Plans, as appropriate; and recognize the Plan as a basis for the development of new goals, objectives and policies through the appropriate local government Comprehensive Plans.

- SP-2 Develop policies, strategies and standards that will serve as guidance for climate change related planning efforts. Municipal and county planning authorities are encouraged to develop policies to improve resilience to coastal and inland flooding, salt water intrusion, and other related impacts of climate change and sea level rise in their Comprehensive Plans, Sustainability Action Plans, Vision Plans, Stormwater Master Plans, Transit Development Plans, Long Range Transportation Plans, Adaptation Action Area Plans, Climate Change Plans and other green planning efforts.
- SP-3 Incorporate “Adaption Action Area” definition (as provided for in Florida law) into municipal and/or county Comprehensive Plans, to provide a means to identify those areas deemed most vulnerable to sea level rise and other climate change impacts including but not limited to extreme high tides, heavy local rain events, and storm surge for the purpose of prioritized funding and adaptation planning.
- SP-4 Develop criteria in collaboration with municipal and county planning authorities for the purpose of defining Adaptation Action Areas as well as other areas requiring adaptation improvements related to coastal flooding and sea level rise that may include, but not be limited to:
- Areas below, at, or near mean higher high water;
  - Areas which have a hydrological connection to coastal waters;
  - Areas designated as evacuation zones for storm surge; and/or
  - Other areas impacted by climate related drainage/flood control issues.



*Southeast Florida Regional Climate Change Compact Counties - Regional Climate Action Plan*

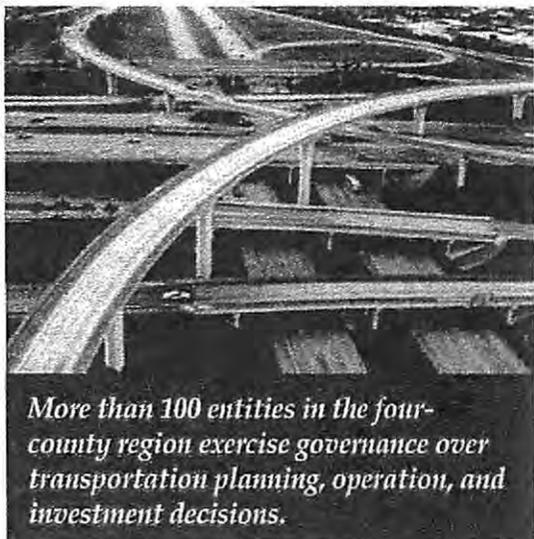
- SP-5 Conduct new or utilize existing vulnerability analysis and other technical tools as they are developed as a means for identifying Adaptation Action Areas as well as other areas requiring adaptation improvements related to coastal flooding and sea level rise, to provide guidance for adaptation planning efforts in areas especially at risk to sea level rise, tidal flooding and other related impacts of climate change.
- SP-6 Develop policies, as provided for in Florida law and in collaboration with the appropriate municipal and county planning authorities, related to areas designated as Adaptation Action Areas or similarly vulnerable areas to improve resilience to coastal flooding, sea level rise and other climate related vulnerabilities and provide guidance for other adaptation planning efforts.
- SP-7 Develop sea level rise scenario maps to be considered for inclusion in appropriate Comprehensive Plans and/or regional planning documents as determined by the appropriate local government to guide municipal and county government climate adaptation planning efforts and continue to update regional and local planning efforts as more data becomes available and scientific projections are refined.
- SP-8 Identify locations within Adaptation Action Areas or similarly vulnerable areas where targeted infrastructure improvements, new infrastructure, or modified land use and/or development practices could reduce vulnerability and/or improve community resilience.
- SP-9 Coordinate regionally across municipalities and county planning authorities on the development of projects and funding proposals to seek prioritized funding for identified infrastructure needs and specific adaptation improvements required within Adaptation Action Area or other related adaptation planning areas.
- SP-10 Work with appropriate local, regional and state authorities to revise building codes and land development regulations to discourage new development or post-disaster redevelopment in vulnerable areas to reduce future risk and economic losses associated with sea level rise and flooding. In these areas, require vulnerability reduction measures for all new construction, redevelopment and infrastructure such as additional hardening, higher floor elevations or incorporation of natural infrastructure for increased resilience.
- SP-11 Identify within Adaptation Action Areas and similarly impacted areas populations and communities most vulnerable or of special concern for the purpose of ensuring the

proper consideration of individual needs and resources as part of local and regional planning activities.

- SP-12 Develop new community flood maps reflective of a 100-year storm event under future sea level rise scenarios and use this information, in conjunction with similarly updated storm surge models for revising required elevations for new and redevelopment, and in the permitting/licensing of transportation projects, water management systems, and public infrastructure.
- SP-13 Designate or otherwise recognize “Restoration Areas” to identify undeveloped areas that are vulnerable to climate change impacts for the purpose of environmental restoration, dune restoration, agriculture, conservation of natural resources or recreational open space, or as stormwater retention areas. Local governments and appropriate regional planning authorities should prioritize land acquisition in these areas. These areas could also be established or acquired through mitigation or transfer-of-development rights initiatives.
- SP-14 Designate or otherwise recognize “Growth Areas” as areas outside of Adaptation Action Areas, or other areas subject to adaptation planning efforts, where growth is encouraged due to higher topographic elevation and the presence of existing infrastructure, such as transportation and water and sewer infrastructure. Growth Areas should be developed with Urban Design guidelines that address character of urban place and provide a high quality pedestrian experience through landscaping and the creation of public space.
- SP-15 Modify or develop new design standards for transportation infrastructure located in identified vulnerable areas to include environmentally supportive road materials, bridge design, elevation, and stormwater management. Include different pitches combined with stormwater design to effectively remove water from the roadway; explore roadway materials that may be utilized in road construction that are more tolerant of extended periods of extreme temperatures.
- SP-16 Develop policies to address new transportation infrastructure development in light of anticipated future climate impacts, such as consideration of future floodplain conditions and vulnerable areas which could require the rerouting of roads because of potential flooding and related damage.

- SP-17 Analyze potential blighted sites and develop an approach for converting underutilized or unused properties and structures, including properties in financial distress, into community gardens or farmers' markets. (i.e., Redfields to Greenfields)

## Transportation Planning



The transportation sector contributes 45 percent of the region's greenhouse gas emissions, with the majority of trips taken for family and personal purposes in single occupancy vehicles. Reducing vehicle miles traveled (VMT), which reduces emissions, can be achieved by shifting trips taken in the personal vehicle to walking, biking, and public transportation, and shortening or avoiding trips altogether through community design and sustainable development strategies. Recent studies demonstrate the significant impact this approach

can have on avoiding greenhouse gas emissions - estimating that the five "Ds" of compact development - density, diversity, design, destination and distance to transit - are expected to reduce VMT by 12 to 18 percent (Urban Land Institute). Clearly, the success of this reduction is dependent on the extent and timing of implementation. While recommendations in this area call for increased funding for mobility solutions that achieve a reduction in greenhouse gas emissions and also increase the livability and economic strength of the region by reducing our dependence on the personal vehicle, others focus on more immediate strategic service improvements as well as initiatives to attract individuals who could drive their cars but who choose to ride transit or share a ride because of the conveniences and other benefits represented by these choices.

More than 100 entities in the four-county region, including municipalities, county and state governments, metropolitan planning organizations, and regional planning bodies, exercise governance over transportation planning, operation, and investment decisions. A continued and expanded collaborative approach to these activities will be a cornerstone to implementing these recommendations that not only serve to reduce greenhouse gas emissions but will realize cross-cutting benefits of more livable and desirable communities within our region.

*GOAL: Reduce greenhouse gas emissions by planning, designing, and prioritizing walkable, affordable communities supported by sustainable multimodal transportation options.*

- SP-18 Identify means to effectively engage the multiple public and private sector entities with roles and responsibilities involving the provision and maintenance of transportation infrastructure and the delivery of transportation services in the region, in climate adaptation and mitigation initiatives. Document current and evolving coordination efforts among these entities.
- SP-19 Focus transportation investments and service expansions on projects and strategies contributing to greenhouse gas emissions reductions and enhancing resilience to climate change.
- a. Continue to enhance and implement regionally coordinated transportation planning through the Regional Long Range Transportation Plan (RLRTP). Identify goals and objectives in the RLRTP which, as they are attained, reinforce the desired achievement of greenhouse gas emissions reductions and enhanced resilience to climate change. Articulate the supportive role of these goals and objectives for emissions reductions and climate resilience.
  - b. Give higher investment priority to and advocate for state and federal transportation infrastructure investments, programs and services that will reduce greenhouse gas emissions and enhance resilience and adaptability to climate change. Performance standards for climate and related metrics, such as reduced VMT and increased mode split, should be incorporated in transportation plans and programs. Transportation planning should include performance measures<sup>1</sup> in major decision-making phases such as land use visioning, long range transportation plans, corridor studies, programming, environmental review, and performance monitoring.
  - c. Incorporate evaluation criteria and processes to prioritize projects that meet RLRTP goals and objectives — into local and regional planning and programming processes — with an initial emphasis on evaluation criteria that reduce VMT and increase use of transportation modes other than the personal vehicle. Projects that enhance economic vitality should also be given priority, such as projects and service expansions along transit-oriented corridors and those that improve connections to major airports and seaports.
  - d. Prioritize studies funded through existing programs and other sources addressing effective climate adaptation and mitigation strategies, particularly those addressing barriers to adaptation and assisting in integrating land use and transportation planning.

- e. Improve coordination among economic development, land-use/housing, transportation and water resource planning activities. Review local and regional planning and decision making processes to ensure a complementary approach toward developing and maintaining a transportation network, including for purposes of reducing VMT and providing more transportation choices.
- SP-20 Require that new development and redevelopment in areas with existing and planned multimodal corridors that connect urban and other centers in the region be planned and designed to support walking, biking and transit use.
- SP-21 Support effective planning and implementation of transit oriented developments (TODs)<sup>2</sup>, from both a local and regional scale, in coordination with effective planning and delivery of transit services, particularly transit stations<sup>3</sup>, to maximize ridership.
- a. Recognize that planning for TOD requires consideration of transit and land use issues at the system, corridor and station levels, as well as evaluation of adequate infrastructure such as water and sewer mains.
  - b. Develop policies to streamline approval processes involving TODs.
  - c. Ensure equitable distribution of the benefits of TOD and premium type transit services.
- SP-22 Introduce a new activity-based regional travel demand forecast model to directly simulate individual trip making and mode choice behaviors. Simulations done using the model will allow for robust tests of the effectiveness of policy alternatives.
- SP-23 Consider regional implementation of rapid transit zones to maintain land use control around a station with multiple jurisdictions. Modify local land use plans and ordinances to support compact development patterns, creating more walkable and affordable communities.

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<sup>1</sup>One example of incorporating sustainable transportation performance measures into existing planning processes is: Environmental Protection Agency's Guide to Sustainable Transportation Performance Measures (EPA 231-K-10-004, August 2011).

<sup>2</sup>Transit oriented developments (TODs) are compact moderate to high intensity and density mixed use areas, within one-half mile of transit stations, designed to maximize walking trips and access to transit.

<sup>3</sup>A transit station in this context means one serving a premium type of transit including commuter rail, light rail, express bus service such as the 95 Express Bus, bus rapid transit service (as defined by the Federal Transit Authority), or a station that functions as a local bus hub or transfer station, serving a minimum of three fixed routes operating with headways of 21-30 minutes or less.

***Recommendation:  
Work regionally  
to improve safety  
for pedestrians and  
bicyclists.***

- a. Identify potential future land use map and other comprehensive plan changes at the local level. Also address the subject in regional level plans.
- b. Adopt form-based codes that have physical form, design of buildings and the public realm, and an emphasis on mixed and evolving land uses as organizing principles.
- c. Consider regional implementation of rapid transit zones or other such designations to maintain land use control around transit stations, including ones with multiple jurisdictions.



- SP-24 Consider the adoption of green neighborhood certification programs, such as LEED ND (Neighborhood Development) to guide decision making and development and to provide an incentive for better location, design, and construction of new residential, commercial, and mixed-use developments with the goal of increasing transportation choices while reducing household transportation costs. Incorporate sustainable building and neighborhood ratings or national model green building codes, including but not limited to those defined in Section 255.253(7), Florida Statutes, into municipal codes region-wide.
- SP-25 Adopt or create a green rating system for roads to reduce emissions from construction, maintenance, and agency operations through practices such as using recycled materials, purchasing materials found or manufactured sustainably in the region, and requiring construction contractors to implement emissions reductions practices such as using alternative fueled vehicles and clean diesel practices.
- SP-26 Improve movement and safety for non-motorized modes through the adoption and implementation of best practice models including Complete Streets.
- a. Develop policy, ordinances, guidelines, models and projects to accelerate implementation.

- b. Identify partners and resources to support training and the research into new techniques for transportation design and other professionals.

SP-27 Complete, expand and connect networks of bicycle and pedestrian facilities, including supporting access to transit.

- a. Prioritize implementation of planned bicycle and pedestrian networks. Improve overall coordination of local and regional agency planning and implementation efforts. Evaluate whether these facilities are connected regionally and on a local scale to major employment, education, and recreation centers.
- b. Implement a roadway design project checklist that includes measures of pedestrian, bicycle, and transit (e.g. bus bay) accommodation.
- c. Work regionally to improve safety for pedestrians and bicyclists.
- d. Consider regional adoption of Transit, Pedestrian, and Biking programs that aim to improve access to transit.
- e. Develop policies to increase designated bike parking facilities at office and retail developments.



SP-28 Continue to implement strategies aimed at maximizing the efficiency of the existing transportation network by all agencies across the region. Many of these strategies also result in greenhouse gas emissions reductions. There is a need for a toolbox of successful strategies that can be duplicated across the region. Agencies should make an effort to collect information that will allow for evaluation of the effectiveness of a strategy in reducing greenhouse gas emissions. Information collected by implementing agencies should include emissions reductions, fuel reductions, VMT impacts, or other performance measures as appropriate. Information collected should also include steps for implementation, costs, and lessons learned. Among the strategies to consider are use of roundabouts, real time operation of the traffic signal system, traffic signal prioritization and queue jumps for transit, interstate ramp metering, and employment

of a virtual freight network (freight network managed in real time using intelligent transportation systems).

- SP-29 Increase transit ridership by providing premium transit service<sup>4</sup> on targeted regional corridors. Examples of successful routes include the I-95 Express bus service and “The Flyer” route from Miami International Airport to Miami Beach. The goal of these routes is to bring people who might otherwise drive to work (known as “choice riders”) from residential areas to regional centers of employment. Agencies should review levels of service policies and service standards and modify as necessary to prioritize increasing services along corridors with dense land use. Improve quality of service by continuing to monitor and address safety and performance.
- SP-30 Increase the amenities and infrastructure available to transit riders, such as shade, shelters, kiosks utilizing solar power when feasible, and route and real time boarding information.
- SP-31 Provide seamless transitions to increase the use of low carbon modes for the movement of people and freight in the region.
- a. Improve connections among Tri-Rail and county transit service, municipal trolley and community shuttle bus services which may include realignment of routes. District circulators, such as the Metro Mover in downtown Miami, which connects to Metro Rail, provide the last leg of a commute for transit riders and should have high frequency and ease of transfer.
  - b. Implement seamless regional transit fare and transfer media (traditional or virtual) across transit services in the region while improving walking and biking access to transit.
  - c. Develop planning strategies to address planning for the “First and Last Mile” of transit trips, which act as barriers for commuters who could potentially take transit but whose starting point or final destination cannot be conveniently accessed from

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<sup>4</sup> The term premium transit service in this context means rail, express bus service, or the Federal Transit Authority definition of Bus Rapid Transit service, which are routes predominantly on fixed guideways or high frequency bus service with the following elements: substantial transit stations, traffic signal priority or preemption, low-floor vehicles or level platform boarding, and separate branding of the service. High-frequency service is defined as 10-minute peak and 15-minute off-peak headways for at least 14 hours of service operations per day.

the nearest transit stop/station due to distance, terrain (street patterns), or real or perceived safety issues (traffic, crime).

- d. Partner to implement a Virtual Freight Network as part of the region's comprehensive Intelligent Transportation System/Transportation System Management and Operations Programs. Establish a software application to provide "load matching" for shippers and truckers to alleviate "deadheading" of empty trucks traveling back to destination.
- e. Incorporate climate adaptation strategies and greenhouse gas emissions inventories into Seaport and Airport Master Plans and Regional Freight Plans. Plans should address the critical last mile to and from major seaports and airports in part by providing comprehensive plan land use designations, policies, and standards that protect that function of roadway segments connecting seaports and airports (hubs) to corridors, such as interstates.



*Recommendation: Increase transit ridership by providing premium transit service on targeted regional corridors.*

- f. Establish performance measures including VMT reduction and emissions reductions monitoring for freight projects such as ship to rail projects which remove drayage truck operations<sup>5</sup>.
- g. Support clustering of distribution facilities to promote intermodal centers and economic development.

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<sup>5</sup> "Drayage truck operations" refer to truck container pickup from or delivery to a seaport terminal with both the trip origin and destination in the same urban area.

- SP-32 Use and expand Transportation Demand Management (TDM) strategies, which reduce peak hour and single-occupant vehicle travel.
- a. Vanpool and Carpool Programs - Work with MPOs, South Florida Commuter Services and South Florida Vanpool to identify and pursue opportunities to more fully utilize and expand these programs.
  - b. Car and Bike Sharing Programs - Work with companies providing these services and strategic partners (universities, municipalities, large employers, etc.) to establish zip car, bike sharing and personal vehicle sharing programs.
  - c. Employee Benefits – Encourage sharing of information on and use of employee benefits that support use of walking, biking and transit modes for work commutes (e.g., pre-tax benefits and Emergency Ride Home program).
  - d. Commute Trip Reduction Programs - Local governments should promote participation in programs such as the EPA Commuter Choice Program and explore the adoption of commute trip reduction ordinances.
- SP-33 Coordinate initiatives with those of the seven-county Southeast Florida Prosperity Plan, known as Seven50, to maximize the opportunities presented as Seven50 is developed (e.g., sharing data and analyses; participating in alternative future scenario planning; engaging a myriad of public, private and civic partners) and actively engage in Seven50 implementation efforts, designed to address the following Livability Principles:
- Provide more transportation choices
  - Promote equitable, affordable housing
  - Enhance economic competitiveness
  - Support existing communities
  - Coordinate policies and leverage investment;
  - Value communities and neighborhoods and
  - Enhance community resilience to the impacts of Climate Change

## Water Supply, Management and Infrastructure

Climate change presents serious challenges for water managers with impacts on the quality and abundance of water supplies, water and wastewater infrastructure, and drainage and flood control operations. An effective response will require the coordinated efforts of governmental agencies and service providers and a holistic approach that treats water supply, disposal and management as integrated systems.

*Climate change presents serious challenges for water managers.*

In Southeast Florida, climate change is predicted to influence precipitation patterns with both water supply and water management implications. Fewer storm events, drier winter and spring months, and an increase in local evapotranspiration rates (water lost to the atmosphere through evaporation and plant transpiration) will increase the frequency and severity of droughts while less frequent but more intense storms will tax water management systems causing both inland and coastal flooding. Impacts will be compounded by sea level rise with the loss of coastal wellfields due to saltwater intrusion and constraints on water management operations due to increases in groundwater levels and reduced discharge potential at canal water control structures. Addressing the impacts of climate change will require: finding solutions to consistently maintain high quality and adequate water supplies for all local communities, strategies to reduce the cost and energy demands of alternative water supplies, consideration of future conditions with respect to the placement of infrastructure, and investments in new and upgraded infrastructure to maintain essential drainage and flood control operations. Additionally, SLR from climate change is threatening the Florida Everglades, the backbone of our natural resource system, highlighting the urgent need for restoration of the Everglades with improved delivery and distribution of water flow to provide both natural resources and water supply benefits.



*It is essential to identify practical solutions today.*

Given these challenges, it is essential to identify practical solutions today to help mitigate the impact of climate change on our future water supply. The Regional Climate Action Plan proposes recommendations to provide regionally coordinated water management plans that address

stormwater use and disposal, traditional and alternative water supplies, wastewater disposal and reuse, water conservation measures, and continued support for Everglades restoration efforts.

A unified effort among government, businesses, and consumers is needed to implement near-term solutions and develop long-term strategies to mitigate adverse impacts of climate change on water supplies while developing new sources that add diversity to our water supplies. Efforts will require optimized use of all water resources, with conservation being paramount, along with development of new sources less vulnerable to changing climate conditions. The challenge will be to implement these necessary projects without marked increases in energy consumption, a difficulty that underscores the value of conservation as a priority strategy. Policy and regulatory changes, funding for infrastructure, development of alternative water supplies, and public education will all be necessary in order to make significant progress. The issues are vast and the investments to be great, with effective response requiring the collaboration of the public, financial participation of state and federal governments, and the exploration of new finance strategies.

*GOAL: Advance water management strategies and infrastructure improvements needed to mitigate for adverse impacts of climate change and sea level rise on water supplies, water and wastewater infrastructure, and water management systems.*

- WS-1 Develop local and, where appropriate, regional inventories of existing potable water supply delivery and collection systems, vulnerable wellfields, wastewater collection and/or treatment infrastructure, septic tanks/drainfields, and stormwater drainage and treatment facilities; assess the potential impact from climate change of each component; and develop different climate change scenarios and adaptation strategies for high-risk utilities and/or infrastructure which may require replacement, reinforcement, or relocation to ensure the long-term viability of the system (e.g., modified site, depth, elevation, materials, or connection requirements).
- WS-2 Develop a regional saltwater intrusion baseline and utilize saltwater intrusion models to identify wellfields and underground infrastructure at risk of contamination/infiltration by saltwater with increases in sea level.
- WS-3 Utilize existing and refined inundation maps and stormwater management models to identify areas and infrastructure at increased risk of flooding and tidal inundation with increases in sea level, to be used as a basis for identifying and prioritizing adaptation needs and strategies.

WS-4 Evaluate the impacts of rising sea and groundwater levels on soil storage, infiltration rates and inflow to stormwater and wastewater collection and conveyance systems; consider longer-term influences on water quality; and develop strategies for implementing reclaimed water and



stormwater reuse projects that account for current and future conditions.

- WS-5 Develop and apply appropriate hydrologic and hydraulic models to further evaluate the efficacy of existing water management systems and flood control/drainage infrastructure under variable climate conditions. Quantify the capacity and interconnectivity of the surface water control network and develop feasible adaptation strategies.
- WS-6 Coordinate with the South Florida Water Management District, Drainage/Water Control Districts, and utilities/public works officials to identify flood control and stormwater management infrastructure already operating below the design capacity. Further examine water control structures to ensure that they can provide for inland or upstream migration of riparian species as freshwater habitats become more saline.
- WS-7 Develop Integrated Water Management Plans that present a joint assessment and planning strategy involving local water utilities, wastewater service providers, water managers, and partners to the Southeast Florida Regional Climate Change Compact, for coordinated consideration of stormwater use and disposal, traditional and alternative water supplies, wastewater disposal and reuse, and water conservation measures for use by local leadership to guide planning decisions as well as amendments to applicable codes and regulations.
- WS-8 Develop and test water management and drainage system adaptation improvements needed to maintain existing levels of service relating to drainage, flood control, and water supply, and use cost-benefit analyses to prioritize potential improvements.

- WS-9 Incorporate and prioritize preferred climate adaptation improvement projects in capital improvement plans and pursue funding.
- WS-10 Encourage, foster, and support investigative work and scientific research that improves the understanding of local and regional climate change impacts specific to Southeast Florida, including:
- Improved down-scaling of global climate models for representation of precipitation at the regional/local scales
  - Identification and targeting of gaps in monitoring to improve quantification of the hydrologic system and its response to climate change, such as evapotranspiration, groundwater levels, and precipitation, and local sea level
  - Development of risk-based decision support tools and processes for application in analysis of infrastructure design, water resource management, natural systems management, and hazard mitigation alternatives. Tools should provide for consideration of potential economic costs of comparative planning scenarios, management decisions, and infrastructure investments and the evaluation of potential tradeoffs.
- WS-11 Undertake efforts to fill identified data gaps through local program efforts, agency collaborations, and advocacy for additional state/federal resources, as needed.
- WS-12 Foster the development and exchange of new information, methods and technical capabilities to address key questions of concern related to climate variability and sea level rise to support management decisions:
- Assess impacts of observed and predicted climate variability and sea level rise on the frequency, duration, and intensity of flooding as a result of extreme tidal excursions, storm surge, and 100-year storm events, and where impacts are likely to be greatest.
  - Examine the effects of climate change on water availability and groundwater vulnerability due to sea level rise, and predicted changes in precipitation and evapotranspiration patterns and rates.
  - Establish a venue for a periodic exchange of ideas between resource managers, policy makers, and researchers.

WS-13 Develop agency capabilities to provide rapid deployment of resources in immediate response to intense precipitation and storm events through use of Next RAD technology.

WS-14 Cultivate partnerships with federal and state agencies and professional associations with expertise in integrated water resource planning (such as the U.S. Army Corps of Engineers Institute for Water Resources, the United States Geological Survey, and Water

Foundations) as sources of important research, reports, and information regarding climate change, and efforts being undertaken in other communities.

WS-15 Monitor changes in rainfall patterns, temperature means and extremes and sea level rise through coordination with NOAA and other key organizations/partners to better predict future wet-season and dry-season rainfall. Monitor emerging science in order to assess the adequacy of regional climate models. Choose an annual conference or other venue at which such trends can be reviewed at regular intervals.

WS-16 Manage water storage in the region's publicly-owned uplands and wetlands and in other land uses compatible with water storage, including wetland restoration, certain agricultural operations and certain renewable energy production facilities. This will further serve to protect high quality drinking water supply, increase aquifer recharge, and as a means for managing saltwater intrusion.

WS-17 Support complete implementation and funding for the Comprehensive Everglades Restoration Plan (CERP) and its updated versions as fundamental to Everglades restoration, to include increased freshwater flows to the Everglades system, thereby improving water quality, maximizing regional freshwater storage and aquifer recharge, and providing potential to abate saltwater intrusion, which will become increasingly important under variable climate conditions and in the face of sea level rise.

WS-18 Combine existing and develop new land acquisition priorities in a regional setting to protect high quality drinking water supply.



*Recommendation: Mitigate climate change on water supplies, water and wastewater infrastructure, and water management systems.*

## Natural Systems

Southeast Florida's natural communities exist within specific climate, water and salinity regimes; coral reefs and seagrasses grow in clear, shallow seawater with abundant sunlight and stable temperatures while mangroves thrive in the often brackish areas between the low and high tide lines. Freshwater-dependent hardwood hammocks and pine rockland forests support an abundance and diversity of rare plants and animals unrivaled in the United States. Similarly, Everglades tree islands depend upon wet and dry seasonal rainfall patterns that have existed for centuries. Climate change threatens many of the native plants and animals important to Southeast Florida's culture, economy and distinctive sense of place.

Changing weather patterns are not new to the native flora and fauna of Southeast Florida. Plants and animals are always living and competing on the edge of their limits. Wetland plants gain ground, moving up the slope in wet years and perhaps losing that same ground in dry years. But in many climate change scenarios, the speed and direction of such changes may be unprecedented. Climate change may exceed the capacity of native species to keep pace. By taking specific action now, we may be able to manage our native flora and fauna without losing species diversity and without introducing potentially harmful species.

Coral reefs are vital to local fisheries and the economy. Healthy oceans provide most of the oxygen in the air we breathe. Much research is already underway regarding the impact of climate change on the world's oceans. Locally, strategies are being developed to maintain our ocean in the face of climate change. In estuarine systems, mangroves and seagrasses are primary converters of sunlight energy to food energy. However, they are both limited





by water depth. As seas rise, they may not survive in their current locations. It will be incumbent on us to ensure that newly inundated areas are available for them to colonize. The fate of freshwater wetlands is currently harder to predict. Tide water may reach further inland and some freshwater sources may become more brackish. These 'lightly salty' estuaries can be biologically healthy habitats but we must ensure that other land uses, including drinking water supplies, are not threatened.

Most of the regions' freshwater wetlands and native uplands are supplied with rainwater. At this time, no one knows exactly what changes in rainfall patterns are in store for us. What we do know is that storage of freshwater is an important mitigation option whether rainfall is too much or too little – or both. Having freshwater storage options allows us to collect flood waters and hold them for later release during drought.

Given the opportunity, some species can adapt, migrate, or transition. Adaptation and migration or transition, necessary for sustaining natural plant and animal communities, will require careful and thoughtful planning. Land use planning and land acquisition programs will have to allow for such transitions. Hardened shorelines may be transformed to living shorelines. Open lands or vacant parcels may be suitable locations for habitat restoration.

The following strategies recommend ways in which all levels of government can share information necessary to plan for and implement the maintenance of natural areas, rare and endangered native species populations as well as the green industries necessary for our local economy.

*GOAL: Implement monitoring, management, and conservation programs designed to protect natural systems and improve their capacity for climate adaptation.*

NS-1 Develop a vital signs status and trends monitoring program for biological communities. Key parameters may include rate of sea level rise, saltwater intrusion boundary and monitoring wells, landscape-level vegetation patterns, percent coral cover and condition in offshore reef zones, water temperature and pH in areas, and occurrence and range of invasive exotic plants and animal species.

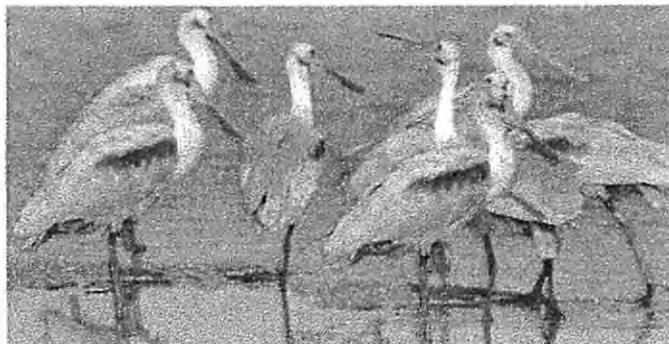
- NS-2 Promote collaborative federal, state and local government conservation land acquisition programs. Explore fee simple and less-than-fee approaches which reflect regional acquisition priorities and result in conserving a diversity of natural areas including hot spots of biological diversity, protecting open space and buffer areas to create or maintain resilience and adaptive capacity of existing natural areas to transition inland/upslope.
- NS-3 Support regional fire management coordination efforts emphasizing frequent, low intensity fire regimes in wetland and pine forest systems to maximize habitat quality, resilience to change and carbon neutrality while preventing hazardous fuel load buildup that leads to major carbon releases.
- NS-4 Quantify monetary values of hazard mitigation and adaptation provided by natural systems using Ecosystem Services Valuation or comparable model. Create a sustainable funding mechanism for their protection and management.
- NS-5 Maintain or restore multiple areas of habitat and large-scale connectivity to facilitate native species population stability and habitat shifts resulting from climate change.
- NS-6 Coordinate and implement regional invasive exotic species prevention and control efforts to minimize the diversity and abundance of habitat-homogenizing exotic plants and animals by emphasizing prevention of new invasions and early detection/rapid response to nascent invasions.
- NS-7 Coordinate “living shorelines” objectives at regional scale to foster use of natural infrastructure (e.g. coral reefs, native vegetation and mangrove wetlands) instead of or in addition to grey infrastructure (e.g. bulkheads).
- NS-8 Leverage existing work of the Florida Reef Resilience Program’s “Climate Change Action Plan for Florida’s Coral Reef System 2010-2015” for protection of marine habitat.



*Goal: Implement monitoring, management, and conservation programs designed to protect natural systems and improve their capacity for climate adaptation.*

- NS-9 Engage and cooperate with marine resource agencies to maintain coral reef (e.g., selective breeding) and mangrove ecotones as estuarine habitat and natural barriers to storm surge that also maintain coastal biodiversity.
- NS-10 Advocate for federal and state funding for applied monitoring and climate related science:
- identify economic and physical linkages between marine systems (e.g. reefs and mangroves) and hazard risk/damage claim reduction
  - monitor coastal and freshwater marsh vegetation tolerance to changing salinity, depth and other climate variables
  - improve data on estuarine bathymetry and use appropriate models to help identify habitats at risk
  - develop refined climate projections, hydrologic and ecological models to aid in planning
- NS-11 Support regulatory requirements that provide for ecologically beneficial uses of clean, dredged materials.
- NS-12 Develop long-term turtle-nesting beach preservation and management strategies to reduce nest vulnerability and mortality.
- NS-13 Compile information on rare plant species in threatened natural communities and develop adaptation plans that include, at a minimum, seed bank repository collection and assisted propagation.
- NS-14 Maintain/restore urban tree canopy.

*Sea level rise from climate change is threatening the Florida Everglades, the backbone of our natural resource system.*



## Agriculture

Agriculture is consistently one of the three economic drivers to Florida's economy. When the economic impact of tourism, development and agriculture are reviewed over many years, agriculture tends to be the stabilizing component of the economy.

Southeast Florida is unlike any other growing area in the nation due to a 12-month growing season and ample local market potential. More than 250 different and unique crops grow in Southeast

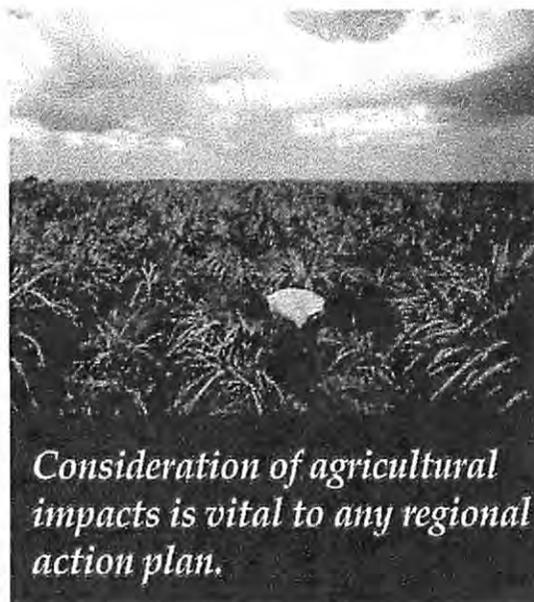
Florida. These crops supply the entire east coast of the United States with winter vegetables, contributing to the food security of the nation. Many tropical and ethnic crops are also grown and marketed to the diverse population of the region.

Farmers are actively adapting Best Management Practices that efficiently utilize nutrient application (right time, right place) and conserve water resources. They are also evaluating alternative methods to utilize and retain water when it's not harmful to current or projected growing practices.

The agriculture community is committed to sustainability, and the economic viability of regional agriculture will allow farmers to remain on the land to grow food, fuel and fiber for area residents as well as the nation. Consideration of agricultural impacts is vital to any regional action plan which should include action plans to address flooding, salt-water intrusion, exotic pests and disease introduction and crop changes due to climate change.

*GOAL: Ensure the continued viability of agriculture in Southeast Florida through policies which remove barriers to production, promote economic incentives, improve water reliability, and provide research on best management practices, thereby encouraging sustainable production in the face of a changing climate.*

- AG-1 Promote policies which preserve the economic viability of agriculture as the industry adapts in the face of climate change.
- AG-2 Develop and seek regional, state, and county-based funding for willing buyer/willing seller Agriculture Purchase of Development Rights Program to maintain agricultural land for its



ability to lessen climate change impacts and provide for national food security.

AG-3 Support academic research in the agriculture sector on best management practices for crops presently grown or new crops which may be grown as climate conditions change in Southeast Florida.



*More than 250 crops grow in Southeast Florida, contributing to the food security of the nation.*

AG-4 Provide incentives to growers/land owners to manage agricultural lands to lessen impacts of climate change regionally and provide environmental benefits (which may include, but not be limited to: open space, water aquifer recharge and storage, carbon sequestration, wind farms, biofuels, and wildlife habitat).

AG-5 Ensure availability of water supply, at reasonable cost, to meet the diversity of needs across Southeast Florida to include agricultural irrigation needs and crop freeze protection.

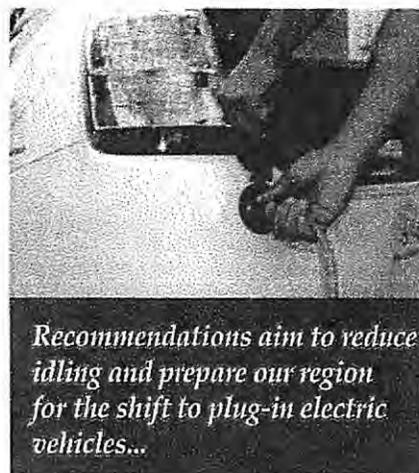
AG-6 Identify and reduce obstacles for permitting agricultural practices (including growing and selling produce) in urban areas, in order to encourage urban farming and reduce greenhouse gas emissions related to the transport of farm produce.

## Energy and Fuel

The vast majority of the energy consumed in the region is to fuel our vehicles and to generate electricity for our buildings. It is widely understood that the most accessible and cost-effective way to reduce energy consumption is through efficiency and conservation. The recommendations in this area address these important strategies and also take the next step by encouraging the use of alternative and renewable energy. They call for public-private partnerships and addressing barriers, including regulatory processes, which currently prevent the broad application of these technologies. Recommendations are comprehensive, ranging from setting regional goals, increasing renewable energy capacity to establishing a regional framework to deliver finance options. Recommendations also aim to reduce idling and prepare our region for the shift to plug-in electric vehicles.

*GOAL: Increase renewable energy capacity and reduce consumption of electricity and fuel.*

EF-1 Undertake regional efforts to advance energy efficiencies, energy conservation and the deployment of alternative and/or renewable energy technologies in existing and proposed developments through local ordinance, incentives, education, and energy efficiency financing strategies.

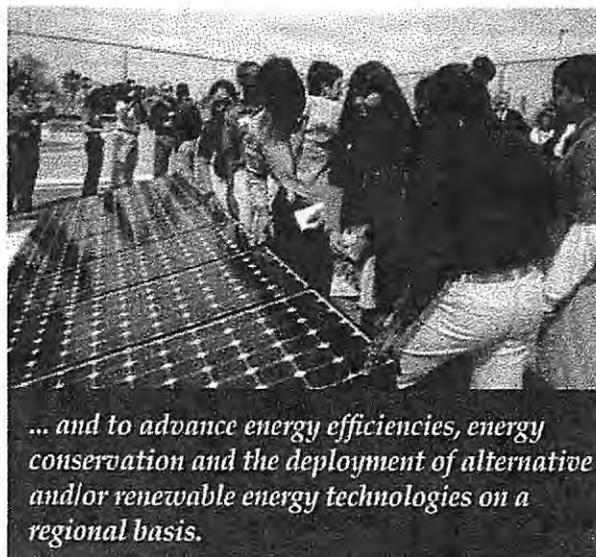


EF-2 Work toward the establishment of a regional framework to deliver Energy Efficiency and Renewable Energy finance options, in addition to other local government initiatives and partnerships, to achieve regional greenhouse gas emissions reductions, the use of alternative and renewable energy technologies, in furtherance of green sector economic development.

EF-3 Set a recurring five-year regional goal to increase renewable energy capacity and conservation – which includes the co-benefits of economic development and job creation – through revising building and zoning codes and architectural design guidelines to allow for, encourage, and integrate renewable energy sources into the power supply.

EF-4 Seek amendments to existing land development regulations and development standards and revise or eliminate provisions that act as a barrier to the installation and use of renewable energy systems pursuant to Section 163.04, F.S.

EF-5 Develop policies to facilitate and streamline the deployment of energy efficient and renewable energy such as the installation of LEDs and use of solar power for public infrastructure such as street lighting, parks, and parking facilities. Survey counties, cities and regional agencies with lighting infrastructure to determine the



level of deployment and to gather best practice policies and implementation steps to facilitate the application of efficient, environmentally sensitive (sea turtles), and responsive lighting practices in additional infrastructure.

- EF-6 Support or facilitate development and distribution of *local* sources of sustainable fuels and availability of fueling infrastructure. Adopt policies to facilitate the development of *locally sourced* sustainable alternative fuels, those achieving a reduction in lifecycle greenhouse gas emissions when compared to conventional fossil fuels (including, but not limited to, waste-based bio-diesel and methane gas from sources like landfills). Include these policies in regional plans and Local Comprehensive Plans. Identify incentives and modify local code to encourage the establishment of a local alternative energy industry.
- EF-7 Establish a working group of public and private stakeholders to develop a strategy to promote the use of Plug-in Electric Vehicles in the region.
- a. Establish locations where infrastructure and/or battery switching stations are needed. Solar charging and other renewable options should be designated a priority to maximize emission reduction benefits and to improve the community's emergency management preparedness in times of power outages.
  - b. Develop policies to provide incentives for the deployment of infrastructure to complement transit oriented corridors. Preferred and/or reduced parking fees should be a consideration for riders accessing transit facilities by electric or other alternative fuel vehicles. Transit facilities should develop plans to establish electric vehicle charging infrastructure.
  - c. Work with relevant stakeholders to streamline permitting processes associated with charging equipment to encourage the safe and expeditious installation on customer premises and elsewhere.
  - d. Coordinate monetary and non-monetary incentives available to the general public and organizations purchasing electric vehicles.
  - e. Support regional efforts to establish a framework for siting/locating public electric vehicle charging stations.
- EF-8 Develop a strategy to promote the development of truck parking with electrification facilities and the use of auxiliary power units to reduce extended idling by trucks.

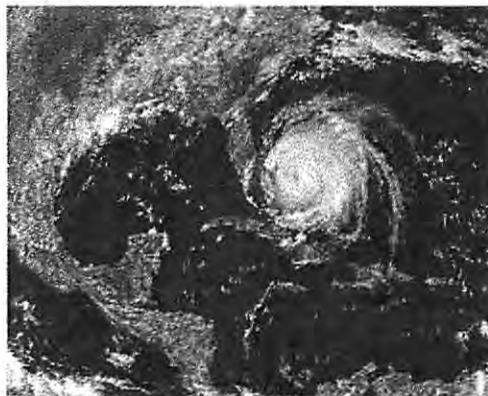
- a. Survey state, local and regional transportation agencies for existing studies identifying trucking patterns and needs.
- b. Identify strategic locations for truck parking facilities and seek competitive funding opportunities as a region.

## Risk Reduction and Emergency Management

The recommendations presented in this section of the Southeast Florida Regional Climate Action Plan provide a foundation for establishing a more predictable physical environment in the face of climate change through regulations, adaptation strategies, and emergency operations, with the goal of reducing future economic losses and threats to public safety. Southeast Florida is no stranger to the devastating effects of hurricanes and other severe weather. Our experience has made us experts in planning, preparedness, response, mitigation, and recovery. Our emergency managers are trained in an all risk-based, all hazards approach. Disaster can strike anytime, anywhere. It takes many forms – a hurricane, a tornado, a flood, a fire or a hazardous spill, an act of nature or an act of terrorism. In fact, in the aftermath of September 11, homeland security preparedness was easily incorporated into Southeast Florida’s all hazards approach to emergency management. An emergency can build over days or weeks, or hit suddenly, without warning. Southeast Floridians are resilient and accustomed to this and can mitigate, prepare, respond, recover, and return to better than normal.

*Planning for more and possibly new weather-related threats needs to be incorporated into our emergency preparedness and hazard mitigation plans.*

Climate change differs, however, with impacts that may not be immediately evident as the changing conditions are slower and occur over longer time scales. With climate change there is no overnight return to “normal.” Sea level rise does not appear on the on 6 o’clock news weather map moving towards the coast of Florida. It is that difference that makes it more difficult for the general public to understand and to react to climate change. Yet, we are already experiencing more extreme weather conditions – from extreme rain to extreme droughts, from unseasonable heat waves to early cold fronts. Climate



is changing. Adapting and planning for more and possibly new weather-related threats need to be incorporated into preparedness procedures, and one step further is to include climate change in our emergency preparedness and hazard mitigation plans.

The collection of strategies and actions in this area is aimed at integrating climate change risk into all-hazards emergency management planning and response models. This approach provides support for the objectives of the Coastal Zone Management Act of 1972 which recognizes sea level rise as a threat to coastal communities and encourages strategies for improved protection of life and property, and builds upon requirements of Section 163.3178 and Chapter 252 F.S. relating to coastal and emergency management plans.

*GOAL: Provide a more resilient natural and built physical environment in light of climate change*

- RR-1 Perform vulnerability analysis to identify and quantify the economic value of regional infrastructure at risk under various sea level rise scenarios and other climate change scenarios utilizing inundation mapping, modeling, and other appropriate tools. While the initial regional vulnerability assessment completed by the Compact Counties for use in this Regional Climate Action Plan has yielded important new insights on regional risk, additional and ongoing analysis is required to further refine our current understanding and to monitor changes in Southeast Florida's risk profile over time.
- RR-2 Evaluate and improve adaptation responses for communities at risk, to include:
- Development and implementation of methodologies for the assessment and evaluation of evacuation and relocation options
  - Development of model evacuation policies and procedures for communities at increased risk of flooding
  - Development of model relocation policies for affected communities.
- RR-3 Incorporate climate change adaptation into the relevant Local Mitigation Strategy (LMS) to reduce or eliminate long-term risk to human life and property from disasters. Within the LMS, update local risk assessments to include climate change in the hazard analysis and vulnerability assessment section. Develop strategies for hazard mitigation and post-disaster redevelopment planning.

RR-4 Identify transportation infrastructure at risk from climate change in the region, and determine whether, when, where, and to whom projected impacts from climate change might be significant. Employ inundation mapping, modeling and other appropriate tools to assess the vulnerability of transportation infrastructure to the projected impacts of climate change under various sea level rise and other climate change scenarios. At a minimum, assess the vulnerability of the following transportation infrastructure:

- local transportation networks of the Compact Counties
- the Regional Transportation Network designated by the Southeast Florida Transportation Council composed of interconnected, strategic corridors (roadway, rail line, waterway), hubs (airports, seaports, intermodal terminals, freight terminals, passenger rail and intercity bus terminals) and connectors critical to the mobility of people and freight and the region's economic competitiveness and quality of life (map included in Appendix D); and evacuation routes adopted under the Statewide Regional Evacuation Corridor Program.



*Recommendation: Communicate the risks related to climate change.*

RR-5 Enforce Coastal Construction Control Line and build upon goals, objectives and policies related to Coastal High Hazard Area designations in Comprehensive Plans.

RR-6 Adopt consistent plans at all levels of regional government that adequately address and integrate mitigation, sea level rise and climate change adaptation. The following plans must all be consistent: disaster recovery and redevelopment plans, comprehensive plans, long-range transportation plans, comprehensive emergency management plans, capital improvement plans, economic development plans, Local Mitigation Strategy, Climate Change Action Plan, and Future Land Use Plan.

RR-7 Continue to implement and enforce strong building codes that require new construction and substantial improvements to existing structures to mitigate against the impacts of flooding, severe winds, and sea level rise, and which are consistent with Climate Change Adaptation policy.

## Outreach and Public Policy

Outreach and Public Policy recommendations are combined in recognition of the fact that the best planning efforts in the world will not be implemented or reach their full potential without the support of the public, often through local government public outreach programs, and without the leadership of local, state and federal policy makers and private sector decision makers who are committed to a sustainable planet.

### Public Outreach

Today's world is marked by instant communication, immediate information and multitasking behaviors. News and information related to climate change is difficult to communicate in a sound bite. It's relatively easy to communicate the threat of an imminent storm, tornado or other natural disaster, but much more difficult to mobilize the public to hazards that unfold over years and decades. The state of the current economy also makes a long-term discussion on climate change more difficult when many Americans are thinking about short-term housing, employment and other immediate needs. And, of course, the science of climate change is still contested by some.

The strategies and actions in this area aim to educate stakeholders in all sectors and at all levels – from the general public and voters to elected officials, professionals and other decision makers. These are initiatives to inform and create a common understanding of the benefits of energy independence, energy use reduction, water conservation, smart growth, and natural area protection that will create demand for a healthy, sustainable and resilient region.

*GOAL: Communicate the risks related to climate change and the value of adapting policies and practices to achieve resilience throughout the region.*

- PO-1 Provide outreach to residents, stakeholders and elected officials on the importance of addressing climate change adaptation and preparedness and develop a program to educate specific interest groups about the Compact, Regional Climate Action Plan, and the benefits of Adaptation Action Area. Consider utilizing the Academy concept to educate elected leaders, academic interests and other decision makers.
- PO-2 Collaborate among counties, municipalities and appropriate agencies to develop and carry out outreach/educational programs to increase public awareness about hazards

exacerbated by climate change, mitigation efforts, and adaptation strategies to minimize damage and risk associated with climate change.

*Successful implementation of the Regional Action Plan strategies requires continued collaboration.*

- PO-3 Provide education and improve communications on energy conservation and available technologies with a focus on both short-term and life-cycle economic benefits, and incentives available within the region.
- PO-4 Modify existing and encourage new public outreach, education and messaging programs associated with natural areas including upland, wetland, marine, coastal and nearshore environments and the Everglades to include climate change mitigation and adaptation messaging and volunteer opportunities to create awareness about the impacts of climate change on the environment.
- PO-5 Initiate a regional public education campaign to educate residents, business owners, and policy makers on the merits of preserving open land as an “insurance policy” for adaptation to sea level rise in Southeast Florida.
- PO-6 Develop early warning systems and social media applications to both inform residents and visitors of extreme high-tide events and to raise overall awareness on sea level rise and climate change issues. Also consider roadway signage for tidal flooding zones.
- PO-7 Leverage resources for campaign and promotional advertisements by coordinating public transportation messaging in the region to attract non-transit-dependent (choice) riders. Messages should focus on making riding transit “cool.”
- PO-8 Deploy social media applications, to facilitate use of transit including access to real-time information such as arrival times.
- PO-9 Develop strategies to promote fuel efficient driving habits, including anti-idling practices, and to raise awareness of rules and safety practices for sharing the road



with bicyclists and pedestrians. Conduct best practice research on existing campaigns and look for opportunities to integrate tools into existing high school, county and municipal driver education courses, traffic school curriculum, truck driver training, and fleet associations. Also include messaging on the benefits of purchasing fuel efficient vehicles.

PO-10 Coordinate outreach efforts with states, regions and counties that are subject to the impacts of climate change with special emphasis on coastal entities experiencing sea level rise and coastal flooding to create a national Climate Adaptation Coalition for the purpose of impacting public policy and influencing appropriations requests.

PO-11 Create a working group to expand marketing efforts such as Redland Raised to promote local organic and sustainable agriculture and economy by connecting farmers with local users such as restaurants, grocers, and farmers markets and encourage the establishment of farm-to-school initiatives and community supported agriculture programs.

## Public Policy

Public policy development and advocacy are core components of the Compact and commitments that the Compact partners have fulfilled. Recent amendments to Florida law that provide for Adaptation Action Area designation for areas vulnerable to the impacts of climate change, and the subsequent request by members of Congress to amend federal law to mirror this action are just a few examples of the Compact's success to influence policies. The Regional Climate Action Plan provides the next step to gain support for ordinances, regulations and state and federal policies on behalf of the region. The Public Policy goal complements numerous other recommendations noted in the Sustainable Communities and Transportation Planning sections of this Plan.



*On June 24, 2010, partners in the Southeast Florida Climate Compact convened a regional press event to respond to the Deepwater Horizon Oil Spill in an urgent call for comprehensive federal energy policy and a demand for a permanent ban on oil drilling and exploration in Florida's territorial waters and along Florida's outer continental shelf.*

Additionally, the continuation of regional efforts to influence public policy is key to ensure that state and national policies considered during these uncertain times do not impede regional efforts already underway. Compact successes to date can easily be undermined without vigilance in monitoring policy developments on all levels of government.

*GOAL: Guide and influence local, regional, state and federal climate change related policies and programs through collaboration and joint advocacy.*

- PP-1 Compact Partners will continue the support for the core Compact policies and the role of joint advocacy as provided for in Sections 1 – 4 of the Compact calling for changes to federal law that better recognize the unique vulnerabilities of Southeast Florida to climate change and for providing appropriations based on vulnerabilities, with special attention to funding infrastructure projects to adapt to sea level rise.
- PP-2 Compact partners will continue to develop state and federal legislative programs on a yearly basis that will serve as guidance for advocacy in Tallahassee and Washington, D.C. Regional programs will be considered for inclusion into Compact partners' legislative packages and joint advocacy in Tallahassee and Washington, D.C., is encouraged when appropriate.
- PP-3 Continue to seek the support of other municipal and county jurisdictions including the Leagues of Cities, Florida Association of Counties (FAC), etc. within Florida and the National Association of Counties (NACo) and other entities that influence national policy for the purpose of building coalitions, sharing resources, and influencing state and national policy on mutual climate related issues through joint advocacy.
- PP-4 Counties, municipalities, regional agencies and other appropriate government and private sector partners should integrate consideration of climate change impacts and adaptation strategies into existing and future systemwide planning, operations, policies, and programs. The guiding principles developed by the Interagency Task Force on Climate Change Adaptation<sup>6</sup> for federal agencies should be incorporated by entities when designing and implementing adaptation strategies:

<sup>6</sup>( <http://www.fedcenter.gov/programs/climate/guidingprinciples/> )

- Prioritize the most vulnerable
- Use best-available science
- Build strong partnerships
- Apply risk-management methods and tools
- Apply ecosystem-based approaches
- Maximize mutual benefits
- Continuously evaluate performance

*We will continue to seek the support of entities that influence national policy for the purpose of building coalitions, ...*

- PP-5 Advocate for new authorization of the federal surface transportation programs with increased priority for funding public transit and non-motorized travel and integrated regional and local planning as means to reduce the greenhouse gas emissions from the transportation sector. Such a federal program should explicitly incorporate climate change and shift priorities toward programs that encourage reinvestment in existing infrastructure and communities (“fix-it-first” programs), support public transportation and transit-oriented development, and address congestion management through means other than new road building.
- PP-6 Support federal actions to reform transportation models and enhance the National Environmental Policy Act (NEPA) processes to integrate climate change analysis. The essential purpose of NEPA is to ensure that environmental factors are weighted equally when compared to other factors in the decision making process. NEPA processes are central to highway and transit project investment analysis.
- PP-7 Advocate for stronger Corporate Average Fuel Economy (CAFE) Standards and other initiatives to promote clean fuel alternatives and encourage more stringent vehicle emission standards in recognition of the value of these initiatives to mitigate the impacts of climate change by reducing greenhouse gas emissions.
- PP-8 Support and advocate for continued implementation and funding on the state and federal levels for the Comprehensive Everglades Restoration Plan (CERP) in recognition of the important role of CERP in climate adaptation planning and local water resource management related to regional water storage and aquifer recharge, important under variable climate conditions and sea level rise.
- PP-9 Advocate to interests in Tallahassee for the preservation of the authority and resource capacity of the Water Management Districts in support of their continued

participation in integrated water resource planning, particularly in Southeast Florida where climate change and sea level rise pose additional challenges to the complex issues of alternative water supply development, Everglades restoration, salt water abatement, and drainage and flood control operations.

*... sharing resources, and influencing state and national policy on mutual climate related issues through joint advocacy.*

- PP-10 Encourage federal support for research and investigations of potential energy efficiencies in pumping and water treatment processes necessary for meeting energy reduction goals concurrent with a growing reliance on pumps and advanced treatment technologies for drainage and flood control, water production and wastewater operations.
- PP-11 Urge Congress to provide recognition of an “Adaptation Action Area” designation in federal law for the purpose of prioritizing funding for infrastructure needs and adaptation planning, with special attention to modifications in law that enhance funding opportunities through USACE and EPA appropriations processes, as requested by members of Congress.
- PP-12 Urge Congress to pass legislation that would create a permanent funding source to finance infrastructure projects to adapt to the impacts of climate change with emphasis on investments in areas such as water management, water supply, transportation and other projects that serve to reduce risks to urban infrastructure from extreme weather events and rising sea levels.
- PP-13 Urge Congress to pass legislation that removes federal barriers posed by the Federal Housing Finance Agency to Property Assessed Clean Energy (PACE) residential initiatives that are intended to assist property owners to finance energy efficiency and renewable energy improvements.



## VII. Conclusions

This Regional Climate Action Plan provides the initial framework for an ongoing regional commitment to building resilience and sustainability as cornerstones of Southeast Florida's regional economic, social and ecological system. The five-year scope of this document is indicative of the fact that this is the beginning rather than the end of the Regional Compact process. The Compact Counties recognize that a given document is less important than the ongoing collaborative process of assessing progress over time, developing new policies and collaborations among the public, private and nonprofit sectors to adjust accordingly and incorporating new knowledge provided by ongoing scientific endeavors. While much can be learned about sustainability and resilience from past experience, new technologies, changes in the regional economy and changes in the historical climatic conditions within Southeast Florida require active learning over the decades to come. The Southeast Florida Regional Climate Change Compact has developed the institutional capacity to enable the collaborative learning required to meet these challenges over time.

### The Significance of the Southeast Florida Regional Climate Change Compact

While providing direct benefits to the region, the Compact has provided a national model for state and federal agency engagement with local government around the specific issues of place. As the Compact is led by local government and further, as the Compact represents a significant aggregation of effort by four counties containing over 100 municipalities, it has become a highly efficient mechanism for state and federal agency engagement in the local process. Since its adoption in early 2010, the Compact has received extensive technical support from NOAA, the United States Geological Survey, the U.S. Army Corps of Engineers, EPA Region IV as well as the Florida Department of Transportation, the Florida Department of Economic Opportunity and the South Florida Water Management District.

The regional scale of the Compact has enabled participants to develop resilience strategies that effectively integrate human and natural systems. The Regional Climate Action Plan has effectively connected resilience efforts within the urban core of Southeast Florida with broader ecosystem scale efforts including



comprehensive Everglades restoration, protection of the Southeast Florida coral reef tract, and regionally important threatened and endangered species and habitats. The ecosystem services provided to the human settlements of the region are evident in the nature of projected vulnerabilities such as salt water intrusion into local drinking water supplies and the increased exposure to storm surge impacts associated with the loss of natural barriers. And the strategies developed to enhance environmental and habitat quality fully recognize the benefits these strategies will have for the ongoing livability of the region.

*The Compact has provided a national model for state and federal agency engagement with local government.*

The Compact has enjoyed stable, bipartisan political support since its initiation in 2009 despite the swings in the political salience of global climate change observed over this time in state and federal political dynamics. This stability has remained despite the departure of early champions of the Regional Compact from County Commission seats and a change of administration within one of the four Compact Counties. The scope and extent of regional engagement made possible by the Regional Compact has served to foster on-going bipartisan support as the Compact continues to enjoy strong political leadership from each of the Compact Counties.

As an ongoing collaboration, the Compact provides a formal framework for policy development, implementation and evaluation that is so critical to enable learning over time. Implementation of this Regional Climate Action Plan will require the active participation of many actors, not least of which are the many municipalities within the four county region who have primacy in many cases for the decisions that will determine the shape of Southeast Florida in the years to come. The Regional Compact process has benefited greatly from the active participation of municipal representatives who have contributed much perspective and many insights thus far. As implementation progresses, this ongoing collaboration will be all the more critical for success.

## **Next Steps**

The release of this Regional Climate Action Plan is the first of several subsequent steps to follow in the Regional Compact process. The following provides an overview of these subsequent next steps:

- Upon completion of the final Regional Climate Action Plan, the Compact Staff Steering Committee will transmit the final plan to the four Boards of County Commissioners for the acceptance and/or approval of the final recommendations.
- The Compact Counties will continue development of a set of progress indicators for use in monitoring and evaluating the impact of implemented recommendations in building resilience and sustainability in Southeast Florida.
- The Compact Counties will continue to collaborate with the Southeast Florida Regional Sustainable Communities Initiative funded by the U.S. Department of Housing and Urban Development in addressing a wide range of sustainability and livability considerations for Southeast Florida. The Compact Counties will continue to collaborate with the Southeast Florida Regional Partnership in addressing a wide range of sustainability and livability considerations for the region, including through development and implementation of the Seven50 Regional Vision and Blueprint for Economic Prosperity.
- Annually, the Compact Policy Coordination Team will continue the Compact energy and climate policy coordination process for state and federal legislation and will continue to monitor legislative developments in both levels of government.
- In early 2013, the Sea Level Rise Projection Technical Advisory Committee will reconvene following the December 31, 2012 publication deadline for peer-reviewed scientific literature to be used in the Fifth Assessment Report of the Intergovernmental Panel on Climate Change due in 2014. Members of the technical advisory committee have advised that they anticipate many new publications in 2012 that will have significant bearing on mid- to longer-term rates of sea level rise as an issue of concern for Southeast Florida. At that time, the technical committee will provide regionally consistent sea level rise projections for use in the Compact process through 2100 while adjusting guidance provided for 2030 and 2060 as warranted by the science.

*There are more than 100 local governments in the region, each at varying stages of climate mitigation and adaptation planning and implementation.*

This first Regional Climate Action Plan recommends several first steps toward reducing emissions and building resilience to climatic impacts across Southeast Florida, but it isn't the final outcome of the Compact. Compact participants have the opportunity to learn from early implementation: what works and what doesn't, what are the implications of new science, and what are the



*Our individual and collective steps will result in a more resilient region.*

implications of changes in state and federal policy. Over the next few months, the Compact Counties will continue working with the Coastal Services Center at NOAA to develop a set of performance indicators for use in monitoring and evaluating progress made in implementing this first Regional Climate Action Plan. By implementing an ongoing set of performance metrics for this Regional Plan and by remaining engaged with leading practitioners of science and public policy, the Compact will be well positioned to capitalize on success, learn from challenges, and produce subsequent future iterations of this Regional Climate Action Plan as a means to securing a more prosperous Southeast Florida.

Join us on this journey and visit our website for more information, source documents and to view the Implementation Guide: [southeastfloridaclimatecompact.org](http://southeastfloridaclimatecompact.org).

## VIII. Appendices

### Appendix A - Southeast Florida Regional Climate Change Compact



### Southeast Florida Regional Climate Change Compact

**WHEREAS**, there is consensus among the world's leading scientists that global climate change is among the most significant problems facing the world today; and

**WHEREAS**, Florida is considered one of the most vulnerable areas in the country to the consequences of climate change with Southeast Florida on the front line to experience the impacts of climate change, especially sea level rise; and

**WHEREAS**, Broward, Miami-Dade, Palm Beach and Monroe Counties, herein the four counties that constitute the Southeast Florida Region, share in common a strong quality of life rooted in the region's rich cultural heritage, vigorous economy, and environmental resources of global significance; and

**WHEREAS**, the aforementioned four counties of Southeast Florida, which represent approximately 30% of the population of the State of Florida, are physically linked one to the other by the Atlantic Ocean coastline and share some of the world's most renowned natural resources such as the Everglades, our unique coral reefs, beautiful beaches, and fragile Keys ecosystem; and

**WHEREAS**, the four counties of Southeast Florida and their respective populations, totaling more than five million residents, are expected to share in disproportionately high risks associated with climate change due to low land elevations, rising sea level projections, and anticipated increases in tropical storm events; and

**WHEREAS**, rising sea levels could limit the effectiveness of critical drainage infrastructure, endanger beaches, and coastal natural resources and increase incidents of saltwater intrusion on the Biscayne Aquifer – putting at risk the drinking water supply for the entire population of Southeast Florida; and

**WHEREAS**, local governments, and the region as a whole, must give significant consideration to adaptation strategies designed to protect public infrastructure, property, water resources, natural areas and native species, and basic quality of life; and

**WHEREAS**, the aforementioned four counties of Southeast Florida account for a combined Gross Domestic Product of more than \$2.5 billion annually and more than 37% of statewide economic output; and

**WHEREAS**, while the four counties of Southeast Florida have independently taken steps to address global climate change, all parties recognize that coordinated and collective action on this, the defining issue for Southeast Florida in the 21<sup>st</sup> Century, will best serve the citizens of the region;

**NOW THEREFORE, BE IT RESOLVED BY THE BOARDS OF COUNTY COMMISSIONERS OF THE FOUR COUNTIES OF SOUTHEAST FLORIDA:**

**SECTION 1:** That each county shall work in close collaboration with the aforementioned counties of Southeast Florida party to this compact to develop a joint policy position urging the United States Congress to pass legislation that recognizes the unique vulnerabilities of Southeast Florida to the impacts of climate change and to further a joint policy position that includes specific recommendations regarding the allocation of federal climate change funding based on vulnerability to climate change impacts. Such recommendations might include designation of areas of Southeast Florida as uniquely vulnerable and of federal interest for the purpose of securing enhanced levels of federal participation in regional adaptation projects.

**SECTION 2:** That each county shall work in close collaboration with the other counties party to this compact to develop additional legislative policy statements relating to global climate change and future legislation to be considered by the Congress of the United States for transmittal to the Congressional Delegation representing, in part or in whole, districts within the area covered by this compact.

**SECTION 3:** That each county shall work in close collaboration with other counties party to this compact in developing joint position statements on proposed State legislation and energy/climate policies including but not limited to issues such as the region's energy and climate security and a renewable energy portfolio standard that defines renewable energy sources as wind, solar, geothermal, biomass, landfill gas, qualified hydropower, and marine and hydrokinetic energy, and also including nuclear energy, and to collaborate on other emerging energy/climate issues that may be considered by the 2010 Florida Legislature for transmittal to the Legislative Delegation representing, in part or in whole, districts within the area covered by this compact.

**SECTION 4:** That each county shall work with other counties party to this compact in developing joint position statements for future State legislation that may be considered by the Florida Legislature for transmittal to the Legislative Delegation representing, in part or in whole, districts within the area covered by this compact.

**SECTION 5:** That each county shall commit appropriate staff resources and expertise, within budget constraints, to participate in a Regional Climate Team with other counties party to this compact toward the development of a Southeast Florida Regional Climate Change Action Plan.

**SECTION 6:** That each county shall work with other counties party to this compact in developing a Southeast Florida Regional Climate Change Action Plan, understanding that no county will work at cross-purposes with the other counties. The Action Plan could, at a minimum, include the following components:

- (a) A baseline of greenhouse gas emissions for Southeast Florida;
- (b) Strategies for coordinated emission reductions throughout the built environment to include the use of energy efficiency, energy conservation, and the use of demand-side renewable energy resources;
- (c) Strategies for coordinated emission reductions from the transportation sector to include increased reliance on public transit, emerging vehicle technologies, and advanced biofuels;
- (d) Strategies for coordinated emission reductions resulting from changes in local and regional land use;
- (e) Strategies for the coordinated regional preparation for and adaptation to a rapidly changing global environment based upon regional mapping of projected sea-level rise and any resulting amplification of localized impacts of tropical cyclone events. Such strategies shall incorporate climate preparation concerns for the regional economy, regional infrastructure and the built environment, social and cultural needs, and natural systems within the four counties party to this compact.

**SECTION 7:** That each county shall commit to participating with other counties party to this compact in hosting the Second Southeast Florida Regional Climate Change Summit in October, 2010.



Adopted December 8, 2009



Adopted December 1, 2009



Adopted January 20, 2010<sup>1</sup>\*



Adopted December 15, 2009

\*City of Key West: Resolution of support for the Compact – December 15, 2009

<sup>1</sup> Second adoption date following minor changes made by partnering Counties

## Appendix B - Work Group Recommendations

*The recommendations put forth in the Regional Climate Action Plan were developed through a collaborative process involving nearly 100 subject matter experts from a host of professions representing the public and private sectors, area universities, and not-for-profit organizations. These stakeholders brought to the table the knowledge of their "craft" as well as information on successful initiatives already underway locally or in other communities.*

*Many of the recommendations build upon best practices sprinkled throughout our region, such as regional collaboration on transportation planning and land use criteria that foster walkable and healthy communities. Others delve into "new" frontiers in calling for the integration of climate change into planning and decision-making processes in ways that no local government has yet implemented.*

*Below are the full set of recommendations, organized as focal areas and strategies, offered by each of the three working groups: Built Environment Working Group, Land and Natural Systems Working Group, and the Transportation Working Group, as they were submitted.*

### Built Environment Work Group

Focal Areas and Strategies

Final Draft August 15, 2011

#### Focal Area 1

#### **Create Land Development Strategies for Climate Resilience, Sustainable Growth, Risk Reduction, and Emergency Preparedness**

There is a demonstrated synergy between sustainable development practices and efforts to improve community resilience to climate change impacts. By promoting a "no regrets" approach, it is possible to affect positive outcomes that further regional climate change mitigation and adaptation goals while improving community livability, economic opportunities and resource sustainability. These adaptation strategies address: building design, elevation and hardening; transportation networks; other critical public infrastructure (potable water, wastewater, stormwater and energy/power); and green infrastructure.

#### Strategies

1) **Regional Planning:** Incorporate "Adaptation Action Area" designation, and other applicable provisions, into local Comprehensive Plans and regional planning documents to identify those areas deemed most vulnerable to sea level rise and other climate change impacts including extreme high tides, heavy local rain events, storm surge, or inadequate drainage systems.

Action 1: Perform vulnerability analysis to identify and quantify the economic value of regions and infrastructure at risk under various sea level and other climate change scenarios utilizing inundation mapping, modeling, and other appropriate tools.

Action 2: Identify and designate "Adaptation Action Areas" (AAA) based on the results of vulnerability analyses. Inside AAA, local governments should identify "Adaptation Areas," "Restoration Areas," and "Growth Areas."

**Adaptation Areas** – designate areas within the AAA that include developed vulnerable land targeted for infrastructure improvements or modified land use and/or development practices in order to reduce risks and improve hazard mitigation. In these areas, the high cost of retrofitting, building and maintaining infrastructure is outweighed by the return in investment.

**Restoration Areas** - designate areas within the AAA that include vulnerable lands that may or may not be already developed and could include Coastal High Hazard area and high storm surge areas. Local governments should place priority on the acquisition of land in these areas for restoration, agriculture, or recreational open space.

**Growth Areas** – to consist of areas outside of the AAA where growth is encouraged due to higher topographic elevations and the presence of existing transportation infrastructure. These designated areas should be developed with Urban Design guidelines that address character of urban place and provide a high quality pedestrian experience through landscaping, and the creation of public space.

**Action 3:** Provide public outreach and education to better inform the community about the need for climate change planning, the provision in state law that provides for the designation of “Adaptation Action Areas,” and the purpose and implications of such a designation.

2) **Local Planning and Zoning:** Develop policies, strategies, and standards that will serve to reduce future risk and economic losses associated with sea level rise and flooding in these designated areas through infrastructure improvements and by directing future development and redevelopment to areas outside AAA. This will also foster sustainable growth patterns, multi-modal transportation options, transit, mixed use development, and the use of sustainable building techniques.

3) **Building Code:** Revise building codes and require increased resiliency of buildings and infrastructure for new and redevelopment, particularly for those areas within Adaptation Action Areas.

4) **Emergency Preparedness:** Evaluate adaptation responses for communities at risk and enhance preparedness measures to address climate-related risks and hazards.

**Action 1:** Improve adaptation responses for communities at risk with the development and implementation of:

- Methodologies for the assessment and evaluation of evacuation and relocation options
- Model evacuation policies and procedures for communities at increased risk of flooding
- Model relocation policies for affected communities

**Action 2:** Incorporate climate change adaptation in the relevant Local Mitigation Strategy (LMS) to reduce or eliminate long-term risk to human life and property from disasters. Within the LMS, update local risk assessments to include climate change in the hazard analysis and vulnerability assessment section.

5) **Education:** Develop outreach programs to increase public awareness about hazards exacerbated by climate change and mitigation and adaptation strategies by the local government to minimize damage and risk.

## Focal Area 2

### Ensure the Long-term Adequacy of Surface Water Management Systems, Water Supplies and Wastewater Infrastructure

Climate change presents an array of challenges to future water supply planning and water management efforts. The combined influences of altered precipitation patterns, increased groundwater elevations, and sea level rises present complex hurdles to regional and local efforts in providing critical drainage and flood control; high quality, sustainable, and abundant water supplies; and effective management of stormwater and wastewater. By assuming an integrated approach to water resource management and climate adaptation planning, the influence of a changing climate on the quality and quantity of water resources and related infrastructure can be effectively addressed. Interrelationships between stormwater management, water supply, wastewater disposal and water reuse must be reviewed and actions implemented to ensure the beneficial supply and use of all available water resources in a manner that benefits the public, protects resources, accounts for future conditions, and provides for necessary levels-of- service.

#### Strategies

1) **Risk Assessments:** Inventory existing potable water, wastewater, and stormwater treatment, delivery and collection systems; assess the status of each component; determine the potential impact from climate change; and develop different climate change scenarios and adaptation strategies for high-risk utilities and/or infrastructure which may require replacement, reinforcement, or relocation to ensure the long term viability of the system.

Action 1: Identify and/or develop baseline hydrologic conditions to provide a measure for comparison in assessing the potential impacts of climate change on regional and local water resources and infrastructure, including the short-term the development of a saltwater intrusion baseline.

Action 2: Utilize inundation mapping, variable density models, and water management models to identify areas and infrastructure at risk.

Action 3: Identify and quantify vulnerable wellfields, water supply infrastructure, wastewater collection and/or treatment infrastructure, and drainage facilities, and devise strategies to protect or relocate, as needed.

2) **Reuse and Aquifer Recharge:** Identify opportunities to advance beneficial use of stormwater and reclaimed water to reduce potable water demands and provide aquifer recharge and implement as appropriate, as an alternative to disposal.

Action 1: Evaluate the impacts of rising sea and groundwater levels on soil storage, infiltration rates and inflow to stormwater and wastewater collection and conveyance systems; consider longer-term influences on water quality; and develop strategies for implementing reclaimed water and stormwater reuse projects that account for current and future conditions.

Action 2: Identify potential sites for use in providing stormwater storage and mechanisms to increase aquifer recharge as a means for managing saltwater intrusion and enhancing water supplies.

Action 3: Consider regional projects and opportunities to gain efficiencies through collaborative approaches and projects.

3) **Integrated Water Resource Planning**: Develop Integrated Water Management Plans that present a joint assessment and planning strategy involving local water utilities, wastewater service providers, water managers, and partners to the Southeast Florida Regional Climate Change Compact, for coordinated consideration of stormwater use and disposal, traditional and alternative water supplies, wastewater disposal and reuse, and water conservation measures for use by local leadership to guide planning decisions as well as amendments to applicable codes and regulations.

4) **Drainage and Flood Control**: Identify and pursue adaptation strategies to improve drainage and flood control in areas designated as "Adaptation Action Areas" and where changing hydrologic conditions are anticipated to impact surface water management.

Action 1: Coordinate with the South Florida Water Management District, Drainage/ Water Control Districts, and public works officials to identify flood control and stormwater management infrastructure already operating below the design capacity.

Action 2: Develop and apply appropriate hydrologic and hydraulic models to further evaluate the efficacy of existing water management systems and flood control/drainage infrastructure under variable climate conditions.

Action 3: Develop and test adaptation improvements needed to maintain existing levels of service and conduct a cost-benefit analysis to prioritize potential improvements, trade-off decisions, and any proposed land acquisitions.

Action 4: Incorporate and prioritize preferred improvement projects in capital improvement plans and pursue funding.

5) **Everglades Restoration**: Support and advocate for complete implementation and funding for the Comprehensive Everglades Restoration Plan as fundamental to Everglades restoration, but also the viability of local water resource management efforts given the overall contributions of the Everglades to regional water storage and aquifer recharge, which will become increasingly important under variable climate conditions and in the face of sea level rise.

### **Focal Area 3**

#### **Reduce Greenhouse Gas Emissions through Improved Regional Strategies for Energy Efficiency, Conservation & Renewable Energy**

Climate change mitigation can be addressed through plans, incentives, and regulations which promote the efficient use of energy in buildings, transportation and industry; through the use of less carbon-intensive energy sources; and through the production and use of renewable energy. Regulatory barriers to alternative energy generation must be removed in order to allow these sources of energy to be tapped. Federal and state policies that promote alternative energy use, such as renewable energy portfolio standards for utilities and tax credits for home owners installing small-scale renewable systems must be developed.

#### **Strategies**

1) **Regional Coordination**: Undertake regional efforts to advance energy-efficiencies, energy conservation and the deployment of renewable and alternative energy technologies in existing and proposed developments through local ordinance, incentives, education, and energy efficiency financing.

2) **Green Building Code**: Incorporate sustainable building and neighborhood ratings or national model green building codes, including but not limited to those defined in Section 255.253(7), F.S., into municipal codes region-wide.

3) **Local Codes**: Develop and implement amendments to local and state building codes, land use regulations and laws to facilitate and encourage the installation of renewable energy systems. Examine existing zoning codes and development standards and revise and update provisions that act as a barrier to the installation and use of renewable energy systems.

4) **Finance**: Work collaboratively toward the establishment of regional framework to deliver Energy Efficiency and Renewable Energy finance options, in addition to other local government initiatives and partnerships, to advance regional greenhouse gas emissions goals, the use of alternative and renewable energy technologies, and in furtherance of green sector economic development.

5) **Goals**: Set recurring 5-year regional goals to increase renewable energy capacity – which include the co-benefits of economic development and job creation – through revision of building and zoning codes and architectural design guidelines to allow for, and encourage, integration of renewable energy sources and technologies.

6) **Measures**: Build upon established methodologies and mechanisms for Greenhouse Gas measurement, verification and validation to create quantifiable recordkeeping and reporting which conforms with accepted global standards.

7) **Education**: Provide education and improve communications on energy efficiency and available technologies with a focus on both short-term and life-cycle economic and energy gains, incentives available within the region (federal, state, local and commercial).

## Land and Natural Systems Working Group

### Priority Recommendations

#### Monitor Climate Change

- a. Establish coordination with NOAA regarding trends in rainfall patterns. Choose an annual conference or other venue at which such trends can be reviewed at regular intervals.
- b. Monitor changes in rainfall patterns to better predict future wet-season and dry- season rainfall as well as the salt content in the wells of agricultural lands.
- c. Develop a vital signs status and trends monitoring program for biological communities. Key parameters may include rate of sea-level rise; saltwater intrusion boundary and monitoring wells; landscape-level vegetation patterns; percent cover in offshore reef zones; water temperature and pH in areas; and occurrence and range of invasive exotic plants and animal species. Ensure Department of Health beach water quality monitoring continues and expand methods of notifying the public and tourism industry when exceedances are detected.

#### Water Storage

It is probable that climate change will also bring about changes in rainfall patterns, either by quantity, intensity in any given rain event or seasonality and perhaps all of these. Although the extent of such changes cannot be known, it is known that fresh water storage can ameliorate such changes.

- a. Identify lands to be used for water storage to ameliorate changes in rainfall patterns. Storage areas and methods should be planned and located to accommodate drinking water supply, agricultural consumption, accepting flood waters and to maintain hydroperiods on natural lands.
- b. Identify and promote other land uses compatible with water storage including wetland restoration, certain agricultural operations and certain renewable energy production facilities. Develop joint acquisition and management strategies with these other entities.
- c. Manage water storage in the region's publicly-owned uplands and wetlands.
- d. Encourage continued funding for the Comprehensive Everglades Restoration Plan (CERP).
- e. Support CERP Everglades Agricultural Area (EAA) flow-way plans that increase freshwater flows to the Everglades, maximize freshwater storage and provide opportunities to improve water quality by establishing marsh communities.

### **Resource Acquisition**

Acquisition efforts should emphasize preserving existing species diversity as well as considering changing rainfall patterns and elevated saline waters, increasing the region's resiliency against the impacts of natural hazards.

- a. Develop acquisition priorities in a regional setting to:
  1. Ensure preservation of many habitat types and that those types will be represented in a changing climate.
  2. Protect high quality drinking water supply
  3. Identify hot spots of biological diversity and ensure those locations are either protected or are identified for future land acquisition.
  4. Identify and protect higher level lands to which mangrove and salt-marsh species might 'retreat'.
- b. Assess acquisition priorities in light of changing rainfall patterns, i.e., if rainfall is more, is the parcel still valuable for identified vulnerable species, if rainfall is less, is the parcel still valuable to other vulnerable species. Consider linkages and migration opportunities for vulnerable species.
- c. Incorporate "Adaptation Action Area" designation into local comprehensive plans and regional planning documents to identify those natural areas deemed most vulnerable to climate change impacts including changes in sea level and rainfall patterns.
- d. Share acquisition priorities among planning and regulatory agencies
- e. Promote federal, state and local government conservation land acquisition programs that including fee simple and less-than-fee approaches to conserve natural areas, protect open space and create or maintain resilience and adaptive capacity by maintaining or creating connectivity among natural areas from the coast to inland/upslope.
- f. Following the model set by Monroe County, link rate of new construction permit issuance to conservation land acquisition rate.
- g. Monetize ecological services provided by natural systems and create a sustainable funding mechanism for their protection and management.

## Resource Management

Climate change will likely bring about more rapid introduction of exotics species. Some tools, such as prescribed fire, may become more difficult to implement. Management efforts may become more intense as lands are managed for certain vulnerable species. Regional cooperation among land management entities will become more essential.

- a. Coordinate regional invasive exotic species prevention and control efforts emphasizing prevention of new invasions and early detection/rapid response to nascent invasions.
- b. Coordinate regional fire management efforts emphasizing frequent, low intensity fire regimes in wetland and pine forest systems to maximize habitat quality, resilience to change and carbon neutrality while preventing fuel load build up that leads to major carbon releases.
- c. Coordinate "living shorelines" objectives at regional scale to foster use of green infrastructure (e.g. coral reefs and mangrove wetlands) instead of or in addition to grey infrastructure (e.g. bulkheads).
- d. Leverage existing work of the Florida Reef Resilience Program's "Climate Change Action Plan for Florida's Coral Reef System 2010-2015 for protection of marine habitat.
- e. Maintain natural resources critical to support the Region's Largest Economic Sectors

## Migration & Species Diversity

- a. Identify potential species and habitat vulnerabilities to extremes in precipitation, including extended drought and intense storms, combined with higher temperatures.
- b. Examine water control structures to ensure that they can provide for inland or upstream migration of riparian species as freshwater habitats become more saline.
- c. With the assistance of climate models, maintain or restore multiple areas of habitat and large-scale connectivity to facilitate population stability and habitat shifts resulting from climate change.
- d. Minimize diversity and abundance of habitat-homogenizing exotic plant and animal species by monitoring for introductions, colonization, establishment, and connections with other populations.
- e. Engage and cooperate with marine resource agencies to maintain coral reef (e.g., selective breeding) and mangrove ecotones as estuarine habitat and natural barriers to storm surge for maintaining coastal biodiversity.

## Public Outreach

- a. Modify existing public outreach, education and engagement programs at natural areas (including upland, wetland, marine, coastal and nearshore environments) to include climate change mitigation and adaptation messaging and volunteer opportunities to enhance green infrastructure that will facilitate climate change resilience and adaptation.
- b. Initiate a regional public education campaign to educate residents, business owners, policy makers on the merits of preserving open land as an 'insurance policy' for adaptation to sea level rise in South Florida.

## **Agricultural Lands**

### Research

- a. Identify & secure research funding to include but not limited to:
  - i) Review and document freshwater marsh peat potential responses to saltwater intrusion.
  - ii) Monitor root-zone salinities and changes to vegetation communities. Adapt planning and management in response to surprises.
  - iii) Identify seagrass, mangrove, and coastal freshwater marsh environmental tolerances to changing factors such as salinity, water depth, substrate, and nutrients. Use this information with climate and hydrological modeling to aid management.
  - iv) Improve Florida Bay shallows bathymetry and use SLR and storm surge modeling to aid identification of habitats at risk.
  - v) Better identify linkages between marine system (e.g. coral reefs and mangrove wetlands) area/condition and hazard risk reduction.

### Policy

- a. Develop regulatory requirements that compatible dredge material may be utilized in the restoration of previously existing or establishment of new seagrass beds.
- b. Ensure that zoning regulations allow for the ability of plant and animal species to migrate inland as sea levels rise (e.g., limit armoring.) Ensure that land acquisition priorities consider landscape features which may limit species ability to migrate in response to sea level rise and other impacts related to climate change.
- c. Enforce Coastal Construction Line and Coastal High Hazard Area designations.
- d. Develop policies and regulations that will serve to reduce future risk and economic losses associated with sea-level rise and flooding in these designated areas through infrastructure improvements, insurance subsidization of high- hazard development and by directing development and growth to non-vulnerable areas.

## **Protected and Vulnerable Species**

In the coastal Everglades, higher elevation plant species may be at more of a risk from sea-level rise than the surrounding freshwater marsh because the marsh can migrate inland, but the upland berms are isolated and their dependent species have no path for migration. Twenty-one of the 43 critically imperiled species extant in Everglades National Park occur in the buttonwood forests coastal hammocks of the Everglades and Florida Keys. In all initiatives aimed at protecting the natural environment, first emphasize a broad ecosystem approach, then evaluate potential conflicts with specific protected resources. Where conflicts are recognized, attempt to resolve them with the least compromise to broad ecosystem values.

- a. Identify those narrow beaches lacking natural dunes which might possess high turtle-nesting density but which might also be prone to high nest mortality due to nest wash-out during more frequently expected storms and Identify more stable 'receiving' beaches to which nest may be relocated.

- b. Develop long-term turtle-nesting beach preservation strategies and methods in advance of anticipated coastal armoring which might result in loss of beach nesting habitat.
- c. Identify zoos, aquariums, herbariums and gardens that might be the repository for seed stock and captive breeding programs for those listed plants and animals under imminent threat of local extirpation due to sea-level rise.
- d. Compile species information for rare plant species in coastal hardwood hammocks and buttonwood forests and develop adaptation plans that include, at a minimum, seed bank repository collection and assisted propagation.

#### **Additional Language for Consideration:**

During the five years of this initial Regional Action Plan, those areas within the Southeast Florida region that have been deemed most vulnerable to impacts associated with sea-level rise based upon LiDAR mapping and vulnerability assessments, will be monitored for impacts. These impacts may be from extreme high tides, heavy local rain events, storm surge, or inadequate drainage systems. Those areas most impacted by these events will be considered for inclusion into one or more of the "Adaptation Action Areas".

Climate change imposes long-term, continuous change on systems. Continuous changes make management goals a moving target and an observable systems response to actions under current conditions only a partial indicator of success. An adaptive management strategy must include preparation for long-term, often gradual changes with potential for large abrupt changes. Successful use of this strategy will require ecological and physical modeling to develop hypotheses and goals. Integration of directed research, management, and research-focused monitoring, risk assessment, and database management will be critical.

### **Transportation Working Group**

#### **Focal Areas and Strategies**

The first focal area addresses adapting transportation infrastructure to the impacts of climate change as well as planning policies to guide prioritization and investment that take into account climate change impacts and emissions reductions. Incorporating climate change considerations into planning and project programming processes would provide the opportunity for transportation professionals and decision makers to develop the most cost effective strategies to best address the impacts of climate change on transportation infrastructure.

The next focal areas are strategies to reduce emissions and are organized by the following categories: alternative fuels and vehicle efficiency, system operation efficiencies, and vehicle miles traveled. Each area is often referred to as a leg of a stool, recognizing the importance of addressing all areas to achieve a balance, a strong foundation to build upon. Clearly, there is no silver bullet approach to reducing emissions; it will take a variety of approaches to achieve emissions reductions. Strategies to reduce vehicle miles traveled and provide for multiple modes of travel should be emphasized because of their long-term emissions reductions benefits and health and social benefits. This approach addresses the three pillars of sustainability and aligns with the Federal Livability Principles developed in 2009 to help guide transportation and other planning conducted at the local and regional levels and federal investment decisions.

A final focal area is dedicated to funding issues and federal policies and programs critical to the success of local and regional efforts.

## Focal Area 1

Develop strategies to evaluate risk, adapt the existing transportation infrastructure, and prioritize future investments that maximize resiliency and greenhouse gas (GHG) emissions reductions.

### Strategies

- 1) Identify means to effectively engage the multiple public and private sector entities with roles and responsibilities involving the provision and maintenance of transportation infrastructure and the delivery of transportation services in the region. Document current and evolving coordination efforts among these entities.
- 2) Work together to identify transportation infrastructure at risk from climate change in the region; determine whether, when, where, and to whom projected impacts from climate change might be significant. Employ inundation mapping, modeling and other appropriate tools to assess the vulnerability of transportation infrastructure to the projected impacts of climate change under various sea level rise and other climate change scenarios. At a minimum, assess the vulnerability of the following transportation infrastructure:
  - a) Local transportation networks of the Compact Counties
  - b) The tri-county Regional Transportation Network<sup>1</sup> designated by the Southeast Florida Transportation Council (SEFTC), which includes facilities that provide the highest level of mobility, strategic transportation facilities that are critical to region's economy and quality of life, including corridors (roadway, rail, waterway), airports, seaports, freight rail terminals, passenger rail and intercity bus terminals, and evacuation routes.
- 3) Develop adaptation actions that prioritize the people, places, and infrastructure most vulnerable to the projected impacts on the transportation network. Use a risk-management approach to adapt the existing network including criteria such as timing, likelihood, intensity of anticipated risks as well as costs relative to action versus inaction (description in the Circular on *Adapting Transportation to the Impacts of Climate Change State of the Practice 2011* <http://onlinepubs.trb.org/onlinepubs/circulars/ec152.pdf>. Best practices also available from NY, CA, and London.)
  - a) Develop regional priorities for short and long term maintenance and retention of the transportation network for a 50 year and a 100 year timeframe; evaluate the costs and benefits for maintenance and retention of existing transportation infrastructure, or construction, maintenance and retention of new infrastructure.
  - b) Address issues of inequality and environmental justice associated with climate change impacts and adaptation. Involve all parts of society in the development design and implementation of adaptation actions addressing the transportation network.
  - c) Identify those strategies that provide co-benefits, such as improving disaster preparedness, promoting sustainable resource management, and reducing GHG emissions including the development of cost-effective technologies.

<sup>1</sup>SEFTC, Technical Memorandum #8: Regional Transportation Network, April 2010. This network for Miami-Dade, Broward and Palm Beach counties is composed of regional interstate and expressway facilities; major regional facilities (urban or rural principal arterial roadways and other roadways that cross county lines); regional connection facilities, regional facility designation extensions, Strategic Intermodal System hubs, corridors and connectors designated by the Florida Department of Transportation; adopted physical extensions of current regional facilities; and the statewide regional evacuation network with termini determined by the South Florida and Treasure Coast Regional Planning Councils and the state legislature.

- 4) Integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of local and regional transportation agencies.
- a) Develop policy statements to incorporate the consideration of climate adaptation into planning processes and investment decisions and adopt the U.S. Department of Transportation's Guiding Principles for Climate Change Adaptation
- Adopt integrated approaches.
  - Prioritize the most vulnerable.
  - Use best-available science.
  - Build strong partnerships.
  - Apply risk-management methods and tools.
  - Apply ecosystem-based approaches.
  - Maximize mutual benefits.
  - Continuously evaluate performance.
- (<http://www.dot.gov/docs/climatepolicystatement.pdf> )
- b) Develop policies to incorporate climate change adaptation strategies into hazard mitigation and post-disaster redevelopment planning.
- c) Develop policies to address new transportation infrastructure development - to consider future floodplain conditions and vulnerable areas – e.g. rerouting of roads because of potential flood damage.
- d) Modify or develop new design standards for transportation infrastructure located in identified vulnerable areas, e.g. asphalt concrete composition, bridge design, elevation, stormwater management. i.e. Include different pitches combined with stormwater design and/or use of more permeable surfaces to effectively remove water from the roadway; Explore roadway materials that may be utilized in road construction that are more tolerant to quick changes in hot or cold weather, or more tolerant of extended periods of extreme temperatures, in order to decrease repair costs, enhance safety, and increase longevity of road surfaces.
- e) Develop and require a training program to educate professionals in relevant fields (e.g., architecture, engineering, and construction management) to incorporate adaptation to climate change as a basis for establishing design criteria for new transportation infrastructure. Completion of such training to be a condition for relicensing. (FL Energy & Climate Action Plan – Adaptation Strategies, pg. 8-7).
- f) Consider the adoption of a “Green” road design and construction sustainability rating system.(*Best practice research: NYDOT, University of Washington*)
- 5) Focus investments and service expansions on strategies contributing to greenhouse gas emissions reductions and enhancing resilience to climate change.
- a) Continue and enhance regionally coordinated transportation planning through the Regional Long Range Transportation Plan (RLRTP). Identify goals and objectives in the

RLRTP whose ultimate attainment reinforces the desired achievement of GHG emission reductions and enhancing resilience to climate change. Articulate the supportive role each objective has with respect to emissions reductions.

b) **Transportation Investment Priorities.** Give higher investment priority to transportation infrastructure, programs and services that will reduce greenhouse gas emissions. Performance standards for climate and related metrics, such as reduced VMT and increased mode split, should be incorporated in transportation and infrastructure programs.

i) Develop policies in local and regional planning processes to incorporate evaluation criteria and a process to rank and prioritize projects that meet plan goals and objectives, with an emphasis on those that reduce VMT and use of transportation modes other than the personal vehicle. Projects that enhance economic vitality should also be given priority, such as projects and service expansions along transit oriented corridors and those that improve connections to major airports and seaports. Develop performance measures related to climate change (i.e. VMT reduction) as a means to prioritize projects for funding.

c) Prioritize the funding of studies addressing effective adaptation and mitigation strategies, particularly those addressing barriers and assisting in integrating land use and transportation planning approach towards developing a transportation network that reduces vehicle miles traveled by ensuring transportation choices other than the use of personal vehicles.

e) Implement the recommendations in the RLRTP to incorporate/use modal prioritization tools.

6) Other

a) Develop early warning systems and social media applications (apps) to both inform residents and visitors of high-tide events and to raise overall awareness.

b) Identify incentives to encourage migration to less vulnerable areas.

**Additional language for consideration:**

Incorporate "Adaptation Action Area" designation into local comprehensive plans and the Regional Climate Change Action Plan for those areas within the Southeast Florida region that have been deemed most vulnerable to impacts associated with sea level rise. Within the "Adaptation Action Areas", special regulations will be established to reduce or eliminate the potential for damage from flooding. During the five years of this initial Regional Action Plan, those areas within the Southeast Florida region that have been deemed most vulnerable to impacts associated with sea level rise based upon LiDAR mapping and vulnerability assessments, will be monitored for impacts. These impacts may be from extreme high tides, heavy local rain events, storm surge, or inadequate drainage systems. Those areas most impacted by these events will be considered for inclusion into one or more of the "Adaptation Action Areas".

## Focal Area 2

Develop strategies to reduce GHG emissions through use of alternative fuels, vehicle and system operation efficiencies, vehicle miles traveled (VMT) reduction, and provision of multiple transportation choices.

### Strategies

#### Alternative Fuels & Vehicle Efficiency

- 1) Develop policies to create conditions for the development of alternative fuel (bio-diesel/ waste-based bio-diesel) and include these policies in regional plans and Local Comprehensive Plans. Incentivize and remove legislative, local code that may act as obstacle to stimulate the alternative energy industry.

*(Example: Plan and program infrastructure improvements for Electric Vehicle Infrastructure (EVI) in collaboration with local utilities. Policies should be developed to incentivize private deployment of infrastructure. Solar charging for electric vehicles should be prioritized to improve the community's emergency management preparedness in times of power outages.)*

- 2) Establish a working group of public and private stakeholders to develop a strategy to promote the use of Plug-in Electric Vehicles in the region.
  - a) Establish locations where infrastructure is needed. Solar charging options should be prioritized to maximize mitigation benefits and to improve the community's emergency management preparedness in times of power outages.
  - b) Develop policies to incentivize the deployment of infrastructure to complement transit oriented corridors. Reduced transit fares should be a consideration for riders accessing transit facilities by electric vehicles.
  - c) Work with relevant stakeholders to streamline permitting processes associated with charging equipment to encourage the safe and expeditious installation on customer premises and elsewhere.
  - d) Coordinate monetary and non-monetary incentives available to the general public and organizations purchasing electric vehicles.
- 3) Develop strategies to promote fuel efficient driving habits.
  - a) Conduct best practice research on existing campaigns and look for opportunities to integrate tools into existing high school, county and municipal driver education courses, traffic school curriculum, truck driver training, and fleet associations. [http://climatechange.transportation.org/ghg\\_itigation/operations.aspx](http://climatechange.transportation.org/ghg_itigation/operations.aspx) )

#### System Operation Efficiencies

- 1) Develop a toolbox of successful strategies to maximize the efficiency of the existing transportation network that have been used by partners in the region. When feasible information should include implementing steps, costs, and effectiveness of GHG emissions reductions. Some strategies to consider include the use of roundabouts, traffic signal prioritization for transit, queue jumps, etc.

- 2) Develop policies to facilitate and streamline the deployment of energy efficient and renewable energy such as the installation of LEDs and/or solar for public infrastructure such as street lighting, parks, parking facilities.
  - a) Survey counties and regional agencies with lighting infrastructure to determine the level of deployment and to gather best practice policies and implementation steps to facilitate the application of efficient lighting practices in additional infrastructure.
- 3) Develop a strategy for incentivizing the development of truck parking with electrification facilities and the use of auxiliary power units to reduce extended idling by trucks.
  - a) Survey transportation agencies (MPOs, FDOT, etc.) for existing studies identifying trucking patterns and needs.
  - b) Identify strategic locations for truck parking facilities and seek competitive funding opportunities as a region.
- 4) Develop policies to reduce the impact of transportation construction, maintenance, and agency operations - such as substituting fly ash for cement, using warm-mix instead of hot-mix asphalt- on GHG emission reduction, and require construction contractors to implement emissions reductions practices. Incorporate actions that reduce GHG emissions during project development and implementation, such as using recycled materials, incorporating low carbon cement mixtures, utilizing alternatively fueled vehicles, and purchasing locally or regionally manufactured materials.
- 5) Provide seamless transitions between transportation modes to increase the use of low carbon modes for the movement of people and freight in the region.
  - a) Improve connections between Tri-Rail and county transit service, municipal trolley and community shuttle bus services (may include re-alignment of routes). District circulators (Metro Mover in downtown Miami connects to Metro Rail) provide the last leg of a commute for transit riders and should have high frequency and ease of transfer.
  - b) *(Placeholder for regional freight strategies to integrate the many regional activities underway, e.g. periodic convening of regional freight summits providing opportunities to address that audience, development of a virtual freight network, studies exploring the potential for freight rail on a western corridor, etc.)*
  - c) Improve the transfers between transportation modes and move towards the delivery of a seamless fare media across the region.
  - d) Develop planning strategies to address planning for the “First and Last Mile” of transit trips.

#### Reduce Vehicle Miles Traveled and Promote Multiple Modes

Local communities with mixed-use developments and streets designed to encourage non-motorized modes of transportation are expected to reduce personal automobile trips. There is a need to connect those communities to corridors that link to regional employment centers and other destinations through low-carbon transportation options. The policies in this area will be developed to support the Federal Livability Principles which among other things emphasize the reduction of household transportation costs for people of all ages, incomes, races and ethnicities through reliable access to employment centers, educational opportunities, services and other basic needs.

### 1) Land Use Approaches.

- a) Require new development and redevelopment projects in existing and planned multimodal corridors and urban centers to be planned and designed to promote transit oriented development and transit use, which mixes residential, retail, office, open space and public uses in a pedestrian-friendly environment that promotes the use of rapid transit services.
- b) Develop policies to plan Transit Oriented Developments (TOD) along Transit Oriented Corridors (TOC). Consider the Regional Transportation Network in the development of potential TOCs. Develop policies to streamline the approval process for TODs.
- c) Explore expansion of activity based transportation modeling to more accurately predict, inform, and utilize transit trip data.
- d) Develop policies to improve the movement of non-motorized modes through the adoption of best practice models including Complete Streets.
  - i) Develop guidelines, models, and implementation projects to accelerate implementation.
  - ii) Identify partners and resources to support training and the research into new techniques for transportation design professionals.
- e) Modify local land use ordinances to encourage compact development patterns.
  - i) Adopt form-based codes or hybrid codes that use physical form, rather than separation of land uses, as their organizing principle and that take into consideration the urban transect or context zones.
  - ii) Consider regional implementation of rapid transit zones to maintain land use control around a station with multiple jurisdictions.
- f) Consider the adoption of green neighborhood certification programs to guide decision making and development and to provide an incentive for better location, design, and construction of new residential, commercial, and mixed-use developments.

### 2) Transit Options – Transit

- a) Study increasing service frequency on key routes and developing targeted transit routes, in the model of I-95 express to bring people directly from residential areas to regional centers of employment. Another example is “The Flyer” route from MIA to Miami Beach. Utilize existing studies of direct routes to inform this process.
- b) Leverage limited resources for campaign and promotional advertisements by coordinating regional public transportation messaging to attract “choice” riders. Messages should focus on making riding transit cool.
- c) Deploy social media applications, (apps) to facilitate use of transit including access to real-time information such as arrival times.
- d) Increase the amenities available to transit passengers, such as shade, shelters, kiosks, and real time boarding information.

### 3) Transportation Demand Management

- a) **Vanpool/Carpool programs** - Work with MPOs and South Florida Commuter Services to identify opportunities to expand these programs.
  - b) **Car & Bike Sharing Programs** - Work with companies providing these services and strategic partners (universities, municipalities, large employers, etc.) to establish zip car, bike sharing and personal vehicle sharing programs.
- 4) **Bicycle Facilities**
- a) **Prioritize implementation of planned bicycle and pedestrian networks.** Evaluate whether these facilities are connected regionally and on a local scale to major employment, education, and recreation centers.
  - b) **Implement roadway project checklist** that includes measures of pedestrian and bicycle accommodation.
  - c) **Consider regional adoption of Transit and Biking programs** that aim to improve access to transit.
  - d) **Develop policies to increase designated bike parking facilities** at commercial and retail developments.

### **Focal Area 3**

#### **Federal Policies needed to support local and regional efforts**

- 1) **Federal Surface Transportation Authorization.** Support new authorization of the federal surface transportation programs with increased priority for funding public transit and non-motorized travel and integrated regional and metropolitan planning as means to reduce the greenhouse gas emissions from the transportation sector. The federal program needs to explicitly incorporate climate change and shift priorities toward programs that encourage reinvestment in existing infrastructure and communities ("fix-it-first" programs), support public transportation and transit-oriented development, and address congestion management through means other than road building.
- 2) **Reform Transportation Models and Enhance NEPA Processes.** To recognize when shifts are taking place in the true costs of road and transit, the surface transportation authorization legislation should encourage the development of up-to-date models and tools that measure the relative shifts in auto and transit costs, both up-front and on an operating basis as well as costs related to climate impacts and performance. Further, the U.S. Department of Transportation should be directed to develop ways and means to enhance the NEPA process in this regard as NEPA is central to all highways and transit project investment analysis.
- 3) **Increase CAFE Standards.** Establish stronger Corporate Average Fuel Economy (CAFE) Standards and enforce their adoption.

## Appendix C - Contributing Technical and Staff Experts

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Nancy Craig	Broward County Environmental Monitoring Laboratory
Chantal Collier	Southeast Florida Coral Reef Initiative
Janice Duquesnel	Florida Department of Environmental Protection
Sara Edge	Florida Atlantic University
Bonnie Finneran	Palm Beach County Environmental Resources Management
Bob Glazer	Florida Fish and Wildlife Conservation Commission
Cynthia Guerra	Miami-Dade County Department of Environmental Resources Management
Katie Halloran	Miami-Dade County Planning and Zoning
Isaac Hoyos	Palm Beach County Department of Planning, Zoning and Building
Elizabeth Humple	Broward County Environmental Monitoring Lab
Dan Kimball	Everglades National Park
Thomas E. Lodge	Ecological Advisors, Inc.
Peter Merritt	Treasure Coast Regional Planning Council
Anne Morkill	Florida Keys National Wildlife Refuge
Sean Morton	Florida Keys National Marine Sanctuary
Jim Murley	Florida Atlantic University
Eric Myers	Broward County Natural Resources Planning and Management Division
Mark Nelson	Jonathan Dickenson State Park
Sylvia Pelizza	Loxahatchee National Wildlife Refuge
Leonard Perlstine	Everglades National Park
Ronald Rice	Cooperative Extension Service
Robert Robbins	Palm Beach County Environmental Resources Management
Michael Roberts	Monroe County
Traci Romine	Audubon of Florida
Barry Rosen	U.S. Geological Survey
Winnie Said	South Florida Water Management District Hydrologic & Environmental Systems Modeling
Jim Schuette	DuPuis Management Area South Florida Water Management District
Fred Sklar	South Florida Water Management District
Steve Traxler	U.S. Fish & Wildlife Service
Katherine Tzadik	Florida Department of Environmental Protection
Tom Van Lent	Everglades Foundation
Richard Walesky	Palm Beach County
Patti Webster	Broward County Natural Resources Planning and Management Division

**TRANSPORTATION WORK GROUP PARTICIPANTS**

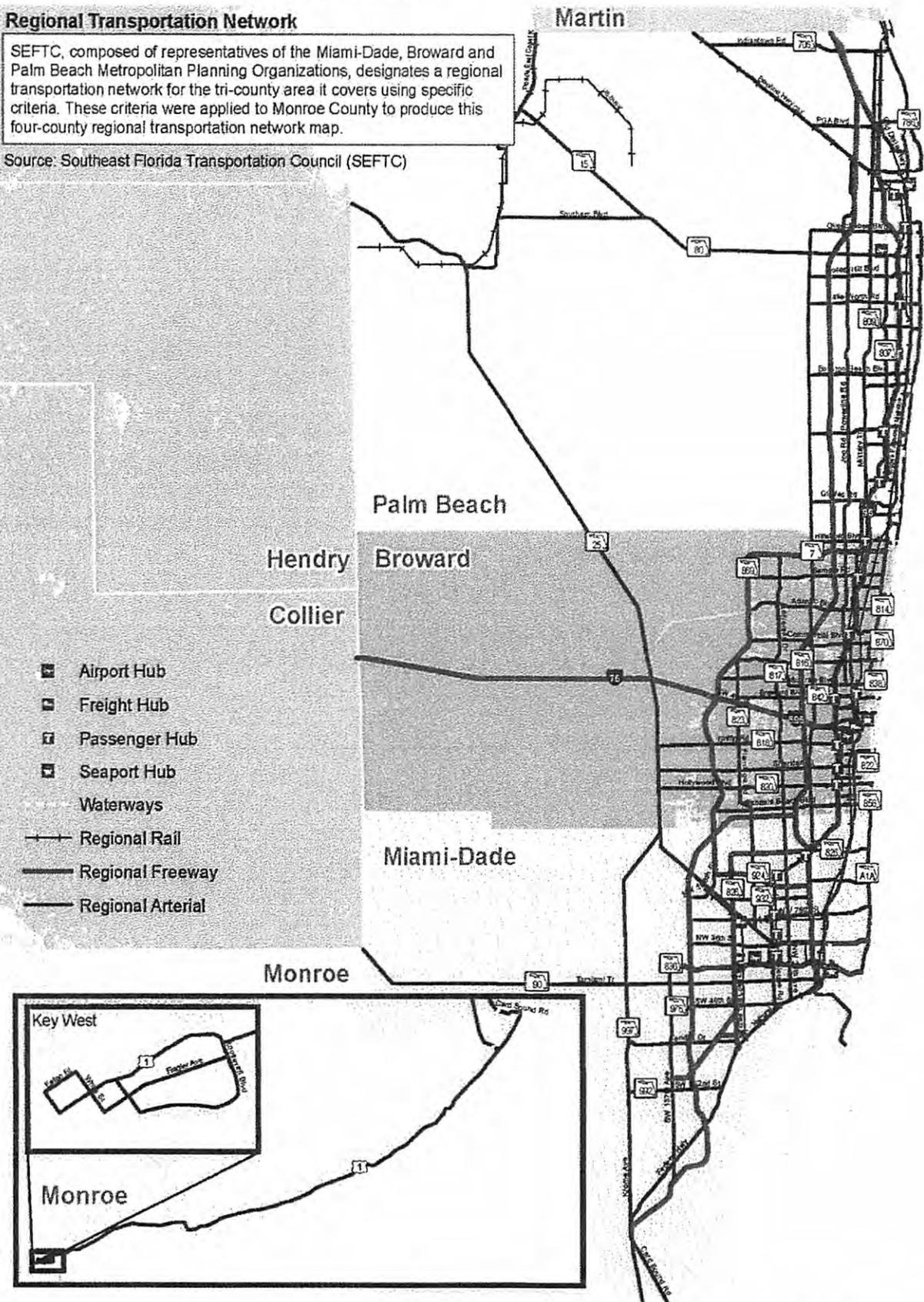
Lorenzo Aghemo	Palm Beach County Planning
Frederick Bloetscher	Florida Atlantic University
Donald Burgess	Broward County Natural Resources Planning and Management Division
Lois Bush	Florida Department of Transportation – District 4
Rita Carbonell	Miami-Dade Expressway Authority
Steve Carrier	Engineering and Public Works
Monica Cejas	Miami-Dade County Transit
Carla Coleman	Urban Land Institute
Antonio Cotarelo	Miami-Dade County Public Works
James Cromar	Broward Metropolitan Planning Organization
William Cross	South Florida Regional Transportation Authority - Tri Rail
Tim Garling	Broward County Transit
Andrew Georgiadis	Dover Kohl & Partners
Debbie Griner	Miami-Dade County Department of Environmental Resources Management Air Quality Management
Nichole Hefty	Miami-Dade County Department of Environmental Resources Management
Christine Heshmati	South Florida Regional Planning Council
Becky Hope	Miami-Dade County Seaport
John Morgan	South Florida Water Management District
Catherine Prince	Miami-Dade County Department of Planning and Zoning
Jarice Rodriguez	Florida Atlantic University
Napolean Somoza	Miami-Dade County Department of Planning and Zoning
Gregory Stuart	Broward Metropolitan Planning Organization
Susanne Torriente	Miami-Dade County Office of Sustainability
Paul Vitro	Miami-Dade Emergency Management
Jeff Weidner	Florida Department of Transportation – District 4
Lynda Westin	Southeast Florida Regional Transportation
Enrique Zelaya	Broward County Transportation Planning

**Appendix D - Regional Transportation Network**

**Regional Transportation Network**

SEFTC, composed of representatives of the Miami-Dade, Broward and Palm Beach Metropolitan Planning Organizations, designates a regional transportation network for the tri-county area it covers using specific criteria. These criteria were applied to Monroe County to produce this four-county regional transportation network map.

Source: Southeast Florida Transportation Council (SEFTC)



## IX. Supporting Documents

The following support documents from the Southeast Florida Regional Climate Change Compact are available on the Compact website at:

[southeastfloridaclimatecompact.org](http://southeastfloridaclimatecompact.org)

- A. Regional Climate Action Plan Implementation Guide
- B. Compact Counties' Policy and Advocacy Implementation Report
- C. Regional Greenhouse Gas Emissions Inventory Baseline Period: 2005 – 2009
- D. A Unified Sea Level Rise Projection for Southeast Florida
- E. Analysis of the Vulnerability of Southeast Florida to Sea Level Rise

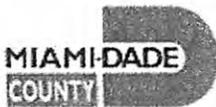
The *White Paper on Adaptation Action Areas* by the Florida Department of Economic Opportunity (Support Document F) is also available on the Compact website.

## Photo Credits

Cover:	Everglades image, provided by the South Florida Water Management District Coastal development, provided by Broward County Seven mile bridge, provided by Monroe County Scooter on flooded street, provided by Miami-Dade County
Inside Cover:	Red Reef Beach, provided by Palm Beach County
Page iv:	City with mangroves, provided by Miami-Dade County
Page 2:	Living shoreline, provided by Palm Beach County
Page 4:	Compact signing, provided by Broward County
Page 6:	Air quality monitoring, provided by Broward County
Page 8:	Connect the Dots 350 event, provided by Jeff Keating
Page 9:	Beach erosion, provided by Broward County
Page 12:	Sunrise over ocean, provided by Miami-Dade County
Page 14:	Rain flooding, provided by Broward County
Page 15:	Mola Avenue flood, provided by Broward County
Page 18:	Roads, provided by Broward County
Page 21:	People biking, provided by Miami-Dade County
Page 22:	Port Everglades container ship, provided by Broward County
Page 24:	Choice riders on bus, provided by Miami-Dade County
Page 28:	Inundation at Keys Airport, provided by Monroe County
Page 30:	Storm sewer cleaning, provided by Miami-Dade County
Page 31:	Biscayne, provided by the South Florida Water Management District
Page 33:	Coral monitoring, provided by Broward County
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Page 36:	Market, provided by Miami-Dade County
Page 37:	Plug-in vehicle, provided by Miami-Dade County
Page 37:	Children with solar array, provided by Miami-Dade County
Page 39:	Hurricane aerial, provided by the South Florida Water Management District
Page 41:	News reporter, provided by Miami-Dade County
Page 43:	Children planting trees, provided by Broward County
Page 44:	Compact press conference after BP spill, provided by Broward County From left to right: Monroe County Commissioner George Neugent, Miami-Dade County Commissioner Katy Sorenson, Palm Beach County Commissioner Shelley Vana, and Broward County Commissioner Kristin Jacobs.
Page 51:	People exiting South Beach bus, provided by Miami-Dade County
Back Cover:	Mom and son at beach, provided by Miami-Dade County



**SOUTHEAST FLORIDA  
REGIONAL COMPACT  
CLIMATE  
CHANGE**



This document was produced by the Southeast Florida Regional Climate Change Compact, a regional collaborative including Broward, Miami-Dade, Monroe and Palm Beach Counties, and promulgated at a cost of \$4,634 or \$6.62 per copy, for the purpose of providing information on climate change planning strategies relevant to Southeast Florida.

RESOLUTION NO. 14-2222

**A RESOLUTION OF THE TOWN OF SURFSIDE,  
FLORIDA SUPPORTING CONSTRUCTION OF THE  
CENTRAL EVERGLADES PLANNING PROJECT;  
PROVIDING FOR AUTHORIZATION; AND PROVIDING  
FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Greater Everglades Ecosystem is a globally imperiled habitat and the primary source of drinking water for the Town of Surfside; and

**WHEREAS**, Everglades National Park is critical to South Florida's tourism with over one million people visiting each year; and

**WHEREAS**, the Everglades ecosystem has continued to decline in the face of restoration delays and an expedited solution is needed to increase the quality, quantity, timing and distribution of freshwater flows into the central Everglades, Everglades National Park and Florida Bay; and

**WHEREAS**, increased deliveries of water south of Lake Okeechobee will reduce damaging discharges to the Caloosahatchee and St. Lucie estuaries; and

**WHEREAS**, the Central Everglades Planning Project (CEPP) will protect regional water supply, create much needed jobs and strengthen the local economy; and

**WHEREAS**, full support by the South Florida Water Management District (SFWMD) is needed to implement this project.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND TOWN COMMISSION OF THE TOWN OF SURFSIDE, FLORIDA, THAT:**

**Section 1. Recitals Adopted.** The above and foregoing recitals are true and correct and incorporated herein by reference.

**Section 2. Support by the Town of Surfside Town Commission.** The Town Commission supports the approval of the SFWMD Letter of Support by the SFWMD Governing Board so that expedient progress can be made towards the ultimate goal of authorization and construction of CEPP.

**Section 3. Authorization and Approval.** The Town Commission authorizes and approves the Town Manager and/or his designee to take all actions necessary to implement this Resolution.

**Section 4. Direction to the Town Clerk.** The Town Clerk is hereby directed to transmit a copy of this Resolution to the South Florida Water Management District Governing Board.

**Section 5. Effective Date.** This Resolution shall become effective immediately upon its adoption.

**PASSED AND ADOPTED** this 8<sup>th</sup> day of April, 2014.

Motion by Commissioner Karukin, second by Commissioner Olchyk.

**FINAL VOTE ON ADOPTION**

Commissioner Barry R. Cohen	<u>yes</u>
Commissioner Michael Karukin	<u>yes</u>
Commissioner Marta Olchyk	<u>yes</u>
Vice Mayor Eli Tourgeman	<u>yes</u>
Mayor Daniel Dietch	<u>Absent</u>



Daniel Dietch, Mayor

**ATTEST:**



Sandra Novoa, CMC  
Town Clerk

**APPROVED AS TO FORM AND**

**LEGAL SUFFICIENCY FOR THE TOWN OF SURFSIDE ONLY:**



Linda Miller, Town Attorney

RESOLUTION NO. 15 - 2280

**A RESOLUTION OF THE TOWN OF SURFSIDE, FLORIDA, SUPPORTING THE MIAMI-DADE SEA LEVEL RISE TASK FORCE RECOMMENDATIONS AND URGING THE BOARD OF MIAMI-DADE COUNTY COMMISSIONERS TO IMPLEMENT SUCH RECOMMENDATIONS; ENCOURAGING OTHER MIAMI-DADE COUNTY MUNICIPALITIES TO JOIN THE TOWN OF SURFSIDE IN THEIR SUPPORT FOR THE MIAMI-DADE SEA LEVEL RISE TASK FORCE; DIRECTING THE TOWN CLERK TO TRANSMIT A COPY OF THIS RESOLUTION TO THE MAYOR AND COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, THE MIAMI-DADE COUNTY LEAGUE OF CITIES, INC. AND MUNICIPALITIES IN MIAMI-DADE COUNTY; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the world's scientific community has reached consensus that human-induced climate change is occurring and is causing sea level rise; and

**WHEREAS**, Miami-Dade County, its wildlife, natural lands, water supply, vital facilities, and infrastructure are especially vulnerable to the impacts of sea level rise; and

**WHEREAS**, climate scientists and other groups have predicted the potential erosion of dry land and loss of property and natural resources in Miami-Dade County as a result of sea level rise; and

**WHEREAS**, a U.S. Geological Survey study concluded that sea levels along the east coast of the United States will rise three to four times faster than the global average over the next century and the U.S. Army Corps of Engineers has projected that the water around Miami could rise up to 24 inches by 2060; and

**WHEREAS**, parts of Miami-Dade have already experienced an increased frequency of urban flooding caused by higher high tides, elevated groundwater levels, and over saturated soils, and without any action, these rising tides will pose a significant threat to the Town's tourism industry; and

**WHEREAS**, the Miami-Dade Sea Level Rise Task Force ("SLRTF") reviewed the relevant data and prior studies, assessments, reports, and evaluations of the potential impact of sea level rise on vital public services and facilities, real estate, water and other ecological resources, water front property, and infrastructure; and

**WHEREAS**, the SLRTF issued a report with their findings on July 1, 2014, that included a comprehensive and realistic assessment of the likely and potential impacts to sea level rise and storm surge over time, to be used to help develop a set of recommendations relative to

amendments to the Comprehensive Development Master Plan, capital facilities planning, budgetary priorities and other County programs as necessary to ensure that Miami-Dade County is taking all appropriate actions to reduce its contributions to climate-induced sea level rise and to ensure its resiliency to the increase in sea level rise, storm surge and related impacts which are expected to occur; and

**WHEREAS**, the SLRTF set forth numerous recommendations in their report that, if implemented would aid Miami-Dade County in coping with the inevitable consequences of this measurable, tractable, and relentless reality of sea level rise; and

**WHEREAS**, the Miami-Dade Board of County Commissioners will discuss the adoption of various resolutions to move the recommendations of the SLRTF into action; and

**WHEREAS**, the Town of Surfside seeks to work collaboratively and jointly with Miami-Dade County to ensure the quality of life and economy of Town residents is protected.

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF SURFSIDE, FLORIDA, AS FOLLOWS:**

**Section 1. Recitals Adopted.** That each of the above stated recitals are hereby adopted, confirmed, and incorporated herein.

**Section 2. Support.** The Town supports the Miami-Dade Sea Level Rise Task Force efforts and recognizes that human-induced climate change is occurring and is causing sea level rise that affect Miami-Dade County's wildlife, natural lands, water supply, vital facilities, and infrastructure. The Town therefore supports the adoption of sound resolutions to implement the recommendations of the SLRTF.

**Section 3. Request by Town of Surfside Commission.** The Town requests the Miami-Dade Board of County Commissioners to ensure the language contained in the resolutions is action-oriented and furthers the process of preparing Miami-Dade County and its natural and built environment for the inevitable rise in sea level.

**Section 4. Municipalities.** The Town further encourages other Miami-Dade County municipalities to join the Town in supporting Sea Level Rise Task Force recommendations.

**Section 5. Directions to Town Clerk.** The Town Clerk is hereby directed to transmit a copy of this Resolution to the Mayor and County Commissioners of Miami-Dade County, Florida, the Miami-Dade County League of Cities, Inc. and municipalities in Miami-Dade County.

**Section 6. Effective Date.** This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED this 13<sup>th</sup> day of January, 2015.

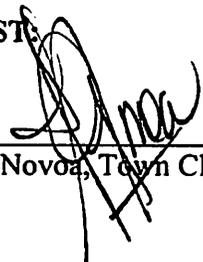
Motion by Commissioner Karukin,

Second by Commissioner Olchyk.

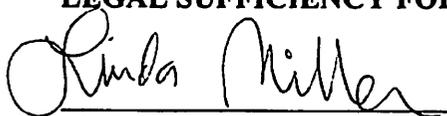
**FINAL VOTE ON ADOPTION**

Commissioner Barry Cohen	<u>YES</u>
Commissioner Michael Karukin	<u>YES</u>
Commissioner Marta Olchyk	<u>YES</u>
Vice Mayor Eli Tourgeman	<u>ABSENT</u>
Mayor Daniel Dietch	<u>YES</u>

  
 \_\_\_\_\_  
 Daniel Dietch, Mayor

ATTEST  
  
 \_\_\_\_\_  
 Sandra Novoa, Town Clerk

**APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE TOWN OF SURFSIDE ONLY:**

  
 \_\_\_\_\_  
 Linda Miller, Town Attorney

RESOLUTION NO. 15 - 2313

**A RESOLUTION OF THE TOWN OF SURFSIDE, FLORIDA SUPPORTING THE CREATION OF THE SOUTH FLORIDA MAYORS' BEACH ALLIANCE; DIRECTING THE TOWN CLERK TO TRANSMIT A COPY OF THIS RESOLUTION TO THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY AND ALL THE MEMBER MUNICIPALITIES OF THE SOUTH FLORIDA MAYORS' BEACH ALLIANCE; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, as a tourism destination, the beaches and the coastal barrier islands in Miami-Dade County are the most important economic engine for South Florida; and

**WHEREAS**, aside from being a major economic asset, or beaches also provide much needed protection against storm surge and the impacts of climate change; and

**WHEREAS**, Southeast Florida is considered one of the most vulnerable areas of the country with respect to the consequences of global climate change, especially sea level rise; and

**WHEREAS**, Southeast Florida is also vulnerable to hurricanes, and storm surge from other large storms, during the months of June to November; and

**WHEREAS**, scientific studies indicate that, due to climate change, extreme weather events such as storms and hurricanes will increase in frequency and intensity due to climate change; and

**WHEREAS**, a healthy beach and dune system provide the first line of defense against hurricanes and storm surge events; and

**WHEREAS**, coastal barrier islands experience seasonal shoreline erosion during the winter season when higher wave energy erodes the beach, which beach restoration or renourishment efforts help to combat; and

**WHEREAS**, a South Florida Mayors' Beach Alliance would be a coalition of the barrier island municipalities of the Village of Key Biscayne, Town of Surfside, City of Miami Beach, City of Sunny Isles Beach, Town of Golden Beach and Bal Harbour Village whose purpose is to urge the county, state and federal government to develop long-term solutions to restore beaches impacted by erosion; and

**WHEREAS**, it is in the best interest of the Town to support the creation of the South Florida Mayors' Beach Alliance.

**NOW THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF SURFSIDE, FLORIDA, AS FOLLOWS:**

**Section 1. Recitals.** The above and foregoing recitals are true and correct and are incorporated herein by reference.

**Section 2. Support.** The Town of Surfside supports the creation of the South Florida Mayors' Beach Alliance.

**Section 3. Direction to the Town Clerk.** The Town Clerk is hereby directed to send a copy of this Resolution to the Board of County Commissioners of Miami-Dade County and all member municipalities of the South Florida Mayors' Beach Alliance.

**Section 4. Effective Date.** This Resolution shall become effective immediately upon its adoption.

PASSED and ADOPTED on this 11<sup>th</sup> day of August 2015.

Motion by Vice Mayor Tourgeman,

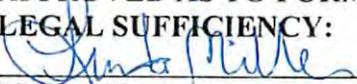
Second by Commissioner Olchyk.

**FINAL VOTE ON ADOPTION**

Commissioner Barry R. Cohen	yes
Commissioner Michael Karukin	yes
Commissioner Marta Olchyk	yes
Vice Mayor Eli Tourgeman	yes
Mayor Daniel Dietch	yes

  
Daniel Dietch, Mayor

ATTEST:   
Sandra Novoa, Town Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:  
  
Linda Miller, Town Attorney



## MEMORANDUM

**To:** Planning and Zoning Board  
**From:** Guillermo Olmedillo, Town Manager  
**CC:** Linda Miller, Town Attorney  
**Date:** March 31, 2016  
**Re:** Pedestrian Friendly Streetscape

---

**Background:** The Town of Surfside Planning and Zoning Board has recommended the Town Commission consider creating a more cohesive pedestrian friendly experience throughout the Town to benefit the health, safety and wellbeing of the Surfside community. The attached Resolution recommends that the Town of Surfside Commission appropriate resources from the General Fund to the Planning and Zoning Board as requested to provide for the consultation and study related to a more pedestrian friendly streetscape in the Town of Surfside.

**Analysis:** The Planning and Zoning Board has discussed the need for the consultation and study related to a more pedestrian friendly streetscape in the Town of Surfside to explore the following ideas: 1) one way streets to calm and slow traffic, 2) adding sidewalks to improve walkability throughout the community, 3) creating a tree shade canopy over sidewalk, 4) undergrounding utilities, 5) improving the aesthetics and safety for the Town's neighborhoods, and 6) wayfinding through signage.

The Planning and Zoning Board requires funding and resources for the consultation and study of a more pedestrian friendly streetscape. Section 90-15(8) of the Town of Surfside Code of Ordinances provides that the Town Commission may authorize the expenditure by the Planning and Zoning Board of such funds as the Town Commission may deem necessary to perform the requirements of Chapter 90 "Zoning" of the Town of Surfside Code of Ordinances. The Town Commission may appropriate from the general fund as set up in the annual budget and such sums as it may from time to time authorize the board to expend. The Board may not incur indebtedness without prior Commission approval.

**Staff Recommendation:** Staff recommends the Planning and Zoning Board consider the attached Resolution.

**TOWN OF SURFSIDE PLANNING AND ZONING BOARD  
RESOLUTION NO. 16-Z-\_\_\_**

**A RESOLUTION OF THE TOWN OF SURFSIDE, FLORIDA PLANNING AND ZONING BOARD; RECOMMENDING TO THE TOWN OF SURFSIDE COMMISSION PURSUANT TO SECTION 90-15(8) OF THE TOWN OF SURFSIDE CODE OF ORDINANCES TO APPROPRIATE RESOURCES FROM THE GENERAL FUND TO THE PLANNING AND ZONING BOARD AS REQUESTED TO PROVIDE FOR THE CONSULTATION AND STUDY RELATED TO A PEDESTRIAN FRIENDLY STREETScape; DIRECTING THE TOWN CLERK TO INCLUDE A COPY OF THIS RESOLUTION IN THE APRIL 12, 2016 TOWN COMMISSION AGENDA; PROVIDING FOR RECOMMENDATION OF APPROVAL; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Town of Surfside Planning and Zoning Board has recommended the Town Commission consider creating a more cohesive pedestrian friendly experience throughout the Town to benefit the health, safety and wellbeing of the Surfside community; and

**WHEREAS**, the Town of Surfside Planning and Zoning Board is requesting resources for consultation and study with an urban planner and/or other experts on how to develop a more pedestrian friendly streetscape, to explore the following ideas: 1) one way streets to calm and slow traffic, 2) adding sidewalks to improve walkability throughout the community, 3) creating a tree shade canopy over sidewalks, 4) undergrounding utilities, 5) improving the aesthetics and safety for the Town's neighborhoods, and 6) wayfinding through signage; and

**WHEREAS**, the Planning and Zoning Board requires funding and resources for the consultation and study of a more pedestrian friendly streetscape; and

**WHEREAS**, Section 90-15(8) of the Town of Surfside Code of Ordinances provides that the Town Commission may authorize the expenditure by the Planning and Zoning Board of such funds as the Town Commission may deem necessary to perform the requirements of Chapter 90 "Zoning" of the Town of Surfside Code of Ordinances. The Town Commission may appropriate from the general fund as set up in the annual budget and such sums as it may from time to time authorize the Board to expend. The Board may not incur indebtedness without prior Commission approval; and

**WHEREAS**, the Planning and Zoning Board recommends the Town of Surfside Commission supports the Planning and Zoning Board through appropriating funds from the general fund for consultants, studies, and other information and expertise as needed to develop local planning and zoning solutions to develop a more pedestrian friendly streetscape.

**NOW THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING BOARD OF THE TOWN OF SURFSIDE, FLORIDA, AS FOLLOWS:**

**Section 1. Recitals.** That the above and foregoing recitals are true and correct and are incorporated herein by reference.

**Section 2. Urging the Town of Surfside Commission to Appropriate Resources to the Planning and Zoning Board for the Study and Consultation on a Pedestrian Friendly Streetscape.** The Planning and Zoning Board recommends to the Town of Surfside Commission pursuant to Section 90-15(8) of the Town of Surfside Code to appropriate resources from the General Fund to the Planning and Zoning Board as requested to provide for the consultation and study related to a more pedestrian friendly streetscape in the Town of Surfside, exploring the following ideas: 1) one way streets to calm and slow traffic, 2) adding sidewalks to improve walkability throughout the community, 3) creating a tree shade canopy over sidewalk, 4) undergrounding utilities, 5) improving the aesthetics and safety for the Town’s neighborhoods, and 6) wayfinding through signage.

**Section 3. Approval.** The Planning and Zoning Board recommends approval of this Resolution.

**Section 4. Direction to the Town Clerk.** The Town Clerk is hereby directed to include a copy of this Resolution in the April 12, 2016 Town Commission Agenda.

**Section 5. Effective Date.** This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2016

Motion by Planning and Zoning Board Member \_\_\_\_\_,  
Second by Planning and Zoning Board Member \_\_\_\_\_

**FINAL VOTE ADOPTION**

Member, Armando Castellanos \_\_\_\_\_  
Member, Peter Glynn \_\_\_\_\_  
Member, Moshe Rubenstein \_\_\_\_\_  
Vice Chair, Jacob Kligman \_\_\_\_\_  
Chair, Lindsay Lecour \_\_\_\_\_

\_\_\_\_\_  
Lindsay Lecour, Chair

**ATTEST:**

\_\_\_\_\_  
Sandra Novoa, MMC  
Town Clerk

**APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY FOR  
THE TOWN OF SURFSIDE ONLY:**

  
\_\_\_\_\_  
Linda Miller, Town Attorney



## Town of Surfside Planning and Zoning Board Communication

**Agenda Date:** March 31, 2016

**Subject:** Sign area and monument sign definitions

**From:** Sarah Sinatra Gould, AICP, Town Planner

**Background:** Numerous applicants have presented signs that exclude the supporting structure from the sign area. The Planning and Zoning Board has requested supporting structures be included within the maximum allowable sign area. Therefore, the definition of sign area should be modified.

The Planning and Zoning Board has also questioned the definition of a monument sign and the ability to connect the sign to a wall or other feature so that it is not a standalone structure. The definition of a monument sign should also be amended. The proposed changes are as follows:

### ***Sec. 90-69. - Definitions.***

*Area: The entire perimeter of a sign which encloses visually communicative copy such as letters, symbols, or logos, including the advertising surface and any framing, trim, or molding but not including the supporting structure.*

*Monument sign: A free-standing sign generally having a low profile where the base of the sign structure is on the ground independent of the building, wall, entry feature or fence, but does not include a pole sign.*

**Staff Recommendation:** Staff recommends the Planning and Zoning Board direct staff to prepare the Ordinance to be heard by the Commission.

\_\_\_\_\_  
Sarah Sinatra Gould, AICP, Town Planner

\_\_\_\_\_  
Guillermo Olmedillo, Town Manager

ITEM	OUTCOME	NEXT STEPS	IN CONTRACT OR WORK AUTHORIZATION	TENTATIVE SCHEDULE	COMPLETE
<b>FUTURE PZ DISCUSSION ITEMS</b>					
Sign Definitions	Modify sign definitions for monument and sign area	Draft code amendment		May PZ	
Add requirement for licensed architect for DRB submittals	Reviewing entire section relating to DRB	Draft code amendment			
Sea Level Rise	Include in future budget	Include in future budget			
Tree Canopy Initiative/ Single family district Streetscape master plan	\$8,000 budgeted in the FY 2014-2015 budget for the tree canopy	Town Manager analyzing. Would need inclusion in the budget for additional projects.			
Fences & Hedges in the front of single family residences	Modify ordinance				
Average side setback /Massing	Modify ordinance for additional side setbacks on upper floors for single family homes	Preparing graphics on reductions in 2 <sup>nd</sup> floor			On hold until full discussion of height and sea level rise.
Measuring height from crown of the road	Place on agenda for discussion relating to sea level rise. Staff confirmed height was measured from the crown to the top of the structure in the 2004 Code as well. This would require a referendum.	Include in future budget			
Roof Pitch of Single Family	Modify ordinance requiring roofs to be pitched where adjacent to the street.	Need Direction from PZ			On hold until full discussion of height and

Less second floor setbacks and greater square footage of second floors for waterfront lots	Modify ordinance to provide larger square footage on waterfront lots.	Need Direction from PZ			sea level rise.
Satellite dishes	Further review by staff	Research and prepare report for discussion and possible code amendment	In contract	Future PZ	
Residential or commercial wind turbine regulations	Prepare ordinance regulating wind turbines including hurricane precautions, noise regulations, insurance considerations	Draft code amendment	In contract	Future PZ	
Green walls	Require green walls adjacent to alleys and other buildings that abut public right of ways	Research and prepare report for discussion and possible code amendment	In contract	Future PZ	
Final Zoning Inspections	Town Manager will analyze				
<b>ON UPCOMING COMMISSION AGENDA</b>					
<b>ON FUTURE COMMISSION AGENDA</b>					
Commercial waste and recycling container screening	Screening for containers, green screen, vegetation, include pictures from Commissioner Kligman	Draft code amendment	In contract		Waiting placement on Commission Agenda
Driveway material regulations	Modify code to allow stamped concrete and concrete slabs with decorative rock or grass in between	Draft code amendment	In contract		Waiting Placement on Commission

Painting of commercial structures	Town Staff to prepare ordinance	Prepare ordinance for commission	Building to prepare ordinance	Agenda
<b>COMPLETED</b>				
Request to Commission for a referendum on one-way streets in residential to support a streetscape plan	The Town Commission has not approved this request at this time.	No further action		
Corridor Analysis	Study corridor between Collins & Harding	Prepare code amendments	Work authorization to be approved in <b>NOVEMBER</b>	January Commission
Single Family Paint Colors	Discussion with the Planning & Zoning Board to determine if a color palette is appropriate for single family homes and what colors/criteria should be included	Place on future Planning and Zoning agenda for discussion	In contract	Will add to Joint Meeting with PZ/Commission.
Parking Trust Fund	Discussion with the Planning & Zoning Board to provide a cap for payment into the fund	Ordinance on July PZ agenda	In contract	Complete
Turtle Lighting	Town Staff to prepare review	No ordinance necessary. Turtle lighting already required in code.	COMPLETE	Town Staff to prepare review
Downtown Color Palette	Discussion with the Planning & Zoning Board to determine if a color palette is appropriate and what colors/criteria should be included	Place on future Planning and Zoning agenda for discussion	In contract	Complete
Bay Drive & 96 <sup>th</sup>	Open Bay Drive off 96 <sup>th</sup> Street	Staff will research	Police and Building to	COMPLETE

Street			research	Police cited concerns	Chief safety concerns
Sign/awning code	Discussed at Joint Meeting	Staff beginning to work on draft	Work Authorization approved	July-August Commission	COMPLETE
As-built reviews for residential projects	Discuss increasing canopy in town, street trees, what can be planted in ROW	Research and prepare report for discussion and possible code amendment	In-contract	March PZ	COMPLETE Added a program modification to FY2015 budget
Interpretation of base flood elevation for the H120 district	No change	No further action needed		N/A	COMPLETE
Solar panel regulations	Prepare ordinance regulating solar panels	Draft code amendment	In-contract	March PZ	COMPLETE
Car charging station regulations	Prepare ordinance regulating car charging stations requiring them in new multi-family, research what other communities are doing	Draft code amendment	In-contract	December PZ	COMPLETE
Pyramiding effects of setbacks in the H120 district	No action necessary since Planning and Zoning Board currently reviewing setbacks as part of wall frontage modifications			N/A	
Garage door clarification	Modify code to remove requirement for two separate garage doors	Draft code amendment	In-contract	November PZ	COMPLETE
10% window opening requirement per story	Discussion with the Planning & Zoning Board	Prepare ordinance for commission	In-contract	June PZ	November Commission for first reading
Landscaping in front of converted garage	Determine if landscaping planter is sufficient versus requiring	Reviewed code and determined that	In-contract	No further modification	Yes

	landscaping.	planter is only permitted in cases where the driveway would be too short.		necessary	
Sheds	Modify ordinance to increase square footage, but reduce height and add landscape requirements.	Draft code amendment	In contract	Discussed at March meeting.	Commission 1st reading in May. PZ in May