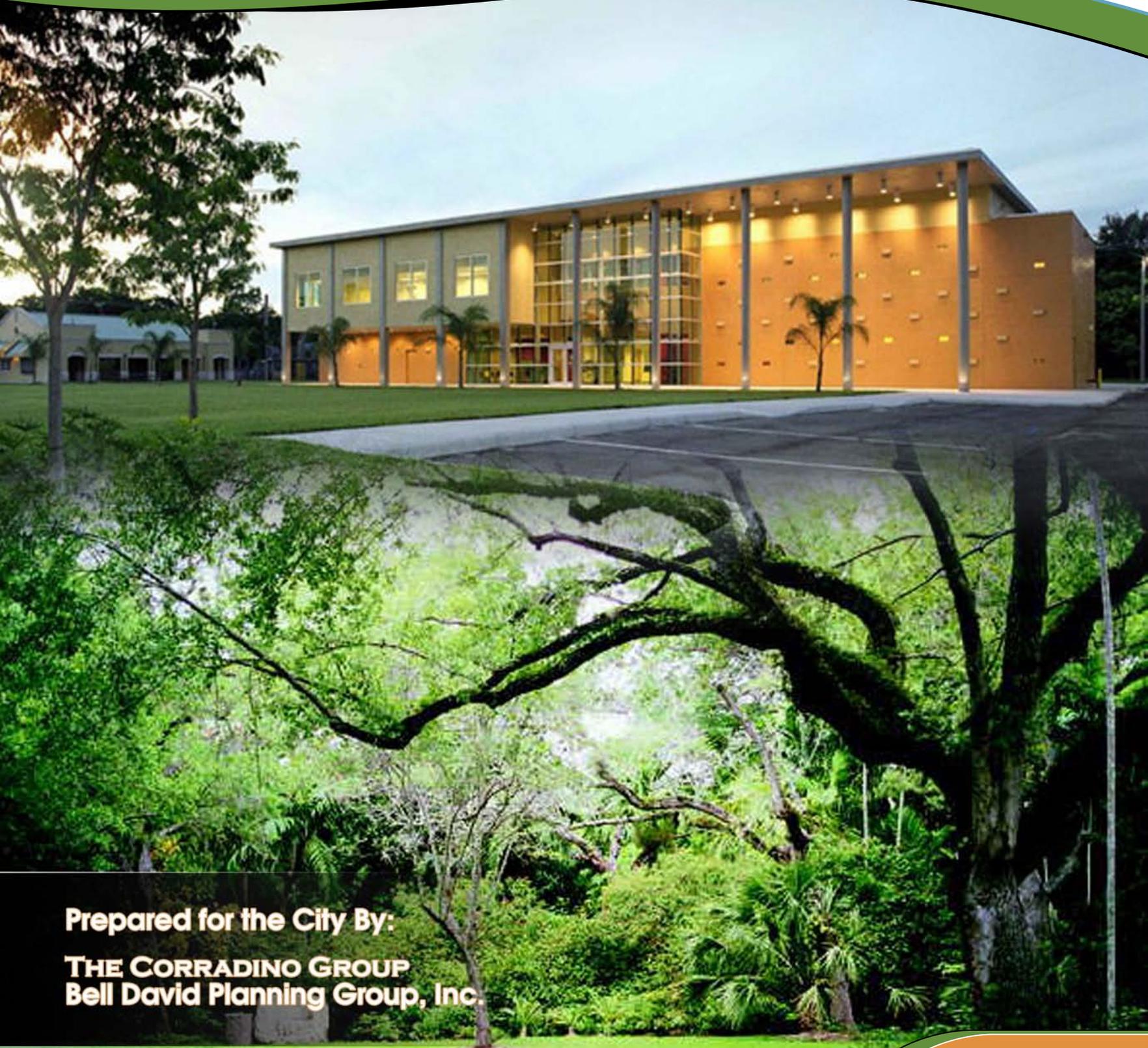




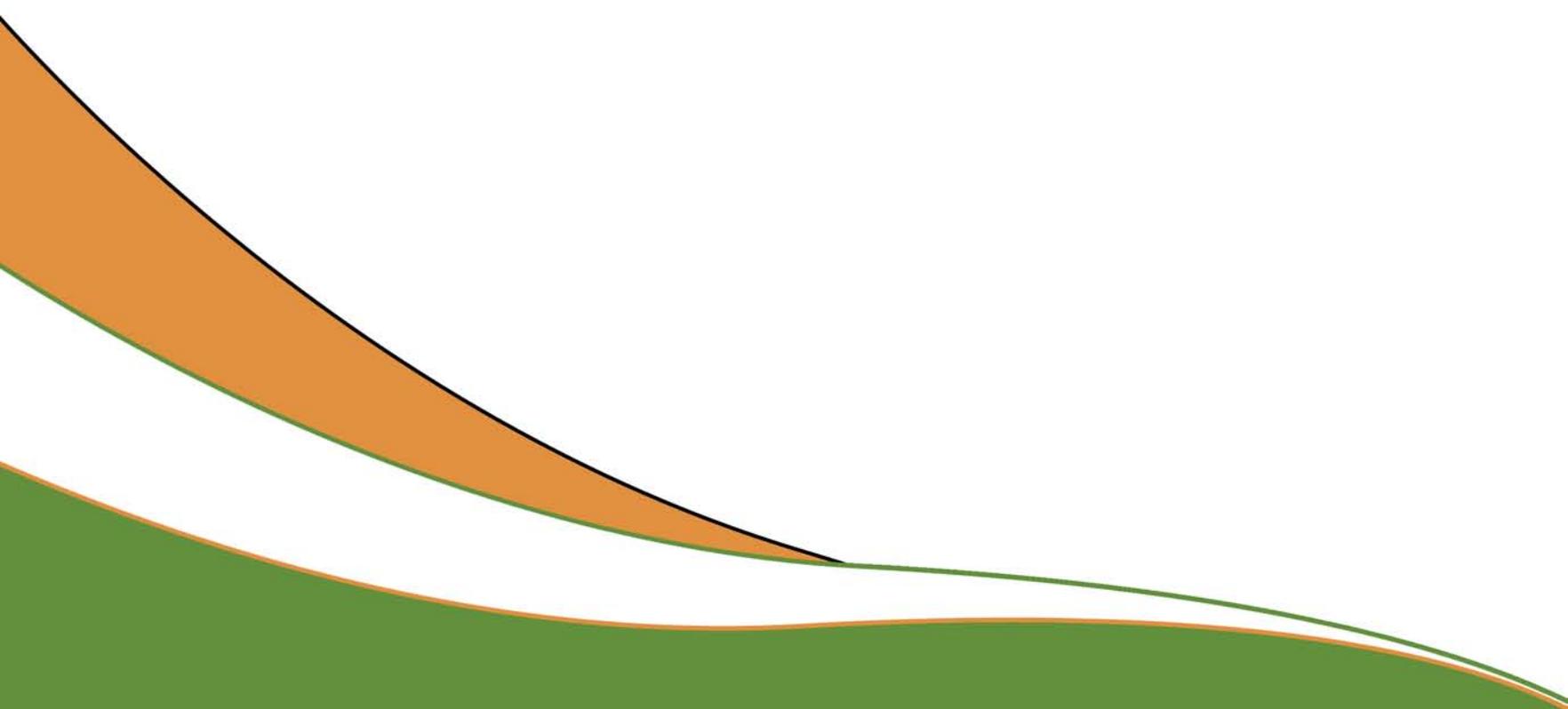
City of South Miami 2005 Comprehensive Plan Evaluation and Appraisal Report



Prepared for the City By:

THE CORRADINO GROUP
Bell David Planning Group, Inc.

February 2006



THE CORRADINO GROUP

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN
EVALUATION AND APPRAISAL REPORT
TABLE OF CONTENTS**

	Page
CHAPTER I. INTRODUCTION AND COMMUNITY OVERVIEW	1 - 4
Figure I.1. City of South Miami Location Map	3
Figure I.2. City of South Miami Existing Land Use Map	4
 CHAPTER II. MAJOR ISSUES	 5 - 68
II. A. Development and Redevelopment	7 - 40
1. Issue Description and Analysis	7 - 30
2. Social, Economic and Environmental Impacts	31 - 32
3. Comprehensive Plan Impacts and Recommendations	33 - 40
Figure II.A.1. City of South Miami Future Land Use Plan Map	10
Figure II.A.2. City of South Miami Zoning Map	11
Figure II.A.3. Location of Potential Future Land Use Plan Map and Zoning Map Amendments	14
 II.B. Transportation	 41 - 51
1. Issue Description and Analysis	41 - 47
2. Social, Economic and Environmental Impacts	48
3. Comprehensive Plan Impacts and Recommendations	49 - 51
 II. C. Parks and Recreation	 52 - 58
1. Issue Description and Analysis	52 - 55
2. Social, Economic and Environmental Impacts	56
3. Comprehensive Plan Impacts and Recommendations	57 - 58
Figure II.C.1. Public Parks in City of South Miami	55
 II. D. Fiscal Health and Government Services	 59 - 68
1. Issue Description and Analysis	59 - 64
2. Social, Economic and Environmental Impacts	65
3. Comprehensive Plan Impacts and Recommendations	66 - 68
Figure II.D.1 Proposed South Miami Annexation Areas by Priority	64

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN
EVALUATION AND APPRAISAL REPORT
TABLE OF CONTENTS cont.**

	Page
CHAPTER III. OBJECTIVE ACHIEVEMENT ANALYSIS	69 - 125
III.A. Future Land Use Element	69 - 83
III.B. Transportation Element	84 - 90
III.C. Housing Element	91- 96
III.D. Infrastructure Element	97 - 103
III.E. Conservation Element	104 - 108
III.F. Recreation and Open Space Element	109 - 112
III.G. Intergovernmental Coordination Element	113 - 120
III.H. Capital Improvements Element	121 - 124
III.I. Recommendations	125
CHAPTER IV . COMMUNITYWIDE ASSESSMENT	126 - 144
III.A. Population Changes, Vacant Land, Changes in Land Area, and Location of Development in Relation to Location of Development Anticipated in Comprehensive Plan	127
III.B. Levels of Service Analysis and Financial Feasibility	128 - 133
III.C. Coordination of Land Use and Public School Planning	134 - 136
III.D. Consistency with Growth Management Laws	137 - 139
III.E. Evaluation of Multimodal Transportation District and the Need for Developing a Common Methodology for Measuring Transportation Impacts	140 - 144
CHAPTER V. SUMMARY OF RECOMMENDATIONS	145 - 162
CHAPTER VI. PUBLIC PARTICIPATION SUMMARY	163 - 164
LIST OF APPENDICES	
Appendix A. Letter of Understanding and Scope of Work	
Appendix B. Consistency with State Comprehensive Plan	
Appendix C. Consistency with Chapter 163, Florida Statutes	
Appendix D. Consistency with Rule Chapter 9J-5, Florida Administrative Code	
Appendix E. Consistency with South Florida Regional Policy Plan	
Appendix F. Public Meetings	

I. INTRODUCTION AND COMMUNITY OVERVIEW

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

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

The City of South Miami, "The City of Pleasant Living" and a designated All American City, was incorporated in 1926, making it the ninth municipality formed in Miami-Dade County. The original boundaries of the City encompassed an area of approximately six square miles bounded by Red Road to the east, SW 104 Street and Kendall Drive to the south, Ludlam Road to the west, and Bird Road to the north. In 1933, fiscal issues resulted in a reduction of the City's land area to approximately three square miles, and in 1937 certain neighborhoods voted to opt out of the City, reducing the land area even further to the current 2.3 square miles. These factors have resulted in irregular City boundaries and the creation of enclaves surrounded by unincorporated areas in the northern portions of the City. The City's current boundaries are shown on Figure I.1. Also, the City's land area has not increased since the date of the last EAR in 1995. Additionally, the City currently abuts unincorporated Miami-Dade County to the north and west, Coral Gables and unincorporated Miami-Dade County to the east, and Pinecrest and unincorporated Miami-Dade County to the south.

The City of South Miami is substantially built-out. Table I.1. and Figure I.2. detail the City's existing land uses in 2005 in gross acres. As shown, in 2005 there were 1,260.05 acres of residential uses, 84.45 acres of commercial and office uses, .10 acres of hotel/motel uses, 6.83 acres of industrial uses, 39.14 acres of institutional uses, 37.93 acres of transportation, communications and utilities, .72 acres of agriculture, 34.09 acres of vacant/undeveloped land typically in smaller parcels which are scattered throughout the City, and 8.80 acres of inland waters. It should be noted that the information on Figure I.2. is based on the County's land use database, and may contain minor errors.

Table I.1. 2005 Existing Land Uses in the City of South Miami¹

Land Use	Acres	% of Land Area
Residential	1,263.05	85.64%
Commercial & Office	84.45	5.7%
Hotels/Motels	.10	.01%
Industrial	6.83	.46%
Institutional	39.14	1.85%
Transportation, Communications, Utilities	37.93	2.57%
Agriculture	.72	.05%
Undeveloped	34.09	2.31%
Inland Water	8.80	.60%
Total	1,474.90	100%

In 2000, the City of South Miami had a population of 10,741, an increase of three (3) percent over the 1990 population of 10,404². Although the previous EAR predicted a decline, based on projections prepared by the University of Florida, in 2005 it is estimated that the City's population has increased to 10,850 residents. By 2010, the City's population is anticipated to increase to 10,983; by 2015 to 11,113, and; by 2025 to 11,331 (4% above the 2005 population)³. This relatively minor population growth is reflective of the fact that the City is substantially built-out, with future development potential and population growth limited by the scarcity of vacant and developable land. The potential expansion of the City's current boundaries through annexations is the only factor which might result in significant population increases during the planning period.

¹ Miami-Dade County Department of Planning & Zoning Existing Land Use Database, 2005

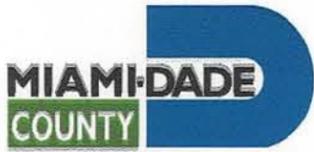
² Miami-Dade County Department of Planning & Zoning, *Miami-Dade County Facts*, November 2001

³ University of Florida Shimberg Center for Affordable Housing, *Affordable Housing Needs Assessment*, 2003

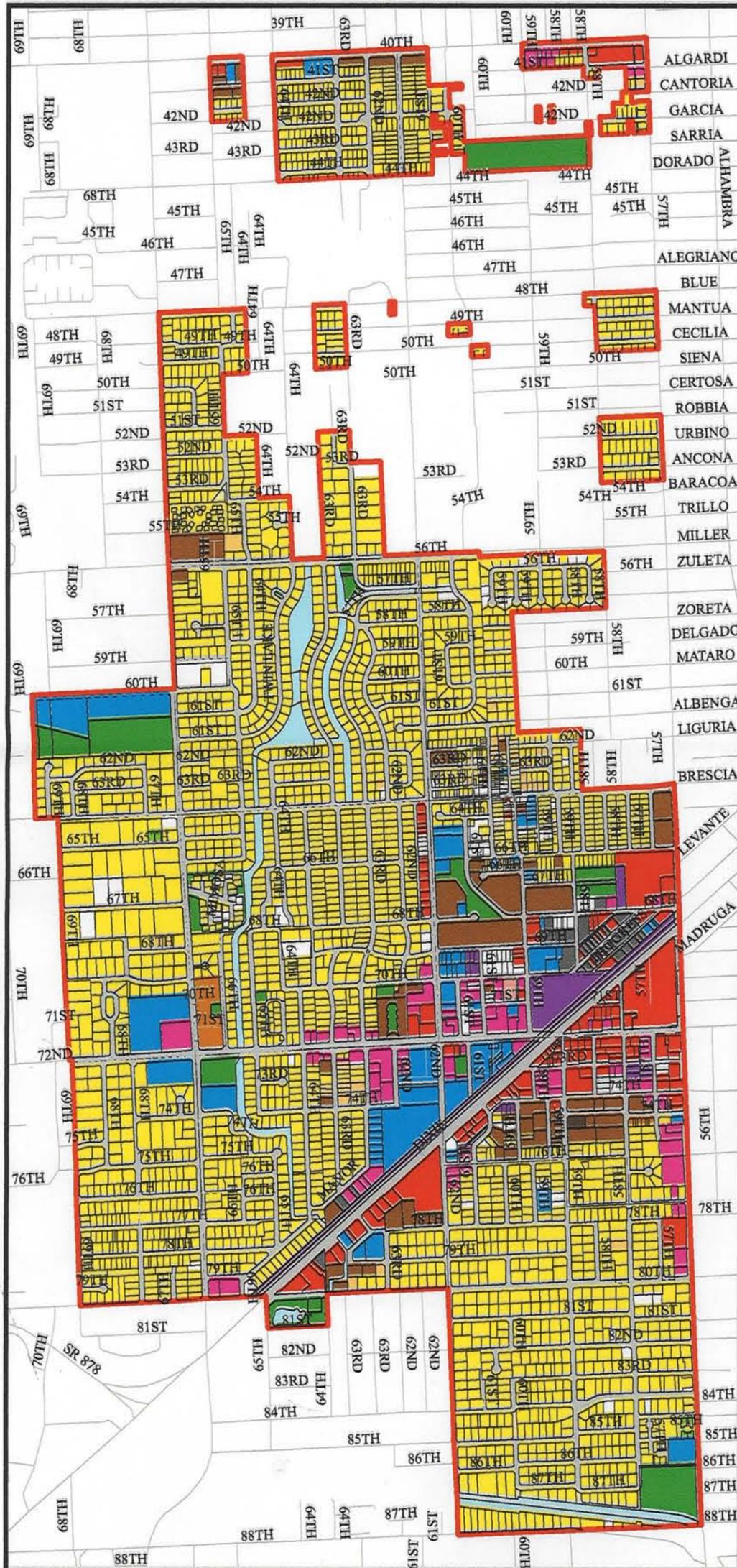
Figure I.1. City of South Miami Location Map

Figure I.2. City of South Miami Existing Land Use Map

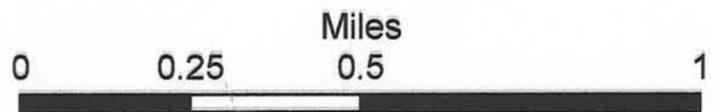
Figure I.2. Existing Land Use map



CITY OF SOUTH MIAMI



- Legend**
- South Miami Boundary
 - Street Names
 - Single Family
 - Two-Family Duplexes
 - Mobile Home Parks
 - Townhouses
 - Low-density Multi-Family
 - High-density Multi-Family
 - Transient-Residential (Hotel, Motel)
 - Commercial, shopping Centers, Stadiums
 - Office/FICE
 - Institutional
 - Industrial Extraction
 - Industrial
 - Airports, Ports
 - Communications, Utilities, Terminals
 - Streets, Roads, Expressways, Ramps
 - Streets, Expressways RW
 - Agriculture
 - Parks, Preserves, Conservation Areas
 - WATER CONSERVATION AREAS
 - Vacant, Government Owned
 - Vacant, Protected, Privately Owned
 - Vacant, Unprotected
 - Inland Waters
 - Ocean, Bay Waters



**Department of Planning and Zoning
Research Section August 1, 2005**

II. MAJOR ISSUES

In 1998, the State of Florida revised the statutory requirements for the EAR to allow local governments to base their analysis on the key local issues that they are facing. In order to comply with these requirements, and in recognition of the complicated and diverse range of planning issues that the City of South Miami is currently facing, the City initiated its EAR process with an extensive public involvement process consisting of: a November 30, 2004 Planning Board Workshop; a February 28, 2005 interagency scoping meeting with members of State, Regional and County agencies and representatives of adjacent municipalities; a City Commission workshop conducted on April 14, 2005; a May 23, 2005 public workshop with citizens of the City, and; online, mailed and telephone surveys which were conducted in August. This process is also detailed in the Public Participation Summary section of this report.

Based on input received via this process, the City of South Miami identified a number of significant major issues for inclusion in the EAR. These issues have been consolidated into four major issues. On April 25, 2005 the City provided the Florida Department of Community Affairs (DCA) with a request for a Letter of Understanding regarding these issues, and the City's proposed Scope of Work (Appendix A). On June 29, 2005, DCA provided the City with a Letter of Understanding agreeing to the proposed issues and Scope, with some comments. The four major issues are detailed as follows:

Issue 1. Land Use, Development and Redevelopment

As the City of South Miami continues to face development and redevelopment pressures, it faces a number of specific land use and development challenges, including: compatibility between buildings; concerns about the massing of structures (density/intensity standards, lot coverage, heights); development impacts on neighborhoods; the need for revised or additional land use and zoning districts; the need to redevelop in certain areas and neighborhoods, and; better coordination between transportation and land use.

In the aforementioned issue scoping phase, historic preservation was identified as a key issue to be addressed in the EAR. In developing this report, it became evident that this issue is appropriately addressed in the discussion and analysis of Issue 1, "Land Use, Development and Redevelopment". Therefore, historic preservation is not addressed as a stand alone issue in this Report.

Issue 2. Transportation

The City experiences significant traffic congestion. Specific challenges include the need to reduce excessive through traffic in certain areas, the need for updated bicycle and pedestrian plans, the provision of adequate parking, and the need to determine the ultimate capacity of the transit/rail system.

Issue 3. Parks and Recreation

As the City approaches build-out, the need to obtain additional park space to meet the recreation and open space needs of existing and future residents and visitors needs to be

assessed, as do opportunities to increase the amount of recreation and open space through cooperative agreements with other entities and agencies.

Issue 4. Fiscal Health and Government Services

The City needs to update its fiscal forecasts based on current development trends, and identify strategies to meet and exceed level of services standards in the planning period. Plans for the annexation of adjacent areas, and strategies to realign the City boundaries to reduce enclaves and/or correct inefficiencies, should be addressed.

II.A. Development and Redevelopment

1. Issue Description and Analysis

As demonstrated in Chapter I, the City is substantially developed, with a limited amount of vacant and developable land. Nonetheless, the City continues to face development and redevelopment pressures, and a number of specific land use and development challenges, including: ensuring compatibility between buildings, uses, and neighborhoods; concerns about the massing of structures (density/intensity standards, lot coverage, heights); concerns about development impacts on neighborhoods; the need for revised or additional land use and zoning districts; the need to redevelop in certain areas and neighborhoods, and; the need for better coordination between transportation and land use.

a. Future Land Use and Zoning Districts

The City's Future Land Use Plan Map (Figure II.A.1.) reflects its plans for how it should develop and redevelop in the planning period. The Comprehensive Plan provides for the following Future Land Use categories:

- Single Family Residential (Two Story), which allows one residential unit on one parcel of land. New parcels should have a minimum lot size of 10,000 square feet (s.f.) In areas characterized by parcels larger than 10,000 s.f., parcels should be consistent with the sizes of surrounding parcels, but should not be required to exceed one acre. In areas characterized by lot parcels that are smaller than 10,000 acre in size, zoning regulations should be consistent with surrounding parcels;
- Duplex Residential (Two Story), which allows two residential units per parcel of land at densities that do not allow for more than two dwelling units per 10,000 s.f.;
- Townhouse Residential (Two Story), which allows development of townhouse-type dwelling units on parcels not less than 10,000 s.f., and at densities that do not exceed one dwelling unit per 7,260 s.f.;
- Multi-Family Residential (Four Story), which allows a residential density of up to 24 dwelling units per net acre;
- Residential Office (Two Story), which allows very low intensity office structures similar in development characteristics to single-family homes;
- Commercial Retail and Office (Two Story), which allows retail and retail services, office use, and office services that are characteristic of commercial development;
- Mixed Use Commercial/Residential (Four Story), which allows different levels of retail uses, office uses, retail and office services, and residential development characteristic of traditional downtowns, at permitted heights and densities as set forth in the land development regulations, and that provide incentives for Transit Oriented Development and mixed use development. The maximum residential density for this land use is 24 units per acre, and the maximum F.A.R. is 1.6. In order to ensure a mix of uses, the City requires a minimum of two uses in a development. For residential projects, at least one floor must allow retail. For retail projects, at least one floor must contain residential or office. For office projects, at least one floor must contain retail or residential;
- Transit Oriented Development District (Flexible Height Up to Eight Stories), which allows the development of office, retail and residential uses in multi-story and

mixed-use projects that are characteristic of transit-oriented developments. Permitted heights and intensities and design standards are set forth in the land development regulations. The TODD encourages the provision of residential uses through bonuses, but does not mandate them;

- Public Institutional Uses (Four Story), which allows public schools, municipal facilities, utilities, churches, synagogues, and similar uses;
- Educational Uses, a subcategory that provides for public school uses. Zoning regulations could permit educational uses on sites not designated Educational Use on the Future Land Use Plan Map. Building heights shall not exceed the maximum permitted height in the surrounding zoning district, and shall not exceed four stories in height;
- Parks and Open Space, which allows public parks, park and open space areas, and parks associated with public schools.

In order to further analyze the City’s existing and planned land use characteristics, it is also necessary to examine current zoning. The City of South Miami’s zoning map is shown on Figure II.A.2. A description of the general zoning categories, including the maximum units per acre, Floor Area Ratio (F.A.R.) and height is provided on Table II.A.1.

Table II.A.1. Zoning Districts in the City of South Miami⁴

Category	Units/Acre or FAR	Height
RS-1 (Estate Residential)	1.09 units/acre	2 stories, 25 feet
RS-2 (Semi-Estate Residential)	2.9 units/acre	2 stories, 25 feet
RS-3 (Low Density Residential)	4.35 units/acre	2 stories, 25 feet
RS-4 (Single Family Residential)	7.76 units/acre	2 stories, 25 feet
RS-5 (Single Family Residential)	7.76 units/acre	2 stories, 25 feet
RT-6 (Townhouse Residential)	6 units/acre	2 stories, 25 feet
RT-9 (Two-Family/Townhouse)	8.7 units/acre	2 stories, 25 feet
RM-18 (Low Density Multi-Family)	18 units/acre	2 stories, 30 feet
RM-24 (Medium Density Multi-Family)	24 units/acre	4 stories, 50 feet
RO (Residential Office)	5.8 units/acre, .30 F.A.R.	2 stories, 25 feet
LO (Low-Intensity Office)	5.8 units/acre, .70 F.A.R.	2 stories, 30 feet
MO (Medium Intensity Office)	4.36 units/acre, 1.60 F.A.R.	4 stories, 50 feet

⁴ Chapter 20, Article III., “Zoning Regulations”, City of South Miami Code of Ordinances

Table II.A.1. Zoning Districts in the City of South Miami continued

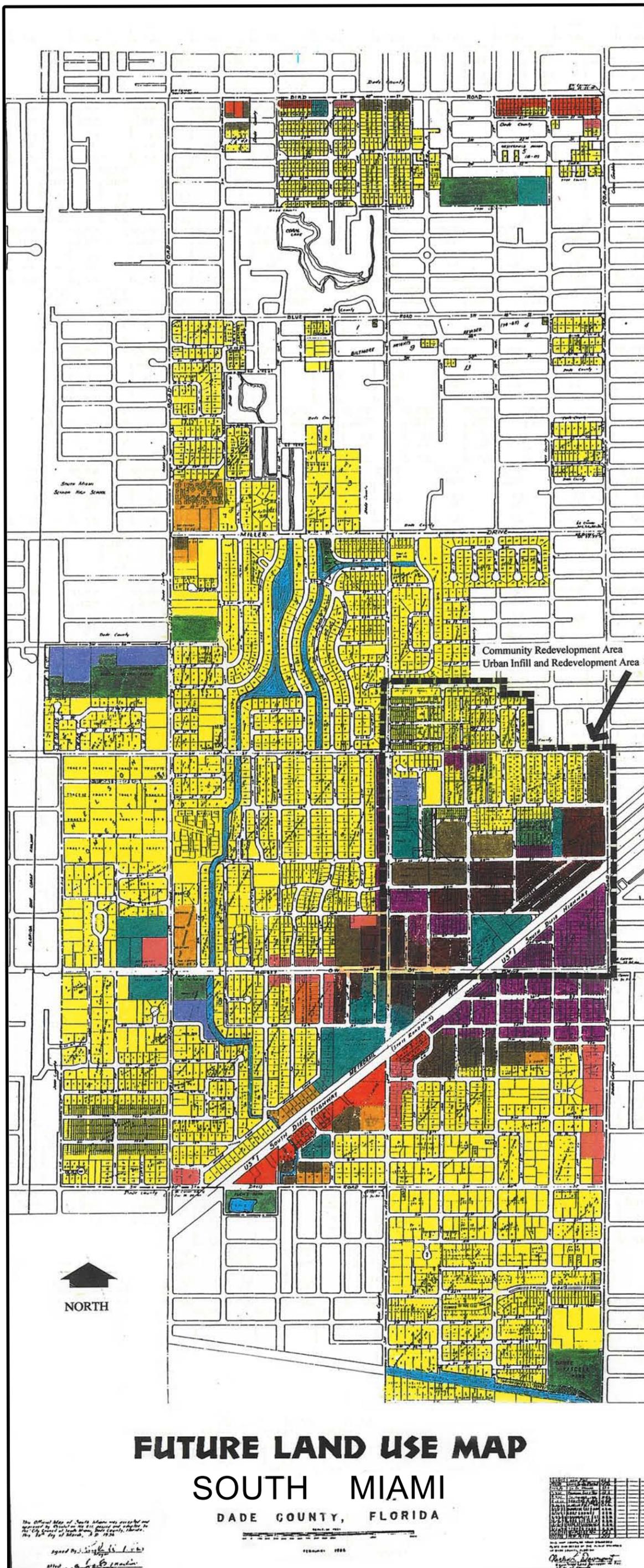
NR (Neighborhood Retail)	5.8 units/acre, .25 F.A.R.	2 stories, 25 feet
SR (Specialty Retail)	8.7 units/acre, .80 F.A.R.	4 stories, 50 feet
GR (General Retail)	4.36 units/acre,	2 stories, 30 feet
H (Hospital)	Compatible with surrounding districts	Compatible with surrounding districts
PI (Public/Institutional)	Compatible with surrounding districts	Compatible with surrounding districts
PR (Parks and Recreation)	n/a	n/a
PUD-R (Planned Unit Development Residential)	Governed by districts involved	Heights of surrounding areas
PUD-M (Planned Unit Development Mixed-Use)	Governed by districts involved	Heights of surrounding areas
PUD-H (Planned Unit Development Hospital)	Governed by districts involved	Heights of surrounding areas
Transit Oriented Development Districts TODD MU-5 TODD MU-4 TODD L-I	Maximum permitted as limited by parking requirements	Up to 8 stories with bonuses Up to 2 stories Up to 2 stories

Additionally, there are Overlay Districts which include Hometown, Historic and Community Service Districts.

As will be discussed further in Chapter II.D., the City is evaluating the feasibility of annexing a number of areas that are currently in unincorporated Miami-Dade County. The full range of uses that might be located in these areas should be provided for in the Comprehensive Plan. Concerns that certain types of retail (i.e. discount retailers, “big box” retailers, large supermarkets) are underrepresented in the City were raised during the scoping process. At present, there are no locations that would be appropriate for these uses in the City due to the scarcity of vacant and developable land, and locational constraints. Areas that might be annexed into the City in the future, however, might be appropriate for such uses. In creating new land use districts through the EAR-based amendment process, districts that would be appropriate for such retailers should be included. Although the City cannot dictate the exact mix of retail uses in its existing commercial and mixed use districts, it should continue to support economic development efforts in these areas. Moreover, in amending the Future Land Use Plan Map as part of the EAR-based amendments, additional areas that might be appropriate for neighborhood retail uses should be considered, particularly along major streets, at neighborhood transition areas, or within the Community Redevelopment Area. New “Neighborhood Center/Cultural Mixed Use”, “Mixed Use/Light Industrial” and “Planned Unit Development/Infill” land use and zoning districts should also be considered. To the maximum extent feasible, the location of such districts should be coordinated with economic development and neighborhood revitalization goals.

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

Figure II.A.1. Future Land Use Plan Map

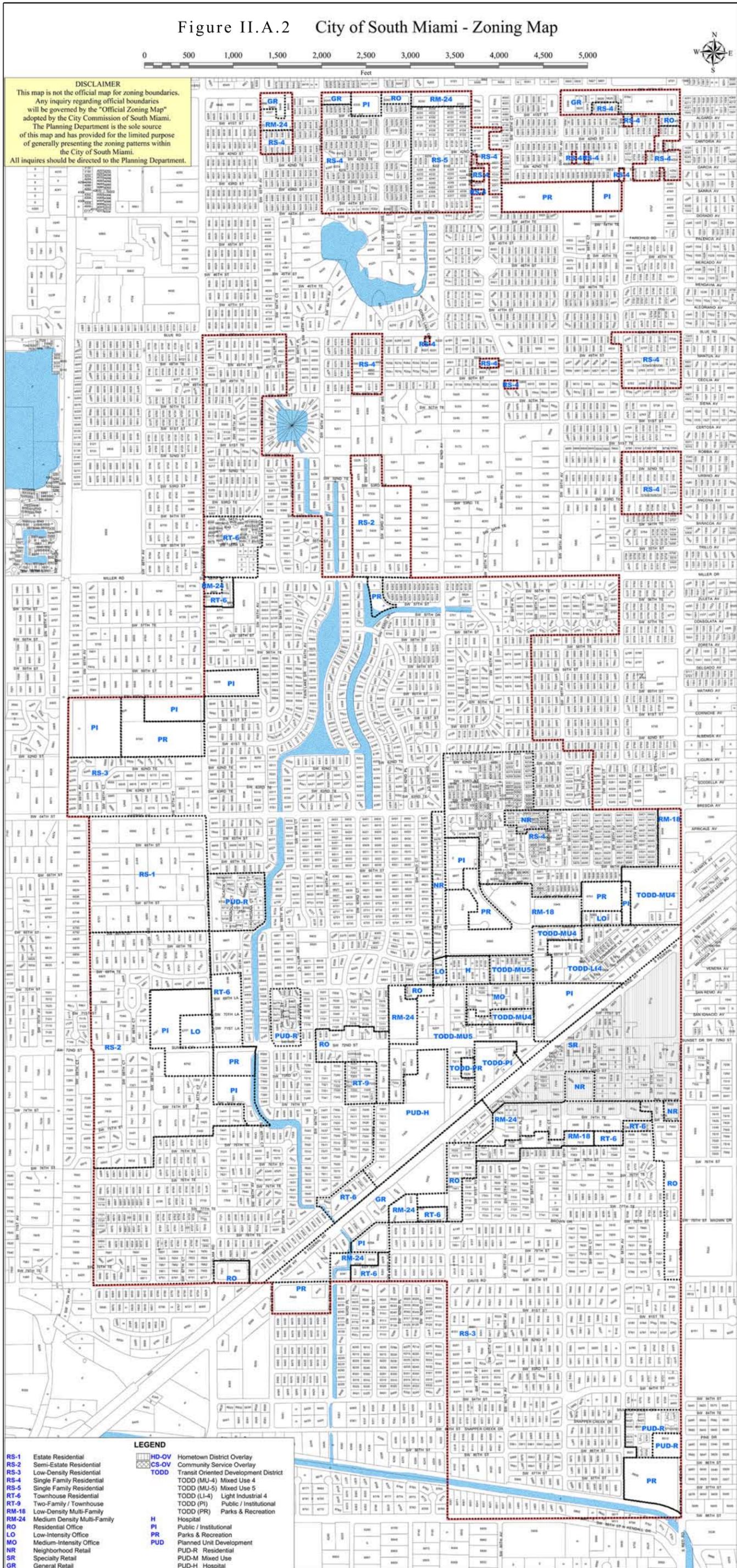


MAP LEGEND

- Single-Family Residential (Two-Story)
- Duplex Residential (Two-Story)
- Townhouse Residential (Two-Story)
- Multiple-Family Residential (Four-Story)
- Mixed-Use Commercial Residential (Four-Story)
- Commercial Retail & Office (Two-Story)
- T. O. D. D. (4+4-Story)
- Residential Office (Two-Story)
- Educational (Four-Story)
- Public and Institutional (Four-Story)
- Parks and Open Space

Figure II.A.2. City of South Miami Zoning Map

Figure II.A.2 City of South Miami - Zoning Map



In addition to the need for the creation of additional districts, there are a number of areas where the Future Land Use and/or zoning designations need to be amended to: ensure consistency between Future Land Use and zoning; provide for a more logical distribution of land uses; provide appropriate transitions between neighborhoods and uses, and; reflect existing land uses. Proposed amendments to the Future Land Use Plan Map and/or Zoning Map are detailed on Table II.A.2. and identified on Figure II.A.3. Please note that such amendments are only proposed, and would not be enacted until the subsequent EAR-based amendment process and/or through related revisions to the land development regulations. Some of these recommendations are based on discussions that have taken place in previous planning and public participation processes, while others are based on consideration of suggestions by citizens, property owners, and/or staff. Additional amendments and revisions that are not noted on Table II.A.2. or Figure II.A.3. might be proposed during the EAR-based amendments or update of the land development regulation.

Table II.A.2. Potential Future Land Use Plan Map and Zoning Map Amendments

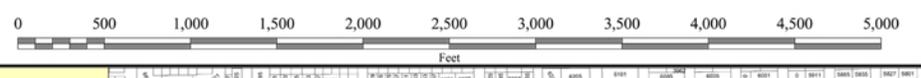
<u>Figure II.A.3. Location Identifier</u>	<u>Potential Future Land Use Plan Map Amendment</u>	<u>Potential Zoning Map Amendment</u>
1.	Change Mixed Use Commercial/Residential to a category that allows for current or existing uses plus mixed-use commercial/residential, offices, or townhomes (limited to two stories).	Change LO (Low Intensity Office) and NR (Neighborhood Retail) to a new district that allows for current or existing uses plus mixed-use commercial/residential, offices, or townhomes with buildings limited to two stories and appropriate rear setbacks to protect the residential area.
2.	Change Mixed Use Commercial/Residential to a Mixed Use category that includes Commercial/ Office/Residential and Neighborhood Center/Cultural uses, limiting to 2 stories with adequate setbacks to protect the residential areas.	Change NR (Neighborhood Retail) to a new Mixed Use District that includes Commercial/ Office/Residential and Neighborhood Center/Cultural uses, limiting to 2 stories with adequate setbacks to protect the residential areas.
3.	No change	RS-3 (Single Family Residential) regulations require larger lots than are platted. Consider amending to RS-4 to reduce non-conforming lots.

Table II.A.2. Potential Future Land Use Plan Map and Zoning Map Amendments continued

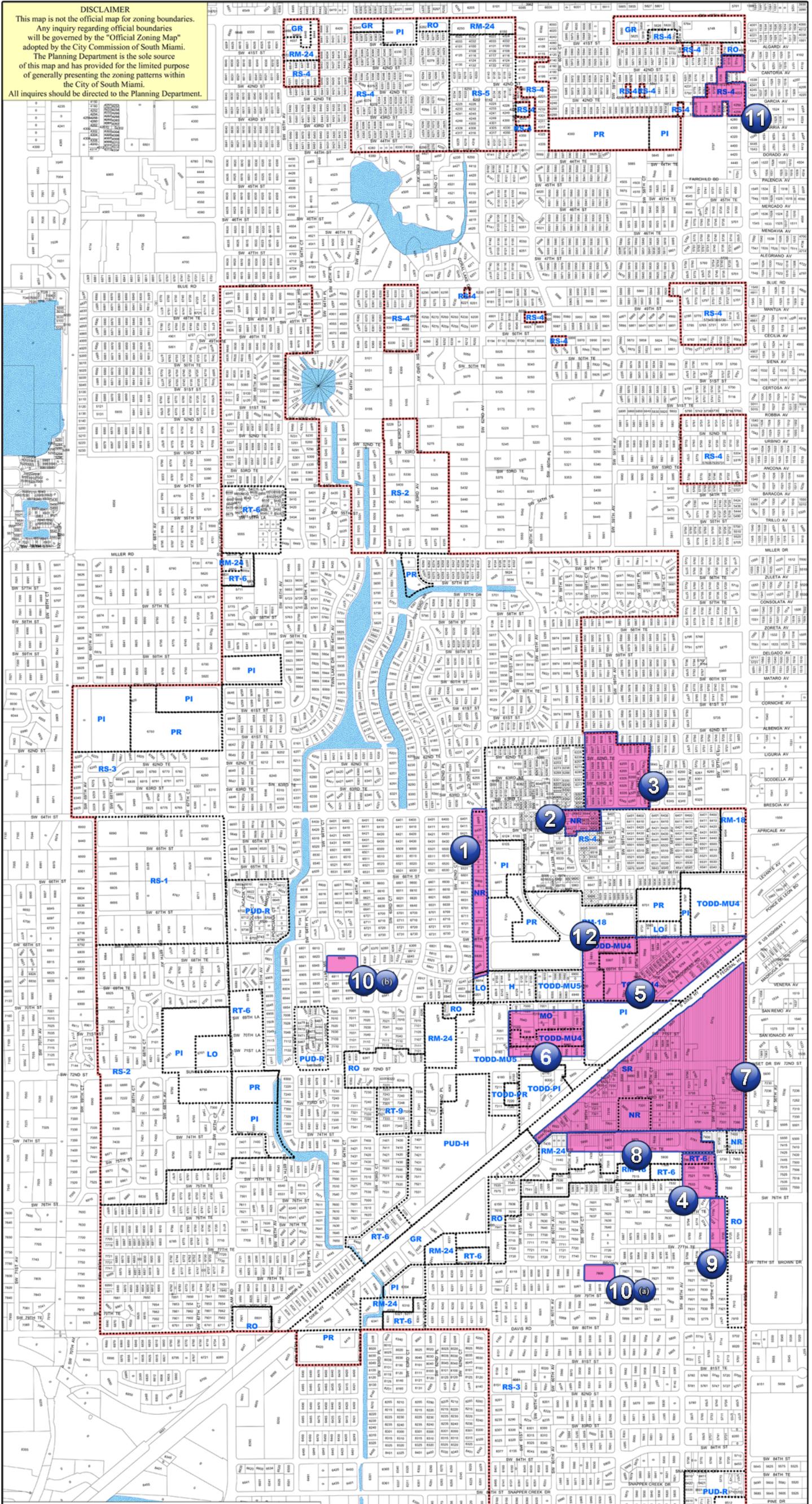
<u>Figure II.A.3. Location Identifier</u>	<u>Potential Future Land Use Plan Map Amendment</u>	<u>Potential Zoning Map Amendment</u>
4.	No change	Change RT-6 (Townhouse Residential) and RS-3 (Low Density Residential) to a Planned Unit Development Category
5.	No Change	Change TODD-LI (Transit Oriented Development – Light Industrial) to TODD MU-4 (Transit Oriented Development Mixed Use – 2 stories)
6.	Change TODD and Mixed Use Commercial/Residential to TODD in its entirety	Change MO (Medium Intensity Office) and TODD MU-4 Transit Oriented Development Mixed Use up to two stories) to TODD MU-5 (Up to eight stories with bonuses)
7.	Change Mixed Use Commercial/Residential (Four stories) to a new Hometown Center Future Land Use District	Change SR (Specialty Retail) and NR (Neighborhood Retail) to a new Hometown Zoning District (refined)
8.	Change Mixed Use Residential/Commercial to Multi-Family Residential	Remove Hometown District Overlay
9.	Change the parcels east of SW 57 Ct. designated Single Family Residential to RO (Residential Office) or a new Office designation	Change the parcels east of SW 57 Ct. designated RS-3 (Single Family Residential) to RO (Residential Office) or a new Office designation
10.	Change Single Family Residential to POS (Parks and Open Space) to reflect the locations of (a.) Van Smith Park and (b.) All American Park	Change from RS-3 (Single Family Residential) to P&R (Parks and Recreation)
11.	No Change	Change from RS-4 to RS-5 in order to address non-conforming lots
12.	No Change	Study the CRA parcels in the TODD-MU-4 area (to the north and west of Area No. 5) as possible consideration for a residential development compatible with affordable housing.

Figure II.A.3. Location of Potential Future Land Use Plan Map and Zoning Map Amendments

Figure II.A.3 City of South Miami Location of Potential Future Land Use Plan Map Amendments and/or Zoning Changes



DISCLAIMER
 This map is not the official map for zoning boundaries.
 Any inquiry regarding official boundaries will be governed by the "Official Zoning Map" adopted by the City Commission of South Miami.
 The Planning Department is the sole source of this map and has provided for the limited purpose of generally presenting the zoning patterns within the City of South Miami.
 All inquiries should be directed to the Planning Department.



LEGEND

RS-1	Estate Residential	HD-OV	Hometown District Overlay
RS-2	Semi-Estate Residential	CS-OV	Community Service Overlay
RS-3	Low-Density Residential	TODD	Transit Oriented Development District
RS-4	Single Family Residential	TODD (MU-4)	Mixed Use 4
RS-5	Single Family Residential	TODD (MU-5)	Mixed Use 5
RT-6	Townhouse Residential	TODD (LI-4)	Light Industrial 4
RT-9	Two-Family / Townhouse	TODD (PI)	Public / Institutional
RM-18	Medium Density Multi-Family	TODD (PR)	Parks & Recreation
RM-24	Residential Office	H	Public / Institutional
LO	Low-Intensity Office	PI	Parks & Recreation
MO	Medium-Intensity Office	PR	Planned Unit Development
NR	Neighborhood Retail	PUD	Planned Unit Development
SR	Specialty Retail	PUD-R	Residential
GR	General Retail	PUD-M	Mixed Use
		PUD-H	Hospital

b. Development and Redevelopment Potential and Initiatives

Figure I.2. in Chapter I. identifies the location of vacant and developable land in the City of South Miami. As noted on Table I.A., in 2005 only 34.09 acres (2.31%) in the City are vacant. None of this acreage is protected or has constraints that would prevent its development. Designated parks and recreation open spaces are not included in the vacant land inventory.

A comparison of Figure I.2. and the City's Future Land Use Plan Map (Figure II.A.1.) provides an indication of the City's future development potential. The City's vacant lands consist of small parcels scattered throughout the City, and designated Single Family Residential, Mixed Use Commercial Residential, or Transit Oriented Development District on the Future Land Use Plan Map. Due to the relatively small size and scattered locations of these parcels, it is evident that there are no opportunities for significant new development to occur in the City's current boundaries. Future development in the City will therefore be comprised of redevelopment of single family in existing neighborhoods and infill development of scattered vacant parcels of non-industrial uses.

The City of South Miami had taken a proactive approach to encouraging redevelopment in a manner that furthers the achievement of specific planning goals. Unlike many other municipalities in Miami-Dade County, South Miami has the benefit of a diverse range of land uses, including residential, office, retail and community uses. The City is provided with premium mass transit service along MetroRail, and is the location of activity centers such as the Shops at Sunset Place entertainment and retail complex and employment centers such as the South Miami and Hospitals. Downtown South Miami, also known as the Hometown District, is one of the few true town centers located along the MetroRail, with a mix of retail, restaurant, and office uses located in a walkable and architecturally cohesive area. The Hometown District provides the City with a distinctive town center that sets it apart from many others.

In 1993, the City conducted the Hometown Plan⁵ in order to further the continued development and redevelopment of the Hometown District as a cohesive town center for the City. As shown on Figure II.A.2., the District encompasses a 55-acre area generally bounded by US-1 to the northwest, the City Limits to the east, and SW 74 Street to the south. In 1994, the Plan was expanded to include adjacent areas west of US-1 (Hometown Too⁶). The Hometown Too Plan addressed the areas generally bounded by US-1 to the southeast, SW 62 Avenue to the west, Miller Drive to the north, and Red Road to the east. This area includes the South Miami MetroRail Station and City Hall. Both Hometown Plans recommended strategies in order to: treat and reconstruct streets as pedestrian friendly public spaces; encourage the areas redevelopment as a cohesive whole; include a full mix of uses, including residential uses for a diverse range of income groups; adopt a

⁵ *The Hometown Plan for Downtown South Miami, Florida*, Dover Kohl & Partner, Holland & Knight, and Barton-Aschman Associates for the City of South Miami and South Miami Hometown Inc., January 20, 1993.

⁶ *The Hometown Plan Area 2*, Dover Kohl & Partner, Holland & Knight, Judson & Partners, and Peter M. Fernandez, PE, for the City of South Miami and South Miami Hometown Inc., November 11, 1994

districtwide approach to parking; preserve neighborhood identities and historic structures, and; to rejoin the neighborhoods west and east of US-1.

The City has made progress in implementing the Hometown Plans through the Future Land Use Plan Map's Commercial/Residential Mixed Use and Transit Oriented Development District designations, the land development regulations and the implementation of specific projects. In 1993 the City amended its land development regulations to include the Hometown District Overlay Ordinance. The purpose of this Overlay is to provide for the mixed-use commercial/residential development that is characteristic of traditional downtowns. Within the Hometown District, buildings may be up to four stories in height, with a maximum residential density of 24 units per acre and a maximum floor area ratio (F.A.R.) of 1.6. Projects within this district are required to incorporate a range of office, residential and retail uses. For residential projects, the first floor must allow retail; for retail projects, at least one floor must allow residential uses or offices, and; for office projects, at least one floor must contain residential units or retail. In addition, development and redevelopment within the Hometown District Overlay District must conform to design and landscaping requirements geared toward its redevelopment as a cohesive and design-unified town center. In order to encourage redevelopment in accordance with the City's goal, incentives such as reduced parking requirements are provided.⁷ Such projects as the renovation of SW 59 Avenue (Dorn Avenue), numerous building renovations, and streetscape improvements along Sunset Drive are evidence of the area's on-going revitalization.

As noted above, the City of South Miami is located along the MetroRail line, and is the location of the South Miami MetroRail Station. In order to encourage transit-oriented development in areas adjacent to the station, in 1996 the City enacted the Transit Oriented Development District into the City's land development regulations⁸, and the Transit Oriented Development District in the Comprehensive Plan. These districts are identified on Figures II.A.1. and II.A.2. The intent of the Transit Oriented Development districts is to provide for the development of office, retail and residential uses in multi-story and mixed-use projects that are characteristic of transit-oriented developments, and supportive of transit. A series of development bonuses are currently provided to encourage residential development, higher densities and lessen automobile dependence for development and redevelopment projects. Bonuses include: a five percent reduction in parking requirements when an arcade is provided; a 20 percent parking reduction when more than three uses are provided within a project; one additional floor of office or two additional floors of residential when underground parking is provided; one additional floor of residential use for every floor of residential use provide; one additional floor when a public plaza with a minimum of 5,000 s.f. and public art work is provided; one additional floor when full frontage with street design as part of a pedestrian walkway system is provided, and; one additional floor when cross-throughs from streets to public open spaces are provided. The maximum height in areas designated for Transit Oriented Development is eight stories with these bonuses.

⁷ Chapter 20, Article VII., "Hometown District Overlay Ordinance", City of South Miami Code of Ordinances

⁸ Chapter 20, Article VIII., "Transit Oriented Development District", City of South Miami Code of Ordinances

In 1998 the City established the South Miami Community Redevelopment Area (SMCRA) in order to serve as a catalyst for the redevelopment of the 189 acre redevelopment area bounded by the City limits to the east and northeast, SW 62 Street to the north, SW 62 Avenue to the west, and SW 72 Street to the south (Figure II.A.1). This area encompasses residential neighborhoods that demonstrate some blighted conditions as well as the aforementioned Hometown and Transit Oriented Development Districts. The South Miami Gardens public housing complex, which contains 58 units on seven acres, is also located in this area. The majority of households in this area are renters, and mean home and rental values are below the County average. In 1999 the City adopted the Redevelopment Plan for the area outlining the structure and priorities of the SMCRA. The December 2001 South Miami Community Redevelopment Area Multi-Family Housing Study identified six priority areas for redevelopment of the residential areas, and specific recommendations to redevelop projects. In addition, in December 2004 the SMCRA Board adopted the Phase II Supplement to the 1999 Plan in order to update the Redevelopment Plan and extend the SMCRA through 2020⁹. The Hometown Plans remain the blueprint for redevelopment of the Hometown District Area.

The afore-mentioned Phase II Supplement to the 1999 Plan identified certain inconsistencies between the City's Future Land Use designations and zoning categories that are serving as barriers to redevelopment in the area. For example, certain parcels in the area are zoned RM-18 (Low Density Multi-Family Residential) but designated Parks and Recreation or Public Institutional, and others are zoned Neighborhood Retail (NR) but designated Commercial Office/Mixed Use on the Future Land Use Plan Map. In preparing the EAR-based amendments, the designation of the parcels that do not match land use should be evaluated and amended as appropriate to further redevelopment goals. In other instances, the land development regulations need to be revised in order to ensure consistency with the Comprehensive Plan. The Phase II Plan also outlines and updates the SMCRA's priorities, and goals in a series of action steps. As appropriate, these goals and priorities should be reflected in Objective 5 of the Future Land Use Element.

Since its inception, the SMCRA has made progress in achieving its mission is to prevent and eliminate slum and blighted conditions in the City through community-based initiatives to promote commercial, residential and public redevelopment through more than 35 programs. Specific projects and programs include: the Church Street Reconstruction Project; the Infrastructure Master Plan; the Street Beautification Program; the Community-Oriented Policing Initiative; the Single Family Infill Program; the Multi-Family Housing Master Plan; the Residential Rehabilitation Grant Program; the Commercial Building Rehabilitation Program; Transportation Improvements, and; the Park Improvements Program.¹⁰

In addition to the previously outlined redevelopment efforts, the City has proactively conducted charrettes for specific neighborhoods in the City. In 2000, the City, in

⁹ *City of South Miami Community Redevelopment Area Phase II Plan Supplement*, Iler Planning Group for the City of South Miami, December 30, 2004

¹⁰ www.cityofsouthmiami.net/SMCRA

conjunction with Miami-Dade County, conducted the Northside Charrette. The Charrette encompassed a one square mile area bounded by Bird Road to the north, Miller Drive to the south, Red Road to the east, and Ludlum Road to the west. One third of the Study Area is within the City and two-thirds are in unincorporated Miami-Dade County; as noted in Chapter I, this area is characterized by small City enclaves surrounded by unincorporated areas. Recommendations of the Charrette included pedestrian friendly mixed use development of the Bird Road Corridor and at the corner of Ludlum Road and Miller Drive, improved pedestrian and bicycle connectivity throughout, traffic calming, and increased public recreation and open space at the Y.M.C.A. facility and Coral Lake.

In 2002 the City of South Miami, in conjunction with the University of Miami, conducted the SW 62 Avenue Charrette in order to identify potential land use and improvements to the SW 62 Avenue corridor. As noted in the Charrette report, the corridor is characterized by a mix of public facilities, single family and townhouse residential uses, and commercial uses adjacent to single family neighborhoods. The corridor is also the location to some vacant lots and parcels demonstrating redevelopment needs. Narrow sidewalks and minimal landscaping and street life were identified as major challenges facing the subject corridor. Recommendations of the Charrette included reduced travel lanes with traffic calming, wider sidewalks, landscaping, mixed-use development with sidewalk cafes, urban design guidelines, and revised parking requirements.¹¹

¹¹ *62ns Avenue Corridor Charrette Report*, City of South Miami Planning and Zoning Department and University of Miami School of Architecture, November 23, 2002

c. Scale of Development and Redevelopment

The scale of development and redevelopment that is occurring in the City emerged as an area of concern in the aforementioned EAR issue scoping phase. Specific issues relating to the scale of development and redevelopment include: the height and mass of buildings being developed or redeveloped in the City; infill development standards; lot splits and “overbuilding” on lots, and; the impacts of such development on existing buildings, infrastructure, neighborhoods, and quality of life.

The City’s existing height standards by zoning district are outlined in Table II.A.1. As can be seen, building heights are limited to four stories in the City, except in Transit Oriented Development Districts where bonuses can be used to achieve heights of up to eight stories. The purpose of the Transit Oriented Development Districts is to promote more compact and dense mixed use development patterns that reduce automobile dependence and encourage the use of premium transit services. For this reason, the Transit Oriented Development District is applied in areas that are proximate to the MetroRail Station.

A review of the Future Land Use Plan Map indicates that there is one location in the SMCRA where an area designated Transit Oriented Development abuts an area designated Single Family Residential, and areas on SW 72 Street west of the SMCRA where Transit Oriented Development districts abut districts designated for lower intensity uses such as Residential Office. In order to minimize potential conflicts, the City’s land development regulations should be revisited in order to ensure that there are adequate provisions to ensure compatibility of development in such districts with development in adjacent areas. Such provisions might include appropriate buffers, building placement in a manner that alleviates potential conflicts, and scale downs between buildings of different heights and intensities. In addition, the costs and benefits of the current bonus allocation system should be evaluated to determine whether it is achieving its aim of promoting Transit Oriented Development while minimizing negative impacts on neighborhoods.

Table II.A.3. below details the City’s existing housing stock by year of construction¹². As shown, the majority of the City’s residential units were constructed in the 1950s and 1960s; 1964 is the mean year of construction¹³. The architecture of the City’s housing stock reflects the era in which the units were built, and are an important component of the City’s identity.

¹² U.S Census Bureau, 2000, Summary File 3

¹³ *Affordable Housing Needs Assessment*, Shimberg Center for Affordable Housing, 2005

Table II.A.3.
City of South Miami Housing Characteristics - Year Structure Built

Year	Number of Units
Before 1930	260
1940 - 1949	428
1950 - 1959	1,661
1960 - 1969	1,080
1970 - 1979	824
1980 - 1989	260
1990 - 2000	140

Source U.S. Census Bureau, 2000

Due to the fact that the City is substantially built-out, the only opportunities for new residential construction are from infill development on scattered vacant lots, or the demolition of existing structures. Concerns over the scale of new residential units being constructed in the City, and their compatibility with surrounding neighborhoods, were raised in the EAR issue scoping process. Specific concerns included setbacks, lot coverage, and architectural compatibility with surrounding neighborhoods.

These concerns are not unique to the City. Other communities in the County, including the cities of Coral Gables, Miami and Miami Beach, have introduced ordinances to regulate “tear-downs” and new construction in established neighborhoods. The City of Dallas, Texas recently introduced a “Neighborhood Stabilization Overlay District” to provide neighborhood residents with greater input in redevelopment and infill development that is occurring in their neighborhood.¹⁴ These ordinances generally establish more stringent standards to ensure that new construction is compatible with the surrounding areas, and tighten setback and lot coverage requirements to prevent overbuilding. The City should consider similar tools to protect the integrity and character of its existing neighborhoods. However, only minor adjustments are envisioned as being required to achieve greater compatibility.

¹⁴ *Growth/No Growth, the Journal of Growth Management Issues*, Evans Publishing, Volume 8, No. 8, August 2005

d. Conflicts Between Land Uses

As noted earlier, the City of South Miami has a diversity of land uses within a relatively small geographic area. This diversity is evidence of the City's dynamic nature and strong economic base. Inevitably, this diversity can result in conflicts between different land uses. Many of the concerns raised during the issue scoping process relate to such conflicts, such as issues relating to businesses adjacent to single family development and concerns about the intrusion of non-residential uses into residential neighborhoods. Ensuring appropriate transitions and connectivity between land uses in order to minimize conflicts and maintain a proper balance of uses are ongoing concerns.

The City's Future Land Use Plan Map (Figure II.A.1) and zoning districts (Figure II.A.2) regulate the location of different uses in the City. As can be seen, the majority of the City's land area is designated Single Family Residential on the Future Land Use Plan Map. The downtown area (Hometown District) is designated Mixed Use Commercial Residential or Transit Oriented Development, both of which provide for the mix of uses that are integral for vibrant town centers and transit systems. These areas are located proximate to major thoroughfares and transit facilities, which makes them an appropriate location for such developments. Multi-family residential development is a logical transition between these areas and single family neighborhoods, as are institutional and office uses at a more residential scale. A review of the Future Land Use Plan Map indicates that such uses are generally well-located as a buffer between single family neighborhoods and more intense uses, and along major thoroughfares.

Nonetheless, an initial review of the Future Land Use Plan Map indicates that there are several areas in which Land Use Districts might be redesignated to more appropriately reflect their location or to increase compatibility with surrounding neighborhoods. Also, some areas are actually developed with uses or lot patterns that do not reflect the land use designation or existing zoning. In some cases, single family neighborhoods are located along busy roadways, which can lead to conflicts. Future expansions of the Residential Office and multi-family residential districts should be encouraged on such major roadways and streets, and prohibited on interior streets and neighborhoods.

In amending the Future Land Use Plan Map as part of the EAR-based amendments, special attention should be given to district boundaries in order to address potential conflicts and ensure appropriate transitions. Also, zoning should reflect development. Moreover, appropriate buffering and transition standards should be incorporated into the Comprehensive Plan's Interpretive Text for the Future Land Use Districts.

e. Design Standards and Maintaining/Enhancing the Built and Natural Environment

Maintaining and enhancing the City's physical and built environment through the implementation of design guidelines, preservation of historic buildings and resources, landscape requirements, beautification programs, and other strategies is key to the City's identity and quality of life. The City's land development regulations include landscaping and tree protection requirements for all zoning districts, and there are also Citywide code enforcement requirements, and a Code Enforcement Board. The City's code enforcement authority is established in Chapter 2, "Administrations and City Government", of the City's Code of Ordinances. The City's land development regulations and Code of Ordinances also establish architectural standards for the Hometown and Transit Oriented Development districts, and implement these standards through the development review process. As per the land development regulations, the City's Environmental Review and Preservation Board (ERPB) reviews: the scale, color, texture and appropriateness of all proposed buildings, additions, and other structures in the City; the quantity, quality and arrangement of all proposed landscaping and open space features; and the overall compatibility of the proposed development with the existing character of the neighborhood. The ERPB¹⁵ makes recommendations to the City Commission based on its review. Within the Hometown and Transit Oriented Districts, projects that conform to established and adopted architectural guidelines are exempted from such review.¹⁶

The aforementioned plans for the South Miami Community Redevelopment Area, including the 2004 Phase II Supplement, call for the development of community design plans for the Community Redevelopment Area, and the adoption of these guidelines into the land development regulations. In addition, the 2002 SW 62 Avenue Charrette recommended urban design guidelines for this corridor. It is therefore recommended that the EAR-based amendments include goals, objectives and policies calling for the establishment of such guidelines, as appropriate, in the land development regulations.

The City of South Miami's land development regulations include provisions for the designation of historic buildings, sites, and districts in the City, and the regulation of alterations to or the demolition of such buildings.¹⁷ The City's seven member Historic Preservation Board is charged with recommending the designation of historic buildings, sites, or districts to the City Commission. In addition, the Historic Preservation Board advises the City Commission on the appropriateness for proposed alterations to historic buildings and sites.¹⁸ In 2004, the City amended the land development regulations to create a Historic Preservation Overlay District. In 2005, the City of South Miami and its Historic

¹⁵ A draft re-organization of the LDC renames this as the Design Review Board

¹⁶ Chapter 2, "Administration and City Government, and Chapter 20, "Land Development Regulations", City of South Miami Code of Ordinances

¹⁷ Chapter 20, Article V., Section 20-5.17, "Designation of Historic Sites", City of South Miami Code of Ordinances

¹⁸ Chapter 20, Article VI., Section 20-6.1, "Historic Preservation Board", City of South Miami Code of Ordinances

City of South Miami 2006 Evaluation and Appraisal Report

Preservation Board were successful in designating Cambridge Lawns, a neighborhood of 31 small Tudor and Mediterranean style family homes built in the 1920-1930's and located in the area of Miller Road and SW 63 Avenue, as the City's first historic overlay district. In addition, five buildings in the City have been designated historic: the Orr House located at 6491 Sunset Drive; the Sylva Martin Building located at 6130 Sunset Drive; the Amster Property located at 5900 Sunset Drive; the Marshall Williamson House located at 6500 SW 60 Avenue, and; a single family residence located at 5625 SW 62 Avenue. The Amster property is the second historic overlay district enacted.

f. Coordinated Land Use and Transportation Planning

The coordination of land use and transportation planning is a concern in the City, as it is throughout the region. Specific issues that need to be addressed include: development and redevelopment around the Metrorail station; ensuring that adequate parking is available to meet development, redevelopment and economic development goals; parking conflicts between commercial and residential areas, and; the provision of multi-modal transportation access to and between all areas of the City.

The City of South Miami, like all of Miami-Dade County, was developed in the age of the automobile, and its transportation system and land uses are primarily automobile-oriented. Nonetheless, not every resident of the City has access to an automobile. Reduced dependence on the automobile for trips within and outside the City would have a number of positive benefits, including reduced traffic congestion, improved air quality, and better connectivity between land uses.

As stated previously, the City of South Miami is located along the MetroRail line, and is the location of the South Miami MetroRail Station. In 1996, in order to encourage transit-oriented development in areas adjacent to the station, the City enacted the Transit Oriented Development Districts into the City's land development regulations¹⁹, and the Transit Oriented Development District in the Comprehensive Plan. These districts are identified in Figures II.A.1. and II.A.2. The intent of the Transit Oriented Development Districts is to provide for the development of office, retail and residential uses in multi-story and mixed-use projects that are characteristic of transit-oriented developments, and supportive of transit.

In TODD MU-5, a series of development bonuses are provided to encourage residential development, higher densities and lessened automobile dependence into development and redevelopment projects. Parking bonuses currently include a five percent reduction in parking requirements when an arcade is provided, and a 20 percent parking reduction when more than three uses are provided within a project.

In April 2004, consultants for the City submitted a Downtown Parking Study. This Study estimated a mid-day weekday peak period demand for 6,009 parking spaces in downtown South Miami. According to the Study, there are currently 4,410 Parking spaces in downtown South Miami, resulting in a deficit of approximately 1,600 parking spaces. The Study recommends the provision of additional parking in the new municipal parking garage and joint use project at the corner of SW 73 Street and SW 58 Avenue, improved pedestrian connectivity, and improved lighting along SW 73 Street.²⁰

¹⁹ Chapter 20, Article VIII., "Transit Oriented Development District", City of South Miami Code of Ordinances

²⁰ City of South Miami Downtown Parking Study, Kimley-Horn and Associates, Inc. for the City of South Miami, April 2004.

Parking emerged as a major concern in the issue scoping phase. Specifically, some residents were concerned about parking conflicts between commercial and residential areas, and that the bonus provisions result in a shortage of parking spaces. As noted in II.A.1.d., “Conflicts Between Land Uses”, in amending the Future Land Use Plan Map as part of the EAR-based amendments, special attention should be given to district boundaries in order to address potential conflicts, including parking conflicts, and to ensure appropriate transitions. In terms of the parking bonus provisions, it must be noted that their intent is to encourage the use of transit as an alternative to the automobile, and that increased difficulty in finding parking is balanced by the increased viability of and access to transit. It is therefore recommended that the parking bonuses be retained, and that the City address the parking deficit through the implementation of capital projects such as the new municipal parking garage. As part of its update of the land development regulations, the specific bonus provisions and percentages should be examined in more detail in order to determine the extent to which such provisions have been effective in furthering redevelopment and transit goals, and if they should be reduced or otherwise adjusted in order to lessen the parking deficit.

During the issue scoping phase, many residents also expressed concerns about through traffic in residential neighborhoods. Strategies to address problems related to through traffic in specific neighborhoods, including traffic noise and safety issues, have been recommended as a result of charrettes and specific redevelopment initiatives (see II.A.1.b.). These strategies include traffic calming, reduced travel lanes, wider sidewalks, medians, and landscaping. It is recommended that objectives and policies calling for the implementation of such strategies to reduce and/or control through traffic in all residential neighborhoods, as appropriate, be included in the Comprehensive Plan. In addition, where appropriate the City should continue to coordinate with other agencies, such as Miami-Dade Public Schools, Miami-Dade County, and surrounding jurisdictions, to mitigate negative transportation impacts on specific neighborhoods that might result from school traffic or specific projects. Traffic to and from Ludlum Elementary School, specifically school bus traffic, was cited as a concern by residents of surrounding neighborhoods in public workshops. Strategies to alleviate these impacts through the provision of sidewalks, bicycle paths, and reconfigured bus loading areas should therefore be considered.

The provision of non-motorized transportation access to the City’s residents and businesses is another important component of coordination land use and transportation planning. The 2002 Hometown Intermodal Transportation Study identified a number of deficiencies in bicycle and pedestrian facilities in the City, including the lack of bicycle facilities along many major road facilities, the lack of sidewalks on some streets, the lack of shade trees in many areas, and the need for specific infrastructure improvements. Moreover, there is a lack of pedestrian and bicycle connectivity between the east and west sides of US-1, which effectively divides the Hometown Districts.

There have been numerous pedestrian accidents in this area, as reported in the Hometown Intermodal Transportation Study.²¹ A pedestrian overpass that will connect the MetroRail

²¹ *The City of South Miami Hometown Intermodal Transportation Study*, Kimley-Horn and Associates, Inc. for the City of South Miami, August 2002.

Station to the eastern portion of downtown over US-1 has been included in the County’s Long Range Transportation Plan, and is scheduled for completion within the next five years. Please see Chapter II.B. for more information about the City’s existing multi-modal transportation system, including bicycle and pedestrian facilities.

In November 2002 Miami-Dade County enacted a half penny sales tax on merchandise to develop the Countywide People’s Transportation Plan. The legislation requires that 20% of the sales tax money be distributed to the municipalities for their use for transportation related expenditures. This money is redistributed to the municipalities based upon an annual population estimate. Twenty percent of the surtax proceeds are distributed to those cities existing as of November 5, 2002. Surtax proceeds are distributed among existing cities on a pro rata basis based on the ratio of a city’s population to the total of all city populations, as adjusted annually. Cities must apply 20% of their funds to transit uses such as circulators, bus shelters, and bus pull outs. In 2003, the County collected \$175 million dollars, of which \$35 million was distributed to the cities for transportation.

In April 2004 the City of adopted its Five Year People’s Transportation Plan, which documents the manner in which the City will utilize its share of the County’s People Transportation Fund (Table II.A.3.). Between 2004 and 2008 the City estimates that it will receive a total of \$1,520,850 in funding. Of this amount, the City has earmarked \$977,614 (64 percent) of its funds for traffic calming in neighborhoods in order to reduce adverse neighborhood impacts. A total of \$242,485 (16 percent) is earmarked for transit related projects that will increase multi-modal transportation alternatives throughout the City, while the remaining \$300,900 (20 percent) is earmarked for roadway improvement projects.²²

**Table II.A.3.
City of South Miami 5 Year Transportation Plan**

<u>Program</u>	<u>Funding</u>	<u>Percent of Total</u>
Traffic Calming	\$977,614	64%
Transit	\$242,485	16%
Roadway/Pedestrian Improvements	\$300,900	20%

²² *City of South Mimi People’s Transportation Plan, 5-Year Plan (2003-2008)*, City of South Miami Public Works & Engineering Department, April 20, 2004

g. Housing

Ensuring the availability of housing that is affordable and appropriate for existing and future households of all income levels is a major issue associated with development and redevelopment in the City of South Miami. Specific concerns include the availability of housing to accommodate employees of existing and future businesses, the diminishing rental housing stock that is resulting from condominium conversions, and barriers to homeownership.

“Housing cost burden”, defined as the percent of a household’s income that is used to pay for housing costs, is frequently used as a measure for determining whether or not housing is affordable. According to federal housing program guidelines and the University of Florida’s Shimberg Center for Affordable Housing (Shimberg Center), housing costs should not exceed 30 percent of a household’s income in order to be considered affordable²³. For example, a family of four with a combined household income of \$57,840 should pay no more than \$17,352 in annual combined housing costs.

Federal guidelines define a very low income household as a household whose income is at or below 50 percent of the median household income for the area, a low income household as a household whose income is between 50 and 80 percent of the median for the area, and a moderate income household as a household whose income is between 80 and 120 percent of the median for the area²⁴. The median income varies in accordance with household size. Table II.A.4. identifies median household incomes by household size for Miami-Dade County.

Table II.A.4. Median Household Income by Household Size, Miami-Dade County²⁵

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

²³ *The State of Florida’s Housing, 2000*, Page 33, University of Florida Shimberg Center for Affordable Housing, William O’Dell and Mark T. Smith,

²⁴ *Affordable Housing Guidelines*, Miami-Dade Housing Agency, April 21, 2003

²⁵ *Affordable Housing Guidelines*, Miami-Dade Housing Agency, April 21, 2003, Page 17

The University of Florida’s Shimberg Center for Affordable Housing, under contract with the State of Florida Department of Community Affairs, prepares an Affordable Housing Needs Assessment (AHNA) for each municipality in the State in order to assist in the development and evaluation of comprehensive plan housing elements. The AHNA provides information about household size, income (as measured against the median), ownership status, and other indicators. Table II.A.5. below summarizes the AHNA information for the City of South Miami for the years 2005, 2015, and 2025. Analysis of this data provides an indication of the current and projected demand for housing.

Table II.A.5. Affordable Housing Demand Data²⁶

	Year 2005	Year 2015	Year 2025
Total Number of Households	4,353	4,596	4,793
Renter Households/% of Total	1,611/37%	1,647/36%	1,698/35%
Owner Households/% of Total	2,742/63%	2,939/64%	3,095/65%
Very Low Income Renter Households/% of Total	597/37%	631/38%	673/40%
Low Income Renter Households/% of Total	308/7%	315/19%	321/19%
Moderate Income Renter Households/% of Total	312/19%	314/19%	316/19%
Total Low and Moderate Income Renter Households/% of Total	1,217/76%	1,260/77%	1,306/77%
Very Low Income Owner Households/% of Total	397/14%	446/15%	501/16%
Low Income Owner Households/% of Total	349/13%	388/13%	425/14%
Moderate Income Owner Households/% of Total	481/18%	518/18%	550/18%
Total Low and Moderate Income Owner Households/% of Total	1,227/45%	1,352/46%	1,476/48%

As can be seen on Table II.A.5., in 2005 there are a total of 4,353 households in South Miami. A total of 1,611 (37%) of these households rent their homes, while 2,742 (63%) own their homes. Among the households who rent their homes, 597 (37%) are very low income, 308 (7%) are low income, and 312 (19%) are moderate income. In total, 1,217 (76%) of the City’s renter households are low and moderate income in 2005.

Among the households who owned their homes, 397 (14%) are very low income, 349 (13%) are low income, and 481 (18%) are moderate income. In total, 1,352 (46%) of the City’s homeowner households are low and moderate income in 2005.

The Shimberg Center also projects the Affordable Housing Needs Assessment data for 2015 and 2025. As can be seen on Table II.A.5., in 2015 it is projected that there will be a

²⁶ *Affordable Housing Needs Assessment*, Shimberg Center for Affordable Housing, 2005

total of 4,596 households in South Miami. A total of 1,647 (36%) are projected to rent their homes, while 2,939 (64%) are projected to own their homes. Among the households projected to rent their homes, it is estimated that 631 (38%) will be very low income, 315 (19%) will be low income, and 314 (19%) will be moderate income. In total, it is projected that 1,306 (77%) of the City's renter households will be low and moderate income in 2015.

Among the households projected to own their homes, it is estimated that 446 (15%) will be very low income, 388 (13%) will be low income, and 518 (18%) will be moderate income. In total, it is projected that 1,352 (46%) of the City's homeowner households will be low and moderate income in 2015.

In 2025, the Shimberg Center projects that there will be a total of 4,793 households in South Miami. A total of 1,698 (35%) are projected to rent their homes, while 3,095 (65%) are projected to own their homes. Among the households projected to rent their homes, it is estimated that 673 (40%) will be very low income, 321 (19%) will be low income, and 312 (18%) will be moderate income. In total, it is projected that 1,476 (48%) of the City's renter households will be low and moderate income in 2025.

Among the households projected to own their homes, it is estimated that 501 (16%) will be very low income, 425 (14%) will be low income, and 550 (18%) will be moderate income. In total, it is projected that 1,476 (48%) of the City's homeowner households will be low and moderate income in 2025.

In 2005, among households who own their homes, 284 very low income households (70%), 169 low income households (48%), 152 moderate income households (32%), and 143 middle and upper income households (9%) are paying more than 30 percent of their annual income for housing costs. Among renter households, 453 very low income households (76%), 195 low income households (66%), 87 moderate income households (28%), and 18 middle and upper income households (5%) are paying more than 30 percent of their annual income for rent and associated housing costs. The projected percentages for 2015 and 2025 reflect these trends as well as well.²⁷

One of the consequences of the recent wave of development and redevelopment that is occurring in the South Florida is a rapid rise in housing costs. These trends, in many cases, are forcing middle income households out of the market who do not qualify for the assistance that is provided to moderate and low income households. In June 2005, the average home price in Miami-Dade County (the median housing cost) was \$363,100²⁸, which requires an annual household income of \$108,930 in order to be affordable. In many of the region's traditionally middle income neighborhoods, including neighborhoods in the City of South Miami, housing costs have risen to levels that are prohibitive to middle income households. New/redeveloped houses are being occupied by new residents migrating to the area.

The City's Affordable Housing Advisory Committee is charged with making recommendations regarding affordable housing needs and issues to City officials and staff.

²⁷ *Affordable Housing Needs Assessment*, Shimberg Center for Affordable Housing, 2005

²⁸ www.sunsentinel.com, July 26, 2005

In their examination of the Housing Element, the Committee has recommended the construction of 100 additional units of affordable housing by 2010, with an aspirational goal of the creation of 100 additional affordable housing units. The construction of these housing units could reduce the number of cost-burdened households in the City through the provision of additional affordable housing options.

The condition of the existing housing stock is another component of the goal of providing decent, safe, sanitary and affordable housing to the City's existing and future residents. Table II.A.4. in II.A.1.c. detailed the City's existing housing stock by year of construction. As demonstrated on that Table, the majority of the City's residential units were constructed in the 1950s and 1960s; 1964 is the mean year of construction²⁹.

The Shimberg Center for Affordable Housing defines substandard units as those that have one or more of the following characteristics: no heating fuel; incomplete kitchen and/or plumbing, and/or overcrowded units. In addition, substandard units may have code violations and/or structural issues. Addressing these conditions is an important component of housing programs. According to the Shimberg Center, in 2000, 250 units (6 %) used no heating fuel; seven units (.2%) lacked complete kitchen facilities, and; 16 units (.4%) lacked complete plumbing facilities. An overcrowded unit is one in which there is more than one person per room. In 2000, 363 (8%) of the City's households resided in overcrowded units.

As noted in II.A.1.b., in 1998 the City established the South Miami Community Redevelopment Area (SMCRA) in order to serve as a catalyst for the redevelopment of the 189 acre redevelopment area bounded by the City limits to the east and northeast, SW 62 Street to the north, SW 62 Avenue to the west, and SW 72 Street to the south (Figure II.A.1). This area encompasses residential neighborhoods that demonstrate some blighted and substandard housing conditions, and the South Miami Gardens public housing complex, which contains 58 units on seven acres.

In December 2004 the SMCRA Board adopted the Phase II Supplement to the 1999 Redevelopment Plan for this area. According to this Plan, in 2002 over 32 percent of the residents of the Redevelopment Area were below the poverty level, compared with 17 percent of the residents in the City as a whole. Moreover, 62 percent of the Redevelopment Area's residents were renters, compared to 37 percent in the City as a whole. Significant percentages of the Redevelopment Area's residents paid more than 30 percent of their annual income in housing costs in 2002. Furthermore, the Area contains the City's most significant concentration of substandard and blighted housing conditions.³⁰ The City will continue to address affordable housing and redevelopment needs in its Community Redevelopment Area through 2015 and 2025 through such SMCRA initiatives as the Single Family Infill Program; the Multi-Family Housing Master Plan, and; the Residential Rehabilitation Grant Program.³¹

²⁹ *Affordable Housing Needs Assessment*, Shimberg Center for Affordable Housing, 2005

³⁰ *City of South Miami Community Redevelopment Area Phase II Plan Supplement*, Iler Planning Group for the City of South Miami, December 30, 2004

³¹ www.cityofsouthmiami.net/SMCRA

2. Social, Economic and Environmental Impacts

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

In summary, major positive social impacts of development and redevelopment include: the creation of stronger neighborhoods, which in turn strengthens the sense of community and social fabric; opportunities to enhance the quality of life for existing and future residents and visitors by providing increased opportunities for social interaction, reducing automobile dependence, and providing better public space, and; the provision of additional economic opportunities.

Potential negative impacts include: reduced service levels and congestion that might result from increasing density without expanding service capacity; the encroachment of incompatible uses on existing communities that are essential to healthy development, and; increased school overcrowding.

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

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

The provision of housing that is decent, safe, sanitary and affordable to all households also has numerous social, economic, and environmental benefits. The scarcity of housing contributes to many social problems, including poverty, homelessness, displacement, and foreclosures. Moreover, substandard and dilapidated housing negatively impacts the

³² *Housing Prices Squeeze Buyers*, Natalie P. McNeal and Amy Sherman, The Miami Herald, July 21, 2004

quality of life of occupants and neighborhoods. Affordable housing reduces such problems with the added social benefit of increased economic diversity.

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

In conclusion, the City should continue to encourage development and redevelopment in a manner that is economically and environmentally sustainable, while taking steps to reduce potential negative impacts of such development on existing neighborhoods, as recommended in this Chapter. Further, strategies to ensure that developers pay their fair share of the public costs and infrastructure needed to serve their development need to be implemented to the maximum extent feasible. Impact fees and revised concurrency requirements are therefore recommended.

3. Comprehensive Plan Impacts and Recommendations

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

- Objectives 1.1, 1.2, 1.4, 2.1, 3.1, 5.1, 5.2, and the Future Land Use Categories and Map of the Future Land Use Element, and policies thereunder, as they address implementation of the Future Land Use Plan Map, historic preservation, transitions between residential and non-residential districts, downtown redevelopment, the tax base, and the Community Redevelopment Area;
- Objectives 1.1, 1.2 and 1.3 of the Transportation Element as they address traffic impacts on neighborhoods, coordination between land use and transportation, and intergovernmental coordination;
- The Housing Element, in its entirety, as it addresses the need to provide decent, safe, sanitary and affordable housing to current and future City residents, and historic preservation.

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

a. Future Land Use Element

Recommendation II.A.LU-1. Goal 1 states that the City’s Goal is to maintain its small town character, particularly in residential neighborhoods. It is recommended that this Goal be amended to state that the City’s Goal is to maintain and improve its existing neighborhoods, and the quality of life of current and future residents and visitors.

Recommendation II.A.LU-2. Objective 1.1 calls for the elimination of uses that are inconsistent with community character as set forth on the Future Land Use Plan Map. It is recommended that this Objective be amended to state that the City shall implement its Future Land Use Plan Map through its land development regulations, and eliminate non-conforming uses with proper respect to the vested rights of property owners.

Recommendation II.A.LU-3. Policy 1.1 states that the City shall enact zoning modifications to implement the Future Land Use Plan Map within one year of its adoption. It is recommended that this Policy be amended to state that by 2007, the City shall revise its land development regulations to:

- eliminate inconsistencies with the Comprehensive Plan;
- further the achievement of redevelopment goals established for particular neighborhoods in adopted redevelopment plans, charrettes, and other neighborhood planning efforts;
- ensure appropriate transitions between neighborhoods and uses (i.e. gradual scale backs rather than abrupt differentials in building heights, orienting higher intensity uses away from portions of the property that abut lower intensity uses, increased landscape and buffer requirements, placing transitional uses such as Business and

Office between more intense commercial areas and residential neighborhoods, revised design requirements...) to accommodate growth while maintaining neighborhood integrity;

- ensure appropriate height and site development requirements;
- encourage more walkable neighborhoods;
- buffer neighborhoods and existing development from the encroachment of incompatible uses;
- incorporate neighborhood specific design guidelines for the SW 62 Avenue corridor in order to regulate building heights, mass, and setbacks to minimize impacts on single family residences, locate new buildings on front build-to-lines to create public street spaces, separate buildings to create mid-block pedestrian passages, and encourage design that respects local traditions;
- examine the specific parking bonus provisions and percentages associated with the Transit Oriented Development Districts in order to determine the extent to which such provisions have been effective in furthering redevelopment and transit goals, and if they should be reduced or otherwise adjusted in order to lessen the parking deficit and reduce conflicts with surrounding neighborhoods, and;
- examine lot sizes throughout the City, and particularly in areas 3 and 11 on Table II.A.2. and Figure II.A.3. in the EAR, in order to ensure that zoning is reflective of existing development and does not create non-conforming uses.

Recommendation II.A.LU-4. Policy 1.1.3 states that there shall be no additional intrusions of the residential-office land use category into residential areas established on the Comprehensive Plan, and that residential-office land use zoning regulations shall contain provisions to protect the quality of life of single family neighborhoods. It is recommended that this Policy be revised to state that there shall be no additional intrusion of retail or business oriented uses in residential areas.

Recommendation II.A.LU-5. It is recommended that a new Policy be added under Objective 1.1 to state that by 2007, the City shall enact an ordinance to establish more stringent standards for “tear downs” and new development in established neighborhoods. The Policy should state that the purpose of these standards shall be to ensure that such development is compatible with the scale, setbacks, and lot coverage of the surrounding neighborhood.

Recommendation II.A.LU-6. Objective 1.2 states that the City shall preserve historic resources identified in Figure 1.4 by experiencing no demolition or reconfiguration of such resources. It is recommended that this Objective be revised to state that the City shall continue to preserve its designated historic buildings, sites and districts through the implementation of its land development regulations pertaining to historic preservation.

Recommendation II.A.LU-7. Policy 1.2.1 states that the City’s Environmental Review and Preservation Board shall review all new development proposals to assure preservation of historic resources. It is recommended that this Policy be revised to replace the reference to the “Environmental Review and Preservation Board” with the “Design Review Board”.

Recommendation II.A.LU-8. Goal 2 states that the City shall preserve and enhance the pedestrian character and comparison shopping function of the Sunset shopping area by encouraging development and redevelopment as envisioned in the Hometown Plan. The Goal goes on to describe the subject area, and its function. It is recommended that this Goal be revised to replace references to “Sunset shopping area” with Hometown District, and to state that the City shall continue to foster the area’s redevelopment as a vibrant, walkable, mixed-use Town Center in accordance with the adopted Hometown Plans, Community Redevelopment Agency plans, and other specific plans that may be adopted by the City.

Recommendation II.A.LU-9. Objective 2.1 states that the City shall discourage urban commercial sprawl by enhancing downtown South Miami as a prime retail and commercial center, and by discouraging major commercial re-zonings of single family residential properties. It is recommended that this Objective be revised to state that the City shall not rezone single family residential properties, unless such rezonings are deemed necessary to implement adopted redevelopment plans, or to ensure appropriate transitions between different uses and districts.

Recommendation II.A.LU-10. Policy 2.1.1. states that the City shall prepare a bicycle and pedestrian plan with special attention to downtown, including the expansion of sidewalk connectivity, bicycle signage, and landscaping projects for charrette planning and single family residential areas. It is recommended that this Policy be revised to state that the City shall seek to ensure bicycle and pedestrian connectivity in all areas of the City in accordance with neighborhood plans and the Comprehensive Long Range Transportation Study.

Recommendation II.A.LU-11. Goal 3 states that the City should achieve a tax base adequate to support a high level of municipal services through increased mixed-use projects and flexible building heights in a Transit Oriented Development District. It is recommended that this Goal be revised to reflect the fact that the Transit Oriented Development districts have been established, and to specify that development and redevelopment in these districts shall not adversely impact surrounding development and neighborhoods.

Recommendation II.A.LU-12. Policy 3.1.4 states that the City shall create a Transit Oriented Development District within walking district of the Metrorail transit station. It is recommended that this Policy be revised to state that the City shall maintain and expand, as appropriate, the Transit Oriented Development districts delineated on the Future Land Use Plan Map and Zoning Map. Such expansion is recommended for the area bounded by SW 61st and 59th Avenues between SW 70th Street and the current TODD MU-5 along Sunset Drive.

This Policy further specifies that the City encourages development and redevelopment in the Transit Oriented Development District, and specifies how and where this redevelopment should occur. It is recommended that this Policy be further revised to eliminate this detail and to state that development and redevelopment in Transit Oriented Development Districts shall occur in accordance with adopted development and redevelopment plans and the land development regulations. It should further state that that

such development and redevelopment shall not adversely impact surrounding development and neighborhoods

Recommendation II.A.LU-13. Objective 5.1 states that the City shall implement the creation of the South Miami Community Redevelopment Area and Agency. This Objective should be revised to reflect that the Community Redevelopment Area and Agency have been established.

Recommendation II.A.LU-14. Policy 5.1 states that the City shall prepare and adopt a Plan for the Community Redevelopment Area. This Policy should be revised to state that the City shall implement and periodically update adopted Redevelopment Plans for its Community Redevelopment Area. In addition, this Policy should be renumbered from 5.1 to 5.1.1 to ensure consistency with the Plan's format.

Recommendation II.A.LU-15. Policy 5.2.1 states that the City South Miami shall designate the Community Redevelopment Area as an Urban Infill and Redevelopment Area in accordance with Florida Statutes. It is recommended that this Policy be revised to state that the City shall maintain the Community Redevelopment Area's designation as an Urban Infill and Redevelopment Area.

Recommendation II.A.LU-16. Include interpretive text for the following Future Land Use categories: Mixed Use/Industrial; Business and Office, and; Industrial and Office. The Business and Office designation may replace the existing "Commercial Retail and Office (Two Story)" designation. In addition, it is recommended that a new "Neighborhood Center/Cultural Mixed Use District" be created in order to encourage the development and redevelopment of cultural facilities and neighborhood activity centers in appropriate areas. Existing Future Land Use Districts, particularly Mixed Use Commercial/Residential and Residential/Office, should be examined and revised as appropriate. Under the Duplex Residential, Townhouse Residential, and Residential Office categories, add "this land use category is appropriate for use as a transition from the single family category to more intense development on major roads, including abutting single family property". Under the Commercial Retail and Office and Multi-family Residential categories, add "this Land Use category may be appropriate for use as a transition from the single family category to more intense development on major roads when limited to two stories and located across a road from single family properties". Further, evaluate adjusting the Multi-family Residential category to include both two story and four story buildings. Text addressing Planned Unit Developments, particularly in infill locations, should be added to the appropriate categories.

Recommendation II.A.LU-17. Add the following sentence to the Transit-Oriented Development categories: The height of buildings and densities shall be contingent on the ability of the developer to ensure appropriate transitions and buffers with the surrounding neighborhood.

Recommendation II.A.LU-18. Amend the Future Land Use Plan Map in order to: implement the changes recommended on Table II.A.2.; redesignate specific parcels to reflect their appropriate use due to their location and adopted plans; provide appropriate transitions between districts, and; identify additional areas that might be appropriate for

City of South Miami 2006 Evaluation and Appraisal Report

neighborhood retail uses, particularly along major streets, at neighborhood transition areas, or within the Community Redevelopment Area.

b. Transportation Element

Recommendation II.A.T-1. Goal 1 calls for maintaining a transportation system that provides for the circulation needs of all sectors of the community but that does not adversely impact residential neighborhoods. It is recommended that this Goal be revised to state that cut-through traffic should be discouraged in residential neighborhoods through traffic calming.

Recommendation II.A.T-2. Policy 1.2.1. states that the City shall avoid road widenings in order to protect residential neighborhoods and downtown. It is recommended that this Policy be revised to delete “residential” and add “all” neighborhoods.

Recommendation II.A.T-3. Add the following new Policy under Objective 1.2: By 2007, the City shall, as part of its update of the land development regulations, examine the specific parking bonus provisions and percentages associated with the Transit Oriented Development Districts in order to determine the extent to which such provisions have been effective in furthering redevelopment and transit goals, and if they should be reduced or otherwise adjusted in order to lessen the parking deficit.

Recommendation II.A.T-4. Add the following new Policy under Objective 1.2: The City shall investigate strategies to increase public awareness of the availability of parking facilities in the City, and the linkages between these parking facilities and destinations. A major element of such programs include a coordinated sign program. The City shall also implement strategies to increase the available parking spaces in the Hometown District as recommended in the 2004 Downtown Parking Study.

Recommendation II.A.T-5. Add the following new Policy under Objective 1.2: The City shall consider parking to be an infrastructure of new development, and new developments are responsible for ensuring that all adequate parking is planned accordingly.

Recommendation II.A.T-6. Add the following new Policy under Objective 1.2: The City shall seek to reduce negative transportation impacts on neighborhoods through such strategies as traffic calming, reduced travel lanes, wider sidewalks, medians, and landscaping. In school areas, strategies to reduce adverse impacts of bus traffic through the provision of sidewalks, bicycle paths, and reconfigured bus loading areas should be considered and coordinated with Miami-Dade County Public Schools as appropriate.

Recommendation II.A.T-7. Add the following new Policy under Objective 1.3: The City shall coordinate with other agencies, including Miami-Dade Public Schools, Miami-Dade County, and surrounding jurisdictions, to mitigate negative transportation impacts on specific neighborhoods that might result from school traffic or specific projects.

Recommendation II.A.T-8. Add the following new Policy under Objective 1.3: The City shall coordinate with the Miami-Dade County Metropolitan Planning Organization, the Florida Department of Transportation, and other agencies as appropriate in order to ensure the timely provision of a pedestrian overpass that will connect the MetroRail Station to the downtown area east of US-1.

c. Housing Element

Recommendation II.A.H.1. Goal 1 is to assure the availability of sound and affordable housing for all residents of the City. It is recommended that this Goal be revised to add “current and future” before “residents”, and add a statement that “it is recognized that the choice of location rests with the individual and that the City’s role is to implement policies that expand choices”.

Recommendation II.A.H-2. Objective 1.1 states that the City shall assist the private sector in providing the 60 to 70 “in-fill” housing units that the City can accommodate by 1999. It is recommended that this Objective be revised to state that the City shall support public and private sector efforts to provide at least 100 additional units, and aspire for the creation 200 additional units, by 2010. Additionally, the City shall seek to provide an adequate supply of housing units that are affordable to households of all incomes, including the middle income sector, in proportions that are reflective of housing demand and needs in residential projects and communities.

Recommendation II.A.H-3. Policy 1.1.3 states that the City should develop legislation to address housing options, promote owner occupied housing enhancements, and increase private homeownership in the Charrette II Study Area. It is recommended that this Policy be revised to state that the City shall continue to address affordable housing and redevelopment needs in its Community Redevelopment Area through 2015 and 2025 through such SMCRA initiatives as the Single Family Infill Program; the Multi-Family Housing Master Plan, and; the Residential Rehabilitation Grant Program.

Recommendation II.A.H-4. Objective 1.2 states that the City will eliminate all substandard housing in the City by 1999. It is recommended that this Objective be revised to state that the City shall seek to eliminate all substandard housing units in the City by 2015.

Recommendation II.A.H-5. Policy 1.2.3 states that the City shall establish procedures for systematic review and public input for the development and redevelopment of each of the remaining neighborhoods in the City. It is recommended that this Policy be amended to state that by 2015 the City shall seek to eliminate substandard units in all neighborhoods in the City, and that by 2007 the City shall enact an ordinance to establish more stringent standards for “tear downs” and new development in established neighborhoods.

Recommendation II.A.H-6. Objective 1.3 states that the City will create and maintain affordable housing for all current and future residents by specifically supporting CRA programs and private organizations to create an additional 150 units of affordable housing by 2010. It is recommended that this Policy be revised to state that the City shall continue to coordinate with the CRA and public and private agencies to meet the affordable housing needs of low and moderate income residents through the implementation of specific programs, in accordance with adopted plans.

Recommendation II.A.H.7. Policy 1.3.2 states that federal, State, County, and private programs will be utilized to assist individuals with homeownership. It is recommended that this Policy be revised to reference municipal programs as well.

Recommendation II.A.H-8. Policy 1.3.3 states that the CRA shall implement its new Housing Program to acquire vacant property and provide financial assistance to construct at least 24 new affordable housing units. It is recommended that this Policy be revised to state that the CRA shall implement its New Housing Program in order to provide for the construction of affordable housing units in accordance with its adopted Redevelopment Plan.

Recommendation II.A.H-9. Policy 1.3.5 states that the City will support the efforts of private organizations to construct at least five affordable housing units per year. It is recommended that this Policy be revised to delete the word “private”.

Recommendation II.A.H-10. Policy 1.4.1 states that the City shall perform the requisite historic preservation programs in conformance with City ordinances and that none of the four properties noted on Figure 1.4 should be demolished. It is recommended that this Policy be revised to state that no historically designated buildings in the City should be demolished.

Recommendation II.A.H-11. Add a new Objective calling for the City to adopt voluntary or mandatory zoning regulations as promulgated by Miami-Dade County to produce additional affordable housing units Citywide, and policies providing for the following:

- When additional development permissions that will result in the addition of ten or more units are granted, the new development should designate 20 percent of the new units as low and moderate housing units. For developments of less than ten units, the developers shall contribute a funding set-aside for low and moderate income units;
- In consideration of a developer’s provision of affordable housing, the City shall consider granting up to a 20 percent density increase based on surrounding development and site characteristics;
- When rental units are converted to condominium units, the City shall require a special use approval process, and conditions based on the impact of the conversion of low and moderate income housing opportunities will be established;
- The City should support the establishment of areawide affordable housing goals, and participate as appropriate in the South Florida Regional Planning Council’s Regional Affordable Housing Strategy.

II.B. TRANSPORTATION

1. Issue Description and Analysis

The City of South Miami is located within Miami-Dade County's Urban Infill Area (UIA), which is designated as a Transportation Concurrency Exemption Area, and is exempt from transportation concurrency requirements. The City has therefore not had to delay or prohibit development or redevelopment due to transportation concurrency issues between 1996 and 2005.

a. Roadways

The City's adopted Level of Service standards for roadways are: LOS F for Principal Arterials; LOS F for Minor Arterials, and; LOS F for Miller Drive; 150 percent of D capacity for US-1, and; 120 percent of E capacity for Bird Road. The Level of Service standards for roadways are based on the following definitions:

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

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

Table II.B.1. below indicates the Level of Service on the City's major roadways for 2000 (most recent County traffic count information). Information indicates that at the time of the counts, all roadways in the City were operating at Level of Service F, with the exception of Ludlum Road from Davis Road to Sunset Drive, which was operating at Level of Service D.

**Table II.B.1.
South Miami Roadway LOS – 2000**

North-South Corridors			
Name	From	To	Level of Service
SW 57 Ave. (Red Road)	SW 88 St. (Kendall Drive)	SW 72 St. (Sunset Drive)	F
	SW 72 St. (Sunset Drive)	SW 56 St. (Miller Rd.)	F
	SW 56 St. (Miller Rd.)	SW 40 St. (Bird Rd.)	F
SW 67 Ave. (Ludlum Rd.)	SW 80 St. (Davis Rd.)	SW 72 Street (Sunset Dr.)	D
	SW 72 St. (Sunset Dr.)	SW 56 St. (Bird Rd.)	F
	SW 56 St. (Miller Rd.)	SW 40 St. (Bird Rd.)	F
East-West Corridors			
SW 88 St. (Kendall Drive)	SW 62 Ave.	SW 57 Ave. (Red Rd.)	F
SW 80 St. (Davis Rd.)	SW 69 Ave.	SW 57 Ave. (Red Rd.)	F
SW 72 St. (Sunset Dr.)	SW 69 Ave.	SW 57 Ave. (Red Rd.)	F
SW 56 St. (Miller Rd.)	SW 67 Ave.	SW 57 Ave. (Red Rd.)	F
SW 40 St. (Bird Rd.)	SW 67 Ave.	SW 57 Ave. (Red Rd.)	F

Source: Miami-Dade Transportation Plan - 2030

Table II.B.2. below indicates the projected Level of Service on the City’s major roadways for 2030, as reported in the Miami-Dade Transportation Plan. Information indicates that by 2030, it is projected that all roadways in the City will be operating at Level of Service F.

**Table II.B.2.
South Miami Roadway LOS – 2030**

North-South Corridors			
Name	From	To	Level of Service
SW 57 Ave. (Red Road)	SW 88 St. (Kendall Drive)	SW 72 St. (Sunset Drive)	F
	SW 72 St. (Sunset Drive)	SW 56 St. (Miller Rd.)	F
	SW 56 St. (Miller Rd.)	SW 40 St. (Bird Rd.)	F
SW 67 Ave. (Ludlum Rd.)	SW 80 St. (David Rd.)	SW 72 Street (Sunset Dr.)	F
	SW 72 St. (Sunset Dr.)	SW 56 St. (Bird Rd.)	F
	SW 56 St. (Miller Rd.)	SW 40 St. (Bird Rd.)	F
East-West Corridors			
SW 88 St. (Kendall Drive)	SW 62 Ave.	SW 57 Ave. (Red Rd.)	F
SW 80 St. (David Rd.)	SW 69 Ave.	SW 57 Ave. (Red Rd.)	F
SW 72 St. (Sunset Dr.)	SW 69 Ave.	SW 57 Ave. (Red Rd.)	F
SW 56 St. (Miller Rd.)	SW 67 Ave.	SW 57 Ave. (Red Rd.)	F
SW 40 St. (Bird Rd.)	SW 67 Ave.	SW 57 Ave. (Red Rd.)	F

Source: Miami-Dade Transportation Plan - 2030

Roadway congestion emerged as a major concern in the EAR scoping process. Congestion at Sunset Drive and Ludlum Road was cited as a major problem area, as was cut-through traffic in residential neighborhoods. Please see II.A.1.e. for a further discussion of roadway impacts on neighborhoods.

b. Multi-modal Transportation

The City's existing transportation system is comprised of more than roadways. Mass transit service in the City is provided by the Miami-Dade Transit Authority through the MetroRail as well as express and regular bus service. In May 2005, the Miami-Dade Transit Authority reported average weekday boardings of 3,126 at the South Miami MetroRail Station, and a total of 65,652 weekday boardings for the month. Total May 2005 weekend and holiday boardings at this station were 12,624, for a total of 78,277 boardings for the month.³³

In 2005 the City instituted a Trolley System in order to provide transportation services within the Hometown District, Community Redevelopment Area, City Hall and MetroRail Station. The City has earmarked \$137,085.00 for the Trolley System in its Five Year Transportation Plan. The Trolley operates only on Friday and Saturday, and the first Sunday of each month.³⁴ The City is currently evaluating the days and hours of operation and alternate routes. This service is a key element in any strategy to reduce cut-through traffic.

Bicycles and pedestrian paths/sidewalks are another important component of the City's transportation system. In 2002, the City adopted the Hometown Intermodal Transportation Study in order to evaluate multi-modal transportation needs in the City's Hometown Districts. The aforementioned Hometown Intermodal Transportation Study identified a number of deficiencies in bicycle and pedestrian facilities in the City, including the lack of bicycle facilities along many major road facilities, the lack of sidewalks on some streets, the lack of shade trees in many areas, and the need for specific infrastructure improvements. Moreover, there is a lack of pedestrian and bicycle connectivity between the east and west sides of US-1, which effectively divides the Hometown District. There have been numerous pedestrian accidents in this area, as reported in the Hometown Intermodal Transportation Study.³⁵ In addition, the City's neighborhood-specific charrettes and redevelopment plans have all identified increased bicycle and pedestrian access as key objectives.

³³ *Miami-Dade Transit Authority Ridership Technical Report, MetroRail Boardings by Station, May 2005*

³⁴ *City of South Miami People's Transportation Plan, 5-Year Plan (2003-2008)*, City of South Miami Public Works & Engineering Department, April 20, 2004

³⁵ *The City of South Miami Hometown Intermodal Transportation Study*, Kimley-Horn and Associates, Inc. for the City of South Miami, August 2002.

c. Transportation System

The City's transportation system functions as a component of the regional transportation system, and its transportation levels of service are impacted by, and have impacts to, this system. Due to the City's relatively small size and location, it has limited control of traffic within the City and the system as a whole. It is therefore imperative that the City coordinate with State, regional and County agencies and neighboring jurisdictions such as Coral Gables and Pinecrest in the development of comprehensive strategies to address the region's transportation needs.

In November 2002 Miami-Dade County enacted a half penny sales tax on merchandise to develop the Countywide People's Transportation Plan. The legislation requires that 20% of the sales tax money be distributed to the municipalities for their use for transportation related expenditures. This money is redistributed to the municipalities based upon an annual population estimate. Twenty percent of the surtax proceeds are distributed to those cities existing as of November 5, 2002. Surtax proceeds are distributed among existing cities on a pro rata basis based on the ratio of a city's population to the total of all City populations, as adjusted annually. Newly incorporated cities have the right to negotiate with the County for a pro rata share of the surtax. Cities must apply 20% of their funds to transit uses such as circulators, bus shelters, and bus pull outs. In 2003, the County collected \$175 million dollars, of which \$35 million was distributed to the cities for transportation.

In April 2004 the City of adopted its Five Year People's Transportation Plan, which documents the manner in which the City will utilize its share of the County's People Transportation Fund. Between 2004 and 2008 the City estimates that it will receive a total of \$1,520,850 in funding. Of this amount, the City has earmarked \$977,614 (64 percent) of its funds for traffic calming in neighborhoods in order to reduce adverse neighborhood impacts. A total of \$242,485 (16 percent) is earmarked for transit related projects that will increase multi-modal transportation alternatives throughout the City, while the remaining \$300,900 (20 percent) is earmarked for roadway improvement projects.³⁶

As noted earlier, South Miami is in a Transportation Concurrency Exception Area, (TCEA). As practiced to this date, there are essentially no checks and balances on development in regards to transportation under this system. In May 2005, the State of Florida amended Section 163.3180, F.S. to require that local governments include provisions in their Comprehensive Plan to support and fund mobility within Transportation Concurrency Exception Areas, and demonstrate how mobility will be provided in these areas. The new legislation further requires that by July 2006, local governments evaluate the impact of the Transportation Concurrency Exception Area on their transportation systems, the Strategic Intermodal Transportation System, and adopted level of service standards of roadways funded in accordance with Section 339.2819, F.S., and identify strategies to alleviate or mitigate such impacts. In accordance with the new requirements, the Florida Department of Transportation (FDOT) must be consulted to assess the impact on level of service standards, and cities must coordinate with FDOT, the county, and other

³⁶ *City of South Mimi People's Transportation Plan, 5-Year Plan (2003-2008)*, City of South Miami Public Works & Engineering Department, April 20, 2004

jurisdictions in the county in the development of common methodologies for measuring such impacts. If impacts are found, the local government and FDOT must work together to mitigate those impacts. By December 1, 2006 a method for assessing proportionate fair-share mitigation options must be adopted, in accordance with a model ordinance that will be developed by FDOT on or before December 1, 2005. Proof that cities participating in this type of system are enhancing alternative modes of transportation, fostering mobility and ensuring connectivity will also be required. In addition, by 2006 cities must maintain records to determine whether the 110% de minimum transportation impact threshold has been reached, and shall submit such documentation as part of its annual updates to the Capital Improvements Schedule, which shall be incorporated into the Comprehensive Plan by amendment.

Concurrency can be used to encourage or discourage development, depending on the City's policies. Many cities are discovering that capacities, particularly roadway capacities, are being reached. Once this occurs, development can no longer take place, until a remedy is found. Roadway capacities as they have been structured under concurrency is finite. If continued development is to be had, alternatives need to be sought. Transportation Concurrency Management Areas are permitted by the Florida Department of Community Affairs as a way to allow development while managing concurrency. These are used as an alternative to Transportation Concurrency Exception Areas, which allow development without managing concurrency. As noted earlier, the City of South Miami currently falls in the County's Concurrency Management Exception Area. There are currently eight TCMA's in the State of Florida. All eight are in Miami Dade County, with one more being requested in Sarasota.

TCMA's are seen as a method by which to encourage infill development or to continue development in particular areas where transportation (primarily roadway) infrastructure capacities are becoming inadequate. By developing methodologies that measure trips against capacities on an areawide basis (often city wide, over a wide array of parallel streets), capacities can be shared over an area broader than the Transportation Analysis Zone (TAZ) level, (or single street or block), thereby creating additional capacity and opening up development opportunities. This coupled with the encouragement of alternative modes of transportation, which are required, assist in the development of a multimodal transportation infrastructure well suited for the more dense and vibrant urban areas that infill produces over time.

The purpose of Transportation Concurrency Management Areas is to promote infill development or redevelopment within selected portions of urban areas in a manner that supports the provision of more efficient mobility alternatives, including public transit. The establishment of a TCMA's in both Hialeah and Miami Beach, where they currently exist, provide the Cities with an optional alternative transportation concurrency approach for the purpose of promoting infill development or redevelopment which supports mobility in coordination with the already high standard of planning established by those cities. The establishment of a TCMA requires the amendment of the City's Comprehensive Plan through the submittal of a plan amendment to the Florida Department of Community Affairs. In addition the "*Concurrency Management System*" should be developed to track activity.

It is of primary importance to define the TCMA's boundaries and issues, and to require close coordination with the City and other interested agencies. This includes addressing ongoing coordination efforts with the Florida Department of Transportation (FDOT), Florida Department of Community Affairs (DCA) and other bodies that will have the opportunity to review the TCMA prior to its approval. The development of area wide level of service standards is required, as is the development of data and analysis necessary for submittal of a TCMA amendment to the City's Comprehensive Plan.

The focus of the TCMA is to develop an area wide level of service that is supported by data and analysis that either exists in the Comprehensive Plan or is to be collected and analyzed as part of this process. The goal is to:

- Demonstrate that the TCMA's are compatible with other elements of the Comprehensive Plan;
- Justify the size and boundaries of TCMA's;
- Demonstrate TCMA's contain an integrated and connected network of roads;
- Demonstrate basis for establishing areawide LOS;
- Demonstrate the basis for the establishment of the area wide LOS standards and determine the existing and projected transportation service and facility requirements to maintain the LOS;
- Demonstrate that such programs will support infill development, and;
- Demonstrate planned roadway improvements and alternative transportation efforts that will accomplish mobility within the TCMA.

It is therefore recommended that the City consider the establishment of a Transportation Concurrency Management Area as an alternative to the current Transportation Concurrency Exception Area. The Transportation Element would be amended significantly upon establishment of the Transportation Concurrency Management Area. In order to establish the area, the City should conduct a Comprehensive Long-Range Transportation Study in order to perform the data and analysis necessary to establish the areawide Level of Service standard. In addition, the Study should evaluate: the Transportation Concurrency Exception Areas as per the 2005 legislation, including methodologies for assessing proportionate fair-share mitigation options and the evaluation of records to determine whether the 110% de minimum transportation impact threshold has been reached; updated traffic count information; intergovernmental coordination issues specific to transportation; Citywide pedestrian connectivity; the maximum ridership capability of MetroRail; opportunities to connect all areas of the City, particularly parks, via bicycle and pedestrian paths; the provision of more uniform parking requirements, and quantification of the City's parking problems, and; updated parking plans. In addition it is recommended that the City mitigate impacts to the transportation system by developing an impact fee charged to developers, which would provide additional funds for alternative modes of transportation.

2. Social, Economic and Environmental Impacts

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

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

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

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

³⁷ *Florida Department of Transportation and Miami-Dade County Traffic Count Stations Report*, May 4, 2004

³⁸

³⁹ Miami-Dade Transit Authority, 2005

40

3. Comprehensive Plan Impacts and Recommendations

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

- Objectives 2.1 and 3.1 of the Future Land Use Element, and policies thereunder, as they address multi-modal transportation access and transit oriented development;
- The Transportation Element in its entirety;
- Objective 1.3 of the Housing Element, and policies thereunder, as they address development in redevelopment areas and the Rapid Transit Zone;
- Objective 1.1 of the Conservation Element, and policies thereunder, as they address strategies for reduced automobile dependence;
- Objective 1.2 of the Recreation and Open Space Element, and policies thereunder, as they address greenways and trails in the City;
- The Intergovernmental Coordination Element in its entirety;
- The Capital Improvements Element in its entirety.

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

a. Transportation Element

Recommendation II.B.T-1. Policy 1.1.1 details the City’s Level of Service Standard for transportation. It is recommended that this Policy be amended to reflect that the City is designated as a Transportation Concurrency Exception Area, and to delete outdated and/or background information which is more appropriate located in supporting documents.

Recommendation II.B.T-2. Add a new Policy under Objective 1 stating that beginning in 2006, the City shall annually evaluate the impact of its Transportation Concurrency Exception Area on Strategic Intermodal System facilities and the adopted level of service standards of transportation facilities that are funded in accordance with Section 339.2812, F.S.

Recommendation II.B.T-3. Add a new Policy under Objective 1 stating that the City shall seek federal, State and local transportation funds in order to initiate a Comprehensive Long Range Transportation Study by 2007. The purpose of the Study will be to evaluate the feasibility of designating the City as a Transportation Concurrency Management Area in lieu of the current Transportation Concurrency Exception Area. In addition, the Study will evaluate: the Transportation Concurrency Exception Areas as per the 2005 legislation, including methodologies for assessing proportionate fair-share mitigation options and the evaluation of records to determine whether the 110% de minimum transportation impact threshold has been reached; updated traffic count information; intergovernmental coordination issues specific to transportation; Citywide pedestrian connectivity; the maximum ridership capability of MetroRail; opportunities to

connect all areas of the City, particularly parks, via bicycle and pedestrian paths; the provision of more uniform parking requirements, and quantification of the City's parking problems, and; updated parking plans. In addition it is recommended that the City mitigate impacts to the transportation system by developing an impact fee charged to developers, which would provide additional funds for alternative modes of transportation.

Recommendation II.B.T-4. Add a new Policy under Objective 1 of the Transportation Element stating that the City will continue to identify projects to support and fund mobility, enhance alternative modes of transportation, and ensure connectivity in its Capital Improvements Program in accordance with Section 163.3180, F.S.

Recommendation II.B.T-5. Add a new Policy under Objective 1 stating that by 2007 the City will develop impacts fees and other methods by which developers can mitigate impacts to the transportation system by contributing funds for alternative modes of transportation.

Recommendation II.B.T-6. Policy 1.3.2 states that by 1999, the City will undertake facility and program improvements to enhance the use of transit. It is recommended that this Policy be amended to delete the date, and to state that the City shall continue to undertake such facility and program improvements (such as the Trolley).

Recommendation II.B.T-7. Policy 1.3.4 states that the City should establish a shuttle service. It is recommended that this Policy be amended to state that the City may evaluate on a yearly basis whether to continue to maintain and expand its internal Trolley Service.

Recommendation II.B.T-8. Objective 1.5 states that the City shall continue to refine and develop detailed plans for new sidewalks and bikeways. It is recommended that this Objective be revised to state that the City shall continue to refine and develop detailed plans for new sidewalks and bikeways as part of the Comprehensive Long Range Transportation Study.

Recommendation II.B.T-9. Policy 5.1 states that the City shall continue to refine and update a detailed bikeway plan. It is recommended that this Policy be revised to state that the City shall continue to refine and develop a detailed bikeway plan as part of the Comprehensive Long Range Transportation Study.

Recommendation II.B.T-10. Objective 1.6 states that the City should establish a transportation concurrency exception area by 1996. It is recommended that this Objective be revised to reflect the fact that the City shall adopt a designation as a Transportation Concurrency Exception Area.

Recommendation II.B.T-11. Policy 1.6.3 states that the City shall include its designated Redevelopment and Infill District on the Future Land Use Map. It is recommended that this Policy be amended to state that the City shall continue to include its designated Redevelopment and Infill District on the Future Land Use Plan Map.

Recommendation II.B.T-12. Delete interim policies 1.6.7 and 1.6.8, as they are no longer relevant.

Recommendation II.B.T-13. Add a new Policy under Objective 6.1 stating that beginning in 2006, the City shall annually evaluate the impact of its Transportation Concurrency Exception Area on Strategic Intermodal System facilities and the adopted level of service standards of transportation facilities that are funded in accordance with Section 339.2812, F.S. This review would entail, at a minimum, the preparation and examination of updated traffic count information for key roadway segments in order to determine current roadway Levels of Service, and how they have improved or deteriorated since the last count was conducted. In addition, the potential impacts of proposed development and redevelopment on roadway Levels of Service must be evaluated on an on-going basis.

II.C. PARKS AND RECREATION

1. Issue Description and Analysis

As a substantially developed urban center, the City of South Miami needs parks and open space to provide urban relief and an aesthetically pleasing environment. Parks provide numerous recreational, educational, and environmental benefits, and are an important component of quality of life. The City is committed to providing recreation and open space to current and future residents through its Parks and Recreation Department, and coordination with other public and private agencies, including Miami-Dade County Public Schools and the Y.M.C.A.

The City’s adopted Level of Service standard for recreation and open space is four acres of parks, including School Board facilities, per 1,000 residents. Based on its 2005 population of 10,850, the City must therefore provide 43.4 acres recreation open space in order to meet its Level of Service standard. Additionally, recent approvals for residential development are projected to increase the City’s population by approximately 1,000 residents, which would increase the recreation and open space acreage that the City must provide to 47.4 acres upon the issuance of building permits. (Please note that pending projects are not considered in the preparation of the official population projections for the City by the State of Florida, as they are not considered to be an independent source. They are therefore not considered in the population projections reported in Chapters I. and IV. of this document.)

Table III.C.1. below identifies the City’s public and park/school recreation and open space by type and acreage. The location of these parks is shown on Figure II.C.1. As can be seen, the City is providing 51.54 acres of recreation and open space, exceeding its adopted Level of Service Standard by 8.14 acres, or 4.14 acres is pending projects are considered. It should be noted that this calculation excludes such quasi-public facilities as the 3.5 acre Girl Scout House, which also address the recreation and open space needs of City residents.

**Table II.C.1.
Recreation and Open Space Inventory**

Type	Name	Acreage
Community	Palmer Park/South Miami Field	9.9
Neighborhood	Dante Fascell Park	7.5
Neighborhood	Fuchs Park	5
Neighborhood	Brewer Park	1.5
Neighborhood	Murray Park	3.5
Neighborhood	Marshall Williamson	3.5
Neighborhood	Jean Willis Park	.5
	Y.M.C.A.	9.6
Passive	All-America Park	1.4
Passive	Van Smith	1.14
Park/School	Ludlum Elementary	2.5
Park/School	South Miami Elementary	4
Park/School	JRE Lee Community	1.5
Total		51.54

As noted in Chapter I., by 2015 it is projected that the City’s population will increase to 11,113, and by 2025 it is projected that it will increase to 11,331.⁴¹ In order to meet its Level of Service Standard, the City will therefore have to provide 44.45 acres of recreation and open space in 2015 and 45.32 acres of recreation and open space in 2025. It is therefore projected that the City will continue to meet its recreation and open space Level of Service Standard through the planning period.

In addition to the afore-mentioned Level of Service Standard, the City’s Comprehensive Plan has also includes facility guidelines. These guidelines, and the manner in which the City is meeting and exceeding these guidelines, are described on Table II.C.2. below.

**Table II.C.2.
2005 Levels of Service for Recreation Facilities**

Facilities	Service Standard	2005 City Level of Service
Basketball Courts	1/5,000 residents	1/1,085 residents
Tennis Courts	1/1,500 residents	1/678 residents
Playing Fields	1/7,500 residents	1/1,205 residents
Tot Lots	1/15,000 residents	1/1,808 residents
Community Parks	1/25,000 residents	1/10,850 residents
Neighborhood Parks	1 acre/1,000 residents	2.2 acres/10,850 residents

Despite the fact that the City is meeting and exceeding its recreation and open space Level of Service Standard, it is challenged by the scarcity of land for new recreation and open space facilities. The City is currently evaluating options for promoting opportunities for increased public space at the recently purchased Y.M.C.A., in accordance with the recommendations of the 2000 Northside Charrette. Furthermore, opportunities to provide additional parks and open spaces will be explored in future annexation proposals, if any. It is recommended that the City evaluate the inventory of City-owned land to identify opportunities for the creation of additional small pocket parks, and for the enhancement of view corridors. In addition, the City should monitor the availability of adequate park space to meet additional demand that will be generated by the issuance of residential building permits in its annual updates to the Capital Improvements Schedule (see Chapter II.D.).

In addition, the City should consider instituting impact fees and other mechanisms by which private development is assessed its fair share of the costs associated with providing recreation and open space services. The identification of additional funding sources would allow the City to expand existing recreational services, and purchase additional lands for new parks and recreational facilities. The establishment of a “land bank” for parks was cited as a key objective in the EAR issue scoping process.

In order to direct these initiatives in a cohesive and holistic manner, it is recommended that the City identify and secure funding from appropriate and available sources in order to conduct a comprehensive Recreation and Open Space Master Plan. The purpose of this

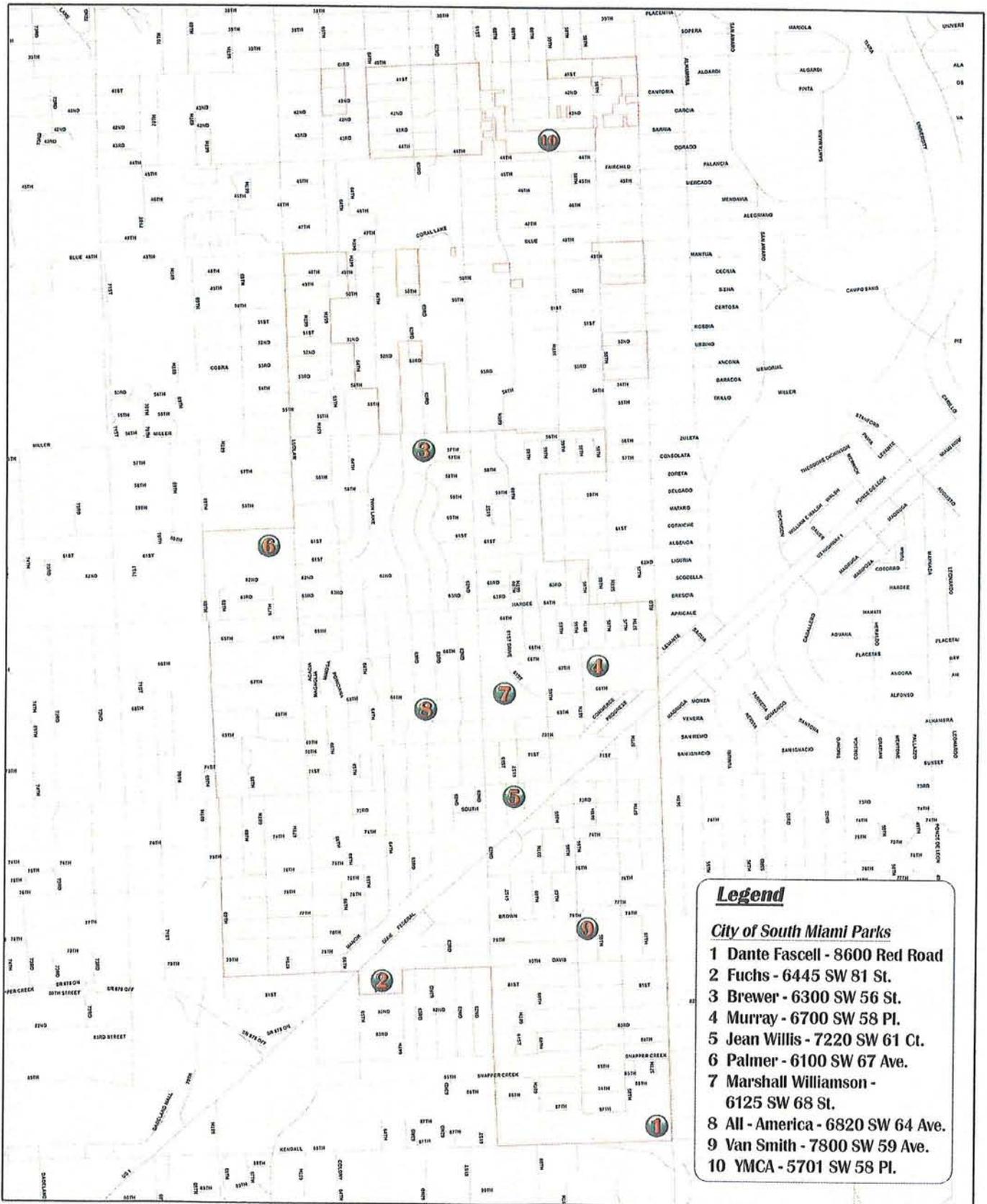
⁴¹ University of Florida Shimberg Center for Affordable Housing, *Affordable Housing Needs Assessment*, 2003

City of South Miami 2006 Evaluation and Appraisal Report

Plan shall be to: revisit and clarify park standards, including the established Level of Service standard for recreation and open space; identify the specific recreation and open space needs of City residents; develop a strategic plan for comprehensive improvements to the existing and planned recreation and open space system; identify additional opportunities to enhance the recreation and open space system through grants, impact fees, or other appropriate sources; identify appropriate staffing levels and community involvement strategies; evaluate the inventory of City-owned land, and the feasibility of using such lands in the creation of new “pocket parks”; evaluate the feasibility of establishing a land bank for parks. The Recreation and Open Space Master Plan should further establish a schedule for its periodic update.

Figure II.C.1. Public Parks in the City of South Miami

Figure II.C.1. Public Parks in the City of South Miami



2. Social, Economic and Environmental Impacts

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

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

From an economic standpoint, a well-developed and maintained park system increases the quality of life of the City, which in turn is an important tool in attracting new businesses and residents to the City. Parks and public safety programs are key to crime reduction and improved public health, lessening the negative economic impacts of crime and rising health care costs. Although there is a public cost to providing these services, these costs are mitigated by the lessening of negative impacts.

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

3. Comprehensive Plan Impacts and Recommendations

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

- Objectives 1.5 and 4.2 of the Future Land Use Element, and policies thereunder, as they address coordination with Miami-Dade County public schools, including the collocation of parks and school facilities, and the preservation of natural resources;
- Objectives 1.2 and 1.3 in the Conservation Element, and policies thereunder, as they address the maintenance and preservation of open space and natural areas;
- The Recreation and Open Space Element in its entirety;
- Objective 1.2 of the Capital Improvements Element, and policies thereunder, as they address the City’s Concurrency Management System and level of service standards.

Specific recommendations to amend the Comprehensive Plan to address the issue of recreation and open space are as follows:

a. Parks and Recreation Element

Recommendation II.C.PR-1. Objective 1.1 states that the City should operate a City park facilities system of at least 31 acres. It is recommended that this Objective be revised to state that the City should operate a City park facilities system of at least 4 acres per 1000 residents, and coordinate with other public and private agencies to ensure that the Level of Service standards for recreation and open space is met.

Recommendation II.C.PR-2. Policy 1.1.2 states that the City shall undertake additional acquisition of property for recreation and open space in conjunction with a variety of grant funding options. It is recommended that this Policy be amended to replace the reference to “grant funding options” with “all available funding options, including but not limited to grants, impact fees, concurrency determinations and required dedications”.

Recommendation II.C.PR-3. Policy 1.1.4 states that the City shall seek to provide a new community recreation facility by 2001. It is recommended that this Policy be revised to reflect the fact that the referenced facility has been provided in Murray Park with another facility added through the purchase of the YMCA site.

Recommendation II.C.PR-4. Add the following new Policy under Objective 1.1: By 2008 the City shall identify and seek to secure funding from appropriate and available sources in order to conduct a comprehensive Recreation and Open Space Master Plan. The purpose of this Plan shall be to: revisit and clarify park standards, including the established Level of Service standard for recreation and open space; identify the specific recreation and open space needs of City residents; develop a strategic plan for comprehensive improvements to the existing and planned recreation and open space system; identify additional opportunities to enhance the recreation and open space system through grants,

impact fees, or other appropriate sources; identify appropriate staffing levels and community involvement strategies; evaluate the inventory of City-owned land, and the feasibility of using such lands in the creation of new “pocket parks”; evaluate the feasibility of establishing a land bank for parks. The Recreation and Open Space Master Plan should further establish a schedule for its periodic update.

Recommendation II.C.PR-5. Add the following new Policy under Objective 1.1: By 2008, the City shall evaluate the feasibility of instituting impact fees and other mechanisms by which private development is assessed its fair share of the costs associated with providing recreation and open space lands and services.

Recommendation II.C.PR-6. Add the following new Policy under Objective 1.1: Beginning in 2006, the City shall monitor the availability of adequate park space to meet additional demand that will be generated by the issuance of residential building permits in its annual updates to the Capital Improvements Schedule.

Recommendation II.C.PR-7. Objective 1.3 states that the City should retain public access to all seven City parks, and shoreline access at the three canal front parks. It is recommended that this Objective be amended to remove the numerical references, as the number of parks has and may continue to increase.

Recommendation II.C.PR-8. Policy 1.2.1 calls for a new community center by 2001. It is recommended that this Policy be revised to reflect the fact that said facility has been provided in Murray Park and an additional one at the YMCA site.

II.D. FISCAL HEALTH AND GOVERNMENT SERVICES

1. Issue Description and Analysis

Due to on-going development pressures and competing needs, the City of South Miami is challenged to maintain and improve the high quality of life it offers to current and future residents, businesses, and visitors. Steps must be taken to continue to maintain and improve its quality of life in the face of these pressures. In order to do so, the City must maintain and increase its financial ability to deliver such services.

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

a. Impact Fees

As the City continues to face significant development and redevelopment pressure, maintaining quality of life and service levels becomes increasingly challenging. An impact fee is a one time fee assessed on new development in order to recoup some of the costs associated with providing public infrastructure and/or services to such development. Many cities in Miami-Dade County have instituted impact fees in order to provide for the delivery of such infrastructure and/or services. The City of South Miami does not collect such fees. It is therefore recommended that the City evaluate the feasibility of establishing impact fees for parks, transportation, and public safety by 2007.

b. Capital Improvements Program

In May 2005 the State of Florida amended its growth management laws to require that five-year capital improvement programs be adopted into comprehensive plan capital improvement elements. The new requirements further direct that comprehensive plans be amended annually to reflect Capital Improvement Program updates.

These new requirements provide the City with an opportunity to ensure that its Capital Improvements Program is directly linked to its long- and short-term planning programs. Capital projects can therefore be more effectively targeted to address existing and projected planning needs. In order to implement these new requirements, it is recommended that the City's Planning Department play an active role in working with other City departments in developing and amending the Capital Improvements Program. Moreover, capital improvement projects must be demonstrated to further short- and/or long-term planning objectives, as detailed in the Comprehensive Plan, and prioritized accordingly. The City's Capital Improvements Program should be formally adopted into the City's Capital Improvements Element, and future updates to the Capital Improvements Program should be adopted into the Comprehensive Plan by amendment on an annual basis. The Planning

Department’s review shall include a ranking system that determines consistency with the Element and relative priority for an updated 5-year capital program.

c. Intergovernmental Coordination

Many of the services that are key to the City’s quality of life, and the health, safety and welfare of City residents, are provided by other agencies, such as Miami-Dade Public Schools, Miami-Dade County, and other State, local, and federal agencies. The City of South Miami provides police, park, code enforcement, planning, and zoning, and public works services to its residents. Water and sewer, fire rescue, transit, and library services are provided by Miami-Dade County. The City’s input on School Board policies was cited as a particular concern in the scoping process.

The City of South Miami, like jurisdictions throughout Florida, is faced with a number of challenges regarding public schools. A number of the County’s school facilities are overcrowded, and new schools cannot be provided quickly enough to meet the demand for new student stations. Moreover, the City has few remaining vacant and developable parcels, which limits the availability of land for new school construction.

The City of South Miami is currently served by four elementary schools, two middle schools, and two senior high schools. For reference, J.R. Lee Alternative School is scheduled to become an elementary school in 2010. Table II.D.1. identifies the current schools, and shows their 2004 enrollment, Class Size Reduction Capacity, and current utilization rates. Utilization rates are calculated by Miami-Dade County Public Schools by dividing enrollment by class size reduction capacity. If the utilization rate of a school exceeds 100 percent, it is considered to be overcrowded. As shown in Table II.D.1., seven of the eight public schools serving the City are overcrowded.

Table III.D.1. City of South Miami 2004 Student Enrollment and School Conditions⁴²

<u>School Name</u>	<u>2004 Enrollment</u>	<u>Class Size Reduction Capacity</u>	<u>Utilization Rate</u>
Fairchild Elementary	575	483	119%
Ludlum Elementary	582	617	94%
South Miami Elementary	553	411	135%
Sunset Elementary	1,077	942	114%
Ponce de Leon Middle	1,501	1,423	105%
South Miami Middle	1,260	798	158%
Coral Gables Senior	3,610	2,187	165%
South Miami Senior	2,858	1,956	146%

In February 2003 the City, along with 28 other municipalities, Miami-Dade County and Miami-Dade County Public Schools entered into the *Interlocal Agreement for Public School Facility Planning In Miami-Dade County*. This far-reaching collaborative

⁴² Miami-Dade Public Schools, 2005

agreement, which was mandated by Sections 163.31777 and 1013.33 of the Florida Statutes, allows for better coordination in the educational facilities decision making process.

Key requirements of the Interlocal Agreement⁴³ are outlined as follows:

- The establishment of a staff working group comprised of the County Mayor/Manager and/or his designee, the School Board Superintendent and/or his designee, and City Mayors/Managers and their designees, who are required to meet on an annual basis to: discuss issues and formulate recommendations regarding public school issues; provide M-DCPS with input and recommendations on the Educational Facilities Plan, Educational Plant Survey, the need for new facilities and expansions, renovations, and closures of existing facilities; and to identify opportunities for the co-location and/or shared-use of civic and school facilities.
- The coordination of a joint annual workshop with elected officials of the School Board, County, and municipalities to discuss public school issues.
- The development of coordinated projections of the amount, type, and distribution of population growth.
- The expansion of M-DCPS' standing School Site Planning and Construction Committee by four (4) voting members to include "a floating member of the most impacted municipality to which the agenda item relates", a "representative appointed by the Miami-Dade County League of Cities", a representative from Miami-Dade County, and "a member of the residential building industry".
- The County and municipalities must invite a non-voting representative appointed by the School Board to attend meetings of the local planning agencies at which development requests that will impact public school enrollments are considered.
- The County and municipalities must notify M-DCPS of proposed land use applications and development proposals that affect student enrollment.

The City of South Miami through its Planning Department has implemented the requirements of this Agreement.

In response to the overcrowding problem that is plaguing many County schools, in September 2003 Miami-Dade County and the Miami-Dade School Board established the Miami-Dade County Working Group on Public Schools Overcrowding Relief. In October 2004, the task force adopted a final report for submission to the Miami-Dade Board of County Commissioners and School Board. Key recommendations include: levying additional documentary stamp fees on the sale or resale of homes for school construction; exempting the cost of a parking garage from the cost per student station restriction when building a new facility; establishing criteria for allowing the conversion of non-school structures into public education facilities; revising the educational "amenities" that are

⁴³ Interlocal Agreement for Public School Facility Planning in Miami-Dade County, 3/05/03

required at public schools to save time, money and space; siting schools along existing and future transit corridors; pursuing Educational Facilities Benefit Districts in areas of substantial growth; and periodic review of the County Educational Facilities Impact Fee Ordinance.

Of particular interest to the City of South Miami are strategies to reduce the land requirements for public schools, which would otherwise preclude new schools from being constructed in many areas of the City. Allowances for multi-story schools, the location of schools along transit corridors, promoting the joint use of facilities, and allowing the conversion of non-school structures into public education facilities are all examples of strategies to provide new or expanded public schools despite the scarcity of vacant, developable land.

Miami-Dade County's Educational Facilities Impact Fee imposes an impact fee on new residential development throughout the County in order to offset some of the costs of providing student stations to accommodate the additional demand for student stations created by such development. An ongoing concern with the Educational Facilities Impact Fee is that the County's three designated benefit districts are too large to ensure that moneys collected are expended at the schools most directly impacted by the development. A key recommendation of the Miami-Dade County Working Group on Public Schools Overcrowding Relief calls for the periodic review of the Public Educational Facilities Impact Fee Ordinance. Refining the benefit districts to ensure the equitable distribution of impact fees should be a paramount issue in the City's review of the Ordinance.

In May 2005, the State of Florida amended its growth management statutes to require that local governments establish and enforce concurrency requirements for public schools and adopt public school facilities elements into their comprehensive plans. According to the new requirements, the public school facilities element and concurrency requirements must be adopted by no later than December 1, 2008 on a phased schedule to be established by the Florida Department of Community Affairs. As demonstrated on Table II.D.1. above, seven of the eight public schools serving the City of South Miami are overcrowded. The new school concurrency requirements may therefore have implications for future development and redevelopment in the City. The City will monitor the interpretation and implementation of the new requirements, and coordinate with the State, Miami-Dade County Public Schools, regional and County agencies, and other jurisdictions to address the new requirements and adopt the Public School Facilities Element into its Comprehensive Plan in accordance with the established schedule. As of the date of this report, however, it is unclear how the new requirements will be applied and implemented as DCA has not promulgated the administrative rules necessary to enforce this requirement.

d. Annexations

As noted earlier, the City is challenged by irregular boundaries and enclaves that result in land use inefficiencies, and a scarcity of developable land. It is likely that the City will pursue annexations during the planning period in order to achieve more logical and manageable boundaries, and further the achievement of economic development and redevelopment goals. The City is currently evaluating the feasibility of annexing the following areas. These areas are identified on Figure II.D.1.

- Priority 1. The area bounded by SW 48 Street (Blue Road) to the north, SW 67 Ave. (Ludlum Road) to the east, SW 60 Street to the south, and SW 72 Ave. to the west. This area is characterized by estate, low, and low-medium density residential development and includes South Miami Senior High. Annexation of this area would result in a more logical boundary for the City.
- Priority 2. The area bounded by SW 40 Street (Bird Road) to the north, SW 57 Ave. (Red Road) to the east, SW 48 Street (Blue Road) to the south, and SW 62 Avenue to the west. This area includes several enclaves of the City, and is characterized by single family residential uses. Annexation of this area would result in a more logical City boundary, and improve the City's ability to deliver services to its northern neighborhoods.
- Priority 3. The area bounded by SW 48 Street (Blue Road) to the north, SW 57 Ave. (Red Road) to the east, SW 56 Street (Miller Drive) to the south, and SW 62 Avenue to the west. This area also includes four disconnected enclaves of the City, and is characterized by estate and low density residential uses. Annexation of this area would result in a more logical City boundary, and improve the City's ability to deliver services to its northern neighborhoods.
- Priority 4. The area bounded by SW 56 Street (Miller Drive) to the north, SW 57 Avenue (Red Road) to the east, SW 64 Street (Hardee Drive) to the south, and the current City Limits to the west. This area is characterized by low and low-medium density residential uses. Annexation of this area would result in a more logical boundary for the City.
- Priority 5. The area bounded by SW 40 Street (Bird Road) to the north, SW 62 Avenue to the east, SW 56 Street (Miller Drive) and the current City Limits to the south, and SW 67 Avenue (Ludlum Road) and the current City Limits to the west. This area includes four disconnected enclaves of the City, and is characterized by estate and low density single family residential uses. This area also includes two lakes.

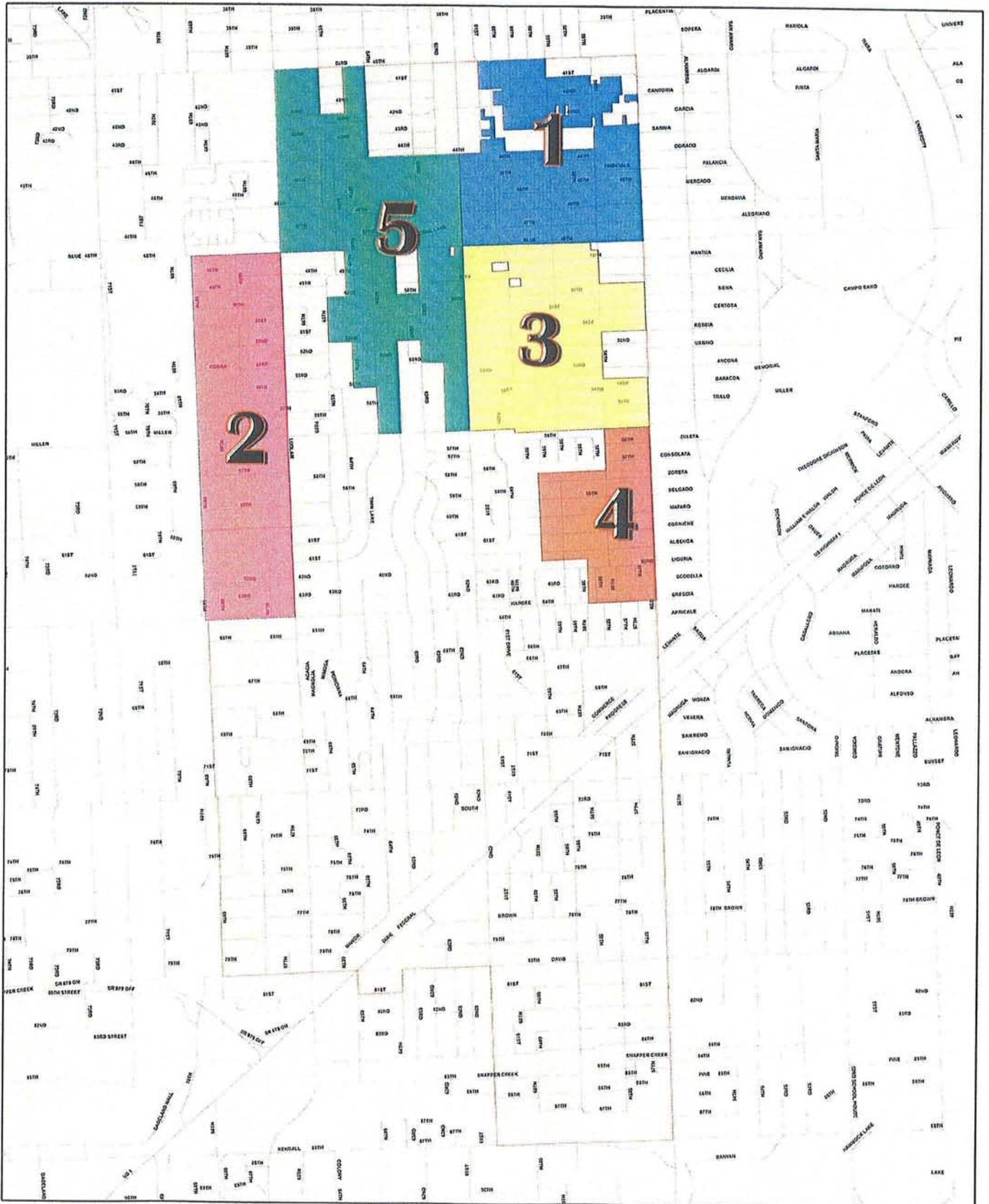
It should be noted that the referenced priorities may change due to the level of support being expressed in any given enclave.

In addition to the aforementioned areas, the City might consider the annexation of additional areas in the planning period, including areas that might be characterized by or suited to commercial or industrial development. Other potential annexation areas are also identified on Figure II.D.1. As recommended in Chapter II.A., the City might wish to adopt additional land use districts through its EAR-based amendment process in order to ensure that the full range of uses that might be located in the City during the ten and twenty year planning periods are provided for in the Comprehensive Plan.

Figure II.D.1. City of South Miami Proposed Annexation Areas by Priority

City of South Miami 2006 Evaluation and Appraisal Report

Figure II.D.1. City of South Miami Proposed Annexation Areas by Priority



2. Social, Economic and Environmental Impacts

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

The City of South Miami can significantly expand the range of services provided to its residents through impact fees, intergovernmental coordination and annexations. The effective provision of such services has great impacts on the public welfare. It is therefore essential for the City to identify strategies to improve the delivery of services that impact City residents.

From an environmental standpoint, most of the agencies that have jurisdiction over environmental protection and resources in the City operate at the County (Miami-Dade Department of Environmental Resources Management), regional (South Florida Water Management District), State (Florida Department of Environmental Protection), and federal (U.S. Environmental Protection Agency) levels. Coordination with these agencies is therefore essential to achievement of the City's environmental goals.

Significant public cost savings can be realized by effective intergovernmental coordination and annexations. The provision of joint park/school sites, joint use of facilities and infrastructure, and agreements to provide (or receive) key services from other agencies are prime examples of ways in which cost savings can be realized, and services provided more effectively. Moreover, the City is part of the larger regional economy. Effective economic development in the City requires collaboration with other governments in order to achieve shared economic goals, such as job creation and workforce development.

3. Comprehensive Plan Impacts and Recommendations

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

- Objectives 1.3, 1.5, 3.1, 4.2 of the Future Land Use Element, and policies thereunder, as they address strategies to increase the City's ability to deliver services and intergovernmental coordination;
- Objective 1.3 of the Transportation Element, and policies thereunder, as they address intergovernmental coordination with agencies having jurisdiction over transportation in the City;
- Objective 1.3 of the Housing Element, and policies thereunder, as they address intergovernmental coordination in the provision of affordable housing in the City;
- The Infrastructure Element in its entirety, as it addresses the provision of services to City residents by other agencies having jurisdiction over such services;
- The Conservation Element in its entirety, as it addresses the City's coordination with environmental agencies in the preservation of its natural resources;
- Objective 1.3 of the Recreation and Open Space Element, and policies thereunder, as they address coordination with other agencies in the delivery of parks and recreation open space to City resident;
- The Intergovernmental Coordination Element in its entirety;
- The Capital Improvements Element in its entirety.

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

a. Future Land Use Element

Recommendation II.D.LU-1. Add a new Policy under Objective 1.5 stating that that the City shall continue to coordinate with Miami-Dade County Public Schools in accordance with the 2003 *Interlocal Agreement for Public School Facility Planning In Miami-Dade County*, as it may be periodically updated.

Recommendation II.D.LU-2. Objective 3.1 calls for increasing the City's tax base through new development and increased property values. It is recommended that this Objective be revised to call for increasing the City's tax base and financial ability to deliver services to its current and future residents through development, increased property values, annexations, the enactment of impact fees, and other strategies.

Recommendation II.D.LU-3. Add a new Policy under Objective 3.1. stating that by 2007 the City shall evaluate the feasibility of enacting impact fees for parks, transportation, public safety, and other services as appropriate.

Recommendation II.D.LU-4. Add a new Policy under Objective 3.1 stating that by 2007 the City will seek to increase its tax base and improve the delivery of services through annexations that will result in more logical City boundaries and eliminate enclaves.

b. Infrastructure Element

Recommendation II.D.I-1. Objective 1.1 states that the City shall assist the County in providing sewage services, and will urge the County to extend sewers into the Brewer Canal corridor by 1999. It is recommended that this Objective be revised to update the date to 2010 and to acknowledge that sanitary sewer service is supplied by Miami-Dade County.

Recommendation II.D.I-2. Objective 1.3 states that by 2001 the City shall approve an environmentally sensitive program of drainage improvements. It is recommended that this Objective be revised to state that the City shall continue to implement environmentally sensitive drainage improvements through its Citywide Stormwater Drainage Improvement Program.

Recommendation II.D.I-3. Policy 1.3.1. states that the City shall undertake an engineering assessment of the drainage system by 2001. It is recommended that this Policy be revised to reflect that this Policy is being achieved through the implementation of the Citywide Stormwater Drainage Improvement Program.

Recommendation II.D.I-4. Objective 1.4 states that the City will cooperate with the County in order to upgrade substandard water mains and laterals by 1999. It is recommended that this Policy be revised to state that the City will continue to coordinate with the County, as the service provider, in upgrading substandard water mains and laterals in the City, and to delete the reference to the date.

c. Intergovernmental Coordination Element

Recommendation II.D.IC-1. Policy 1.3.5 states that the City shall enter into an interlocal agreement with Miami-Dade County Public Schools by November 2000. It is recommended that this Policy be revised to state that the City shall continue to coordinate with Miami-Dade County Public Schools in accordance with the 2003 *Interlocal Agreement for Public School Facility Planning In Miami-Dade County*, as it may be periodically updated.

Recommendation II.D.IC-2. The City shall coordinate, as appropriate, with the State of Florida, South Florida Regional Planning Council, Miami-Dade County Public Schools, and other agencies in the adoption of a Public Schools Element, in accordance with the established schedule, into the Comprehensive Plan. Areas to be addressed in the Public Schools Element include, but are not limited to, public school concurrency requirements, coordination with other jurisdiction in the development and implementation of uniform school concurrency procedures, proportionate share school impact mitigation options for developers, the collocation of schools with other public facilities, the location of schools proximate to residential areas, the use of schools as emergency shelters, the location of existing and planned school facilities (including maps).

d. Capital Improvements Element

Recommendation II.D.CI-1. Policy 1.1.2 states that staff and engineering studies shall be the basis for the preparation of the City's five year capital improvements program. It is recommended that this Policy be revised to state that staff and engineering studies, and the Comprehensive Plan, shall be the basis for the preparation of the capital improvements program.

Recommendation II.D.CI-2. Policy 1.1.3 states that the City's policy for directing capital expenditures shall give the highest priority to enhancing residential neighborhoods and downtown. It is recommended that this Policy be revised to states that the City will prioritize its capital expenditures in accordance with the goals, objectives, and policies of the Comprehensive Plan.

Recommendation II.D.CI-3. Policy 1.1.4 establishes the City's priorities for capital expenditures. It is recommended that this Policy be revised to identify furtherance of the goals, objectives and policies of the Comprehensive Plan as the top priority for capital expenditures, to provide for a review by the Planning Department for consistency and to update the 5-year program based on a priority system.

Recommendation II.D.CI-4. Add a new Policy under Objective 1.3. stating that by 2007 the City shall evaluate the feasibility of enacting impact fees for parks, transportation, public safety, and other services as appropriate.

Recommendation II.D.CI-5. It is recommended that a new Objective and policies be added to the Capital Improvements Element to provide for the following:

- The City's Five Year Capital Improvements Program is formally adopted into the City's Capital Improvements Element, and future updates to the Capital Improvements Program shall be adopted into the Comprehensive Plan by amendment on an annual basis. Outside revenue sources included in the Five Year Capital Improvements shall be guaranteed by developer agreements and interlocal agreements. The Capital Improvements Program shall be coordinated, as appropriate, with the Miami-Dade Metropolitan Planning Organization's Long Range Transportation Plan and the Water Supply Facility Workplan of Miami-Dade County.