

CHAPTER IV. COMMUNITYWIDE ASSESSMENT

An important requirement for the Evaluation and Appraisal Report is a comparison of how conditions in the community have changed between the date of the previous EAR and present. The following topics are addressed in this Chapter: population growth and changes in land area, as per S. 163.3191 (2)(a), F.S.; the extent of vacant land, as per S. 163.3191 (2)(b), F.S.; the location of development in relation to location of development as anticipated in the Comprehensive Plan, as per S. 163.3191 (2)(d), F.S.; the extent to which those services with Level of service standards outlined in the Comprehensive Plan do not meet the standards, and an analysis and evaluation of the City's ability to fund new or expanded infrastructure necessary to correct the deficiencies, and to provide for future growth at acceptable levels of service, as per S. 163.3191 (2)(c), F.S.; the success and failure of coordinating residential development and public school planning, as per S. 163.3191 (2)(k), F.S.; and relevant changes in growth management laws (State Comprehensive Plan, the requirements of Chapter 163, Part II, the minimum criteria contained in Chapter 9J-5, Florida Administrative Code and the Strategic Regional Policy Plan for South Florida) since the date of the previous EAR for consistency with the Comprehensive Plan, as per S. 163.3191 (2)(f), F.S.

A. Population Changes, Vacant Land, Changes in Land Area, and Location of Development in Relation to South Miami Comprehensive Neighborhood Plan

In 2000, the City of South Miami had a population of 10,741, an increase of three (3) percent over the 1990 population of 10,404⁶². 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)⁶³. 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. Table I.1. and Figure I.2. in Chapter I. detail the City's existing land uses in 2005 in gross acres. As shown, in 2005 there were only 34.09 acres of vacant/undeveloped land in the City. These parcels are primarily scattered undeveloped lots in residential neighborhoods. 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.

The development and redevelopment that has occurred in the City since the date of the last EAR (1995) has been consistent with the City's adopted Future Land Use Plan Map. In 1996, the City amended the Future Land Use Plan Map and Interpretive Text to establish the Redevelopment Area and Infill District, and in 2000 the City further amended the Map and Interpretive Text to include the South Miami Community Redevelopment Area as part of the Redevelopment Area and Infill District. In 1996, the City amended the Future Land Use Plan Map and Interpretive Text to establish the Transit Oriented Development District. There have been no other substantive changes to the Future Land Use Plan Map since 1995, and development and redevelopment in the City has occurred in accordance with the Comprehensive Plan.

⁶² Miami-Dade County Department of Planning & Zoning, *Miami-Dade County Facts*, November 2001

⁶³ University of Florida Shimberg Center for Affordable Housing, *Affordable Housing Needs Assessment*, 2003

B. Level of Service Analysis and Financial Feasibility

As noted in its Chapter II.D., 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 over the five, ten and twenty year planning periods. 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 City of South Miami has adopted the following Level of Service standards in its Comprehensive Plan. Through the implementation section of its Concurrency Management System, the City ensures that future land development regulations and City policies are consistent with the City's ability to provide the capital facilities required to maintain adopted Level of Service Standards, including those needed to maintain or enhance the quality of life.

1. Sanitary Sewer

LOS Standard – Sanitary sewer level-of-service standard for sewer areas shall be as follows: the project flow plus the minimum day flow (the average of the five highest daily flows) of the preceding calendar year shall not exceed 98 percent of the County treatment system's rated capacity. Otherwise, septic tanks shall be the level of service.

Approximately 1/3 of South Miami, including the Hometown and Transit Oriented Development districts, is provided with sewer services through the Miami-Dade Water and Sewer Department (WASD). The remainder of the City, including most of the single family residential neighborhoods, is on septic tanks. Miami-Dade County Water and Sewer Department oversees the development of all sewer facilities within the City. The City coordinates with WASD on an ongoing basis in the delivery of sewer services within the City.

According to the County's 2003 Evaluation and Appraisal Report, in 2003 the systemwide capacity of the County's wastewater treatment system was 352.50 million gallons per day, which exceeded average daily demand of 310.81 million gallons per day. Moreover, the County has maintained adequate system capacity to meet demand between 1995 and 2005. The County has programmed \$1.3 billion in capital sanitary sewer projects to ensure its

ability to continue to provide the capacity needed to address existing and projected demand for sanitary sewer service.⁶⁴

The City, through its permitting processes and land development regulations, and coordination with the County, ensures that adequate wastewater transmission capacity exists to serve new development and redevelopment. Moreover, the City analyzes impacts of certain development proposals (rezonings, changes in Future Land Use designations, etc.) through the performance of concurrency management analyses as per the Concurrency Management System. The City has met its Level of Service Standard for sanitary sewer since 1995, and has not had to delay or prohibit development or redevelopment due to sanitary sewer capacity issues. The County's programmed capital improvements and the City's continued implementation of land development regulations, permitting processes, and the concurrency management system should ensure that the adopted Sanitary Sewer Level of Service Standard is met through the planning periods. The City does not anticipate any problems in meeting its sanitary sewer Level of Service standard by 2015 or 2025.

2. Potable Water Transmission Capacity

LOS Standard – The County shall provide a level of service such that the project flow plus the minimum day flow (the average of the five highest daily flows) of the preceding calendar year shall not exceed 98 percent of the County treatment system's rated capacity.

The potable water network within the City of South Miami is an interconnected county-wide system. The City coordinates with the County in the identification of needed improvements to water mains and laterals located in the City. Through the Concurrency Management Program developers provide water installation as projects are constructed. Since the date of the last EAR the County has completed water line improvements along South Dixie Highway. A new transmission line was provided along Sunset Drive in 1993.

Despite the fact that it does not have a Utilities Department, the City has taken a proactive role in ensuring safe drinking water and fire protection to its residents by obtaining a \$1,000,000 grant from the State of Florida Department of Environmental Protection's Drinking Water Fund for water distribution system improvements. The City will turn over the proposed water distribution system (pipes) to the Miami-Dade Water and Sewer Department upon completion

According to Miami-Dade County's 2003 Evaluation and Appraisal Report⁶⁵, in 2003 the capacity of Miami-Dade County's water system was 454.77 million gallons per day, which exceeded average daily demand of 346.10 million gallons per day and provided adequate capacity to meet and exceed the City's Level of Service standard. The EAR further reported that no areas of fire flow deficiency existed in the City of South Miami. Miami-Dade County currently has programmed \$883 million in water capital improvements

⁶⁴ *Miami-Dade County Adopted Evaluation and Appraisal Report*, Miami-Dade County Department of Planning and Zoning

⁶⁵ *Miami Dade County Adopted 2003 Evaluation and Appraisal Report*, Miami-Dade Department of Planning and Zoning

projects in order to ensure its ability to continue to provide the capacity needed to address existing and projected demand for potable water. Based on this information, the City does not anticipate any problems in meeting and exceeding its potable water Level of Service standard by 2015 or 2025.

The City, through its permitting processes and land development regulations, and coordination with the County, ensures that adequate potable water capacity exists to meet the adopted Level of Service Standard. Moreover, the City analyzes impacts of certain development proposals (rezonings, changes in Future Land Use designations, etc.) through the performance of concurrency management analyses as per the Concurrency Management System. The City has met its Level of Service Standard for potable water since 1995, and has not had to delay or prohibit development or redevelopment due to potable water capacity issues. The County's programmed capital improvements and the City's continued implementation of land development regulations, permitting processes, and the concurrency management system should ensure that the adopted Potable Water Level of Service Standard is met through the planning periods. The City does not anticipate any problems in meeting its Potable Water Level of Service standard by 2015 or 2025.

Chapter 163, Florida Statutes, requires the preparation of a 10-year Water Supply Facilities Workplan by local governments with water supply facility responsibilities. The City does not have water supply responsibilities, as it receives its water supply through the Miami-Dade Water and Sewer Department. Therefore, the City will support Miami-Dade County's implementation of the Water Supply Facilities Workplan requirement as appropriate, and other County efforts to ensure that the City's water supply needs are met.

3. Recreation and Open Space

LOS Standard – 4 acres of public parks per 1,000 residents

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, four acres have been recently allocated for new residential development, which increases the acreage that the City must provide to 47.4 acres. 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 four acres. 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.

The City has met its Level of Service Standard for recreation open space since 1995, and has not had to delay or prohibit development or redevelopment due to recreation and open space issues. 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 11,331.⁶⁶ 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.

4. Solid Waste Collection Capacity

LOS Standard – Pursuant to the City's interlocal agreement with Miami-Dade County for use of the County Solid Waste Management System, the County shall ensure that the System, which includes County-owned solid waste disposal facilities and those under contract with the County for disposal, for a minimum of five years, collectively maintain an amount of solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long-term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated non-committed waste-flows.

The City's collection services are as follows: Commercial Garbage – daily; Residential Garbage – twice a week; Residential Trash twice a week; and, Residential Bulk Trash – once a week. The City's Public Works Department transports collections to the County transfer station located at 2900 SW 72 Avenue.

Miami-Dade County provides the disposal facilities for solid waste collected in the City. According to the County's 2003 Evaluation and Appraisal Report, the County's existing solid waste disposal system has the capacity to meet solid waste disposal demand through 2011. The County has programmed \$75.83 million in capital solid waste disposal projects to address existing and projected demand, and to further expand capacity. The City has met its Level of Service Standard for solid waste since 1995, and has not had to delay or prohibit development or redevelopment due to solid waste collection capacity issues. The City therefore does not anticipate any problems in meeting its solid waste Level of Service standard by 2015 or 2025.

The City, through its permitting processes, land development regulations, and concurrency management system, ensures that adequate solid waste collection capacity exists to meet the adopted Level of Service Standard. Moreover, the City analyzes impacts of certain development proposals (rezonings, changes in Future Land Use designations, etc.) through the performance of concurrency management analyses as per the Concurrency Management System.

⁶⁶ University of Florida Shimberg Center for Affordable Housing, *Affordable Housing Needs Assessment*, 2003

5. Drainage

LOS Standard – In lieu of a Level of Service Standard for Drainage, Objective I-1.3 of the Infrastructure Element is as follows: “By 2001, approve an environmentally sensitive program of drainage improvements to correct deficiencies.” The City’s Public Works Department has implemented this Objective by overseeing the City’s participation in, and compliance with, the National Stormwater Pollutant Discharge Elimination (NPDES) Program, and through the implementation of the Citywide Drainage Improvements Program. Specifically, four drainage improvement projects are currently in the City’s Capital Budget as part of the Citywide Drainage Improvement Program.

The areas of the City of South Miami that are located south of US-1 and along Brewer Canal are located within the 100-year floodplain, and federally designated as a Special Flood Hazard Area. In 1992, the City adopted Ordinance No. 32-92-1596, “Flood Damage Prevention Ordinance”, which codifies the City’s on-going participation in the National Flood Insurance Program, and requires that buildings in the area be elevated and flood-proofed. The City, through its website and public information programs, provides information to residents and businesses located in these zones.

In preparing the EAR-based amendments, it is recommended that the City adopt a Level of Service Standard for Drainage/Flood Protection in accordance with the Citywide Drainage Improvement Program and Flood Damage Prevention Ordinance. It should also adopt or make reference to any Chapter 24, Code of Miami-Dade County regulations regarding run-off in the Land Development Code

6. Roadways

Level of Service Standard - 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.

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. in Chapter II.B. 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.2. in Chapter II.B. 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.

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.

As noted in Chapter II.B., 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 the Strategic Intermodal Transportation System and adopted level of service standards of roadways funded in accordance with Section 339.2819, F.S. Proof that cities participating in this type of system are enhancing alternative modes of transportation, fostering mobility and ensuring connectivity will be required. It is anticipated that this legislation will significantly change the impact of the TCEAs, as proposed development in these areas will be subject to a more stringent review of its impacts on the transportation system and levels of service.

7. Recommendation

Recommendation IV.B.1. Amend the Infrastructure Element to include a Level of Service Standard for Drainage/Flood Protection under Objective 1.3 in accordance with the Citywide Drainage Improvement Program and Flood Damage Prevention Ordinance.

C. Coordination of Land Use and Public School Planning

The City of South Miami has coordinated its Comprehensive Plan with existing and planned public schools as per statutory requirements since 1995. As prescribed, the School Board has provided the City with a letter asking for a finding of consistency with the Comprehensive Plan before acquisition of school sites within the City, and the City has responded in the required timeframe. Additionally, the School Board has provided the City with copies of its Five Year Plans.

1. Interlocal Agreement for Joint Public School Facility Planning

In February 2003 the City, along with 28 other municipalities, Miami-Dade County and Miami-Dade County Public Schools entered into the *Interlocal Agreement for Public School Facility Planning In Miami-Dade County*. This far-reaching collaborative agreement, which was mandated by Sections 163.31777 and 1013.33 of the Florida Statutes, allows for better coordination in the educational facilities decision making process.

Key requirements of the Interlocal Agreement⁶⁷ 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.

⁶⁷ Interlocal Agreement for Public School Facility Planning in Miami-Dade County, 3/05/03

- The County and municipalities must notify M-DCPS of proposed land use applications and development proposals that affect student enrollment.

2. Miami-Dade County Working Group on Public Schools Overcrowding Relief

In response to the overcrowding problem that is plaguing many County schools, in September 2003 Miami-Dade County and the Miami-Dade School Board established the Miami-Dade County Working Group on Public Schools Overcrowding Relief. In October 2004, the task force adopted a final report for submission to the Miami-Dade Board of County Commissioners and School Board. Key recommendations include: levying additional documentary stamp fees on the sale or resale of homes for school construction; exempting the cost of a parking garage from the cost per student station restriction when building a new facility; establishing criteria for allowing the conversion of non-school structures into public education facilities; revising the educational “amenities” that are required at public schools to save time, money and space; siting schools along existing and future transit corridors; pursuing Educational Facilities Benefit Districts in areas of substantial growth; and periodic review of the County Educational Facilities Impact Fee Ordinance.

Of particular interest to the City of 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.

3. Educational Facilities Impact Fee

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

4. Public Schools Element

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.

D. Consistency with Growth Management Laws

Section 163.3191 (2)(f), F.S., requires that the Evaluation and Appraisal Report evaluate relevant changes in growth management laws since the date of the previous EAR (1995) for consistency with the South Miami Comprehensive Plan. The following summarizes the results of this review.

1. State Comprehensive Plan

As noted above, Section 163.3191 requires that the Evaluation and Appraisal Report evaluate relevant changes in growth management laws, including the State of Florida Comprehensive Plan, since the date that the City's Comprehensive Plan was adopted. Appendix B. indicates the manner in which the City is complying with the adopted State of Florida Comprehensive Plan (Chapter 187, Florida Statutes). Based on a review of Appendix C., the following additional Comprehensive Plan amendments are recommended.

a. Intergovernmental Coordination Element

Recommendation IV.D.1.IC-1. Add a new Objective stating that the City shall coordinate with federal, State, and local agencies to increase the health, safety, welfare and economic independence of all residents, including special needs groups, and policies providing for the following:

- The City shall coordinate with federal, State and local agencies, as appropriate, in order to protect the health, safety and welfare of its children;
- The City shall coordinate with federal, State, and local agencies, as appropriate, in order to strengthen the economic independence of families, particularly those of low and moderate income;
- The City shall coordinate with federal, State and local agencies, as appropriate, in order to improve the quality of life and independence of the elderly;
- The City shall coordinate with federal, State, and local agencies and health care facilities and organizations (including South Miami Hospital), as appropriate, in order to ensure a healthy environment, and the health of the population;
- The City shall coordinate with federal, State and local agencies in protecting the public safety of its residents through crime prevention, fire and rescue services, traffic safety enhancements, and emergency management;
- The City shall continue to coordinate with federal, State and local agencies, as appropriate, in order to promote and provide economic opportunities for unemployed and economically disadvantaged residents in the promotion of quality education, workforce training programs, increased job opportunities, and job creation;
- The City shall continue to coordinate with federal, State and local agencies, including the Greater Miami Convention and Visitor's Bureau, as appropriate, in promoting responsible tourism in the State and region.

2. Chapter 163, Florida Statutes

A Table indicating the manner in which the City of South Miami is addressing the requirements of Chapter 163, Florida Statutes, through 2005 is attached as Appendix C. In May 2005 the State of Florida adopted additional amendments to Chapter 163 and its growth management requirements. Based on a review of the Table in Appendix C., the following additional Comprehensive Plan amendments are recommended:

a. Future Land Use Element

Recommendation IV.D.2.LU-1. It is recommended that the Future Land Use Element be amended to include a new Policy under Objective 1.1 to address criteria for ensuring compatibility of new development or redevelopment with military installations, as required by s. 163.3177, F.S. The Policy should note that while there are no military installations within or proximate to the City at present, the City will adhere to State statutory requirements to ensure compatibility of new development and redevelopment with military operations if a military installation is located within or within one-half mile of its boundaries in the future.

b. Infrastructure Element

Recommendation IV.D.2.I-1. It is recommended that the following new Policy be added to the Infrastructure Element under Objective 1.6: The City shall support, as appropriate, Miami-Dade County's development and implementation of the Water Supply Facilities Workplan required by Florida Statute, and the water conservation efforts of other agencies.

c. Conservation Element

Recommendation IV.D.2.C-1. It is recommended that the following new Policy be added to the Conservation Element under Objective 1.4: The City shall support, as appropriate, Miami-Dade County's development and implementation of the Water Supply Facilities Workplan required by Florida Statute, and the water conservation efforts of other agencies.

d. Intergovernmental Coordination Element

Recommendation IV.D.2.IC-1. It is recommended that the following new Policy be added to the Intergovernmental Coordination Element under Objective 1.4: The City shall support, as appropriate, Miami-Dade County's development and implementation of the Water Supply Facilities Workplan required by Florida Statute, and the water conservation efforts of other agencies.

3. Rule Chapter 9J-5, Florida Administrative Code

A table indicating the manner in which the City of Miami is addressing the requirements of Rule Chapter 9J-5, Florida Administrative Code, is attached as Appendix C. This review indicates that the City's Comprehensive Plan addresses the Rule Chapter 9J-5 requirements, and no additional amendments are recommended.

4. Strategic Regional Policy Plan for South Florida

As noted above, Section 163.3191 requires that the Evaluation and Appraisal Report evaluate relevant changes in growth management laws, including the South Florida Regional Planning Council's Strategic Regional Policy Plan of South Florida (SRPPSF), which was adopted on June 7, 2004 and became effective on July 7, 2004. Appendix D. indicates the manner in which the City is complying with the South Florida Regional Policy Plan. Based on a review of Appendix D., no additional amendments are recommended.

E. Evaluation of Multimodal Transportation District and the Need for Developing a Common Methodology for Measuring Transportation Impacts

Section 163.3191(2)(o), F.S., requires that local governments evaluate the extent to which the multi-modal transportation district has been successful in achieving its purpose. As noted in Chapter II.B., 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. In this regard, the Transportation Concurrency Exception Area has been successful in achieving one of its purposes; allowing development and redevelopment in established infill areas where infrastructure is in place, despite the congested roadway conditions that often exist in such areas.

The City's adopted Level of Service standards for 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. in Chapter II.B. 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.2. in Chapter II.B. 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.

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.⁶⁸

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.⁶⁹ 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.⁷⁰ In addition, the City's neighborhood-specific charrettes and redevelopment plans have all identified increased bicycle and pedestrian access as key objectives.

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

⁶⁸ *Miami-Dade Transit Authority Ridership Technical Report, MetroRail Boardings by Station, May 2005*

⁶⁹ *City of South Miami People's Transportation Plan, 5-Year Plan (2003-2008)*, City of South Miami Public Works & Engineering Department, April 20, 2004

⁷⁰ *The City of South Miami Hometown Intermodal Transportation Study*, Kimley-Horn and Associates, Inc. for the City of South Miami, August 2002.

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 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 in Chapter II.B. 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.

Section 163.3191(2)(p), F.S. requires an assessment of the extent to which changes are needed to adopt a common methodology for measuring impacts on transportation facilities among municipalities and counties. As noted in Chapter II.D., by 2006 the City shall measure the impacts of proposed development and redevelopment on its multi-modal transportation system, in accordance with S. 163.3180, F.S. The City shall coordinate with FDOT, Miami-Dade County, and other jurisdictions in the County in the identification of changes that are needed in order to develop of common methodologies for measuring such impacts. Additional coordination and analysis is needed in order to determine the nature and extent of specific changes.

CHAPTER V. SUMMARY OF RECOMMENDATIONS

The following Chapter includes a complete listing of the Evaluation and Appraisal Report recommendations by Element. These recommendations are made as a result of the evaluation and appraisal of the South Miami Comprehensive Plan that is documented in Chapters II., III., and IV. Please refer to these chapters for more information about the reasons that specific recommendations are being made.

General Recommendation 1. The review of the Comprehensive Plan indicates a need for a general reorganization to improve its readability and eliminate old strikethroughs and underscores. Moreover, referenced to Metropolitan-Dade County should be changed to Miami-Dade County throughout, typographic errors as noted in this Chapter's tables should be corrected, and other references should be updated as appropriate.

A. FUTURE LAND USE ELEMENT RECOMMENDATIONS

Recommendation 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 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 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;
- evaluate the costs and benefits of the current parking and height bonus allocation system for Transit Oriented Development, 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 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 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 LU-6. It is recommended that the Future Land Use Element be amended to include a new Policy under Objective 1.1 to address criteria for ensuring compatibility of new development or redevelopment with military installations, as required by s. 163.3177, F.S. The Policy should note that while there are no military installations within or proximate to the City at present, the City will adhere to State statutory requirements to ensure compatibility of new development and redevelopment with military operations if a military installation is located within or within one-half mile of its boundaries in the future.

Recommendation LU-7. 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 LU-8. 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 “Historic Preservation Board”.

Recommendation LU-9. 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 LU-10. 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 LU-11. 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 LU-12. 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 LU-13. 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 LU-14. 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, concurrency determinations and other strategies.

Recommendation LU-15. Policy 3.1.4 states that the City shall create a Transit Oriented Development District within walking distance 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. 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 (criteria or types of impacts).

Recommendation LU-16. 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 LU-17. 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.

Recommendation LU-18. 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 LU-19. 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 LU-20. 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 LU-21. 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 LU-22. Add the following sentence to the Mixed Use Commercial/Residential and 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 LU-23. 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 neighborhood retail uses, particularly along major streets, at neighborhood transition areas, or within the Community Redevelopment Area.

B. TRANSPORTATION ELEMENT RECOMMENDATIONS

Recommendation 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 T-2. 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 T-3. 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 T-4. 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 T-5. 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. 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.

Recommendation T-6. 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 T-7. 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 to add “except for minor intersection improvements that foster improved traffic operations and management”.

Recommendation T-8. 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 T-9. 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. 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 T-10. 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 T-11. 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 T-12. 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 T-13. 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.

Recommendation T-14. 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 facility and program improvements (such as the Trolley) as necessary, and in conjunction with other metropolitan agencies.

Recommendation T-15. 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 T-16. 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 T-17. 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 is designated as a Transportation Concurrency Management Area.

Recommendation T-18. 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 T-19. Delete interim policies 1.6.7 and 1.6.8, as they are no longer relevant.

Recommendation T-20. 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 T-21. 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.

C. HOUSING ELEMENT

Recommendation 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 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 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 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 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 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 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 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 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 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 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.

D. INFRASTRUCTURE ELEMENT

Recommendation 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.

Recommendation I-2. Amend Policy 1.1.3. of the Infrastructure Element to require the performance of drainage calculations for new development, including single family development, to ensure no net increase in runoff.

Recommendation I-3. 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 I-4. 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 I-5. Amend the Infrastructure Element to include a Level of Service Standard for Drainage/Flood Protection under Objective 1.3 in accordance with the Citywide Drainage Improvement Program and Flood Damage Prevention Ordinance.

Recommendation I-6. 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 in upgrading substandard water mains and laterals in the City, and to delete the reference to the date.

Recommendation I-7. It is recommended that the following new Policy be added to the Infrastructure Element under Objective 1.6: The City shall support, as appropriate, Miami-Dade County's development and implementation of the Water Supply Facilities Workplan required by Florida Statute, and the water conservation efforts of other agencies.

E. CONSERVATION ELEMENT

Recommendation C-1. Policy 1.3.1 states that the City's Environmental Review and Preservation Board will monitor and preserve natural communities. This policy should be amended to delete "Environmental Review and Preservation Board" as this is not the Board's charge.

Recommendation C-2. It is recommended that the following new Policy be added to the Conservation Element under Objective 1.4: The City shall support, as appropriate, Miami-Dade County's development and implementation of the Water Supply Facilities Workplan required by Florida Statute, and the water conservation efforts of other agencies. Amend the Conservation and Coastal Management Element as follows:

F. RECREATION AND OPEN SPACE ELEMENT

Recommendation 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 for every 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 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 and required dedications”.

Recommendation 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 have been provided in Murray Park and at the YMCA site.

Recommendation 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 PR-5. Add the following new Policy under Objective 1.1: By 2007, 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 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 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 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 facilities have been provided in Murray Park and at the YMCA site.

G. INTERGOVERNMENTAL COORDINATION ELEMENT

Recommendation 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 IC-3. Add the following new Policy under Objective 1.3: The City shall coordinate, as appropriate, with the State of Florida, South Florida Regional Planning Council, Miami-Dade County Public Schools, and other agencies in the adoption of a Public Schools Element, in accordance with the established schedule, into the Comprehensive Plan. Areas to be addressed in the Public Schools Element include, but are not limited to, public school concurrency requirements, coordination with other jurisdiction in the development and implementation of uniform school concurrency procedures, proportionate share school impact mitigation options for developers, the collocation of schools with other public facilities, the location of schools proximate to residential areas, the use of schools as emergency shelters, the location of existing and planned school facilities (including maps).

Recommendation IC-2. It is recommended that the following new Policy be added to the Intergovernmental Coordination Element under Objective 1.4: The City shall support, as appropriate, Miami-Dade County's development and implementation of the Water Supply Facilities Workplan required by Florida Statute, and the water conservation efforts of other agencies.

Recommendation IC-3. Add a new Objective stating that the City shall coordinate with federal, State, and local agencies to increase the health, safety, welfare and economic independence of all residents, including special needs groups, and policies providing for the following:

- The City shall coordinate with federal, State and local agencies, as appropriate, in order to protect the health, safety and welfare of its children;
- The City shall coordinate with federal, State, and local agencies, as appropriate, in order to strengthen the economic independence of families, particularly those of low and moderate income;
- The City shall coordinate with federal, State and local agencies, as appropriate, in order to improve the quality of life and independence of the elderly;
- The City shall coordinate with federal, State, and local agencies and health care facilities and organizations (including South Miami Hospital), as appropriate, in order to ensure a healthy environment, and the health of the population;
- The City shall coordinate with federal, State and local agencies in protecting the public safety of its residents through crime prevention, fire and rescue services, traffic safety enhancements, and emergency management;

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- The City shall continue to coordinate with federal, State and local agencies, as appropriate, in order to promote and provide economic opportunities for unemployed and economically disadvantaged residents in the promotion of quality education, workforce training programs, increased job opportunities, and job creation;
- The City shall continue to coordinate with federal, State and local agencies, including the Greater Miami Convention and Visitor's Bureau, as appropriate, in promoting responsible tourism in the State and region.

H. CAPITAL IMPROVEMENTS ELEMENT

Recommendation 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 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 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.

Recommendation 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 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.

CHAPTER VI. PUBLIC PARTICIPATION SUMMARY

In 1998, the State of Florida revised the statutory requirements for the EAR to allow local governments to base their analysis on the key local issues that they are facing. In order to comply with these requirements, and in recognition of the complicated and diverse range of planning issues that the City of 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 conducted in August 2005.

Based on input received via this process, the City of South Miami identified four major issues for inclusion in the EAR. 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 draft EAR was subject to an intensive public participation process that included multiple Planning and Zoning Board and City Commission workshops and hearings prior to its adoption on January 5, 2006. Members of the public and the South Miami Homeowners Association provided substantive input throughout the process. A summary documentation of the methods, milestones and procedures utilized in this process is provided on the following page.

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SUMMARY OF CITIZEN INPUT METHODS

WEB SITE COMMENTS

- Comments forwarded to Planning Department in response to web site invitation on cityofsouthmiami.net

MEETINGS (Information gathering)

- November 30, 2004 - Planning Board Workshop on visioning, citizens in attendance were invited to participate.
- February 28, 2005 - Historic Preservation Board, elicited responses relating to historic preservation issues.
- February 28, 2005 - Interagency Scoping Meeting, staff from other governmental (State, County) agencies invited to provide comments and suggestions.
- March 19, 2005 - Environmental Review and Preservation Board, obtained comments related to design and site issues.
- April 14, 2005 - City Commission Workshop; Mayor and Commissioners provided comments on planning issues.
- May 23, 2005 - Open Public Comment Meeting, several dozen citizens provided input on planning and development issues.

COMMENTS VIA LETTERS / INFORMAL MEETINGS

- Letters received from citizens.
- Comments brought to staff during meetings with citizens, developers and property owners.

CITIZEN SURVEY-MAIL OUT

- Mail out of questionnaire in the August City newsletter will be sent to all households; survey questions same as the 1988 survey.

RANDOMIZED PHONE SURVEY

- Phone survey of 250-300 households to obtain information on future development and level of services.

PUBLIC HEARINGS

- Planning Board public hearings (August 30, 2005; September 15, 2005; September 29, 2005) on the EAR Document prior to transmittal to City Commission.
- City Commission discussion workshop (November 7, 2005); public hearings (November 15, 2005 – November 28, 2005) on the EAR Document prior to the January 5, 2006 adoption hearing.

APPENDIX A.
DCA LETTER OF UNDERSTANDING AND SCOPE OF WORK

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES**

ISSUE	COMMENTS/DATA SOURCES
<p align="center">1. <u>LAND USE, DEVELOPMENT AND REDEVELOPMENT</u></p> <p>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), strategies to address adult entertainment uses, 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.</p>	<p>Data sources to include the adopted Hometown Plan, Community Redevelopment Agency plans, charrette reports, and the University of Florida Shimberg Center's Affordable Housing Needs Assessment, South Miami-Dade Watershed Study</p>
<p>a. Scale of Development/Redevelopment</p> <p>The height and mass of buildings being developed or redeveloped in the City, including infill development standards, lot splits and "overbuilding" on lots, and the impacts of such development on existing buildings, infrastructure, neighborhoods, and quality of life, will be addressed, as will the density of infill development and redevelopment. Recommendations to amend the Comprehensive Plan, and for subsequent revisions to the land development regulations, may be made to address this issue.</p>	<p>Evaluate incentives to encourage property owners to develop/redevelop in keeping with neighborhood character, and to discourage overbuilding (Commission Workshop)</p> <p>Evaluate the effectiveness and utilization of development bonuses (Commission Workshop)</p> <p>Building mass is a concern (Public Workshop)</p> <p>Lot overbuilding is a concern – evaluate adjustments to setback requirements (Public Workshop)</p> <p>Prohibit "big box" retailers (Public Workshop)</p>

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES continued**

ISSUE	COMMENTS/DATA SOURCES
<p>b. Conflicts between Land Uses</p> <p>Ensuring appropriate transitions and connectivity between land uses in order to minimize conflicts (i.e. businesses behind single family), and maintaining a proper balance of uses in the City, is an ongoing concern. Transition and buffering standards, as well as potential revisions to mixed-use categories, will be addressed, and Comprehensive Plan amendments and subsequent land development regulation revisions may be recommended.</p>	<p>Assess and strengthen “buffer zones” between residential and non-residential uses (Commission Workshop)</p> <p>Develop strategies to provide integrated, mixed-use development in neighborhoods (Commission Workshop)</p> <p>Evaluate the City’s retail mix, and identify “underrepresented” retail types (i.e. grocery stores, discount retailers) (Commission Workshop)</p> <p>Rezoning residences for businesses is causing problems in neighborhoods – rezonings should only be granted due to overwhelming need (Public Workshop)</p> <p>Concerns about maintaining residential uses on SW 64 Ct. – concerned about incursion of non-residential uses (Public Workshop)</p> <p>Concerns about cars parking in residential areas in order to access nearby businesses (Public Workshop)</p> <p>Some areas can’t sustain single family residential uses – residential/office is appropriate in some areas (i.e. S. Manor Lane between 79th and 80th streets.</p>

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES continued**

ISSUE	COMMENTS/DATA SOURCES
<p>c. Urban Design/Beautification</p> <p>Maintaining and enhancing the City's physical and built environment through the implementation of design guidelines, preservation of historic buildings and resources, landscape requirements, code enforcement, beautification programs, and other strategies (such as requiring underground utilities) is key to the City's identity and quality of life. Comprehensive Plan amendments and subsequent land development regulation revisions may be recommended to address this issue.</p>	<p>Evaluate property rights implications of increased regulations (Commission Workshop)</p> <p>Evaluate landscaping on 62nd Avenue (Public Workshop).</p>
<p>d. Coordinated Transportation and Land Use Planning</p> <p>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. Comprehensive Plan amendments and subsequent land development regulation revisions may be recommended.</p>	<p>Consider zoning along the US-1 corridor (Interagency Scoping Meeting)</p>

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES continued**

<u>ISSUE</u>	<u>COMMENTS/DATA SOURCES</u>
<p>e. Redevelopment</p> <p>Particular neighborhoods in the City demonstrate blighted conditions and unmet redevelopment needs. Redevelopment strategies for these areas will be addressed, and Comprehensive Plan amendments and subsequent land development regulation revisions may be recommended.</p>	<p>Consider property tax incentives as a tool to meet redevelopment goals (Interagency Scoping Meeting)</p> <p>Preserve and enhance single family neighborhoods and foster the development of urban activity centers (Public Workshop)</p>
<p>f. Land Use and Zoning Districts</p> <p>The City's existing land use and zoning districts will be evaluated, and additional districts may be recommended, particularly with regards to annexation areas.</p>	<p>Evaluate and revise the City's mixed use categories and transit oriented development standards (Commission Workshop)</p> <p>Evaluate the effectiveness of and improvements to the City's land development regulations and zoning districts (Commission Workshop)</p> <p>Evaluate zoning on SW 62nd Avenue (Public Workshop)</p> <p>Conduct a needs assessment – what does the community need in terms of land uses? (Public Workshop)</p>

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES continued**

ISSUE	COMMENTS/DATA SOURCES
<p>g. Housing</p> <p>The City's current and projected housing needs will be addressed, and strategies to ensure the provision of a full range of housing types and options throughout the City will be examined. Evaluate the City's current and projected need for housing that is affordable to very low, low, and moderate income households.</p>	<p>Consider property tax incentives as a tool to meet affordable housing goals (Interagency Scoping Meeting)</p> <p>Evaluate the City's housing stock (Interagency Scoping Meeting)</p> <p>Address affordable housing (Interagency Scoping Meeting and Commission Workshop)</p> <p>Evaluate incentives and development bonuses for affordable housing (Commission Workshop)</p> <p>Evaluate strategies to ensure the provision of a full range of housing types in terms of both cost and tenure (ownership/rental) (Interagency Scoping Meeting and Commission Workshop)</p>

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES continued**

ISSUE	COMMENTS/DATA SOURCES
<p align="center">2. <u>TRANSPORTATION</u></p> <p>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.</p>	<p>Data sources to include adopted State, County and City transportation, parking, bicycle and pedestrian plans</p>
<p>a. Traffic Management</p> <p>Vehicular traffic flow is congested in particular areas of the City, particularly at and in the vicinity of the intersections of SW 72 Street and US-1 and SW 57 Avenue (Red Road) and US-1. Strategies to improve traffic flow and levels of service, and needed transportation improvements, may be identified and recommended in amendments to appropriate elements of the Comprehensive Plan.</p>	<p>Look at internal mobility – origin/destination of internal trips (Interagency Scoping Meeting)</p> <p>Cut through traffic in particular areas (SW 74 Street south of Sunset Drive) is becoming an increasing problem (Public Workshop)</p> <p>Sunset Drive and Ludlum Road is very congested (Public Workshop)</p> <p>Traffic to and from Ludlum Elementary School, including school bus traffic is becoming an increasing problem, especially since Ludlum Elementary School will serve the residents of Dadeland (Public Workshop)</p> <p>Narrowing SW 62nd Avenue could result in increased traffic in neighborhoods (Public Workshop)</p> <p>Traffic noise is impacting neighborhoods – i.e. SW 83rd Street (Public Workshop)</p>

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES continued**

ISSUE	COMMENTS/DATA SOURCES
<p>b. Multi-Modal Transportation Alternatives</p> <p>Better mobility to existing and future residents through a variety of transportation modes needs to be addressed through such strategies as updated bicycle, pedestrian <u>and parking plans</u>, ensuring adequate access to parking facilities, needed revisions to public parking formulas, and evaluation of ultimate rail and transit system capacities. The implementation of alternatives to the US-1 overpass and pedestrian linkages between SW 72 Street and downtown should be examined, as should FDOT rails to trails programs and the provision of more bicycle paths. Amendments to the Comprehensive Plan may be recommended as a result of this analysis.</p>	<p>Evaluate pedestrian connectivity (Interagency Scoping Meeting)</p> <p>Consider need for a transportation master plan (Interagency Scoping Meeting and Commission Workshop)</p> <p>Evaluate the maximum ridership capacity of MetroRail (Commission Workshop)</p> <p>Develop a plan to connect all areas of the City via bicycle and pedestrian paths (Commission Workshop)</p> <p>Consider a pedestrian overpass to provide better connectivity to downtown (Interagency Scoping Meeting)</p> <p>Provide more uniform parking requirements, and quantify the City's parking problems; update parking plans; revisit parking credits (Commission Workshop)</p> <p>Transportation Concurrency Area should be tied to transit guidelines (Interagency Scoping Meeting)</p> <p>Evaluate bicycle paths and pedestrian facilities, and status of rails to trails program (Public Workshop)</p> <p>Increase parking enforcement in neighborhoods (Public Workshop)</p> <p>Move traffic through slowly and safely, compatible with bicycle/pedestrian traffic (Public Workshop)</p>

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES continued**

ISSUE	COMMENTS/DATA SOURCES
<p>c. Regional Transportation System</p> <p>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. These impacts will be evaluated, and strategies to improve coordination to address these impacts may be identified and recommended in amendments to appropriate elements of the Comprehensive Plan.</p>	<p>Look at People's Transportation Plan improvements (Interagency Scoping Meeting)</p>

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES continued**

ISSUE	COMMENTS/DATA SOURCES
<p align="center">3. <u>PARKS AND RECREATION</u></p> <p>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.</p>	<p>Data sources to include the City's park inventory and park plans</p>
<p>a. Greenspace and Open Space</p> <p>As a substantially developed urban center, the City of South Miami needs additional green and/or open spaces to provide urban relief and an aesthetically pleasing environment. Moreover, such spaces provide numerous environmental benefits, and are an important component of quality of life. Strategies to maintain, improve and increase such spaces will be examined, and Comprehensive Plan amendments to address such strategies may be recommended.</p>	<p>Evaluate the inventory of City-owned land to identify opportunities for the creation of pocket parks, and for the enhancement of view corridors (Commission Workshop)</p>

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES continued**

ISSUE	COMMENTS/DATA SOURCES
<p>b. Recreational Open Space LOS</p> <p>The provision of additional recreational programs for children, the maintenance of adequate recreation and open space, and determining the appropriate level of service and quality of service for recreation open space facilities and programs in the City have been identified as important priorities in meeting the recreation and open space needs of existing and future residents. Increased coordination with Miami-Dade Public Schools to address recreation and open space and community facility needs through joint park-school sites and after school programming will be addressed as well. Strategies for the provision of additional City park space to meet increased demand will be investigated, and Comprehensive Plan amendments to address such strategies may be recommended.</p>	<p>Consider a City Parks and Recreation Plan, Bicycle Plan (Interagency Scoping Meeting and Commission Workshop)</p> <p>Evaluate the creation of a land bank for parks (Commission Workshop)</p> <p>Evaluate the feasibility of buying and banking land for parks (Public Workshop)</p> <p>Need more neighborhood parks (Public Workshop)</p> <p>Provide accessible local parks within walking distance of all neighborhoods (Public Workshop)</p>

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES continued**

ISSUE	COMMENTS/DATA SOURCES
<p>4. <u>FISCAL HEALTH AND GOVERNMENT SERVICES</u></p> <p>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.</p>	<p>Data sources to include the capital improvements schedule and annexation reports</p>
<p>a. Impact Fees</p> <p>As the City continues to face significant development and redevelopment, maintain quality of life and service levels becomes increasingly challenging. The possibility of enacting City road, park, police and other impacts fees will be evaluated, and Comprehensive Plan amendments may be recommended.</p>	
<p>b. Capital Improvements Program</p> <p>Strategies to improve coordination between the capital budget and capital improvement program and the City's short and long range planning objectives and needs will be addressed.</p>	<p>Evaluate the implementation of the Concurrency Management System (Public Workshop)</p> <p>Civic buildings should be in central locations and focal points, and accessible to transit (Public Workshop)</p>

**CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT
IDENTIFIED MAJOR ISSUES continued**

ISSUE	COMMENTS/DATA SOURCES
<p>c. Government Services and Intergovernmental Coordination</p> <p>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. Strategies to enhance the provision of such services through intergovernmental coordination and other efforts will be examined. The provision of services to the elderly and the City's input on School Board policies have been cited as particular concerns.</p>	<p>Advance concepts of sustainability and concurrency in regional planning (Public Workshop)</p> <p>Engage in planning at community level (Public Workshop)</p>
<p>d. Annexations</p> <p>The City is currently evaluating the feasibility of annexing certain adjacent areas. In addition, current municipal boundaries result in the creation of unincorporated enclaves, which provides challenges in the provision of services. Issues relating to the potential annexation of these areas will be addressed, and Comprehensive Plan amendments may be recommended.</p>	<p>Evaluate potential and/or proposed annexation areas (Commission Workshop)</p> <p>Evaluate costs/benefits of annexing larger parcels vs. smaller enclaves (Commission Workshop)</p> <p>"Big box" retailers may be an appropriate use in potential annexation areas (public Workshop)</p>

**APPENDIX B.
CITY OF SOUTH MIAMI 2005 COMPREHENSIVE PLAN
EVALUATION AND APPRAISAL REPORT
SCOPE OF WORK**

The following Scope of Work will be conducted by the City of South Miami to complete and adopt the Evaluation and Appraisal Report (EAR) by September 1, 2005, and address the requirements of Section 163.3191(2), F.S.:

I. Evaluation of Major Issues:

A. For purposes of the City of South Miami's EAR submittal, the following major issues have been identified. A more detailed description of these issues is attached as Appendix A. The City of South Miami will analyze these issues for their potential social, economic, and environmental impacts. S. 163.3191(2)(e), F.S.

1. Land Use, Development and Redevelopment
2. Transportation
3. Parks and Recreation
4. Fiscal Health and Government Services
5. Historic Preservation

B. The City of South Miami will evaluate the plan objectives within each element as they relate to the major issues identified above and detailed in Appendix A. The City will identify, where appropriate, unforeseen or unanticipated changes in circumstances which have resulted in problems or opportunities with respect to the major issues identified in that element. S. 163.3191 (2)(g), F.S.

C. The City of South Miami will identify and summarize actions or corrective measures, including plan amendments, necessary to address the major issues identified above and detailed in Appendix A. This identification shall include, as appropriate, new population projections, revised planning timeframes, revised future plan maps and/or map series, an updated capital improvements element, and any new or revised goals, objectives and policies for major issues identified with each element. S. 163.3191 (2)(i), F.S.

II. Community-wide Assessment

A. The City of South Miami will provide a summary of data and analysis comparing current conditions of the Land Use Element with conditions in 1998 (the date the Comprehensive Plan was adopted). To the extent possible, tables, maps, and illustrations will be used. This data and analysis will include, at a minimum:

1. Population growth and changes in land area. S. 163.3191 (2)(a), F.S.
2. Extent of vacant and undevelopable land. S. 163.3191 (2)(b), F.S.
3. Location of development in relation to location of development as anticipated in the Comprehensive Plan. S. 163.3191 (2)(d), F.S.
4. Identification of changes to residential, commercial and institutional development within the Community Redevelopment Area. S. 163.2517(6)(a), F.S.

B. The City of South Miami will identify the extent to which those services with level of service standards outlined in the Comprehensive Plan do not meet the standards. The City will analyze and evaluate its ability to fund new or expanded infrastructure necessary to correct the deficiencies, and to provide for future growth at acceptable levels of service. S. 163.3191 (2)(c), F.S.

C. The City of South Miami will evaluate relevant changes in growth management laws (State Comprehensive Plan, the requirements of Chapter 163, Part II, the minimum criteria contained in Chapter 9J-5, Florida Administrative Code and the Strategic Regional Policy Plan for South Florida) since 1998 for consistency with the Comprehensive Plan. Based on this assessment plan revisions will be recommended, if necessary. S. 163.3191 (2)(f), F.S. In addition, the City will address coordination with Miami-Dade County's Water Supply Plan, as appropriate. S. 163.3191 (2)(l), F.S.

D. The City of South Miami will evaluate the successes and shortcomings of each Comprehensive Plan Element. Successes and shortcomings will be briefly summarized in narrative format on an element-by-element basis using tables, illustrations and maps to the extent possible. In addition, the City will identify a series of improvements to the format of the Comprehensive Plan in order to: make it more user-friendly; better delineate the relationship between its goals, objectives and policies, and; increase the measurability of objectives and policies. S. 163.3191 (2)(h) F.S.

E. The City of South Miami will briefly summarize the public participation program and activities undertaken during preparation of the EAR. S. 163.3191 (2)(j), F.S.

F. The City of South Miami will evaluate the success or failure of coordinating future land uses and residential development with the capacity of existing and planned public schools, and coordinating the planning and siting of new schools. S. 163.3191 (2)(k), F.S.

APPENDIX B. CONSISTENCY WITH STATE COMPREHENSIVE PLAN

Appendix B. Consistency with State Comprehensive Plan

1) CHILDREN.--

(a) *Goal.*--Florida shall provide programs sufficient to protect the health, safety, and welfare of all of its children.

Response – Include Objective and/or policies in Intergovernmental Coordination Element reiterating the City’s commitment to coordination with federal, State and local agencies, as appropriate, in order to protect the health, safety and welfare of its children.

(2) FAMILIES.--

(a) *Goal.*--Florida shall strengthen the family and promote its economic independence.

Response – Include Objective and/or policies in the Intergovernmental Coordination Element reiterating the City’s commitment to coordination with federal, State, and local agencies, as appropriate, in order to strengthen the economic independence of families.

3) THE ELDERLY.--

(a) *Goal.*--Florida shall improve the quality of life for its elderly citizens by promoting improved provision of services, with an emphasis on independence and self-sufficiency.

Response – Include Objective and/or policies in the Intergovernmental Coordination Element reiterating the City’s commitment to coordination with federal, State, and local agencies, as appropriate, in order to improve the quality of life and independence of the elderly.

4) HOUSING.--

(a) *Goal.*--The public and private sectors shall increase the affordability and availability of housing for low-income and moderate-income persons, including citizens in rural areas, while at the same time encouraging self-sufficiency of the individual and assuring environmental and structural quality and cost-effective operations.

Response – Addressed in Housing Element, as appropriate and including EAR-based amendments. See Chapter II.A. of EAR.

(5) HEALTH.--

(a)1. *Goal.*--Healthy residents who protect their own health and the health of others and who actively participate in recovering their own health when they become ill.

Appendix B. Consistency with State Comprehensive Plan

b)1. *Goal.*--An environment which supports a healthy population and which does not cause illness.

c)1. *Goal.*--Health care services which are of high quality, reasonably accessible, and adequate to meet the needs of the public.

(d)1. *Goal.*--Health costs which are contained to a level appropriate to the financial resources of the state and its residents.

Response – Include Objective and/or policies in the Intergovernmental Coordination Element reiterating the City’s commitment to coordination with federal, State, and local agencies and health care facilities and organizations (including South Miami Hospital), as appropriate, in order to ensure a healthy environment, and the health of the population. Protection of the City’s natural environment is addressed in the Comprehensive Plan’s Conservation and Coastal Management Element.

(6) PUBLIC SAFETY.--

(a) *Goal.*--Florida shall protect the public by preventing, discouraging, and punishing criminal behavior, lowering the highway death rate, and protecting lives and property from natural and manmade disasters.

Response – Include Objective and/or policies in the Intergovernmental Coordination Element stating that the City shall continue to coordinate with federal, State and local agencies in protecting the public safety of its residents through crime prevention, fire and rescue services, traffic safety enhancements, and emergency management. 7) **WATER RESOURCES.--**

(a) *Goal.*--Florida shall assure the availability of an adequate supply of water for all competing uses deemed reasonable and beneficial and shall maintain the functions of natural systems and the overall present level of surface and ground water quality. Florida shall improve and restore the quality of waters not presently meeting water quality standards.

Response – As noted in the EAR, the City shall coordinate, as appropriate with Miami-Dade County in the implementation of the Water Supply Facilities Workplan. Water Resources are addressed in the Comprehensive Plan’s Conservation and Infrastructure Elements.

8) COASTAL AND MARINE RESOURCES.--

(a) *Goal.*--Florida shall ensure that development and marine resource use and beach access improvements in coastal areas do not endanger public safety or important natural resources. Florida shall, through acquisition and access improvements, make available to the state's population additional beaches and marine environment, consistent with sound environmental planning.

Response – South Miami not a coastal community.

Appendix B. Consistency with State Comprehensive Plan

(9) NATURAL SYSTEMS AND RECREATIONAL LANDS.--

(a) *Goal.*--Florida shall protect and acquire unique natural habitats and ecological systems, such as wetlands, tropical hardwood hammocks, palm hammocks, and virgin longleaf pine forests, and restore degraded natural systems to a functional condition.

Response – Addressed in the Comprehensive Plan’s Conservation Element.

(10) AIR QUALITY.--

(a) *Goal.*--Florida shall comply with all national air quality standards by 1987, and by 1992 meet standards which are more stringent than 1985 state standards.

Response – Addressed in the Comprehensive Plan’s Conservation Element.

(11) ENERGY.--

(a) *Goal.*--Florida shall reduce its energy requirements through enhanced conservation and efficiency measures in all end-use sectors, while at the same time promoting an increased use of renewable energy resources.

Response – Addressed in the Comprehensive Plan’s Future Land Use Element.

(12) HAZARDOUS AND NONHAZARDOUS MATERIALS AND WASTE.--

(a) *Goal.*--All solid waste, including hazardous waste, wastewater, and all hazardous materials, shall be properly managed, and the use of landfills shall be eventually eliminated.

Response – Addressed in the Comprehensive Plan’s Infrastructure Element.

13) MINING.--

(a) *Goal.*--Florida shall protect its air, land, and water resources from the adverse effects of resource extraction and ensure that the disturbed areas are reclaimed or restored to beneficial use as soon as reasonably possible.

Response – There is no mining in the City.

(14) PROPERTY RIGHTS.--

(a) *Goal.*--Florida shall protect private property rights and recognize the existence of legitimate and often competing public and private interests in land use regulations and other government action.

Appendix B. Consistency with State Comprehensive Plan

Response – Addressed in the Comprehensive Plan’s Future Land Use and the land development regulations (i.e. vested rights, etc.).

(15) LAND USE.--

(a) *Goal.*--In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

Response – Addressed in the Comprehensive Plan’s Future Land Use and Conservation Elements.

(16) URBAN AND DOWNTOWN REVITALIZATION.--

(a) *Goal.*--In recognition of the importance of Florida's vital urban centers and of the need to develop and redevelop downtowns to the state's ability to use existing infrastructure and to accommodate growth in an orderly, efficient, and environmentally acceptable manner, Florida shall encourage the centralization of commercial, governmental, retail, residential, and cultural activities within downtown areas.

Response – Addressed in the Comprehensive Plan’s Future Land Use Element (See Chapter II.A. of the EAR).

(17) PUBLIC FACILITIES.--

(a) *Goal.*--Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.

Response – Addressed in the Comprehensive Plan’s Infrastructure and Capital Improvements Elements.

(18) CULTURAL AND HISTORICAL RESOURCES.--

(a) *Goal.*--By 1995, Florida shall increase access to its historical and cultural resources and programs and encourage the development of cultural programs of national excellence.

Response – Addressed in the Comprehensive Plan’s Future Land Use Element.

(19) TRANSPORTATION.--

(a) *Goal.*--Florida shall direct future transportation improvements to aid in the management of growth and shall have a state transportation system that integrates highway, air, mass transit, and other transportation modes.

Appendix B. Consistency with State Comprehensive Plan

Response – Addressed in the Comprehensive Plan’s Transportation Element. See Chapter II.B. of the EAR.

20) GOVERNMENTAL EFFICIENCY.--

(a) *Goal.*--Florida governments shall economically and efficiently provide the amount and quality of services required by the public.

Response – Addressed in the Comprehensive Plan’s Intergovernmental Coordination Element.

21) THE ECONOMY.--

(a) *Goal.*--Florida shall promote an economic climate which provides economic stability, maximizes job opportunities, and increases per capita income for its residents.

Response – Addressed in the Comprehensive Plan’s Future Land Use Element.

22) AGRICULTURE.--

(a) *Goal.*--Florida shall maintain and strive to expand its food, agriculture, ornamental horticulture, aquaculture, forestry, and related industries in order to be a healthy and competitive force in the national and international marketplace.

Response – There is no Agriculture or agriculturally designated land in the City.

(23) TOURISM.--

(a) *Goal.*--Florida will attract at least 55 million tourists annually by 1995 and shall support efforts by all areas of the state wishing to develop or expand tourist-related economies.

Response - Include Objective and/or policies in Intergovernmental Coordination Element reiterating the City’s commitment to coordination with federal, State and local agencies, including the Greater Miami Convention and Visitor’s Bureau, as appropriate, in promoting responsible tourism in the State and region.

(24) EMPLOYMENT.--

(a) *Goal.*--Florida shall promote economic opportunities for its unemployed and economically disadvantaged residents.

Response –Include Objective and/or policies in Intergovernmental Coordination Element reiterating the City’s commitment to coordination with federal, State and local agencies, as appropriate, in order to promote and provide economic opportunities for unemployed and economically disadvantaged residents.

Appendix B. Consistency with State Comprehensive Plan

25) PLAN IMPLEMENTATION.--

(a) *Goal.*--Systematic planning capabilities shall be integrated into all levels of government in Florida with particular emphasis on improving intergovernmental coordination and maximizing citizen involvement.

Response – Addressed in Intergovernmental Coordination Element.