

City of South Miami Comprehensive Plan



The City Commission of the City of South Miami, Florida adopted the Comprehensive Plan on January 18, 1989 for submittal to the Florida Department of Community Affairs pursuant to Chapter 9J-5 of the Florida Administrative Code.

Preparation of the document was aided through financial assistance received from the State of Florida under the Local Government Comprehensive Planning Assistance Program authorized by Chapter 86-187, Laws of Florida and administered by the Florida Department of Community Affairs.

ADOPTION INTENT

Only the following portions of this document were adopted by the City Commission:

1. Goals, Objectives and Policies contained in each element.
2. Capital Improvement Element (CIE) Implementation section.
3. Future Land Use Map (FLUM), as amended from time to time.
4. Future Traffic Circulation Map, as amended from time to time.
5. New Monitoring Updating and Evaluation Procedures.

EDITOR'S NOTE

The City of South Miami Comprehensive Plan was adopted on January 18, 1989. This printed document, entitled the City of South Miami Comprehensive Plan, is comprised of two kinds of components.

Volume I

The first are *adopted* components which include the Goals, Policies and Objectives sections, Capital Improvements Element Implementation section, the Future Land Use Map, the Future Traffic Circulation Map and the Monitoring, Updating and Evaluation Procedures section (see adoption intent above).

These *adopted* components are local law.

Volume II

The second are *support* components which include all other portions, such as descriptive text, data, analyses, tables, figures, graphs and technical maps. *Support* components comprise the majority of the printed content in the Comprehensive Plan; however, these *support* components and not adopted as law.

Volume II: Support Documentation

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FUTURE LAND USE ELEMENT

CHAPTER 1

INTRODUCTION

This Future Land Use Element regulates the use of public and private land in South Miami. It does so through the Future Land Use Map and through goals, objectives and policies.

All goals, objectives and policies contained within the entire Comprehensive Plan are to be interpreted in a way which is consistent with the Future Land Use Map. Florida law requires that all South Miami land development regulations be consistent with the Future Land Use Map, related explanatory text, and with the goals, objectives and policies of this Land Use Element.

This Future Land Use Element also sets forth the reasoning on which the Future Land Use Map goals, objectives and policies are based. Existing land use data and analyses are included as a basis for the reasoning.

LOCATION OF SOUTH MIAMI

South Miami is located in the southern portion of Dade County. The urban area which includes South Miami, together with other municipalities within Dade, Broward, and Palm Beach counties, form the lower east coast region of Florida. Urban development within the region has been concentrated on a narrow area between the Atlantic Ocean on the east and the Everglades to the west, creating a pattern that includes almost one-third of the population of Florida.

Bounded on the east in part by the affluent residential community of Coral Gables, and its prestigious University of Miami, and bounded on the south by the recently incorporated Village of Pinecrest, the City of South Miami is within easy access to major transportation corridors; and, City of South Miami is a part of one of the most rapidly growing areas of Dade County.

The City of South Miami covers an irregular, rectangularly-shaped area which is approximately defined by Bird Road on the north, Davis Road on the south, Red Road on the east and Ludlam Road on the west. The City is entirely surrounded by unincorporated Metropolitan Dade County except for a small border with Coral Gables on the east and the Village of Pinecrest on the south. The City of South Miami is also noncontiguous between Miller Drive and Bird Road with portions of the City divided by sections of unincorporated Metropolitan Dade County.

EXISTING LAND USE DATA

The City of South Miami is a small town in the middle of a major metropolitan area. South Miami has an established small town residential character made up of ten distinct single-family neighborhoods. Multiple-family housing is scattered throughout the City at the periphery of single family neighborhoods. South Miami residents are served by local supermarkets and other convenience retail uses and by a pedestrian-oriented specialty comparison retail core. The City also has automobile repair establishments and other automobile service related uses. Commercial uses in South Miami serve populations located outside of South Miami as well as the people residing in the City. South Miami residents also can select from a broad range of retail sales and service uses at nearby locations outside the City. Existing land uses are depicted in Figure 1.1 and tabulated in Table 1-1.

**FUTURE LAND USE ELEMENT
PLANNING ISSUES SURVEY (1988)**

During preparation of this Comprehensive Plan, a 17-question planning issue survey was mailed to all property owners in the City of South Miami. It was also hand delivered to all dwelling units in 21 of the City's apartment complexes. A total of 3,765 property owners were mailed survey forms. Of these, 844 property owners returned survey forms for a response rate of 22.4 percent. Of the 844 property owner survey forms returned, 786 were returned by persons who identified themselves as residents of South Miami. The balance were returned by persons who identified themselves as living outside of the City. A total of 1,205 apartment survey forms were delivered. Of these, 121 were returned for a response rate of 10.0 percent. The total of property owner and apartment resident survey forms distributed was 4,970. Of these 965 were returned for an overall response rate of 19.4 percent.

Survey questions included the following:

1. What do you like most about South Miami?
2. What do you dislike most about South Miami?
3. Do you think South Miami should encourage new office development?
4. Do you think existing structures in the Sunset-Red Road commercial district east of Dixie Highway should be replaced with taller buildings?
5. Do you think South Miami should encourage more development like the Bakery Center?
6. Do you think South Miami should encourage new hotel development in the Sunset-Red Road commercial district east of Dixie Highway?
7. Do you think the City of South Miami should encourage more hospital development?
8. Do you think auto repair shops on and near Commerce Lane should be replaced with other uses?
 - 8a. If so, what should replace the existing auto repair shops?
9. Imagine that you are a South Miami government official and you have a very limited amount of money to spend for the improvement of your community. Select three projects you would choose to implement.
10. Would you be willing to pay more taxes for overall improvement of services and facilities in South Miami?
11. Where do you do most of your grocery shopping?
12. Where do you do most of your shopping for clothing?
13. Where do you do most of your shopping for furniture and appliances?
14. How many people live in your household?
15. How old is the principal income earner of this household?

FUTURE LAND USE ELEMENT

16. Where do you live?

17. How satisfied are you with each of the following things in South Miami?

A sample survey form and the survey results are in Appendix A-1 of this Plan.

LAND USE ANALYSIS

Adequacy of Transportation Facilities

Except for Bird Road, all South Miami roadways where counts are available are at level of service (LOS) "D" or worse. Both Ludlam Road and Sunset Drive are operating just over capacity, but Kendall Drive, Red Road and U.S. 1 are operating in the LOS "E" and "F" ranges. Existing levels of service are detailed in Table 2-5 of the Traffic Circulation Element.

The South Florida Regional Planning Council has established LOS "D" as the appropriate LOS standard except in special cases where a level of service LOS "E" is acceptable. Special cases include central business district locations and streets where existing development precludes widening.

The South Florida Regional Planning Council LOS "D" standard is not accepted as City of South Miami policy. The LOS "D" standard would require major widenings that would adversely affect the residential character of the City. It would also further congest downtown due to additional traffic using Sunset Drive and Red Road. Instead, this commuter traffic should use high design arterials that do not pass through residential areas. Furthermore, non-attainment of higher standards could ultimately freeze development permits. The following service levels are set for both 24-hour and peak-hour periods:

| | |
|---------------------|---------|
| Principal Arterials | LOS "F" |
| Minor Arterials | LOS "F" |
| Collectors | LOS "F" |

Roadway improvements programmed within the City of South Miami are listed in the 1988 Metropolitan Dade County Transportation Improvement Program (TIP). The TIP specifies proposed transportation projects programmed to be implemented in the coming five years. Two roadway improvements listed for implementation within the City of South Miami are:

| Roadway | Location | Improvement | Year | |
|-------------|-------------------------|-------------------------|---------|--------------------|
| Red Road | U.S. 1 to S.W. 8 Street | Widen from 2 lanes to 4 | 1990-91 | <i>Not Widened</i> |
| Miller Road | Ludlam Road to Red Road | Widen from 2 lanes to 4 | 1989-90 | <i>Not Widened</i> |

The 1996-2000 TIP includes the following improvement to which the City of South Miami is opposed:

| Roadway | Location | Improvement | Year | |
|------------|--------------------------|-------------------------|---------|---------------------|
| Davis Road | S.W. 72 Avenue to U.S. 1 | Widen from 2 lanes to 5 | 1998-99 | <i>City opposes</i> |

Adequacy of Sanitary Sewer Facilities

FUTURE LAND USE ELEMENT

About one-third of the City of South Miami is served by sanitary sewers. This area is located primarily between 64th Street on the north and 80th Street on the south, and between 57th Avenue on the east and 63rd Avenue on the west. It is illustrated in Figure 4.1 of the Infrastructure Element. The Miami-Dade Water and Sewer Department (WASD) is responsible for the collection system and the treatment plant. South Miami generates much less than one percent of the capacity of the Central District Treatment Plant at Virginia Key, which serves the area. Demand on existing collection facilities is not expected to increase, since the City's population is not expected to increase significantly before the year 2005. Some up-sizing of mains might be necessary in business areas if much higher intensity development than currently exists were to occur.

The portion of South Miami not served by sanitary sewers is served by septic tanks. For the most part, soil conditions in the City are suitable to septic tank operation. It is a matter of regional policy to ultimately eliminate the use of septic tanks on lots smaller than one acre.

Adequacy of Solid Waste Facilities

The City of South Miami operates commercial and residential garbage and trash pick-up services. Garbage and trash is trucked to the Dade County Transfer Station at 72 Street. From there it is sent to one of several County disposal facilities. City solid waste constitutes less than one percent of the County's total capacity. Other than the periodic replacement of collection vehicles, the solid waste collection system should continue to operate at a satisfactory level during the five and ten year planning periods.

Adequacy of Drainage Facilities

The City of South Miami is responsible for storm drainage except along State and County roads. Drainage facilities includes swales, French drains, structural storm drains and run-off into canals. On-site detention of the first inch of rainfall is required of new construction and redevelopment. Future development in South Miami is unlikely to significantly increase drainage problems. In fact, future redevelopment should improve drainage problems by replacing existing inadequate on-site detention facilities with adequate detention facilities. A comprehensive drainage study is required to identify needed structural drainage improvements.

Adequacy of Potable Water Facilities

The entire City of South Miami is served by public water lines; however, some individual areas have yet to connect to the system. The Miami-Dade Water and Sewer Department is responsible for water supply, treatment and transmission. New development and redevelopment are not expected to significantly increase needs for water service. The County Water and Sewer Department will have to replace some undersized mains and laterals in order to maintain adequate water pressure.

Adequacy of Groundwater Recharge Facilities

There are no classified prime groundwater recharge areas within the City of South Miami. Aquifer recharge sources in the City include the Brewer and Snapper Creek canals and their tributaries, drainage structures designed for infiltration, and lawns and swales.

FUTURE LAND USE ELEMENT

Analysis of the Character and Magnitude of Vacant Land (1995)

The City of South Miami has approximately 29.42 acres of vacant land. This represents approximately 1.88% of the City's total land area. A substantial amount of this vacant land is scattered throughout residential areas of the City. The amount of vacant lots within South Miami since plan adoption has been reduced by 25%; however, there continues to be few vacant parcels in the City's commercial core. The City's vacant land contains no known historic resources. Soils, topography and natural resources do not, insofar as is known, present significant limitations on the future use of vacant land.

Land Needed to Accommodate Projected Population

South Miami's population is projected to decrease slightly between 1985 and the year 2005; however, a minor upturn for 1994 has been reported by the University of Florida, Bureau for Economic and Business Research. This permanent population is projected to decrease from 10,744 in 1985 to 10,422 in the year 2005. This projection is based on Metro-Dade Planning Department population estimates and projections for County census tracts. Seasonal population is expected to increase from 2,526 in 1985 to 2,587 in 2005. These population projections are based on the limited availability of land within the City to accommodate growth. There is also a distinct possibility that household size will continue to decline. See Table 1.4 with the accompanying 1995 graphic, and for the methodology, the appendix to the plan.

Redevelopment of Slum and Blighted Areas

In 1996, the City of South Miami commissioned a study, known as a Finding of Necessity, to assess the need for redevelopment in the area generally bounded by S.W. 62 Street to the north, Red Road to the east, Sunset Drive to the south, and S.W. 62 Ave (Paul Tevis Drive) to the west. The "Finding of Necessity" identified "a combination of conditions that require a need for redevelopment" in the study area, including: building and site deterioration; property maintenance code violations; non-conforming structures; age of structures; unsanitary conditions; drainage deficiencies; diversity of ownership; vacant buildings; vacant lots; inadequate street layout; and high crime rates.

In 1997, in order to rehabilitate, conserve and redevelop the above-described study area and pursuant to Chapter 163, Part III of Florida Statutes, the City of South Miami created the South Miami Community Redevelopment Agency (SMCRA) and delineated a Redevelopment Area. The boundaries of the 185 acre Redevelopment Area are exhibited on Figure 1.8. In accordance with State law, the SMCRA is conferred with the powers to carry out "community redevelopment" per the South Miami Community Redevelopment Plan (SMCRP).

In addition to the creation of the SMCRA, the City of South Miami also implemented a tax increment finance (TIF) district. The TIF district has the same boundaries as the SMCRA Redevelopment Area and began providing significant funding to the SMCRA in fiscal year 1999-2000. The TIF allows the SMCRA to implement redevelopment programs and projects identified in the SMCRP, including, but not limited to: infrastructure improvement; residential rehabilitation; code enforcement enhancement; business incentive loans; landscaping/streetscaping program; mortgage subsidy guarantee; in-fill & new housing program; park improvements; redevelopment loan guarantees; vacant commercial building rehabilitation; environmental clean-up; and a commercial/retail facade improvement program.

The SMCRA is committed to redeveloping, renewing and revitalizing the Redevelopment Area through the above programs and projects and by pursuing all appropriate available resources.

FUTURE LAND USE ELEMENT

In 1999, the Florida Legislature amended Chapter 163 of Florida Statutes in order to enhance and augment the State's commitment to urban infill and redevelopment. The changes to Chapter 163 recognized the importance of healthy urban cores by creating the "Urban infill and redevelopment areas" concept. The legislation enables redevelopment and renewal of distressed urban cores and creates economic incentives for the designation of a community as an Urban Infill and Redevelopment Area. Although these changes were made in the 1999 Legislative Session, the regulations are very similar to existing community redevelopment regulations found in Chapter 163, Part III. As a result, the South Miami Community Redevelopment Area meets the threshold criteria necessary to be designated as an Urban Infill and Redevelopment Area. Figure 1.8 demonstrates the boundaries of the South Miami Urban Infill and Redevelopment Area.

Ord.No.27-00-1729, 11/07/00: DCA No. 00-UIR1

Development and Redevelopment of Flood-Prone Areas

An extensive 100-year floodplain covers most of the City's land area south of Dixie Highway, plus a belt about 1,000 feet in width running north along the Brewer Canal. There is a narrow 500-year floodplain fringe along the edges of the 100-year floodplain. These floodplains are delineated in Figure 5.2 of the Conservation Element. Federal flood protection guidelines require that the first floor of all residences in the 100-year floodplain be elevated above the 100-year flood elevation. If a storm of serious magnitude destroys existing properties, redevelopment will be expected to comply with flood insurance redevelopment standards.

Historically Significant Structures

The Dade County Historic Survey lists 19 sites that, based upon preliminary surveys, have some historic or architectural significance. These include 12 housing sites and seven non-residential properties; some sites have more than one building. The properties with an asterisk have at least two "major significance" ratings (architectural, historic or contextual) and are shown on Figure 1.4 as the highest priority for preservation.

| | |
|------------------------------|--|
| 5891 S. Dixie Highway | 7621 S.W. 59th Avenue |
| 5900-5904 S. Dixie Highway * | 6400 and 6500 block of S.W. 59th Court |
| 5796 Sunset Drive | 6461 S.W. 59th Place |
| 5800 block of Sunset Drive | 6500 S.W. 60th Avenue * |
| 6130 Sunset Drive * | 6899 S.W. 62nd Terrace |
| 6310 Sunset Drive | 6000 block of S.W. 63rd Street |
| 6467 Sunset Drive * | 6100 block of S.W. 63rd Street |
| 6790 Sunset Drive | 5990 S.W. 66th Street |
| 7600 S.W. 59th Avenue | 6333 S.W. 69th Street |
| 7611 S.W. 59th Avenue | |

LAND USE MAP AND RELATED POLICIES AND THE REASONS ON WHICH THEY ARE BASED

1. **Hospital Expansion:** South Miami is home to South Miami Hospital and Larkin Hospital. These facilities should be able to function and develop. However, new development should not encroach upon or choke the city's small town character or overall business environment. Office intensities should be appropriate to surrounding uses. Modification of development plans within the limit of the current planned unit development area and adjacent mixed-use areas is consistent with this comprehensive plan provided that the intensity of use is not increased and provided that negative impacts on the surrounding adjacent neighborhoods are not increased.

FUTURE LAND USE ELEMENT

2. **South Manor Lane:** Retain the single-family residential designation of Manor Lane from the Brewer Canal south to S.W. 79th Street. Retain the single-family residential designation for S.W. 79th Street between Manor Lane and Ludlam Road (S.W. 67th Avenue). During the course of plan preparation, property owners argued in favor of permitting more intensive use of the properties fronting Manor Lane. The reasons given have been heavy traffic on Manor Lane and adverse noise and fumes from South Dixie Highway and the Metrorail Line. Single-family residential properties, indeed all residential properties, would be better off if they were not located near such environmental impacts as South Dixie Highway and the Metrorail Line. However, it is not established by the facts in South Miami or the experience of other communities that the Metrorail Line and South Dixie Highway make single-family residential use unreasonable for Manor Lane. Introduction of another use on Manor Lane would be detrimental to the single-family residential neighborhood of which Manor Lane is part. The residential uses at the south end of Manor Lane generate an estimated 180 vehicular trips per day. This is substantially fewer trips than would be generated by office uses on Manor Lane. Based on Institute of Transportation Engineers published trip generation data, office uses on the south end of Manor Lane can be expected to generate the following number of trips:

| | |
|--|-------------|
| Two floors of office use elevated above surface parking: | 2,805 trips |
| Two floors of office use with surface parking: | 1,950 trips |

3. **North Manor Lane:** Parcels fronting on the southeast side of Manor Lane from Brewer Canal north to S.W. 74th Street shall not be developed at greater densities or with more intensive uses than are currently in place. The area presently contains multifamily and office uses. These uses are not compatible with the single-family residential character of the neighborhood to the north and west. They should not be expanded or rebuilt if destroyed. A two-family townhouse or similar land use designation for these parcels is an appropriate compromise between the existing use and intensity of the parcels and the character of the single-family area of which they are a part.

4. **Ludlam Road Corridor:** Ludlam Road throughout its entire length in South Miami is primarily a single-family residential area. This plan provides for it to remain a single-family residential area. Pressure to redesignate the area for non-residential use shall be resisted.

5. **Sunset Drive Corridor:** Sunset Drive from S.W. 64th Court west to the Brewer Canal on the south and to 66th Avenue on the north shall remain single-family residential. Sunset Drive from 68th Avenue to the western city limits shall remain single-family residential. Pressures to change the designation of these portions of Sunset Drive from single-family to some other use have already been experienced. Single-family designations along major thoroughfares have been implemented, tested in court and approved in other jurisdictions.

6. **Block bounded by 63rd Avenue, 74th Street and 63 Court:** The subject block is currently developed with two-family structures on individual lots. Some are well maintained, others are not. The lots fronting on 63rd Avenue face two-and-one-half story office buildings which are on the east side of 63rd Avenue. These office buildings were originally approved as a buffer between the two-family homes to the west and more intensive office buildings to the east. They generate traffic which makes the area less desirable for residential use than would be a street with only residential uses. The magnitude of this problem was emphasized by property owners who spoke at planning workshops and public hearings on the comprehensive plan. On the other hand, the amount of traffic generated by the neighboring office uses is much less than occurs along major thoroughfares, long segments of which must be restricted to residential use because strip office or commercial development would be undesirable.

Existing duplex structures on 10,000 square-foot lots provide for minimal impacts on the neighborhood and the land use category for this block has been revised to permit only the existing residential uses.

FUTURE LAND USE ELEMENT

7. **New Single-Family Designations:** Parcels fronting on the north side of 76th Street between 58th Avenue and 59th Place shall be designated single-family residential. The same is true for parcels fronting on the south side of S.W. 78th Street between S.W. 63rd Avenue and S.W. 62nd Avenue. The parcels fronting on these block-faces have previously been designated two-family townhouse. They are now designated for single-family development because single-family development is the established pattern on these block-faces. This single-family pattern is consistent with the plan's overall goal of preserving to the maximum extent possible the single-family character of South Miami.

8. **Apartments:** Multiple-family residential uses shall be regulated so that in addition to having minimum required parking, they also have a reasonable amount of landscaping, open space and other amenities, including sidewalks in adjacent public rights-of-way.

9. **Substandard Housing:** The city shall pursue a vigorous program of condemning and demolishing substandard structures. The program shall be focused on the area extending from S.W. 62nd Street on the north to S.W. 67th Street on the south and from S.W. 58th Place on the east to S.W. 62nd Avenue on the west. This area contains many sound homes and apartment dwelling units. There are vacant lots which have resulted from the razing of substandard structures. In the near future, the few remaining substandard structures in the area should be either improved to meet building code standards or razed.

10. **Housing Code:** The City has enacted a minimum housing code applicable to existing housing that includes provisions for structural, electrical, mechanical and cosmetic maintenance.

11. **Downtown:** This plan provides for a substantial reduction of development intensities in South Miami business districts, especially those districts east of U.S. 1. Such a reduction was needed because the intensities permitted under the plan and zoning ordinance in effect on January 8, 1988 were too high. These January 8, 1988 permitted intensities would allow development which could destroy the residential neighborhood character of South Miami. It would destroy that character primarily by generating a high level of vehicular trips which would filter through adjoining neighborhoods. Table 1-2 indicates the amount of vehicular trips which would be associated with regulations in effect January 8, 1988 and with other options considered pursuant to preparation of this plan. High intensity office/retail areas are not designated in this plan even though some such uses presently exist. This intensity of development is not viewed as desirable generally for the South Miami business district east of U.S. 1. Provision could be made for averaging permitted densities over more than one lot provided that unity of title exists and that provision is made for the maintenance of unity of title.

The City of South Miami exercises control over potential development west of U.S. 1, via adoption of the transit-oriented development district. The City adopted the Hometown Plan and related regulations, in order to exercise control over development for the downtown district on the east side of U.S. 1.

12. **City Hall Site:** The existing City Hall site located at Sunset Drive and S.W. 61st Court is designated as transit-oriented development district. This category is intended to facilitate joint-venture development of the site for municipal and private office use should such an opportunity arise. Portions of the site are designated Parks and Open Space, in order to preserve the Jean H. Willis Flowering Tree Park and to provide for a future Sylva G. Martin Crescent Park.

13. **Commerce Lane Auto Repair Area:** The Commerce Lane auto repair area is blighted because of the over-intensive use of existing auto repair facilities. However, the area is bounded by South Dixie Highway, the Metrorail site and commercial uses on which it does not appear to have a blighting influence. It also provides useful services to local residents who do not support its

FUTURE LAND USE ELEMENT

redevelopment with other uses. Therefore, this plan, although permitting redevelopment with offices uses, is not intended to require such redevelopment. Zoning of properties on and near Commerce Lane to permit auto repair uses as conforming uses shall be consistent with this plan. Such uses shall be vigorously policed to ensure conformance with all applicable code and licensing requirements.

14. **Enclave Annexation:** Delivery of municipal police and solid waste disposal services can be more efficient if enclave areas identified in Figure 1.7 are annexed to the City of South Miami. The City's housing code enforcement objectives and policies will be more effective if they are applied to these enclave areas. Accordingly, a key policy of this plan is that the City consider steps to consolidate the City into one contiguous area. City-initiated attempts to annex in 1996 failed.

15. **Downtown Parking:** Downtown parking is perceived as deficient, or so report downtown merchants and respondents to the planning issues survey. Based on parking standards in the South Miami Zoning Ordinance in effect January 8, 1988, structures in the Sunset Business District (Area 3, Figure 1.3) require 1,312 parking spaces. Only 993 spaces are available. Some blocks have a surplus of spaces. These surplus spaces are not available to serve all uses. If these surplus spaces are not considered, there is a total deficiency of 510 spaces. This plan provides for the parking space deficiency to be addressed through a carefully designed downtown improvement program that would provide for more surface parking along with pedestrian amenities. Based on a parking inventory study performed in 1994, the downtown area currently provides enough parking because parking is shared by a variety of uses. The City adopted regulations as part of the efforts associated with the Hometown Plan, in order to reinforce the shared parking function downtown. In addition, the City of South Miami is currently investigating other parking options downtown by the reconfiguration of on-street street parking and the development of joint venture parking garage(s).

PUBLIC SCHOOL SITING

Fundamental to the quality of live for residents of municipalities in Miami-Dade County is the issue of Public Schools. Local Governments must interact with schools in their community and with the school system in order to assure quality education is provided and that adequate space and physical facilities are planned for. It also is important that local governments and public school systems fully cooperate to consider joint utilization and location of school facilities and other public facilities such as libraries, community centers, etc.

PUBLIC SCHOOLS SERVING SOUTH MIAMI

There are four public schools within the City of South Miami and two additional public schools immediately adjacent to the City, but outside the City's limits. All of the schools have attendance zones serving South Miami residents. The following is a list of the schools:

| WITHIN CITY LIMITS | SITE SIZE |
|--|-------------|
| Ludlum Elementary 6639 S.W. 74 th Street | 5.3 acres |
| South Miami Elementary 6800 S.W. 60 th Street | 9.22 acres |
| South Miami Community Middle 6750 S.W. 60 th Street | 13.16 acres |
| *J.R.E. Lee Educational Center 6521 S.W. 62 nd Avenue | 3.34 acres |
| | |
| OUTSIDE CITY LIMITS | |

FUTURE LAND USE ELEMENT

| | |
|-----------------------------------|-------------|
| David Fairchild Elementary | 6.8 acres |
| 5757 S.W. 45 th Street | |
| South Miami Senior High | 17.42 acres |
| 6856 S.W. 53 rd Street | |
| | |

NOTE: *J.R.E. Lee Educational Center, although located in South Miami, is a special education school and does not directly serve the citizens of South Miami.

PUBLIC SCHOOL UTILIZATION/CAPACITY

Following this page, Table 1.5 illustrates the number of students, capacity, and current utilization percentage for each school listed above. The utilization percentage is an indication of over or under capacity of the original design capacity of the school. The table also projects the future number of students (to year 2002-03) and the resulting capacity levels. The data presented is from the Miami-Dade County Public Schools' 1998 Facilities Work Program, which is the most current and accurate available.

The data in Table 1.5 indicates that four of the five public schools servicing South Miami residents will be over design capacity within three years. Serious over-capacity is shown for South Miami Middle School (projected utilization in year 2003 is 166%) and for South Miami Senior High (projected utilization in year 2003 is 134%).

PUBLIC SCHOOL SITING ANALYSIS

As previously stated, South Miami's permanent population is projected to decrease slightly by the year 2005. (1995 - population 10,703; 2005-population 10,472.) These projections are based upon the limited availability of developable land within the City to accommodate growth. Based upon these projections, South Miami's student age population is expected to remain stable during the next ten years. The projection of increasing over-capacity as shown in Table 1.5 includes student enrollment from areas outside the City's boundaries. The 1998 Facilities Work Program indicates that consideration is being given to significant expansion and/or replacement for South Miami Community Middle School. This will require coordination between the City and the School Board in order to assure the placement of proper land use categories to permit expansion and to investigate the possibility of collocation of other public facilities.

Ord.No.1-00-1703, 3/07/00: DCA No. 00-R1

FUTURE LAND USE ELEMENT

**Table 1-1 (1995)
Existing Land Use in South Miami**

| | Acres | Percent |
|---|--------------|----------------|
| Single-Family Residential at 3-9 DU/Acre | 803.66 | 51.77 |
| Two-Family Residential at 8 DU/Acre | 8.81 | 0.57 |
| Multifamily Residential at 10-20 DU/Acre | 52.60 | 3.39 |
| Cluster Single-Family/Townhouse/ Villa Residential at 6 DU/Acre | 12.84 | 0.83 |
| Commercial: neighborhood, retail, automotive and downtown retail | 121.79 | 7.85 |
| Office | 43.35 | 2.79 |
| Public | 55.77 | 3.59 |
| Recreation | 38.89 | 2.51 |
| Vacant | 29.42 | 1.88 |
| Streets/Water | 385.27 | 24.82 |
| TOTAL | 1552.40 | 100.00 |

Source: City of South Miami, Field Survey, 1995.

FUTURE LAND USE ELEMENT

**Table 1-2
Estimated Vehicular Trip Generation Under Different Development Options**

| | Area 1 Average Daily Traffic | Area 2 Average Daily Traffic | Area 3 Average Daily Traffic | Area 4 Average Daily Traffic | Area 5 Average Daily Traffic | Total Average Daily Traffic |
|---|---|---|---|---|---|--|
| Existing development | 7,740 | 10,967 | 10,641 | 2,072 | 2,293 | 33,713 |
| Percent of existing development | 100 | 100 | 100 | 100 | 100 | 100 |
| Very intensive commercial/office development on all sites | 26,411 | 60,789 | 32,537 | 11,859 | 8,513 | 140,108 |
| Percent of existing development | 341 | 554 | 306 | 572 | 371 | 416 |
| Very intensive commercial/residential development on all sites | 24,940 | 45,279 | 25,175 | 8,850 | 6,287 | 110,530 |
| Percent of existing development | 322 | 413 | 237 | 427 | 274 | 328 |
| Moderately intensive commercial/office development on all sites | 23,959 | 31,344 | 16,335 | 4,995 | 4,080 | 80,713 |
| Percent of existing development | 310 | 286 | 154 | 241 | 178 | 239 |
| Very intensive commercial/office development on low cost sites | 7,740 | 20,159 | 13,715 | 2,072 | 2,293 | 45,977 |
| Percent of existing development | 100 | 184 | 129 | 100 | 100 | 136 |
| Two-three story office development on low cost sites | 7,740 | 14,440 | 10,641 | 2,072 | 2,293 | 37,185 |
| Percent of existing development | 100 | 132 | 100 | 100 | 100 | 110 |

FUTURE LAND USE ELEMENT

NOTE: Areas 1-5 are shown on Figure 1.3. Trip generation figures are based on Institute of Transportation Engineers published trip generation data. Trips were reduced by 25 percent to account for internal and nearby trips. The very-intensive-commercial/office-development option is based on the maximum amount of development which could possibly occur under plan and zoning regulations in effect January 8, 1988. This level of development is unlikely to occur because it would entail demolitions of valuable existing buildings. The very-intensive-commercial/office-development-on-low-cost-sites option is based on the maximum amount of development allowed under January 8, 1988 plan and zoning regulations, but only on the sites which are easiest to develop because they have no existing buildings or existing buildings of minimum value. This amount of development and probably much more would be realized eventually if plan and zoning regulations in effect January 8, 1988, remain in effect.

Table 1-2A
Estimated Vehicular Trip Generation Under Different Development Options

| | Area 1 | Area 2 | Area 3 | Area 4 | Area 5 | Total |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| | Average | Average | Average | Average | Average | Average |
| | Daily | Daily | Daily | Daily | Daily | Daily |
| | Traffic | Traffic | Traffic | Traffic | Traffic | Traffic |
| Existing development | 10,320 | 14,623 | 14,188 | 2,762 | 3,057 | 44,950 |
| Percent of existing development | 100 | 100 | 100 | 100 | 100 | 100 |
| Very intensive commercial/office development on all sites | 35,214 | 81,052 | 43,382 | 15,812 | 11,351 | 186,811 |
| Percent of existing development | 341 | 554 | 306 | 572 | 371 | 416 |
| Very intensive commercial/residential development on all sites | 33,253 | 60,372 | 33,566 | 11,800 | 8,382 | 147,373 |
| Percent of existing development | 322 | 413 | 237 | 427 | 274 | 328 |
| Moderately intensive commercial/office development on all sites | 31,945 | 41,792 | 21,780 | 6,660 | 5,440 | 107,617 |
| Percent of existing development | 310 | 286 | 1 | 241 | 178 | 239 |
| Very intensive commercial/office development on low cost sites | 10,320 | 26,878 | 18,286 | 2,762 | 3,057 | 61,303 |
| Percent of existing development | 100 | 184 | 129 | 100 | 100 | 136 |
| Two-three story office development on low cost sites | 10,320 | 19,253 | 14,188 | 2,762 | 3,057 | 49,580 |
| Percent of existing development | 100 | 132 | 100 | 100 | 100 | 110 |

FUTURE LAND USE ELEMENT

Table 1-2-B
Estimated Assessed Valuation Under Different Development Options

| | Assessed Valuation In Millions of Dollars | | | | | |
|--|--|---------------|---------------|---------------|---------------|--------------|
| | Area 1 | Area 2 | Area 3 | Area 4 | Area 5 | Total |
| Existing | 29.2 | 34.1 | 28.4 | 3.8 | 13.2 | 108.7 |
| Very intensive commercial/office development | 137.4 | 263.6 | 152.0 | 17.6 | 47.6 | 618.2 |
| Moderately intensive commercial/office development | 126.8 | 151.0 | 94.7 | 13.8 | 30.4 | 416.7 |
| Very intensive commercial/residential | 136.7 | 268.4 | 152.8 | 17.6 | 40.3 | 615.8 |
| 2-3 stories on low cost sites* | 118.9 | 41.5 | 28.4 | 3.9 | 13.2 | 205.9 |

Note: Areas 1 through 5 are shown in Figure 1.3. The total assessed valuation as of January 1988 is 378.1 million dollars.

FUTURE LAND USE ELEMENT

Table 1-3
Population and Household Trends for South Miami, Dade County and Florida 1960-1986

| Area | 1960 | 1970 | 1980 | 1986 |
|-----------------------|-----------|-----------|-----------|------------|
| South Miami | | | | |
| Total Population | 12,022 | 11,780 | 10,895 | 10,671 |
| Households | 4,013 | 4,081 | 4,802 | 4,847 |
| Persons per Household | 3.05 | 2.30 | 2.60 | 2.54 |
| Dade County | | | | |
| Total Population | 935,047 | 1,267,792 | 1,625,781 | 1,776,099 |
| Households | 308,325 | 428,026 | 609,830 | 669,218 |
| Persons per Household | 2.98 | 2.91 | 2.63 | 2.61 |
| Florida | | | | |
| Total Population | 4,951,460 | 6,791,418 | 9,747,197 | 11,657,843 |
| Households | 1,550,044 | 2,284,786 | 3,744,254 | 4,612,822 |
| Persons per Household | 3.11 | 2.90 | 2.55 | 2.47 |

Sources: U.S. Department of Commerce, Bureau of the Census, Census of Housing, General Housing Characteristics, 1960, 1970, 1980.
 Metro-Dade County Planning Department, Population Estimates and Projections, 1987.
 University of Florida, Bureau of Economic and Business Research, telephone contacts, and "Population Studies," Bulletins 79 and 80, 1987.
 Robert K. Swarthout, Incorporated, 1987.

FUTURE LAND USE ELEMENT**Table 1-4****Projected Population for South Miami**

| Census Tract | 1970 | 1980 | 1985 | 1990 | 1995 | 2000 | 2005 |
|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 76.01 | 2,534 | 2,523 | 2,531 | 2,533 | 2,538 | 2,542 | 2,546 |
| 76.02 | 6,606 | 7,476 | 7,542 | 7,558 | 7,573 | 7,585 | 7,596 |
| 76.03 | 4,359 | 3,781 | 3,839 | 3,838 | 3,845 | 3,851 | 3,857 |
| 76.04 | 5,889 | 5,247 | 5,274 | 5,318 | 5,364 | 5,405 | 5,445 |
| Tract Totals | 19,397 | 19,027 | 19,186 | 19,247 | 19,320 | 19,383 | 19,444 |
| Subarea 5.3/City | 60.7% | 57.2% | 56.0% | 55.8% | 55.4% | 54.0% | 53.6% |
| Percent Change | n.a. | 3.5% | 1.2% | 0.8% | 0.4% | 0.4% | 0.4% |
| City Permanent | 11,774 | 10,883 | 10,744 | 10,740 | 10,703 | 10,467 | 10,422 |
| City Seasonal | n.a. | n.a. | 2,526 | 2,552 | 2,566 | 2,577 | 2,587 |
| Total Population | n.a. | n.a. | 13,270 | 13,292 | 13,269 | 13,044 | 13,009 |

See Appendix A-2 for methodology.

Note: Figures rounded.

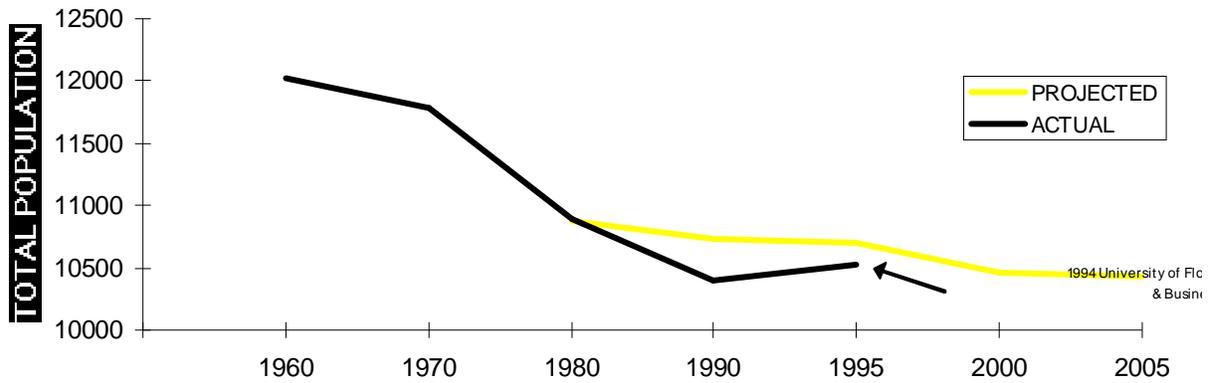
Sources: Metro-Dade County Planning Department, "Population Estimates and Projections," 1987.

Robert K. Swarthout, Incorporated, 1987.

FUTURE LAND USE ELEMENT

Table 1-4 -A (1995)

PROJECTED VS ACTUAL POPULATION



Source: The U.S. Department of Commerce. Bureau of the Census. Census of Housing, 1960,1970, 1980, 1990; University of Florida. Bureau of Economics and Business Research, 1994; Robert K. Swarthout, Inc., 1987.

Prepared by Brian T. Soltz, Building & Zoning Department, City of South Miami, 1995.

TABLE 1-5 SCHOOL MEMBERSHIP/UTILIZATION

| SCHOOL-LOCATED IN SOUTH MIAMI | ACTUAL CAPACITY 97-98 | ACTUAL 97-98 NO. STUDENTS | 97-98 UTILIZATION | 2002-2003 PROJECTED STUDENTS | 2002-2003 PROJECTED UTILIZATION |
|-------------------------------|-----------------------|---------------------------|-------------------|------------------------------|---------------------------------|
| LUDLUM ELEMENTARY | 639 | 510 | 80% | 662 | 104% |
| SOUTH MIAMI ELEMENTARY | 477 | 519 | 109% | 515 | 108% |
| SOUTH MIAMI MIDDLE | 792 | 1122 | 142% | 1316 | 166% |
| J.R.E. LEE SCHOOL* | 203 | 129 | 64% | 186 | 92% |
| SCHOOL (OUTSIDE CITY)** | | | | | |
| DAVID FAIRCHILD ELEMENTARY | 670 | 519 | 77% | | |
| SOUTH MIAMI SENIOR | 1947 | 2461 | 126% | 567 | 85% |

* Special Education School

** Outside City boundaries, services City's population

Source: Miami Dade county Public schools, 1998 Facilities Work Program

FUTURE LAND USE ELEMENT

Figure 1.1 Existing Land Use (See attached Map Series)

1995 Existing Land Use Map (Color) was adopted August 19, 1997, by Ordinance No. 20-97-1641.

NOTE: There are no known industrial uses, agricultural uses, conservation uses, waterwells, beaches, estuarine systems or harbors in South Miami. South Miami has no minerals in economic quantities. Historic resources are shown in Figure 1.4. Existing and planned cones of influence are shown in Figure 1.5. Wetlands are shown in Figure 1.6. Soils are shown in Figure 4.1. Rivers, lakes and shores are shown in Figure 5.1. Floodplains are shown in Figure 5.2. Figures 4.1, 5.1 and 5.2 are incorporated as part of the existing land use map series by reference. There are no areas of critical state concern pursuant to 380.05, FS.

FUTURE LAND USE ELEMENT
Figure 1.2
Residential Neighborhoods

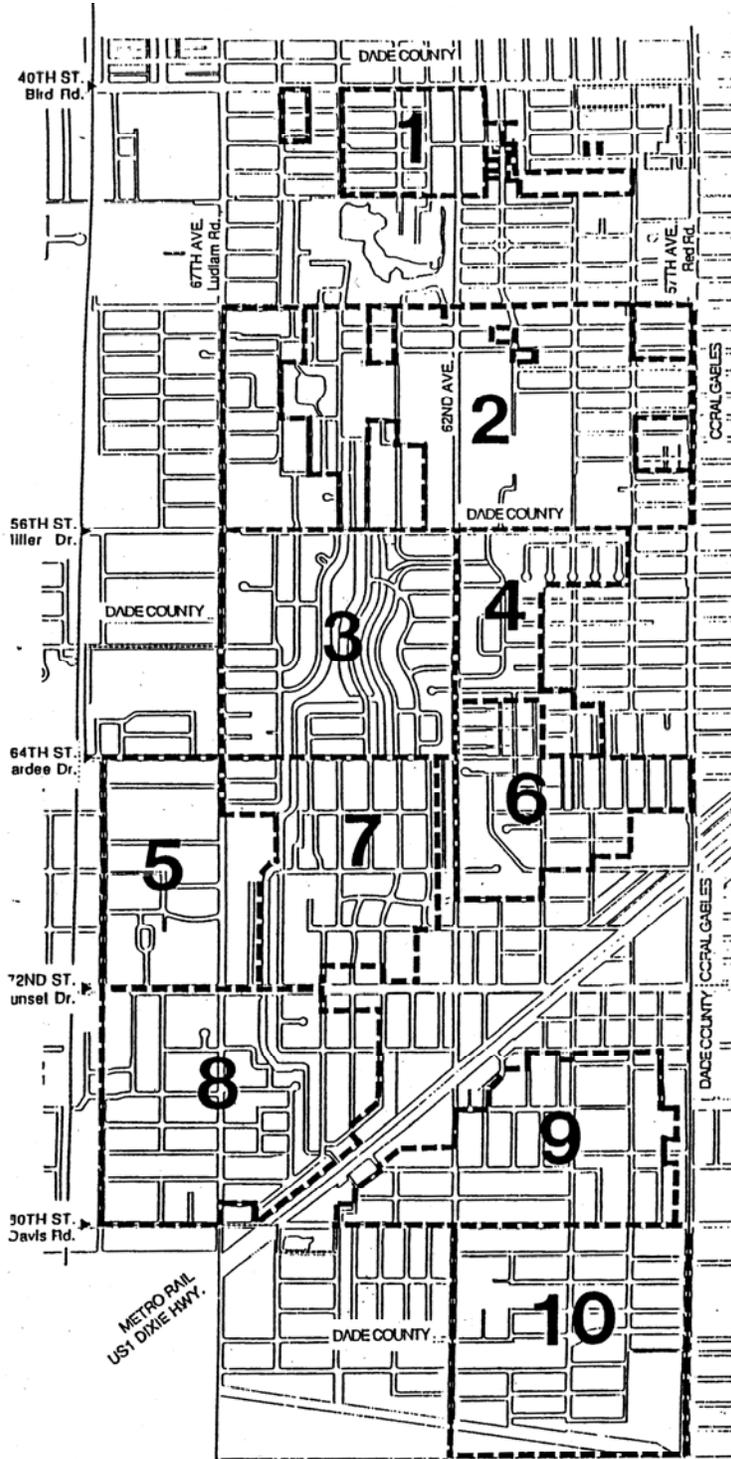


Figure 1.2

Residential Neighborhoods

Source: Robert K. Swarthout Incorporated 1987

FUTURE LAND USE ELEMENT
Figure 1.3
Traffic Generation Analysis Areas

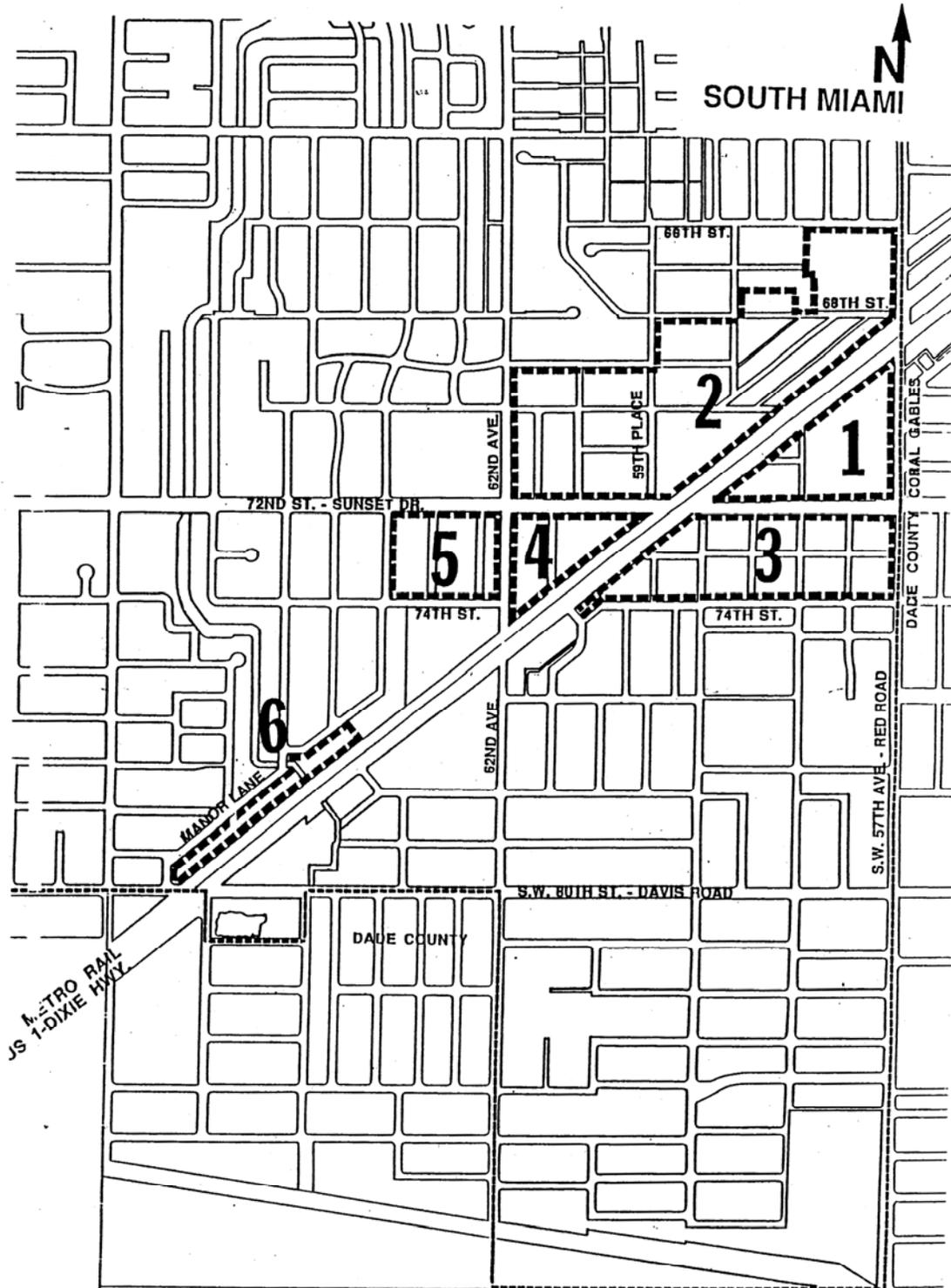


Figure 1.3

Traffic Generation Analysis Area

Source: Robert K. Swarthout Incorporated 1987

FUTURE LAND USE ELEMENT
Figure 1.4
Buildings of Historic Interest

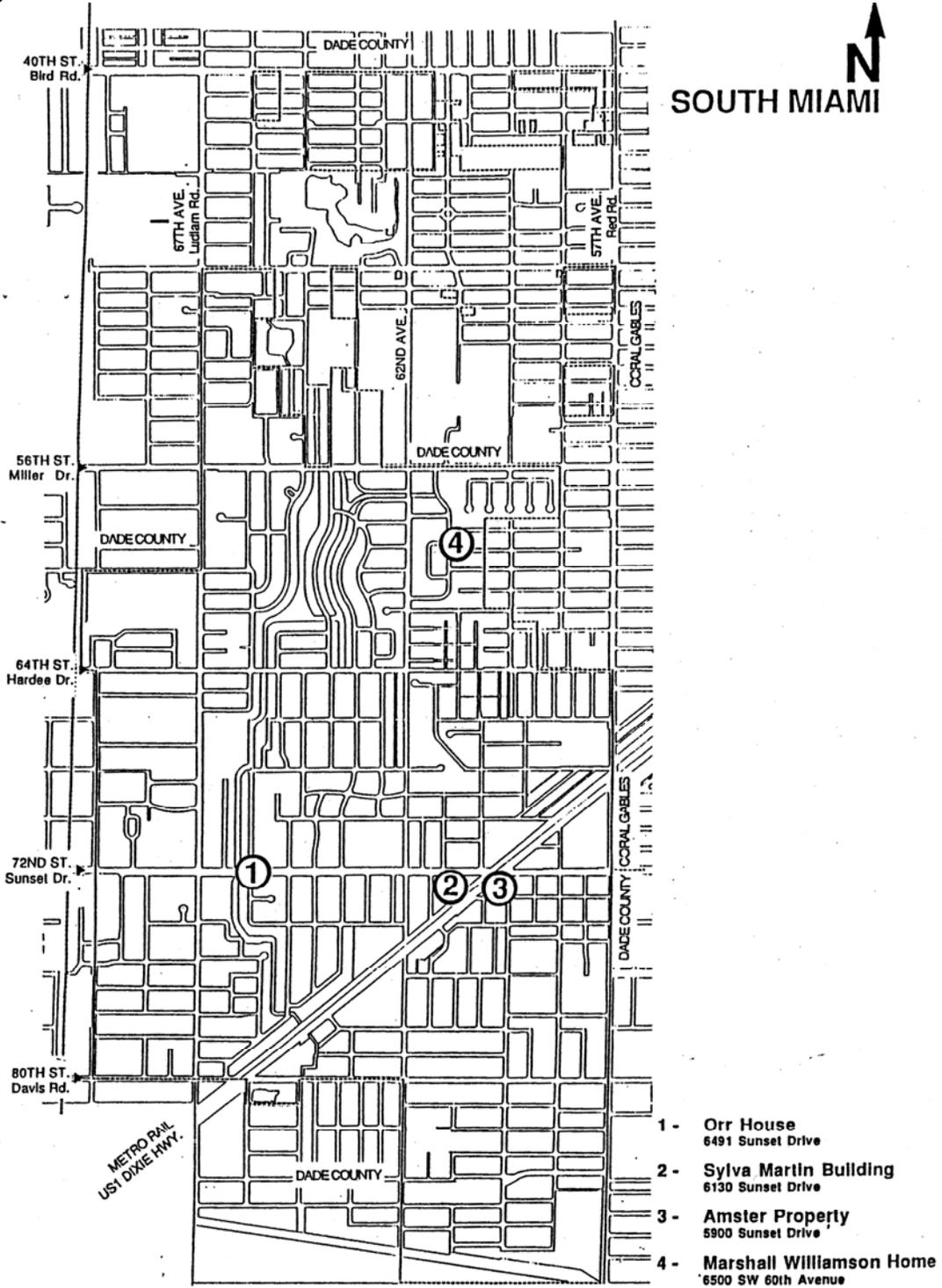


Figure 1.4

Buildings of Historic Interest

Source: City of South Miami, Dept. of Building and Zoning

FUTURE LAND USE ELEMENT

Figure 1.6
Wetlands

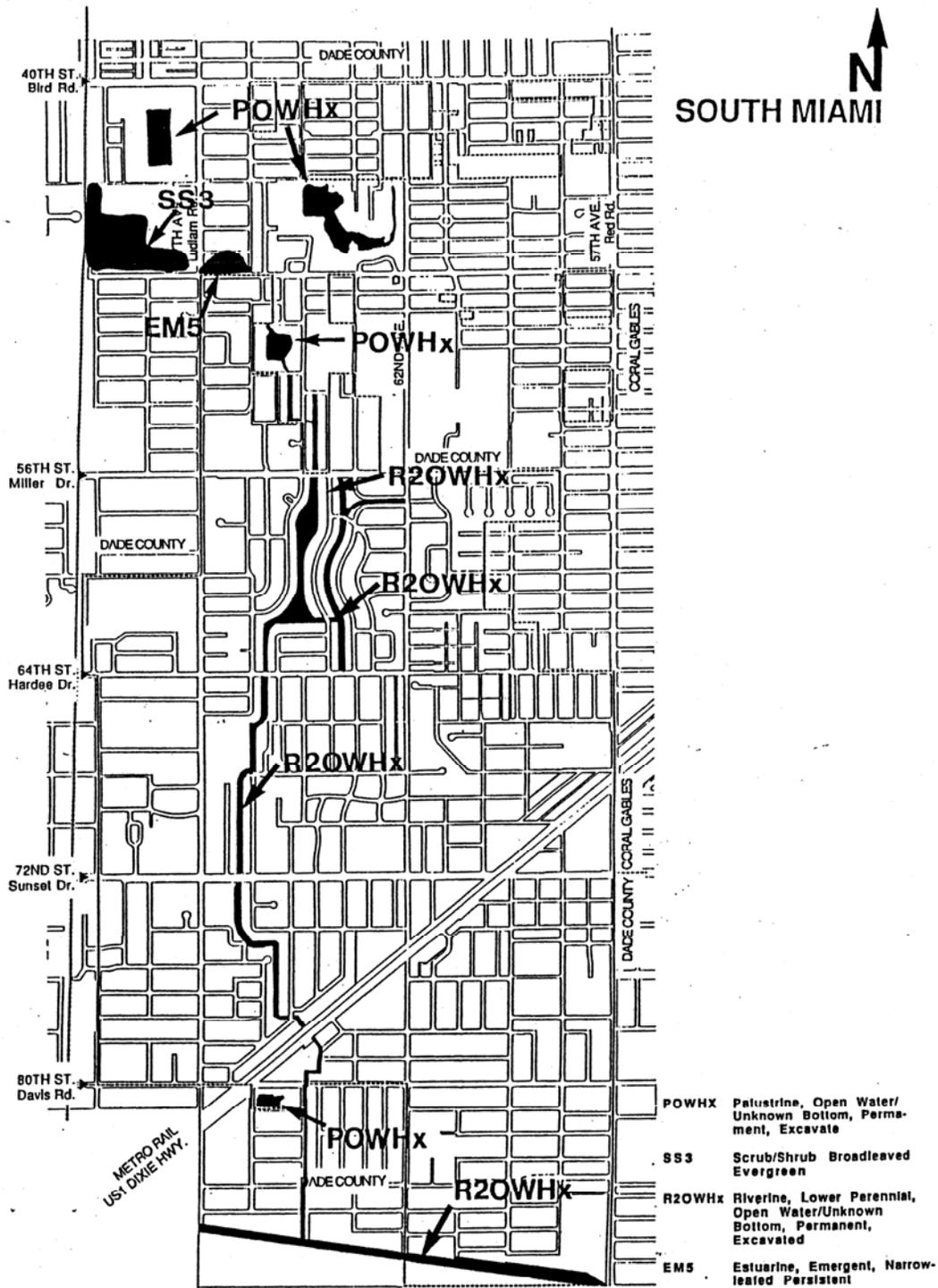


Figure 1.6

Wetlands

Source: United States Department of the Interior 1970

FUTURE LAND USE ELEMENT

Figure 1.7

Enclave Annexation Area

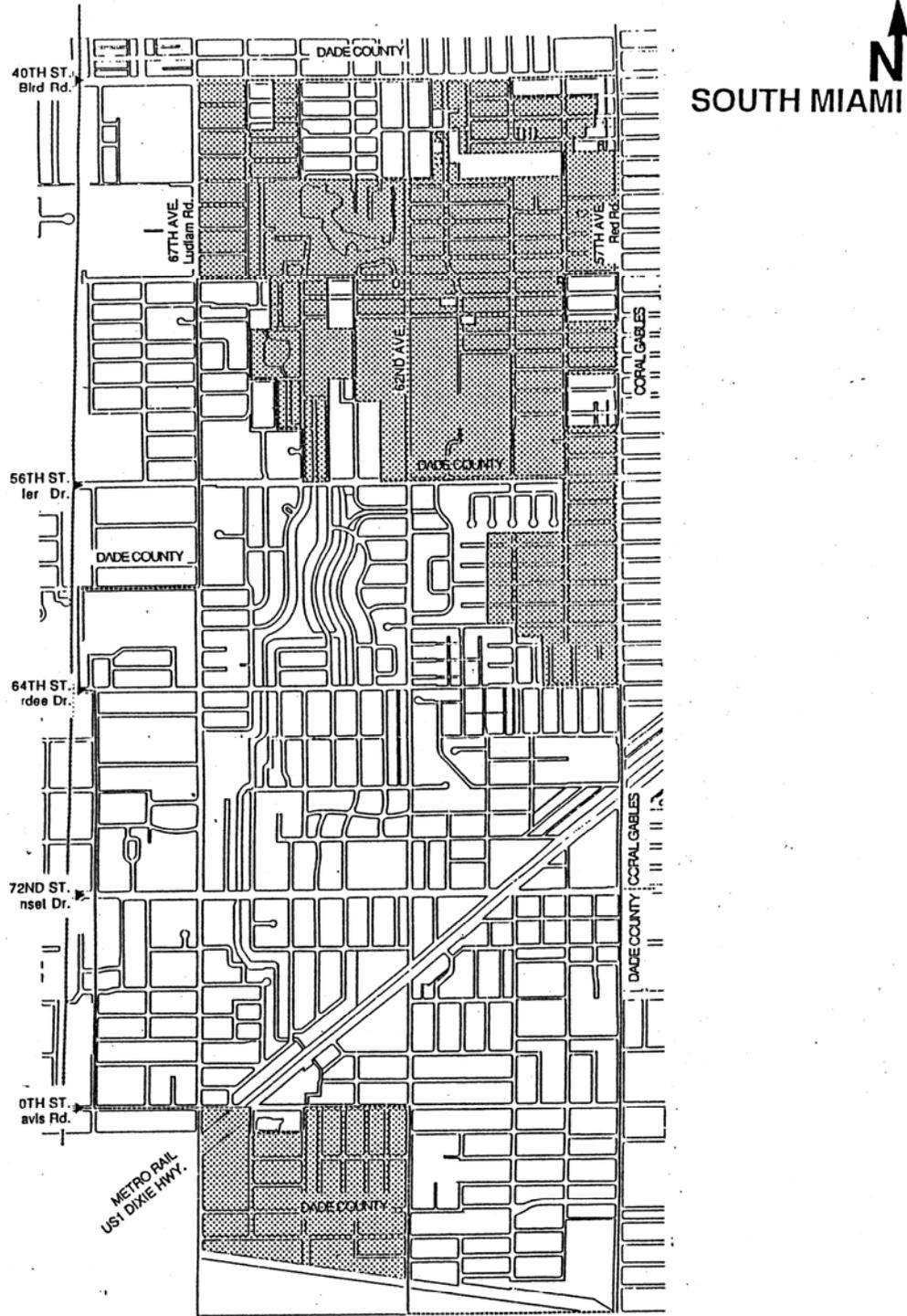
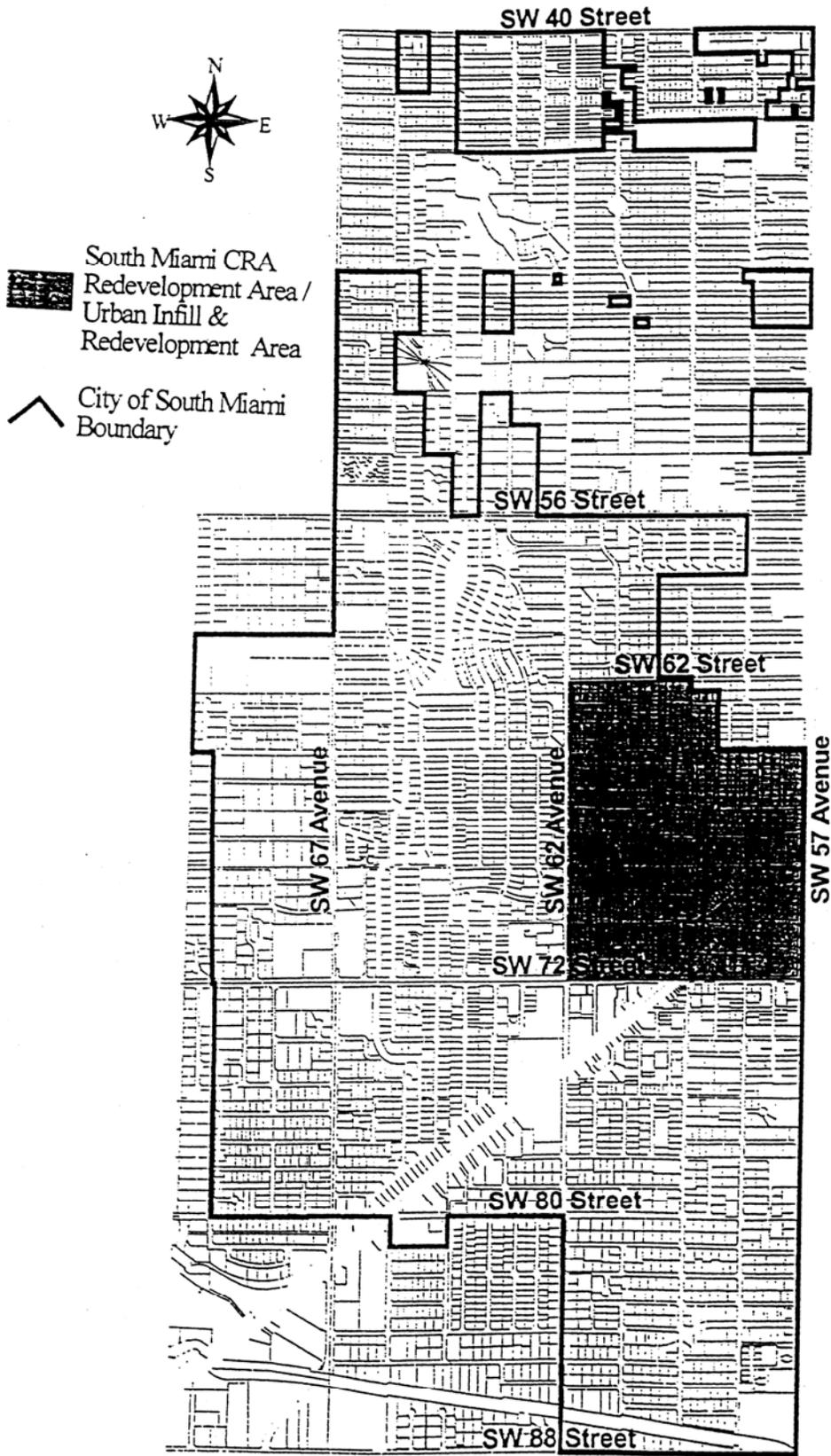


Figure 1.7

Enclave Annexation Area

Source: Robert K. Swarhout Incorporated 1987

FUTURE LAND USE ELEMENT
Figure 1.8
Community Redevelopment Area / Urban Infill Area



FUTURE LAND USE ELEMENT

Figure 1.9

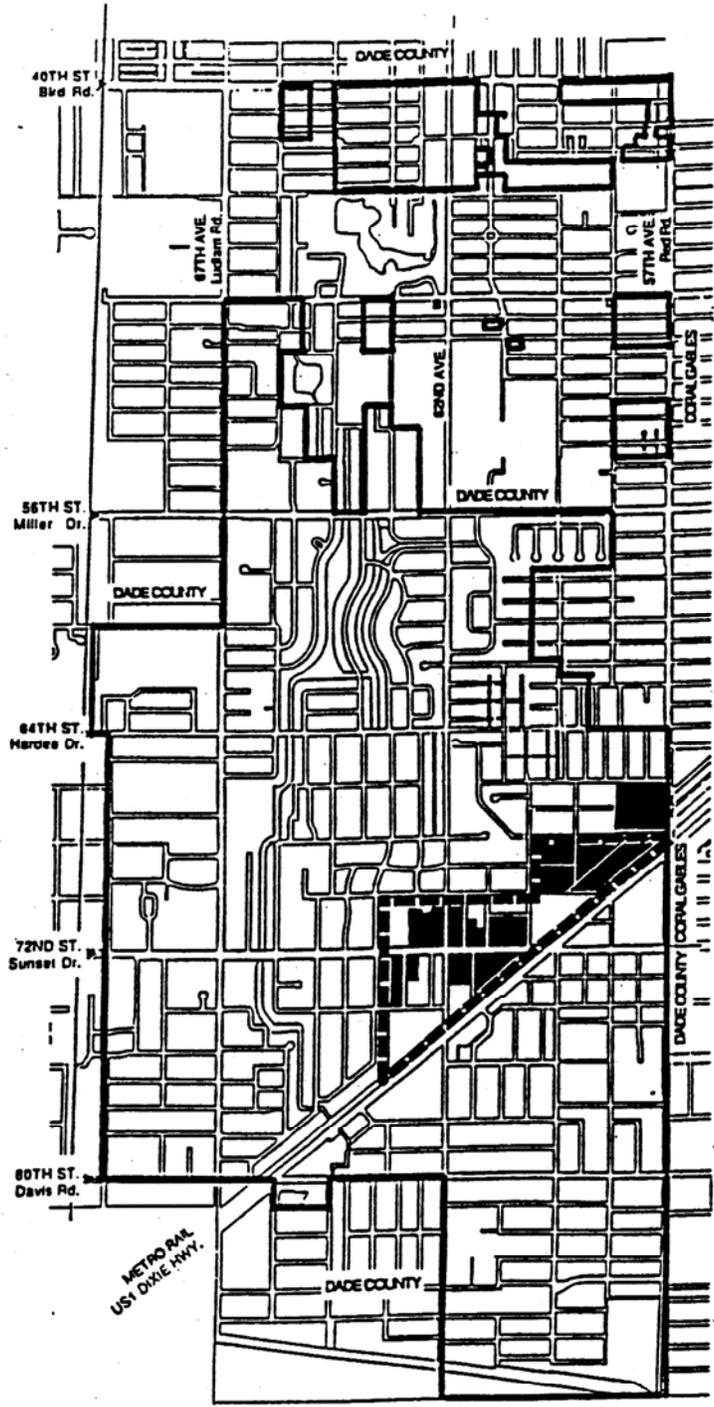
Future Land Use Map

(See attached Map Series)

1995 Future Land Use Map (Color) was adopted August 19, 1997, by Ordinance No. 20-97-1641.

NOTE: The future land use map designates no known industrial uses, agricultural uses, conservation uses, waterwells, beaches, estuarine systems or harbors. South Miami has no minerals in economic quantities. Historic resources meriting protection are shown in Figure 1.4. Existing and planned cones of influence are shown in Figure 1.5. Wetlands are shown in Figure 1.6. Soils are shown in Figure 4.1. Rivers, lakes and shores are shown in Figure 5.1. Floodplains are shown in Figure 5.2. Figures 1.2, 1.3, 1.4, 4.1, 5.1 and 5.2 are incorporated as part of the future land use map series by reference. There are no areas of critical state concern pursuant to 380.05, FS.

FUTURE LAND USE ELEMENT
 Figure 1.10
 Redevelopment and Infill District and
 Transit Oriented Development (T.O.D.) District Map



- Redevelopment and Infill District Boundaries [Amendment 95-1]
- Transit-Oriented Development District [Amendment 95-2]
- Municipal Boundaries

FUTURE LAND USE ELEMENT
Figure 1.11
Public Schools Serving South Miami



Schools Inside South Miami

- A. Ludlam Elem. School
- B. South Miami Elem. School
- C. South Miami Middle School
- D. J.R.E. Lee Education Center

Schools Outside South Miami

- E. South Miami Senior High School
- F. David Fairchild Elem. School



Figure 1.11
Public Schools Serving South Miami
 Source: City of South Miami

TRANSPORTATION ELEMENT
CHAPTER 2

EXISTING CIRCULATION SYSTEM

Traffic conditions in South Miami are characterized by a significant amount of through traffic on the Countywide road network. The City also has an extensive single-family residential street network. Figure 2.1 illustrates the general roadway network and shows major street names.

Network Inventory

The South Miami road network consists of one arterial and two collectors serving north/south movement, and three arterials and two collectors serving east/west movement. Dixie Highway, an arterial, has a diagonal orientation through the City. Although the City roadway network does not physically contain any limited access roadways, it is adjacent to two expressways located just outside of the City limits. The Palmetto Expressway (State Highway 826) runs north and south less than one mile to the west of the City with interchanges at Miller Drive and Sunset Drive. The Snapper Creek Expressway (State Highway 94) runs east and west approximately a few hundred feet below the southwest corner of the City. The expressway terminates at U.S. 1 and its principal function is to connect U.S. 1 and the South Dade Expressway (State Highway 874).

Kendall Drive: This is the southernmost arterial in the City forming a portion of the southern City boundary. The road is a major Countywide east/west traffic facility serving the southern periphery of the City. In South Miami the roadway is two lanes with an expansion to six lanes outside the City.

S.W. 80th Street: This two lane residential collector street forms the remainder of the City's southern boundary. S.W. 80th Street also connects to the Snapper Creek Expressway providing access to western Dade County.

Sunset Drive: A minor arterial, it provides access through the City and to the downtown including the Bakery Centre. The roadway is also an important county road, therefore, accommodating significant through traffic unrelated to South Miami. It is a four lane divided road, except the portion east of U.S. 1, through the City and is characterized by dense commercial use in the eastern part of the City. It also provides access to the South Miami Metrorail Station. Sunset Drive is designated as an historic highway both east and west of the City of South Miami.

S.W. 64th Street: A local residential collector similar to S.W. 80th Street. This road does not extend beyond the Palmetto Expressway. Therefore, traffic on the road is limited to primarily local trips. The road is two lanes through the City.

Miller Road: This is also a collector roadway but it serves more through trips than S.W. 64th Street and S.W. 80th Street. It has an interchange with the Palmetto Expressway, extends into western Dade County, and also provides access to the University of Miami to the east of the City. The roadway is two lanes through the City expanding to a four lane divided design at the Ludlam Road intersection at the western boundary of the City.

S.W. 48th Street: This residential collector does not extend beyond the Florida East Coast Railroad tracks just west of the City boundaries and serves primarily local trips. The road is two lanes throughout the City and land use along the road is residential.

Bird Road: This is a six-lane divided roadway forming the northern boundary of the City. The road is an important county facility carrying a high percentage of through traffic in the City. The road has an interchange with the Palmetto Expressway and land use adjacent to the roadway is primarily commercial.

TRANSPORTATION ELEMENT

Ludlam Road: This two-lane collector forms a portion of the City's western boundary. The road serves a number of through trips as a collector in the county roadway system.

S.W. 62nd Avenue: This collector facility serves mostly local traffic since the roadway extends only a short distance beyond the northern City limits. The road is two lanes from S.W. 62nd Street to Bird Road with adjacent land use being primarily residential. From S.W. 62nd Street to U.S. 1 the road is expanded to four lanes with predominantly commercial land uses. The remainder of the roadway from U.S. 1 to its southern terminus is two lanes with residential land use.

Red Road: This arterial facility serves the residential areas in the northern and central parts of the City and the commercial area in the southern section of the City. The road is two lanes from just north of U.S. 1 to Bird Road. From north of U.S. 1 to S.W. 74th Street the road expands to four lanes with sections of on-street parking in downtown.

U.S. 1: Dixie Highway is a principal county arterial with high through trip components. The roadway is six lanes divided through the City and, unlike any other major roadway, traverses the City diagonally from the northeast to the southwest. The roadway has some access controls through limited cross street intersections and left turn restrictions at intersections.

Figure 2.2 shows the number of lanes and location of traffic signals.

Local Street Network

South Miami has a local residential street system that forms a tight grid throughout the community. Many of the streets in the southeastern section of the City are experiencing high numbers of through trips. These are due to the high concentration of commercial and medical uses, and the difficulty in reaching these destinations. Access controls and congestion on U.S. 1 appear to be forcing trips through these neighborhoods to reach their destinations.

Functional Classification

The Florida Department of Transportation (FDOT) is responsible for the functional classification of roadways into a hierarchy depicting their functions, responsible agency and level of usage. The following classifications are utilized to typify roadways:

PRINCIPAL ARTERIALS - are defined as major highways serving regional activity centers. These facilities accommodate heavy volumes of traffic and channel traffic between other principal arterials and through the urban area. In South Miami they are:

- U.S. 1
- Bird Road
- Kendall Drive

MINOR ARTERIALS - are defined as carrying moderately heavy traffic and channel traffic to community activity centers.

- Sunset Drive
- Red Road

COLLECTOR STREETS - are defined as carrying moderately low traffic volumes and serve to channel traffic from neighborhoods to the arterial network or to other neighborhood activity centers. These residential streets should not be re-designated to avoid potential road widenings.

- Miller Road
- Ludlam Road
- David Road (S.W. 80 Street)
- S.W. 62nd Avenue

TRANSPORTATION ELEMENT

- S.W. 48th Street

In addition to the above categories, the FDOT functional classification system also assigns a governmental jurisdiction to each of the classified roadways, i.e., State, County or City. The third map (Figure 2.3) depicts the FDOT functional classification system as it applies to South Miami. As of 1996, Sunset Drive, between U.S. 1 and Red Road, is now a municipal roadway, via transfer of title from the Florida Department of Transportation to facilitate the goals of the Hometown Plan for a 3L roadway.

Existing Traffic (1989)

Traffic volumes in Dade County are monitored by the Metro-Dade Public Works Department and FDOT. The map (Figure 2.4) Existing Average Daily Traffic Volumes shows that U.S. 1 is carrying the heaviest volumes through the City. U.S. 1 has an average of 68,870 vehicles per day (vpd) north of Kendall Drive and 71,993 vpd north of Sunset Drive. Bird Road with 45,693 vpd has the next highest average daily traffic volumes. Sunset Drive and Kendall Drive also have significant traffic loadings. Heavy traffic volumes on these streets are primarily due to commuter trips between downtown Miami and suburban locations to the west and southwest.

MASS TRANSPORTATION

South Miami (1989)

All mass transportation in South Miami is provided by Metro-Dade County and private carriers. The major provider of transit is the Metro-Dade Transit Agency which operates the countywide bus system and the elevated rapid transit system (Metrorail).

Bus routes directly serving South Miami include Routes 37, 40, 48, 52, 56, 57, 67 and 72. No single route serves South Miami exclusively, rather portions of routes traverse the City as part of a larger areawide route. Figure 2.5 depicts existing transit routes in South Miami. There is a Metrorail Station located at U.S. 1 and Sunset Drive.

Dade County Transit

The County's mass transit operation is a multimodal system consisting primarily of a passenger bus operation connecting to the Metrorail and Metromover rail systems. The County bus system is a fixed-route, fixed-schedule bus system operated by the Metro-Dade Transit Agency with the main hub operating from Downtown Miami. Rail transit consists of the Metrorail and Metromover systems with the main station, and only rail to rail transfer point, being the Government Center Station in Downtown Miami. The Metrorail system is a 21 mile rapid transit system and Metromover is a 1.9 mile elevated downtown people mover.

Metro-Dade Bus Transit operates 7 days a week with maximum service provided on weekdays. Saturday service operates almost the same as weekday service, with most routes in operation and some minor changes in headways and service hours. On Sundays and holidays, a reduced route schedule is available with most headways operating on a 60 minute basis. The Metrorail and Metromover systems also operate 7 days a week with service provided from 6:00 A.M. to 9:00 P.M. on weekdays and 6:30 A.M. to 6:30 P.M. on weekends and holidays.

Regular fares for the Metro-Dade bus system and for the Metrorail system are \$1.25; and 25 cents for the Metromover system. Regular transfer fares are as shown below on Table 5.

**Table 2-1
REGULAR TRANSIT TRANSFER FARES
CITY OF SOUTH MIAMI**

| Mode to Mode | Transfer Fare | 1997 Transfer Fare |
|-------------------------|----------------------|---------------------------|
| Bus to Bus | 25 cents | 25 cents |
| Bus to Rail | 25 cents | 25 cents |
| Metrorail to Metromover | Free | Free |
| Metromover to Metrorail | Free | \$1.00 |

Source: Metro-Dade Transit Agency, 1987, 1997.

EXISTING TRAFFIC CONDITIONS

Accident Locations

The Dade County Public Safety Accident Section maintains accident records. The table below shows recent high accident locations. The intersection of Dixie Highway and Sunset Drive has the highest rate in the main part of the City.

**Table 2-2
ACCIDENT LOCATIONS
CITY OF SOUTH MIAMI**

| Road | Intersection | 1986 Accidents |
|-------------|---------------------|-----------------------|
| U.S. 1 | Red Road | 4 |
| | Sunset Drive | 22 |
| | Davis Street | 13 |
| Ludlam Road | Miller Avenue | 14 |
| | Sunset Drive | 6 |
| | Davis Street | 6 |
| Red Road | Bird Road | 34 |
| | Miller Avenue | 7 |
| | Sunset Drive | 3 |
| | Davis Street | 3 |
| | Kendall Drive | 7 |

Source: Metro-Dade Public Safety Department Accident Section, 1987.

TRANSPORTATION ELEMENT

SUPPLEMENTAL TRANSPORTATION DATA AND ANALYSIS ADDRESSING RULE 9J-5.019

This was prepared to address the Florida Department of Community Affairs (DCA), objections, recommendations, and comments to South Miami's Amendment #16 Transportation Element as described in DCA's Objections, Recommendations, and Comments (ORC) Report issued April 9, 1997.

Significant Parking Facilities

Figure 1 located in Appendix 1-A of DCA Amendment No. 97-1ER shows the significant public parking facilities located throughout the City of South Miami. These facilities include the public park-and-ride garage located at the South Miami Metrorail transit station, South Miami Hospital, City Hall, Shops at Sunset Place, schools, parks and recreational areas. There are also two areas in downtown South Miami located between SW 59th Avenue and SW 57th Court along SW 73rd street and SW 74th street which has long term meter, 5 hour, street parking.

These areas provide the necessary parking for consumers which shop the downtown commercial shops which do not have the space for on site parking. The parking areas are owned and operated by the City of South Miami.

Intermodal Terminals and Access to Intermodal Facilities

The only intermodal terminal within the City of South Miami is the South Miami Metrorail transit station located on Sunset Drive and South Dixie Highway. The roadway network of South Miami most directly related to the movement of freight is presented in Figure 2 located in Appendix 1-A of DCA Amendment No. 97-1ER. This figure depicts the City of South Miami's existing intermodal terminal and access to the intermodal facility. Most of the significant activities are located on Bird Road, South Dixie Highway, and Kendall Drive.

Major Public Transit Trip Generators and Attractors Based Upon the Existing Land Use Map

As shown in Figure 3 located in Appendix 1-A of DCA Amendment No. 97-1ER, existing major traffic/trip generators and attractors are located throughout the City of South Miami. But for the most part, the majority of them are concentrated in the downtown area. For presentation purposes, these major generators and attractors have been categorized as: government centers, hospitals/medical complexes, shopping centers/major retail areas, attractions/cultural facilities, parks/recreational areas, and employment centers. Within the City of South Miami they are: South Miami Hospital, Shops at Sunset Place, Ludlam Elementary School, South Miami Elementary, Fairchild Elementary, City Hall, Dante Fascell Park, Fuch's Park, Marshall Williamson Park, Murray Park, the Y.M.C.A., the Metrorail transit station, and the downtown area's retail shops.

Analysis of growth trends and travel patterns and interactions between land uses and transportation, the compatibility between the future land use and transportation element

The growth trends for the City of South Miami, which are directly related to its travel patterns and interactions, have occurred in the area surrounding and adjacent to the City's downtown area and its major arterials. This area has experienced the largest population increase within the City's boundary. This is indicative of where most of the City's transportation improvements have occurred. Also, most of the City's major arterial and travel patterns, which are connected to the downtown area, have also been directly effected by the population growth. This area has become congested and the traffic pattern has increased dramatically.

TRANSPORTATION ELEMENT

Figure 4 located in Appendix 1-A of DCA Amendment No. 97-1ER illustrates the division of the County into seven major and 23 minor statistical zones used by Dade County Department of Planning, Development, and Regulations. South Miami is located in statistical area 5.3 and a small portion of 5.6. The distribution of population growth by zone is detailed in Table 1. Within the City of South Miami, there was actually a population decrease of about 1 percent between 1980 and 1990. On the other hand, from 1990 to 1994 the population increased about 2 percent.

Figure 5 located in Appendix 1-A of DCA Amendment No. 97-1ER, illustrates the Existing Average Daily Traffic Volumes. U.S. 1 is carrying the heaviest volumes of traffic through the City. U.S. 1 has an average traffic volume of 68,670 vehicles per day (vpd) north of Kendall Drive and 71,663 vpd north of Sunset Drive. Bird Road with 45,693 vpd has the next highest average daily traffic volumes. Sunset Drive and Kendall Drive also have significant traffic loadings. Heavy traffic volumes on these streets are primarily due to commuter trips between downtown Miami and suburban locations to the west and southwest.

Since the Land Use Plan calls for a reduction in land use intensities (particularly commercial), no significant increase will occur in traffic generated by South Miami. In fact, the City is proposing to develop a shuttle system that would link the eastern and western portions of the City together, promoting public transit and therefore lessening the amount of traffic in the downtown area (Figure 8 located in Appendix 1-A of DCA Amendment No. 97-1ER). The principal goal of the land use plan is to avoid the adverse impacts that accompany street widening.

It is the legislative judgment of the South Miami City Commission that such widening would not necessarily result in improved levels of service; such widening could just as likely result in higher volumes of traffic at lower levels of service. Higher volumes of traffic would adversely affect the residential character of South Miami and further congest downtown South Miami. It is in the best interest of South Miami that this does not happen. Instead, efforts should encourage commuter traffic to use high design arterials that do not pass through the City of South Miami.

Analysis of the projected intermodal deficiencies and needs such as terminals, connections, high occupancy vehicle lanes, park-and-ride lots and other facilities

All types of intermodal terminals (transit, air/sea, and freight) are present in Dade County. As shown in Figure 6 located in Appendix 1-A of DCA Amendment No. 97-1ER, the City of South Miami only has one terminal which is the South Miami Metrorail Transit Station with a public park-and-ride garage located on South Dixie Highway (US-1) and Sunset Drive. There are no other terminals or park and ride lots within the City limits.

The future mass transit systems expansion and development for Dade County does not directly effect the City of South Miami. None of these proposed rapid transit corridors are located within its boundary limits. Instead they expand to the north and south of the City. The only improvements to the system within the City of South Miami is that the City is proposing to develop a shuttle system which would link the eastern and western portions of the City together. The system will run along a 1.8 mile long complete loop with stops strategically located in order to serve all aspects of the downtown area (Figure 8 located in Appendix 1-A of DCA Amendment No. 97-1ER). The development of this shuttle system will encompass the Metrorail station as part of its route and will promote public transit, reduce the demand for parking in the downtown area, and reduce the volume of traffic on the roadways.

High Occupancy Vehicle (HOV) lanes, also know as Diamond lanes or Carpool lanes, are reserved exclusively for carpools, vanpools and public transit vehicles during weekday mornings and evening rush hours. There are currently no HOV lanes within the boundary limits of the City of South Miami.

TRANSPORTATION ELEMENT

An analysis of projected transportation system needs

The major provider of transit in the City of South Miami is the Metro-Dade Transit Agency which operates the county wide bus system and the elevated rapid transit system (Metrorail).

Bus routes directly serving South Miami include Routes 37, 40, 48, 52, 56, 57, 67, and 72. Figure 7 located in Appendix 1-A of DCA Amendment No. 97-1ER depicts the existing transits routes in the City of South Miami. No single route serve South Miami exclusively, rather portions of routes traverse the City as part of a larger area wide route.

The Metrorail does have a transit station within the boundary limits of the City of South Miami located at U.S. 1 and Sunset Drive. The existing bus routes can be accessed from this station. This station also has a park-and-ride garage which provides parking and transportation needs of commuters.

The City is also proposing to develop a shuttle system which would link the eastern and western portions of the City of South Miami together as shown in Figure 8 located in Appendix 1-A of DCA Amendment No. 97-1ER. Currently the City is divided by South Dixie Highway (US-1), a six lane divided principal arterial that is characterized by a heavy volume of traffic which makes it virtually unfriendly to pedestrians. The development of this shuttle system will encompass the Metrorail station as part of its route and will promote public transit, reduce the demand for parking in the downtown area, and reduce the volume of traffic on the roadways.

Analysis of compatibility of the transportation system needs with FDOT Adopted Work Program, long range transportation plan and plans of the MPO, and the compatibility with the policies and guidelines of these plans

The compatibility of the transportation system needs with the FDOT Adopted Work Program, long range transportation plans and plans of the MPO are similar in its approach, but smaller in scale.

All 2015 LRTP improvement projects are Priority I projects which consist of those projects found in the MPO's adopted FY 1996 Transportation Improvements Program (TIP) for the years 1996 through 2000. The Florida Department of Transportation's adopted 1996 Work Program comprises the State's program in the 1996 TIP. The other priority years are as follow: Priority II - Years 2000 to 2005; Priority III - Year 2005 to 2010, and Priority IV - Year 2010 to 2015.

Analysis shall demonstrate how the local government will maintain its adopted level of service standards for roads and transit facilities

The County's current adopted level of service standards for roads and transit facilities maintain an overall transportation system which does not adversely effect residential neighborhoods, but which provides for the circulation needs of all sectors of the community in a safe, efficient, cost effective, and aesthetically pleasing manner. The City will maintain the current level of service standards by not issuing any new construction permits that might have a negative effect on the level of service.

TRANSPORTATION ELEMENT

Analysis shall explicitly address and document internal consistency

All the components of the City's Comprehensive Plan have been coordinated in order to achieve internal consistency. The proposed goals, objectives and policies of the Transportation Element have been fully coordinated to, among other things:

- Promote Land use design which promote transit usage.
- Promote development and redevelopment of underutilized land.
- Provide access to existing and planned major trip generators and attractors.
- Meet or exceed the adopted minimum level of service standard

Provide transit services based on generators/attractors

Most of the transit trip generators and attractors within the City of South Miami are located in the downtown area and along US-1. Within this area there is the South Miami Metrorail Transit Station which is in the heart of the City's only intensive development area. This Metrorail Station puts commuter rail transit service at hand.

As shown in Figure 8 located in Appendix 1-A of DCA Amendment No. 97-1ER, the City is also proposing to develop a shuttle system which would link the eastern and western portions of the City of South Miami together. The route will be 1.8 miles long with a complete loop time of approximately 20 minutes including eight stops. These stops will be strategically located in order to serve all aspects of the downtown area. The development of the shuttle system that encompasses the Metrorail station as part of its route promotes public transit, reduces the demand for parking in the downtown area, and reduces the volume of traffic on the roadways. It will also provide the much needed link between the South Miami community and the rest of the county.

There is also an existing Bus Route System which directly serves the City of South Miami as shown in Figure 7 located in Appendix 1-A of DCA Amendment No. 97-1ER. This Bus service is available along the major transit generators and attraction with some services having 30 minutes headway.

Establish parking strategies to promote transportation goals/objectives

The main transportation goal for the City of South Miami is that it will maintain an overall transportation system which does not adversely affect residential neighborhoods but which provides for circulation needs of all sectors of the Community in a safe, efficient, cost effective and aesthetically pleasing manner. The City is proposing to do this by developing a shuttle system which would link the eastern and western portions of the City of South Miami together (Figure 8 located in Appendix 1-A of DCA Amendment No. 97-1ER). The development of the shuttle system that encompasses the Metrorail station as part of its route promotes public transit and will greatly reduce the demand for parking in the downtown area and reduce the volume of traffic on the roadways.

Within the City of South Miami there are several parking locations and facilities which meet the necessary volume of vehicles which travel to and from South Miami. There are also specific areas with metered street parking which address the downtown area. These parking spaces are located along the major commercial area as shown in Figure 1 located in Appendix 1-A of DCA Amendment No. 97-1ER.

TRANSPORTATION ELEMENT

Establish TSM strategies to improve system efficiency and enhance safety

To improve system efficiency and enhance safety it is important that we facilitate traffic flow and reduce adverse traffic impact. The best means of achieving this is by avoiding any major street widening. As a direct result we will protect and enhance both the residential neighborhood and the downtown area.

Currently the City is divided by South Dixie highway (US-1) a six-lane divided principle arterial. This roadway is characterized by heavy volume of traffic which makes it virtually unfriendly to pedestrians. The development of a shuttle system which would link the eastern and western portions of the City together is being proposed by the City of South Miami. This shuttle system will have stops strategically located to serve all aspects of the downtown area. This is depicted in Figure 8 located in Appendix 1-A of DCA Amendment No. 97-1ER.

Establish land use, site and building design guidelines for accessibility to transit facilities

Due to the limited number of vacant parcels and little anticipated demolition of existing households, the total number of households will increase only slightly throughout the 10 year planned period.

From the Existing Land Use Map, it can obviously be seen that most of the housing is located around the downtown area of South Miami. This area is composed mostly of commercial land use.

The City is also proposing to develop a shuttle system which would link the eastern and western portions of the City of South Miami together. The existing and proposed transit system allows accessibility to the downtown area from all parts of the City of South Miami. Therefore expansion of housing does not need to be located within a small concentrated area since there is transit access throughout the City.

Coordinate with other local governments for area wide transportation coordination.

Refer to the adopted Intergovernmental Coordination Element.

Parking facilities that are required to achieve mobility goals

Most of the commercial area is located along US-1 in the downtown area of the City of South Miami. Most of these shops have their own designated parking areas. But some shops on the other hand are not equipped with their own parking and therefore must rely on municipal parking facilities. These facilities supply the necessary parking spaces for the City's parking. By providing ample parking spaces, the required mobility goals will be met.

TRANSPORTATION ELEMENT

Level of Service Standards Defined

The Level of Service (LOS) of a roadway is defined as the ability of a maximum number of vehicles to traverse a roadway segment while maintaining a given operating condition. The standard descriptions of service levels utilized in transportation planning are as follows:

LOS "A" describes a condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in vehicle maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

LOS "B" describes a condition where operating speeds are beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation.

LOS "C" describes an operating condition where speeds and maneuverability are more closely controlled by high volumes of traffic. Most drivers are restricted in their freedom to select their speed, lane of operation or ability to pass. A satisfactory operating speed is maintained.

LOS "D" approaches an unstable flow of traffic. Tolerable operating speeds are maintained though considerably affected by changes in operating conditions. Fluctuations in volumes and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, comfort and convenience are low, but conditions can be tolerated for short periods of time.

LOS "E" represents operations at even lower speeds than LOS "D." Flow is unstable and there may be stoppages of momentary duration.

LOS "F" describes forced flow operation at low speeds. Speeds are reduced substantially and stoppages may occur for short or long periods of time. In the extreme, both speed and volume can drop to zero.

**Table 2-
24-HOUR CAPACITIES BY LEVEL OF SERVICE CATEGORY**

| Level of Service | Number of Lanes | | | | | | |
|------------------|-----------------|--------|--------|--------|--------|--------|---------|
| | 2L | 3L | 4LU | 4LD | 6LD | 8LD | 10LD |
| A | 9,800 | 14,900 | 16,900 | 22,500 | 34,800 | 46,400 | 58,000 |
| B | 11,500 | 17,300 | 20,000 | 26,300 | 40,600 | 54,100 | 67,600 |
| C | 13,100 | 19,700 | 22,700 | 30,000 | 46,400 | 61,800 | 77,300 |
| D | 15,700 | 23,600 | 23,600 | 36,000 | 55,800 | 74,400 | 93,000 |
| E | 17,400 | 26,200 | 30,300 | 40,000 | 61,900 | 82,600 | 103,200 |

Sources: UTPS capacities based on 9 percent peak hour factor
One-way peak hour capacity 9 percent, 60 percent split.

**Table 2-4 (1995) EXISTING PEAK HOUR TRAFFIC CONDITIONS
CITY OF SOUTH MIAMI**

| Roadway | Location | Jurisdiction | 1993 ADT* | Existing LOS "D" Capacity | Existing Design | Existing ** V/C at LOS "D" | Existing LOS |
|----------------------|--------------------|---------------------|------------------|----------------------------------|------------------------|-----------------------------------|---------------------|
| Bird Road | W of Red Road | State | 4,124 | | 6LD | | F |
| Miller Road | W of Red Road | County | 1,060 | 1,040 | 2L | 1.02 | E |
| Sunset Drive | W of Dixie Hwy | State | 1,886 | | 4LD | | C |
| Kendall Drive *** | W of SW 67 Ave | State | 3,089 | | 2L | | N/A |
| Ludlam Drive | S of Kendall | County | 1,360 | 1,280 | 2L | 1.06 | E |
| | N of Sunset Drive | County | 1,110 | 970 | 2L | 1.14 | E |
| Red Road | S of Kendall Drive | County | 2,890 | 1,890 | 2L | 1.53 | E (+50) |
| | N of Dixie Hwy | State | N/A | | 4LD | | F |
| Dixie Hwy | N of Kendall Drive | State | 4,068 | | 6LD | | F |
| | N of Sunset Drive | State | 5,958 | | | | |

* ADT - Average Daily Traffic

** V/C - Volume to Capacity Ratio

*** - Datum is for a point outside the City of South Miami.

The portion of Kendall Drive within the City of South Miami carries less traffic.

Sources: Metro-Dade Public Works Department, 1994; Florida Department of Transportation, 1994

Table 2-5 (1995) EXISTING 24 HOUR TRAFFIC CONDITIONS
CITY OF SOUTH MIAMI

| Roadway | Location | Jurisdiction | 1993 ADT* | Existing LOS "D" Capacity | Existing Design | Existing ** V/C at LOS "D" | Existing LOS |
|----------------------|--------------------|--------------|-----------|---------------------------|-----------------|----------------------------|--------------|
| Bird Road | W of Red Road | State | 57,000 | | 6LD | | N/A |
| Miller Road | W of Red Road | County | 10,100 | 9,900 | 2L | 1.02 | E |
| Sunset Drive | W of Dixie Hwy | State | 27,000 | | 4LD | | N/A |
| Kendall Drive *** | W of SW 67 Ave | State | 39,000 | | 2L | | N/A |
| Ludlam Drive | S of Kendall | County | 13,490 | 13,400 | 2L | 1.01 | E |
| | N of Sunset Drive | County | 12,600 | 11,000 | 2L | 1.15 | E |
| Red Road | S of Kendall Drive | County | 16,500 | 16,100 | 2L | 1.02 | E |
| | N of Dixie Hwy | State | 21,500 | | 4LD | | N/A |
| Dixie Hwy | N of Kendall Drive | State | 56,500 | | 6LD | | N/A |
| | N of Sunset Drive | State | 90,500 | | | | N/A |

* ADT - Average Daily Traffic

** V/C - Volume to Capacity Ratio

*** - Datum is for a point outside the City of South Miami.

The portion of Kendall Drive within the City of South Miami carries less traffic.

Sources: Metro-Dade Public Works Department, 1994; Florida Department of Transportation, 1994

TRANSPORTATION ELEMENT

Actual Levels-of-Service (1995)

The established level-of-service standards for the City of South Miami regarding traffic circulation have been calculated and are presented below. The City is unable to evaluate the actual level-of-service on Tevis Drive (S.W. 62 Avenue) and Blue Road (S.W. 48 Street).

| Roadway Classification Hour Period & Specific Roadways Volumes | Peak Hour Period Maximum Volumes | Peak Existing |
|---|---|----------------------|
|---|---|----------------------|

Principal Arterials:

| | | |
|--|---------------|--|
| Dixie Hwy* U.S. 1 5958 vehicles | 9082 vehicles | |
| Bird Road* S.W. 40 St 4124 vehicles | 6936 vehicles | |
| Kendall Dr S.W. 88 St | Unlimited | |

| Roadway Classification Hour Period & Specific Roadways Volumes | Peak Hour Period Maximum Volumes | Peak Existing |
|---|---|----------------------|
|---|---|----------------------|

Minor Arterials:

| | | |
|--|-----------|--|
| Sunset Drive S.W. 72 St 1886 vehicles | Unlimited | |
| Red Road S.W. 57 Ave 2890 vehicles | Unlimited | |

Collectors:

| | | |
|--|---------------|---------------|
| Miller Road* S.W. 56 St | 1040 vehicles | 1060 vehicles |
| Ludlam Road* S.W. 67 Ave | 1360 vehicles | 1280 vehicles |
| Tevis Drive** S.W. 62 Ave established | 1179 vehicles | Not |
| Blue Road** S.W. 48 St established | 2043 vehicles | Not |

* - Maximum Volumes and Existing Volumes derived by Dade County via computer modeling program and Dade County count stations.

** - Maximum Volumes calculated based on the information contained in Table 2-4(1995); also, no count station information is available.

TRANSPORTATION ELEMENT

EXISTING ROADWAY DEFICIENCIES

The Analysis Results

Important South Miami arterials and collectors are deficient based on South Florida Regional Planning Council LOS standards. The South Florida Regional Planning Council has established LOS "D" as the appropriate LOS standard except in special cases where a level of service LOS "E" is acceptable. Special cases include central business district locations and streets where existing development precludes widening. Table 2-5 indicates that Miller Road, Kendall Drive, Red Road between Kendall Drive and Dixie Highway, and Dixie Highway are currently deficient based on LOS "D". The LOS standard "D" is not accepted as City of South Miami policy. City of South Miami LOS policy is set forth in the goals, objectives and policies section of this element.

Programmed Improvements

Roadway improvements programmed within the City of South Miami are listed in the 1988 Metropolitan Dade County Transportation Improvement Program (TIP). The TIP specifies proposed transportation projects programmed to be implemented in the coming five years in Dade County. The primary emphasis of the TIP is on fiscal year 1992. Two roadway improvements are listed for implementation within the City of South Miami and are listed on Table 2-6 below.

Table 2-6
PROGRAMMED COUNTY
TRANSPORTATION IMPROVEMENTS
PROGRAMMED FOR SOUTH MIAMI BY DADE COUNTY

| Roadway | Location | Improvement | Year | |
|----------------|-------------------------|----------------------------|-------------|-------------|
| Red Road | U.S. 1 to S.W. 8 Street | Widen from 2 lanes to 4 | 1990-91 | Not Widened |
| Miller Road | Ludlam Road to Red Road | Widen from 2 lanes to 4 | 1989-90 | Not Widened |

The 1995 TIP includes the following improvement to which the City of South Miami is opposed:

| | | | | |
|--------------|--------------------------|----------------------------|---------|--------------|
| SW 80 Street | U.S. 1 to S.W. 57 Avenue | Widen from 2 lanes to 5 | 1995-96 | City opposes |
|--------------|--------------------------|----------------------------|---------|--------------|

Source: Dade County Metropolitan Planning Organization, 1988, 1995.

Existing Needs

The analysis of existing needs are shown below on Tables 2-7 and 2-8. One is daily and the other peak hour. The analysis suggests some widening would be needed to provide a LOS "D" for existing volumes.

Table 2-7
EXISTING 24 HOUR TRAFFIC NEEDS ANALYSIS
CITY OF SOUTH MIAMI

| Roadway | Location | 1986 ADT | Existing LOS 'D' Capacity | Existing | Existing V/C | Existing LOS | County Prgrammd Imprvmt | Existing LOS 'D' Needs | Width Needed by Existing Volumes |
|-----------------|-----------------|----------|---------------------------|----------|--------------|--------------|-------------------------|------------------------|----------------------------------|
| Bird Road | W of Red Road | 45,693 | 55,800 | 6LD | .82 | C | | | 6LD |
| Miller Road | W of Red Road | 19,836 | 15,700 | 2L | 1.26 | F | +2L (4LD) | | 4LD |
| Sunset Drive | W of Dixie Hwy | 32,338 | 36,000 | 4LD | .90 | D | | | 4LD |
| Kendall Drive** | W of SW 67 Ave | 22,444 | 15,700 | 2L | 1.43 | F | | +2L (4LD) | 4LD |
| Ludlam Road | S of Dixie Hwy | 13,168 | 15,700 | 2L | .84 | D | | | 2L |
| | N of Sunset Dr | 13,680 | 15,700 | 2L | .87 | D | | | 2L |
| Red Road | N of Kendall Dr | 15,963 | 15,700 | 2L | 1.02 | E | | +2L (3L) | 3L |
| | N of Dixie Hwy | 17,560 | 36,000 | 4LD | .49 | A | | | 4LD |
| Dixie Hwy | N of Kendall Dr | 68,670 | 55,800 | 6LD | 1.23 | F | | +2L (8LD) | 8LD |
| | N of Sunset Dr | 71,993 | 55,800 | 6LD | 1.29 | F | | +2L (8LD) | 8LD |

**Datum shown is for point on Kendall Drive outside the City of South Miami,
The portion of Kendall Drive within the South Miami City carries less traffic.

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Metro-Dade Public Works Department
Florida Department of Transportation

Table 2-8
EXISTING PEAK HOUR TRAFFIC NEEDS ANALYSIS
CITY OF SOUTH MIAMI

| Roadway | Location | 1986 ADT | Existing LOS "D" Capacity | Existing Design | Existing V/C | Existing LOS | County Prgrammd Imprvmt | Existing LOS "D" Needs | Width Needed by Existing Volumes |
|-----------------|-----------------|----------|---------------------------------|--------------------|-----------------|-----------------|-------------------------------|------------------------------|--|
| Bird Road | W of Red Road | 2,270 | 2,511 | 6LD | .90 | D | | | 6LD |
| Miller Road | W of Red Road | 0,985 | 0,706 | 2L | 1.39 | F | +2L (4LD) | | 4LD |
| Sunset Drive | W of Dixie Hwy | 1,607 | 1,620 | 4LD | 0.99 | D | | | 4LD |
| Kendall Drive** | W of SW 67 Ave | 1,050 | 0,706 | 2L | 1.49 | F | | +2L (4LD) | 4LD |
| Ludlam Road | S of Dixie Hwy | 0,616 | 0,706 | 2L | .87 | D | | | 2L |
| | N of Sunset Dr | 0,640 | 0,706 | 2L | .91 | D | | | 2L |
| Red Road | N of Kendall Dr | 0,747 | 0,706 | 2L | 1.06 | E | | +1L (3L) | 3L |
| | N of Dixie Hwy | 0,822 | 1,620 | 4LD | .51 | A | | | 4LD |
| Dixie Hwy | N of Kendall Dr | 3,214 | 2,511 | 6LD | 1.28 | F | | +2L (8LD) | 8LD |
| | N of Sunset Dr | 3,369 | 2,511 | 6LD | 1.34 | F | | +2L (8LD) | 8LD |

**Datum shown is for point on Kendall Drive outside the City of South Miami.
The portion of Kendall Drive within the South Miami City carries less traffic.

Walter H. Keller Jr., Inc.
Metro-Dade Public Works Department
Florida Department of Transportation

TRANSPORTATION ELEMENT
FUTURE TRAFFIC CONDITIONS

1992 and 2000 Projections

This section of the element presents the future traffic circulation conditions in the City of South Miami. Short and long range traffic conditions are analyzed. Projections are made for 1992 and 2000. The 1992 projection coincides with the final year of the existing state and county five year plans.

Traffic projections for the year 2000 were obtained from the Metro-Dade Transit Planning Agency. Figures 2.6 and 2.7 on the following pages, illustrate 1992 and 2000 traffic.

The 1992 and 2000 volumes are analyzed for both 24-hour and peak-hour conditions. The analysis is based on LOS "D" volumes for both peak- hour and 24-hour periods. LOS "D" is used because it is the standard adopted by the South Florida Regional Planning Council. It does not reflect City of South Miami policy. See the four tables in the Appendix.

The results of this procedure is a 1992 needs network incorporating existing needs. The procedure is then repeated assessing year 2000 traffic based on the 1992 needs networks. The final columns of Tables 2-12 and 2-13 represent the year 2000 24-hour and peak-hour needs networks, respectively.

Future Land Use Plan Implications

Since the Land Use Plan calls for a reduction in land use intensities (particularly commercial), no significant increase will occur in traffic generated by South Miami. The principal goal of the land use plan is to avoid the adverse impacts that accompany street widenings. This is the reason for opposing the projects listed in Table 2-6.

County Comprehensive Plan

The projected Levels of Service designation for 2005 are:

- Designated F:**
- Bird Road
 - Miller Road
 - Sunset Drive
 - Dixie Highway
 - Red Road (part)
 - Ludlam (67th) (part)

- Designated E:**
- Red Road (part)

- Designated D:**
- Ludlam Road (part)

- Designated C:**
- Kendall Drive

However, the County ultimately adopted a complex level-of-service system in its November 1988 Comprehensive Plan; the system drops letter designations to a large extent. The City of South Miami has retained the letter designation system, as indicated in the adopted Goals, Objectives and Policies section.

TRANSPORTATION ELEMENT
RECOMMENDED CIRCULATION SYSTEM

Level of Service Standards Preferred by the City

Most of the principal and minor arterials in South Miami play a major role in the countywide traffic circulation system and are subject to a high percentage of through trips. The Regional Planning Council and the Florida Department of Transportation recommend LOS "D." However, if level of service "D" is set for some streets in South Miami then major widenings could be required either now or in the future. It is the legislative judgment of the South Miami City Commission that such widening would not necessarily result in improved levels of service; such widening could just as likely result in higher volumes of traffic at lower levels of service. Higher volumes of traffic would adversely affect the residential character of South Miami and further congest downtown South Miami. It is in the best interest of South Miami that this not happen; instead, efforts should encourage commuter traffic to use high design arterials that do not pass through the City.

Road widening and resulting traffic volumes increases are also undesirable because they increase pressure to rezone from residential to non-residential use and from lower intensities of non-residential to higher intensities. Already, rezoning requests from residential to commercial have been submitted in anticipation of the street widenings.

Furthermore, Los "D" is undesirable because it cannot be attained. Non-attainment could force the City to freeze development permits, an action which would probably not be sustained in court, given the existing pattern of development and constitutional standards for equal protection.

The following service levels are set for both 24-hour and peak-hour periods:

| | |
|---------------------|---------|
| Principal Arterials | LOS "F" |
| Minor Arterials | LOS "F" |
| Collectors | LOS "F" |

Level of Service Standards Accepted by the City in Order to Achieve a Finding of Compliance from DCA (90-1)

The above level-of-service notwithstanding, development in the City shall be governed by additional terms and conditions agreed to by the City of South Miami and the Florida Department of Community Affairs (DCA). These terms and conditions are agreed to by the City and incorporated as part of this plan in order to facilitate a finding by the DCA that this Comprehensive Plan is in compliance with Florida law and the Florida Administrative Code. The additional terms and conditions agreed to by the City are as follows:

1. Until December 31, 1995, the peak hour level-of-service standard for US 1 shall be 115 percent of the peak hour traffic count in 1989. The City shall use the peak hour traffic data for 1989 available from the Florida Department of Transportation.
2. After December 31, 1995, the peak hour level-of-service standard shall be 150 percent of D capacity for US 1.
3. The peak hour level-of-service standard for Bird Road shall be 120 percent of E capacity.
4. The City will not issue any new-construction permit which would have the effect of lowering the level-of-service on Bird Road or US 1 below the levels specified in "1," "2" and

TRANSPORTATION ELEMENT

"3" above unless such permits are issued pursuant to a development of regional impact (DRI) approval granted prior to the effective date of this plan.

The City of South Miami views these standards as more restrictive than desirable or appropriate for the City, but accepts them as the most permissive standards that are likely to win approval from the Florida Department of Community Affairs. The City believes more permissive standards are in order for the following reasons:

- a. There is only a small segment of US 1 in the City of South Miami.
- b. The City has virtually no control over most of the development which does now or will in the future load trips onto US 1.
- c. There is a Metrorail station in the heart of the City's only intensive development area; this Metrorail station puts extraordinary commuter rail transit service at hand. Further, development of the area around the Metrorail station will further state and local goals for infilling already urbanized areas and reducing urban sprawl.
- d. Bus service with 30 minute headways is available along Bird Road. The availability of this transit service justifies the above level-of-service designation on Bird Road.
- e. In enacting this plan, the City has very substantially reduced the amount of development that was permitted under the plan effective prior to 1989 and its implementing zoning ordinance.

The City understands that the Florida Department of Community Affairs believes reasons "a" through "e" are sufficient justification for the standards set forth in "1" through "4" above, but that more permissive standards would not be consistent with the City's responsibility to help minimize traffic congestion.

Steps to Avoid Further Traffic Degradation

To keep the traffic volumes from increasing on arterial and collector streets, the following policies are included elsewhere in this plan.

- The Future Land Use Plan calls for significant reductions in commercial and office intensity to be implemented by down-zoning.
- The City will continue to work with developers and the County to enhance access to the Metrorail stop.
- The City will pursue traffic management improvements (in concert with the County and State) to facilitate traffic flow e.g. turning controls on city streets that impact County or State roadway capacity.

It should be noted that the City is not responsible for the principal cause of the problem which is continuing development in both the City of Miami downtown area and the outer suburbs. Therefore the above policies will of necessity have limited impact. In fact, by constricting the roadway width on several key streets, commuter traffic will be discouraged from using the route in question thereby improving the level of service elsewhere.

TRANSPORTATION ELEMENT

Traffic Circulation Plan

Based on the analysis of projected traffic volumes and levels of service standards, Figure 2.8 identifies the recommended traffic circulation plan for the City of South Miami. Table 2-9 provides a listing of individual highway segment information, including the proposed design, right-of-way, functional classification, and a listing of the county MPO's year 2005 plan designation. A listing of the recommended future goals, objectives and policies of the South Miami Future Circulation Element is presented in the final section. As of 1996, Sunset Drive between U.S. 1 and Red Road is now a municipal roadway, via transfer of title from the Florida Department of Transportation to facilitate the goals of the Hometown Plan for a 3L roadway.

Neighborhood Traffic Management

A local area traffic management program will be implemented. The intent of the program will be to minimize non-local traffic on local streets. The program will include traffic volume counts on selected local streets. Origin-destination surveys may be initiated depending on the traffic count results. Local streets will be prioritized for local area traffic management implementation techniques. Implementation techniques will include passive (non-physical) techniques and physical controls. **Passive techniques** will include: stop signs, speed limits, turn prohibitions, one-way streets, no entry signs, neighborhood signs and aggressive enforcement. **Physical controls** could include: street bumps, rumble strips, chokers, entrance gates, narrowing streets and cul-de-sacs. Cul-de-sacs, street diverters and other physical controls will be used in a very sparing way, if at all. They will not be used in a way which isolates significant residential areas from important destinations such as the South Miami Hospital and the Sunset commercial area.

Traffic Calming

Street standards have been established which reduce street width and driving lanes to slow vehicular movement with the intent of providing a safer and more pleasant environment for both vehicular users and pedestrian users. Such measures are referred to as traffic calming devices.

The intent of these devices is to reduce speed and number of vehicles utilizing roadways in order to improve the pedestrian and overall environment of the City of South Miami as well as improve the level-of-service which is measured by total number of vehicles over time; therefore, reduced speeds will effectively reduce total number of vehicles utilizing roadways and improve the LOS.

Bikeway and Pedestrian Circulation

Bicycle and pedestrian facilities in South Miami will play an integral role in the future traffic circulation system. There are plans to construct a second level pedestrian walkway between the South Miami Metrorail Station and the downtown area. In addition, a deficient sidewalk and bikeway system (including the station area), congested roadways and restrictive rights-of-way point to the need for a comprehensive study of intermodal relationships including a detailed bikeways and sidewalk plan.

The map presents a recommended generalized bikeway plan based on the need to connect residential areas with commercial, transit and institutional destinations. It is suggested that a committee be established by the City to assist City staff in an inventory of available rights-of-way, costs and recommendations to the City Commission on the detailed plan.

Street Resurfacing

TRANSPORTATION ELEMENT

The City has a regular repaving program to avoid future problems on its streets. This will be maintained at the current level.

**Table 2-9
TRAFFIC CIRCULATION PLAN YEAR 2000
CITY OF SOUTH MIAMI**

| Roadway | Segment | Existing Design | Zoning Code R-O-W | Dade County 2005 Plan | Circ Element Recommended Design | LOS* Standard | Recommended Plan R-O-W | Recommended Functional Classification |
|------------------|-------------------------|-----------------|-------------------|-----------------------|---------------------------------|---------------|------------------------|---------------------------------------|
| 1. Bird Road | Ludlam Rd to SW 62 Ave | 6LD | 100' | 6LD | 6LD | E | 100' | Principal Arterial |
| | SW 62 Ave to Red Rd | 6LD | 100' | 6LD | 6LD | E | 100' | Principal Arterial |
| 2. Sunset Drive | SW 69 Ave to Ludlam Rd | 4LD | 100' | 4LD | 4LD | F | 100' | Minor Arterial |
| | Ludlam Rd to SW 62 Ave | 4LD | 100' | 4LD | 4LD | F | 100' | Minor Arterial |
| | SW 62 Ave to Red Rd | 4LD | 100' | 4LD | 4LD | F | 100' | Minor Arterial |
| | US 1 to Red Road | 4LD | 100' | 4LD | 3L | F | 80' | Minor Arterial |
| 3. Dixie Hwy | Red Rd to Davis St | 6LD | 116' | 6LD | 6LD | F | 116' | Principal Arterial |
| 4. Miller Road | Ludlam Rd to SW 62 Ave | 2L | 100' | 4LD | 2LD | E | 100' | Collector |
| | SW 62 Ave to Red Rd | 2L | 100' | 4LD | 2LD | E | 100' | Collector |
| 5. Kendall Drive | SW 62 Ave to Red Rd | 2L | 80' | 2L | 2LD | E | 80' | Principal Arterial |
| 6. Ludlam Road | Davis St to Sunset Dr | 2L | 70' | 4LD | 2LD | E | 70' | Collector |
| | Sunset Dr to Miller Rd | 2L | 70' | 4LD | 2LD | E | 70' | Collector |
| | Miller Rd to Bird Rd | 2L | 70' | 4LD | 2LD | E | 70' | Collector |
| 7. Red Road | Kendall Dr to Sunset Dr | 2L | 100' | 4LD | 2L | E | 100' | Minor Arterial |
| | Sunset Dr to SW 64 St | 4LD | 100' | 4LD | 4LD | E | 100' | Minor Arterial |
| | SW 64 St to Miller Rd | 2L | 100' | 4LD | 2LD | E | 100' | Minor Arterial |
| | Miller Rd to Bird Rd | 2L | 100' | 4LD | 2LD | E | 100' | Minor Arterial |
| 8. SW 48 Street | Ludlam Rd to SW 62 Ave | 2LD | 70' | 2LD | 2LD | C | 70' | Collector |
| | SW 62 Ave to Red Rd | 2LD | 70' | 2LD | 2LD | C | 70' | Collector |
| 9. SW 64 Street | Ludlam Rd to SW 62 Ave | 2L | 70' | 2L | 2L | C | 70' | Collector |
| | SW 62 Ave to Red Rd | 4L | 70' | 4L | 4L | C | 70' | Collector |
| 10. Davis Street | Ludlam Rd to SW 62 Ave | 2L | 70' | 2L | 2L | C | 70' | Collector |
| | SW 62 Ave to Red Rd | 2L | 70' | 2L | 2L | C | 70' | Collector |
| 11. SW 62 Ave | S of Davis St to US 1 | 2L | 70' | 2L | 2L | C | 70' | Collector |
| | US 1 SW 64 St | 4LD | 70' | 4LD | 4LD | C | 100' | Collector |
| | SW 64 St to Miller Rd | 4LD | 70' | 4LD | 2L | C | 70' | Collector |
| | Miller Rd to Bird Rd | 2L | 70' | 2L | 2L | C | 70' | Collector |

* These level-of-service standards notwithstanding, development in the City shall be governed by terms and conditions agreed to by the City of South Miami and the Florida Department of Community Affairs. These terms and conditions are set forth on element page number 2.11

(plan page number 54) under the heading "Level-of-Service Standards Accepted by the City in Order to Achieve a Finding of Compliance from DCA."

**Table 2-10
1992 24 HOUR TRAFFIC NEEDS ANALYSIS
CITY OF SOUTH MIAMI**

| Roadway | Location | 1992 ADT* | Existing Needs Capacity | Existing Needs Design | 1992 V/C' | 1992 LOS' | 1992 LOS "D" Needs | 1992 Needs Design |
|----------------|-----------------|------------------|--------------------------------|------------------------------|------------------|------------------|---------------------------|--------------------------|
| Bird Road | E of Ludlam Rd | 57,318 | 55,800 | 6LD | 1.03 | E | +2L (8LD) | 8LD |
| | E of SW 62 Ave | 47,457 | 55,800 | 6LD | .85 | D | | 6LD |
| Miller Road | E of Ludlam Rd | 23,559 | 36,000 | 4LD | .65 | B | | 4LD |
| | E of SW 62 Ave | 26,238 | 36,000 | 4LD | .73 | B | | 4LD |
| Sunset Drive | E of Ludlam Rd | 46,529 | 36,000 | 4LD | 1.29 | F | +2L (6LD) | 6LD |
| | E of SW 62 Ave | 41,620 | 36,000 | 4LD | 1.16 | F | +2L (6LD) | 6LD |
| | W of Red Road | 43,333 | 36,000 | 4LD | 1.20 | F | +2L (6LD) | 6LD |
| Kendall Drive | W of Red Road | 16,936 | 36,000 | 4LD | .47 | A | | 4LD |
| Ludlam Drive | N of Davis St | 24,999 | 15,700 | 2L | 1.59 | F | +2L (4LD) | 4LD |
| | N of Sunset Dr | 20,818 | 15,700 | 2L | 1.33 | F | +2L (4LD) | 4LD |
| | N of Miller Rd | 13,845 | 15,700 | 2L | .88 | D | | 2L |
| SW 62 Ave | N of Sunset Dr | 9,726 | 36,000 | 4LD | .27 | A | | 4LD |
| | N of Miller Rd | 8,736 | 15,700 | 2L | .56 | A | | 2L |
| Red Road | N of Kendall Dr | 18,095 | 23,600 | 3L | .77 | C | +1L (3LD) | 3L |
| | N of Sunset Dr | 36,784 | 36,000 | 4LD | 1.02 | E | +2L (6LD) | 6LD |
| | N of Miller Rd | 23,424 | 23,600 | 3L | .99 | D | | 3L |
| Dixie Hwy | N of Kendall Dr | 66,898 | 74,400 | 8LD | .90 | D | | 8LD |
| | N of Sunset Dr | 67,088 | 74,400 | 8LD | .90 | D | | 8LD |

Source: Walter H. Keller Jr., Inc., Metro-Dade Public Works Department, Florida Department of Transportation

**Table 2-11
1992 PEAK HOUR TRAFFIC NEEDS ANALYSIS
CITY OF SOUTH MIAMI**

| Roadway | Location | 1992 1-Way Peak Hr Peak Dir Volume | Exist Needs Peak Hr Peak Dir Volume | Existing Needs Design | 1992 V/C' | 1992 LOS' | 1992 LOS "D" Needs | 1992 Needs Design |
|----------------|-----------------|---|--|--------------------------------------|----------------------|----------------------|-----------------------------------|----------------------------------|
| Bird Road | E of Ludlam Rd | 2,682 | 2,511 | 6LD | 1.07 | E | +2L (8LD) | 8LD |
| | E of SW 62 Ave | 2,221 | 2,511 | 6LD | .88 | D | | 6LD |
| Miller Road | E of Ludlam Rd | 1,103 | 1,620 | 4LD | .68 | B | | 4LD |
| | E of SW 62 Ave | 1,228 | 1,620 | 4LD | .76 | C | | 4LD |
| Sunset Drive | E of Ludlam Rd | 2,178 | 1,620 | 4LD | 1.34 | F | +2L (6LD) | 6LD |
| | E of SW 62 Ave | 1,948 | 1,620 | 4LD | 1.20 | F | +2L (6LD) | 6LD |
| | W of Red Road | 2,028 | 1,620 | 4LD | 1.25 | F | +2L (6LD) | 6LD |
| Kendall Drive | W of Red Road | 793 | 1,620 | 4LD | .49 | A | | 4LD |
| Ludlam Drive | N of Davis St | 1,170 | 706 | 2L | 1.66 | F | +2L (4LD) | 4LD |
| | N of Sunset Dr | 974 | 706 | 2L | 1.38 | F | +2L (4LD) | 4LD |
| | N of Miller Rd | 648 | 706 | 2L | .92 | D | | 2L |
| SW 62 Ave | N of Sunset Dr | 455 | 1,620 | 4LD | .28 | A | | 4LD |
| | N of Miller Rd | 409 | 590 | 2L | .69 | B | | 2L |
| Red Road | N of Kendall Dr | 847 | 1,062 | 3L | .80 | C | +2L (6LD) +2L (4LD) | 3L |
| | N of Sunset Dr | 1,721 | 1,620 | 4LD | 1.06 | E | | 6LD |
| | N of Miller Rd | 1,096 | 1,620 | 3L | 1.03 | E | | 4LD |
| Dixie Hwy | N of Kendall Dr | 3,131 | 3,348 | 8LD | .94 | C | | 8LD |
| | N of Sunset Dr | 3,140 | 3,348 | 8LD | .94 | C | | 8LD |

Source: Walter H. Keller Jr., Inc., Metro-Dade Public Works Department, Florida Department of Transportation

**Table 2-12
2000 24-HOUR TRAFFIC NEEDS ANALYSIS
CITY OF SOUTH MIAMI**

| Roadway | Location | 2000 ADT | 1992 Needs Capacity | 1992 Needs Design | 2000 V/C' | 2000 LOS' | 2000 LOS "D" Needs | 2000 Needs Design |
|----------------|-----------------|-----------------|------------------------------------|----------------------------------|----------------------|----------------------|-----------------------------------|----------------------------------|
| Bird Road | E of Ludlam Rd | 60,159 | 74,400 | 8LD | .81 | C | | 8LD |
| | E of SW 62 Ave | 49,810 | 55,800 | 6LD | .89 | D | | 6LD |
| Miller Road | E of Ludlam Rd | 31,224 | 36,000 | 4LD | .87 | D | | 4LD |
| | E of SW 62 Ave | 34,775 | 36,000 | 4LD | .97 | D | | 4LD |
| Sunset Drive | E of Ludlam Rd | 60,364 | 55,800 | 6LD | 1.08 | E | +2L (8LD) | 8LD |
| | E of SW 62 Ave | 53,995 | 55,800 | 6LD | .97 | D | | 6LD |
| | W of Red Road | 56,218 | 55,800 | 6LD | 1.01 | E | +2L (8LD) | 8LD |
| Kendall Drive | W of Red Road | 9,592 | 36,000 | 4LD | .27 | A | | 4LD |
| Ludlam Drive | N of Davis St | 40,773 | 36,000 | 4LD | 1.13 | E | +2L (6LD) | 6LD |
| | N of Sunset Dr | 30,335 | 36,000 | 4LD | .84 | B | | 4LD |
| | N of Miller Rd | 20,175 | 15,700 | 2L | 1.29 | F | +2L (4LD) | 4LD |
| SW 62 Ave | N of Sunset Dr | 10,991 | 36,000 | 4LD | .31 | A | | 4LD |
| | N of Miller Rd | 9,872 | 15,700 | 2L | .63 | B | | 2L |
| Red Road | N of Kendall Dr | 20,938 | 23,600 | 3L | .89 | D | | 3L |
| | N of Sunset Dr | 45,583 | 55,800 | 6LD | .82 | C | | 6LD |
| | N of Miller Rd | 31,243 | 23,600 | 3L | 1.32 | F | +2L (4LD) | 4LD |
| Dixie Hwy | N of Kendall Dr | 64,535 | 74,400 | 8LD | .87 | D | | 8LD |
| | N of Sunset Dr | 60,547 | 74,400 | 8LD | .81 | C | | 8LD |

Source: Walter H. Keller Jr., Inc., Metro-Dade Public Works Department, Florida Department of Transportation

**Table 2-13
2000 PEAK HOUR TRAFFIC NEEDS ANALYSIS
CITY OF SOUTH MIAMI**

| Roadway | Location | 2000 1-Way Peak Hr Peak Dir Volume | 1992 Needs 1-Way Peak Hr Peak Dir Capacity | 1992 Needs Design | 2000 V/C' | 2000 LOS' | 2000 LOS "D" Needs | 2000 Needs Design |
|----------------|-----------------|---|---|----------------------------------|----------------------|----------------------|-----------------------------------|----------------------------------|
| Bird Road | E of Ludlam Rd | 2,815 | 3,348 | 8LD | .84 | D | | 8LD |
| | E of SW 62 Ave | 2,331 | 2,511 | 6LD | .93 | D | | 6LD |
| Miller Road | E of Ludlam Rd | 1,461 | 1,620 | 4LD | .90 | D | | 4LD |
| | E of SW 62 Ave | 1,627 | 1,620 | 4LD | 1.00 | D | | 4LD |
| Sunset Drive | E of Ludlam Rd | 2,825 | 2,511 | 6LD | 1.13 | E | +2L (8LD) | 8LD |
| | E of SW 62 Ave | 2,527 | 2,511 | 6LD | 1.01 | E | +2L (8LD) | 8LD |
| | W of Red Road | 2,631 | 2,511 | 6LD | 1.05 | E | +2L (8LD) | 8LD |
| Kendall Drive | W of Red Road | 499 | 1,620 | 4LD | .28 | A | | 4LD |
| Ludlam Drive | N of Davis St | 1,908 | 1,620 | 4LD | 1.18 | E | +2L (6LD) | 6LD |
| | N of Sunset Dr | 1,420 | 1,620 | 4LD | .88 | D | | 4LD |
| | N of Miller Rd | 994 | 706 | 2L | 1.34 | F | +2L (4LD) | 4LD |
| SW 62 Ave | N of Sunset Dr | 514 | 1,620 | 4LD | .32 | A | | 4LD |
| | N of Miller Rd | 462 | 706 | 2L | .65 | B | | 2L |
| Red Road | N of Kendall Dr | 980 | 1,062 | 3L | .92 | D | | 3L |
| | N of Sunset Dr | 2,133 | 2,511 | 6LD | .85 | D | | 6LD |
| | N of Miller Rd | 1,462 | 1,620 | 4Ld | .90 | D | | 4LD |
| Dixie Hwy | N of Kendall Dr | 3,020 | 3,348 | 8LD | .90 | D | | 8LD |
| | N of Sunset Dr | 2,834 | 3,348 | 8LD | .85 | D | | 8LD |

Source: Walter H. Keller Jr., Inc., Metro-Dade Public Works Department, Florida Department of Transportation

TRANSPORTATION ELEMENT
Figure 2.1
Traffic Circulation System

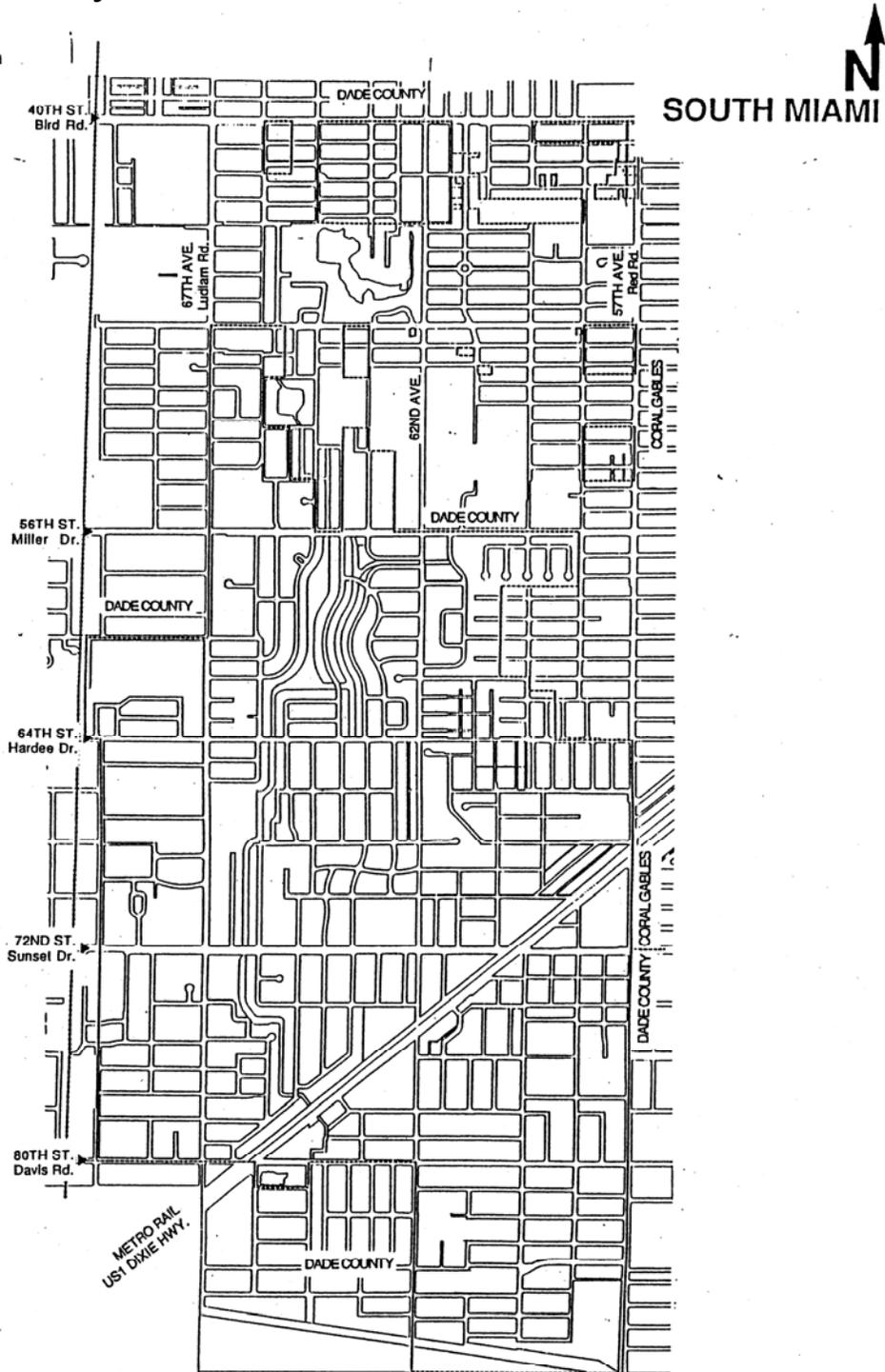


Figure 2.1
Traffic Circulation System

Source: City of South Miami 1987

TRANSPORTATION ELEMENT

Figure 2.2

Signalized Intersections and Roadway Design

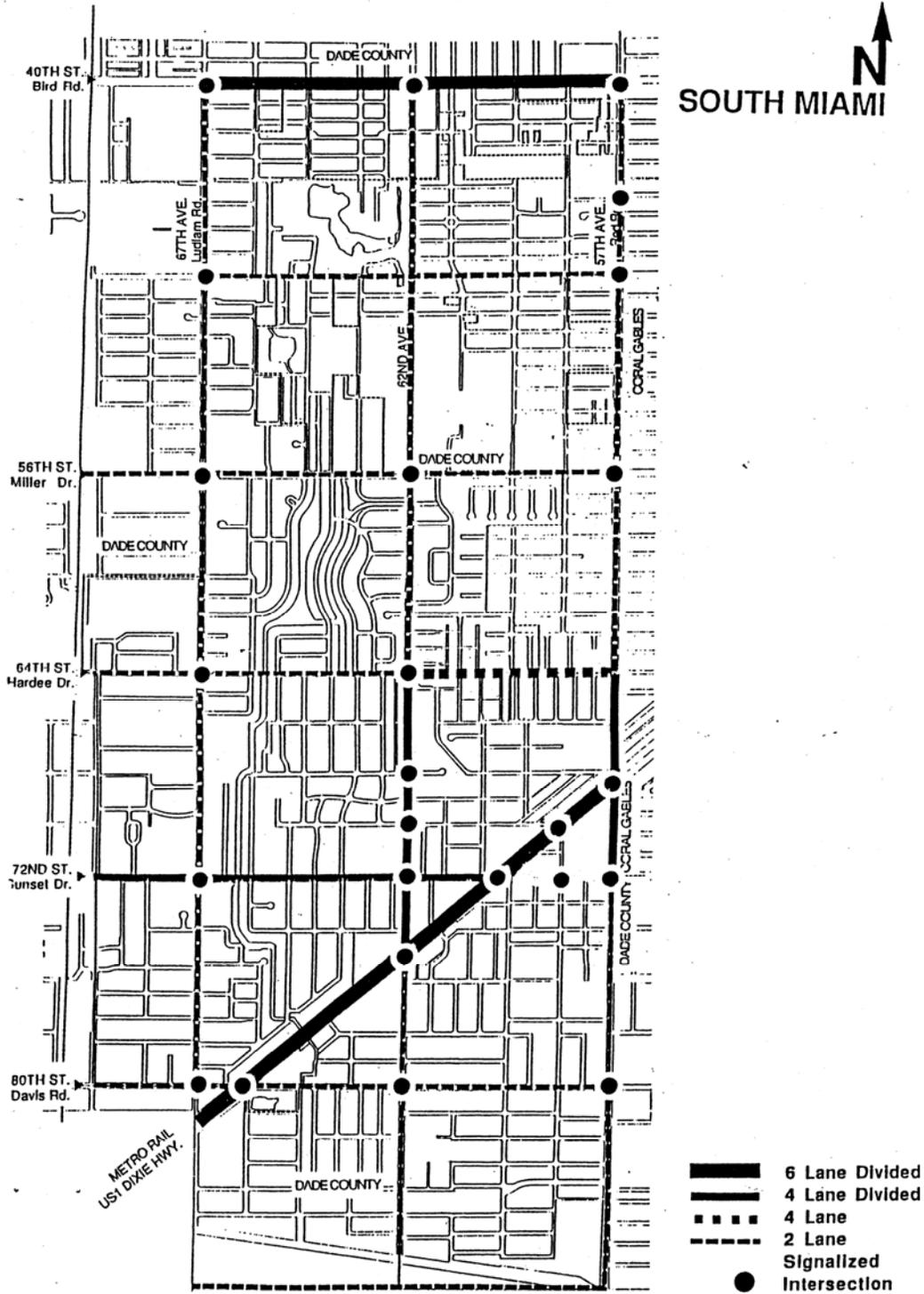


Figure 2.2

Signalized Intersections and Roadway Design

Source: Walter H. Keller Jr. 1987

TRANSPORTATION ELEMENT

Figure 2.4

Existing Annual Average Daily Traffic (AADT)

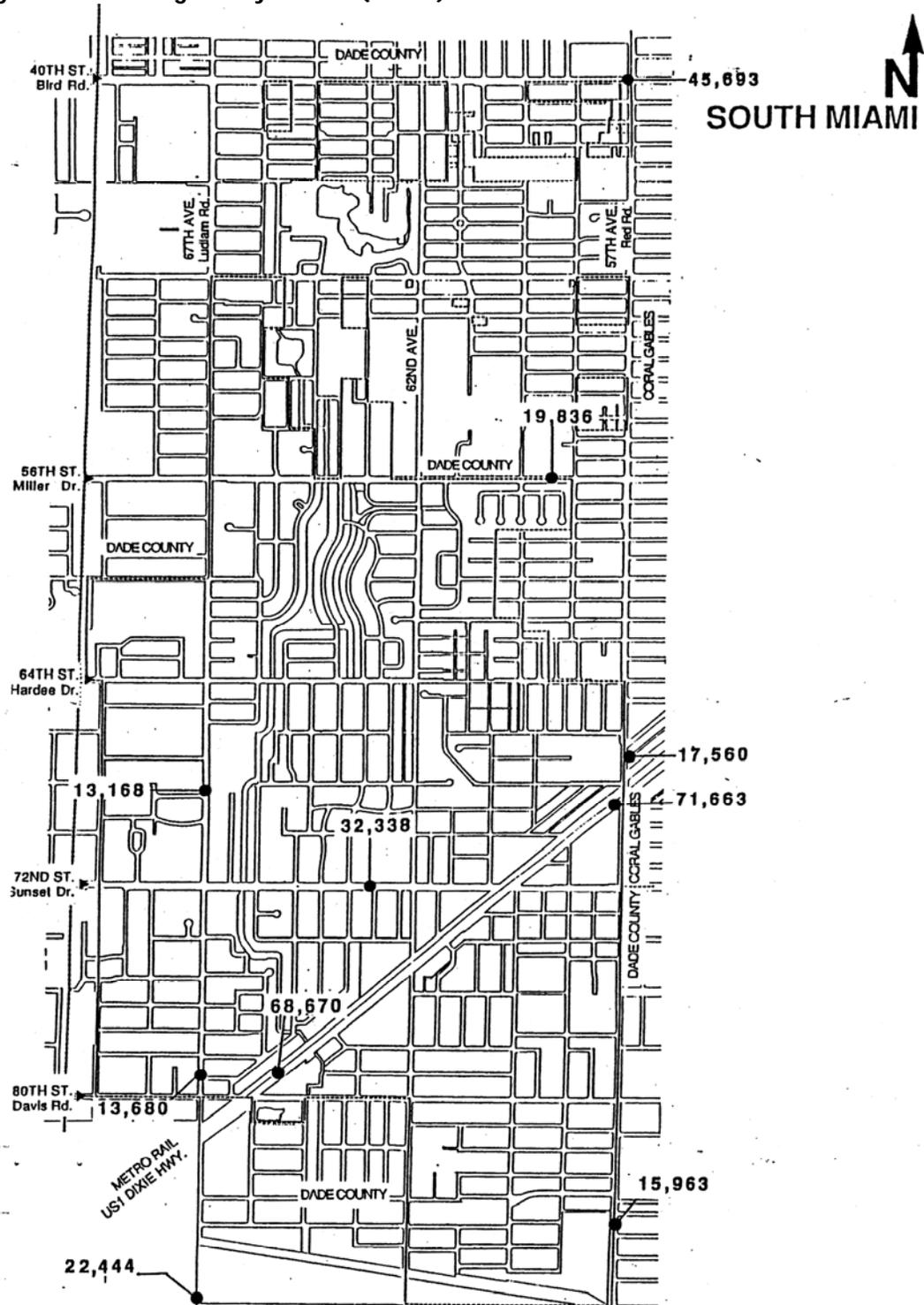


Figure 2.4

Existing Average Daily Traffic (AADT)

Source: Florida Department of Transportation 1987
Metro-Dade Transit Agency 1987

TRANSPORTATION ELEMENT
Figure 2.5
Bus Routes Serving South Miami

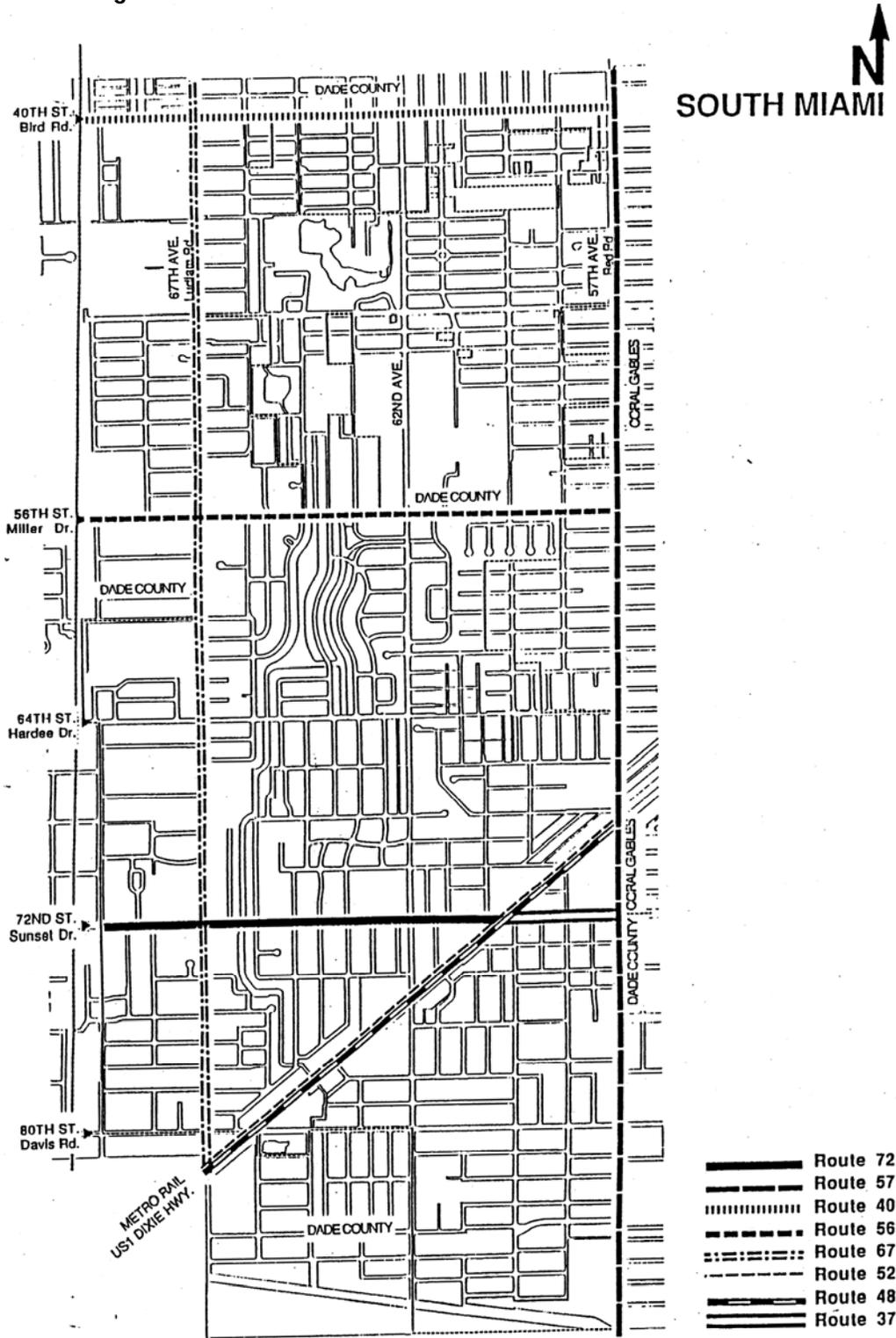


Figure 2.5
Bus Routes Serving South Miami

Source: Metro-Dade Transit Agency 1987

TRANSPORTATION ELEMENT
Figure 2.6
 Projected 1992 24-Hour Traffic Volumes

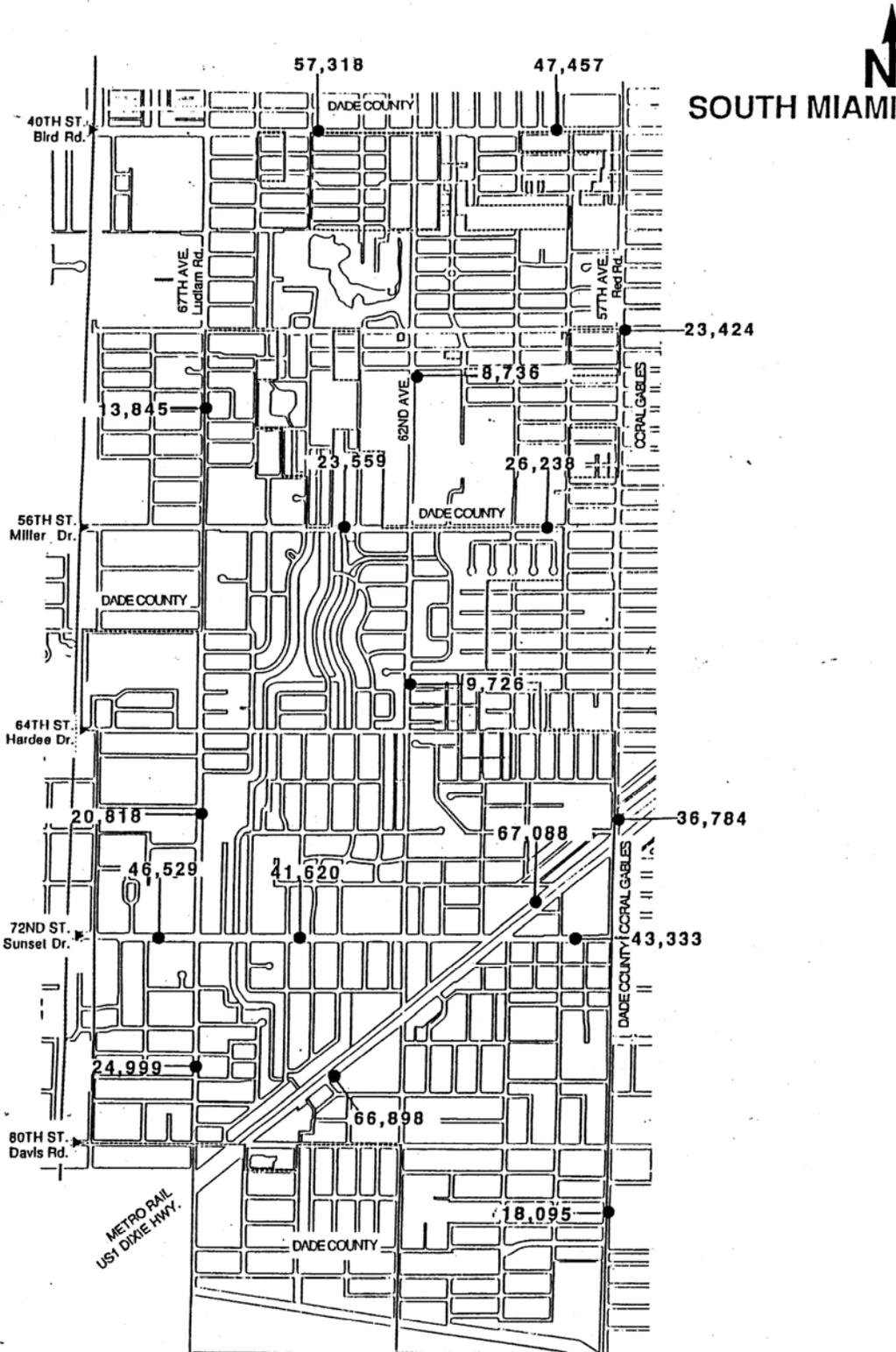


Figure 2.6
 Projected 1992 24-Hour Traffic Volumes

Source: Walter H. Keller 1987

TRANSPORTATION ELEMENT
Figure 2.7
 The Year 2000 24-Hour Traffic Volumes

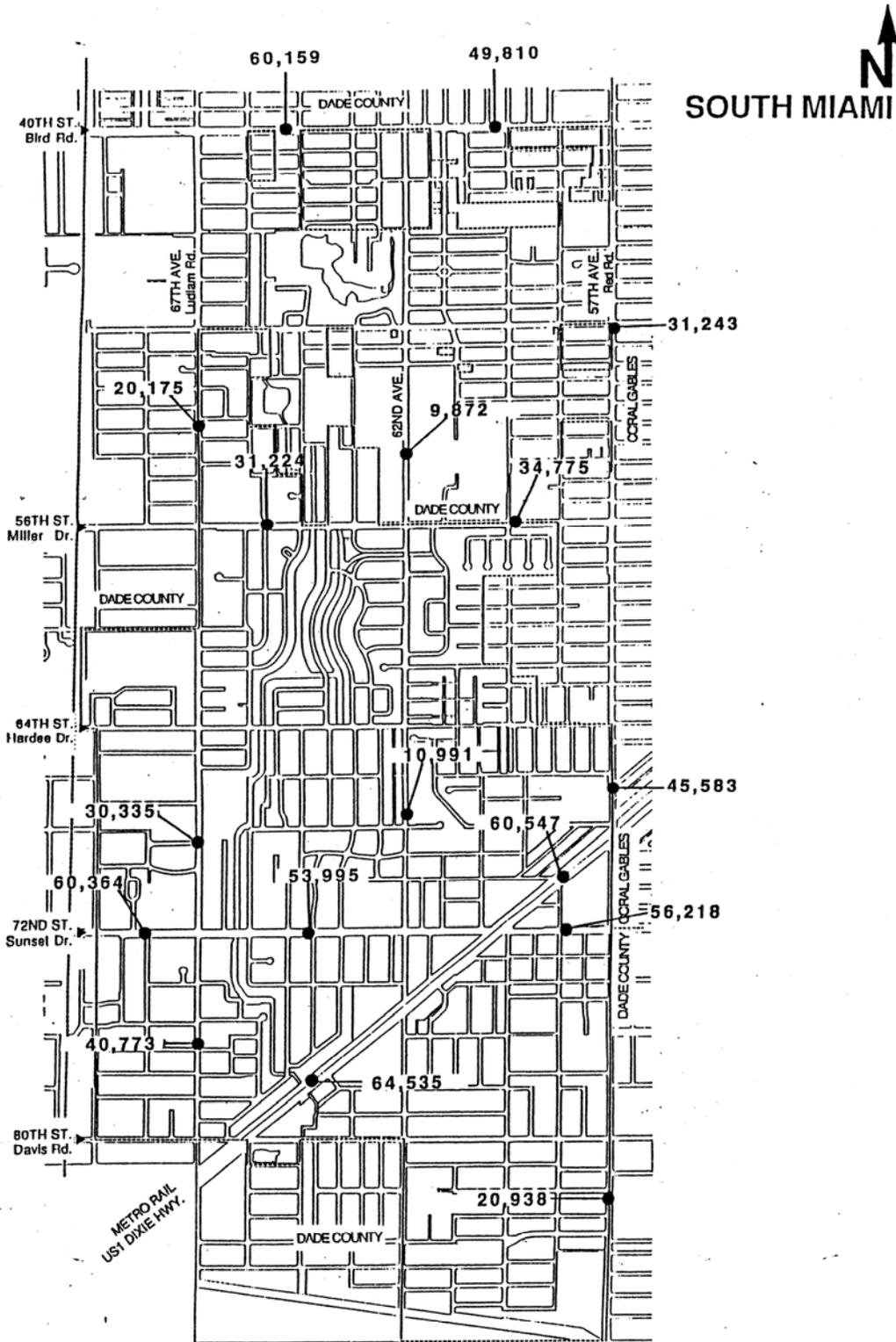
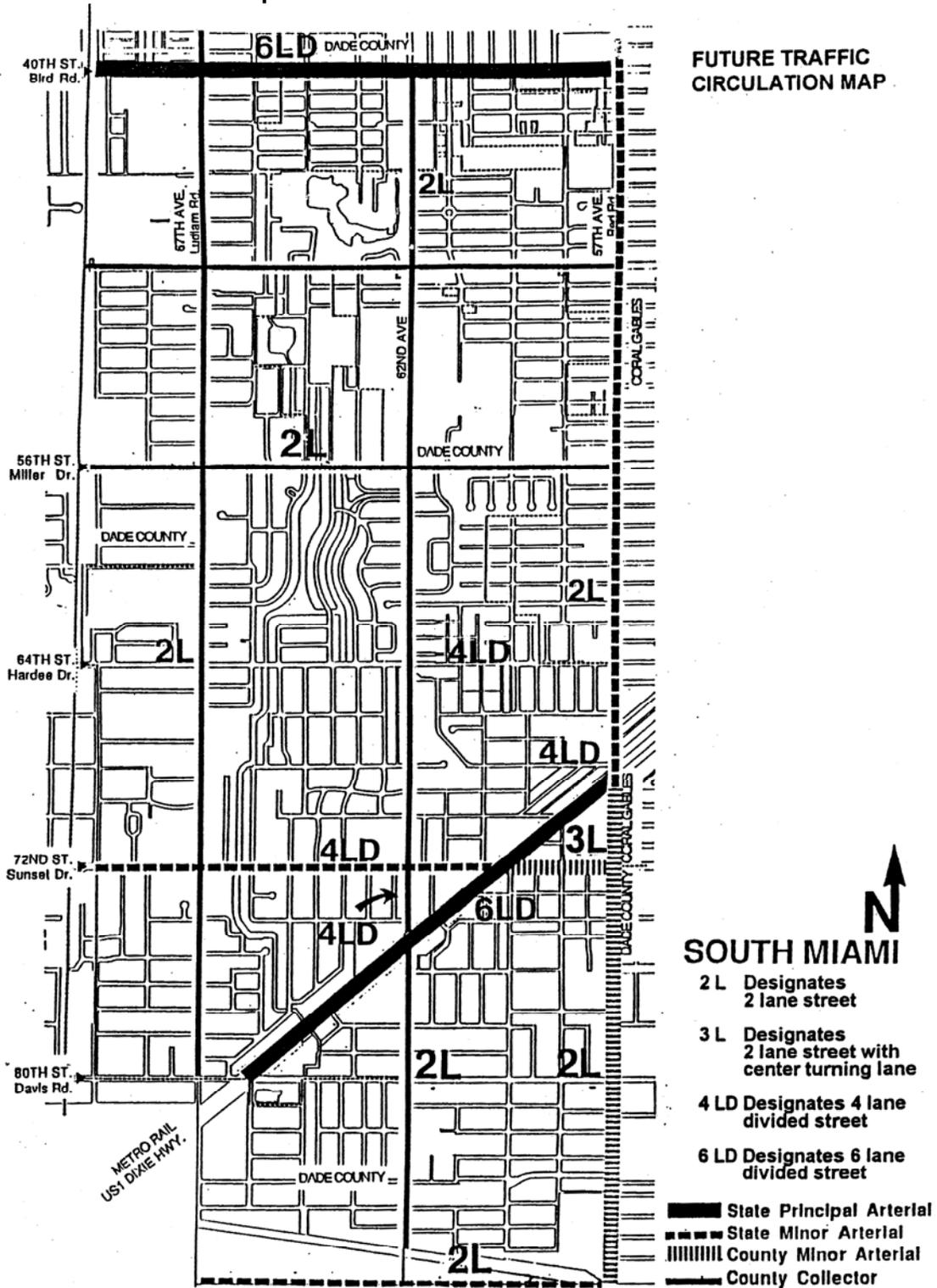


Figure 2.7
 The Year 2000 24-Hour Traffic Volumes

Source: Metro-Dade Transit Planning Agency 1987

TRANSPORTATION ELEMENT
 Figure 2.8
 Future Traffic Circulation Map



Source: Robert K. Swarthout Incorporated 1987

TRANSPORTATION ELEMENT
Figure 2.9
Bikeway Plan

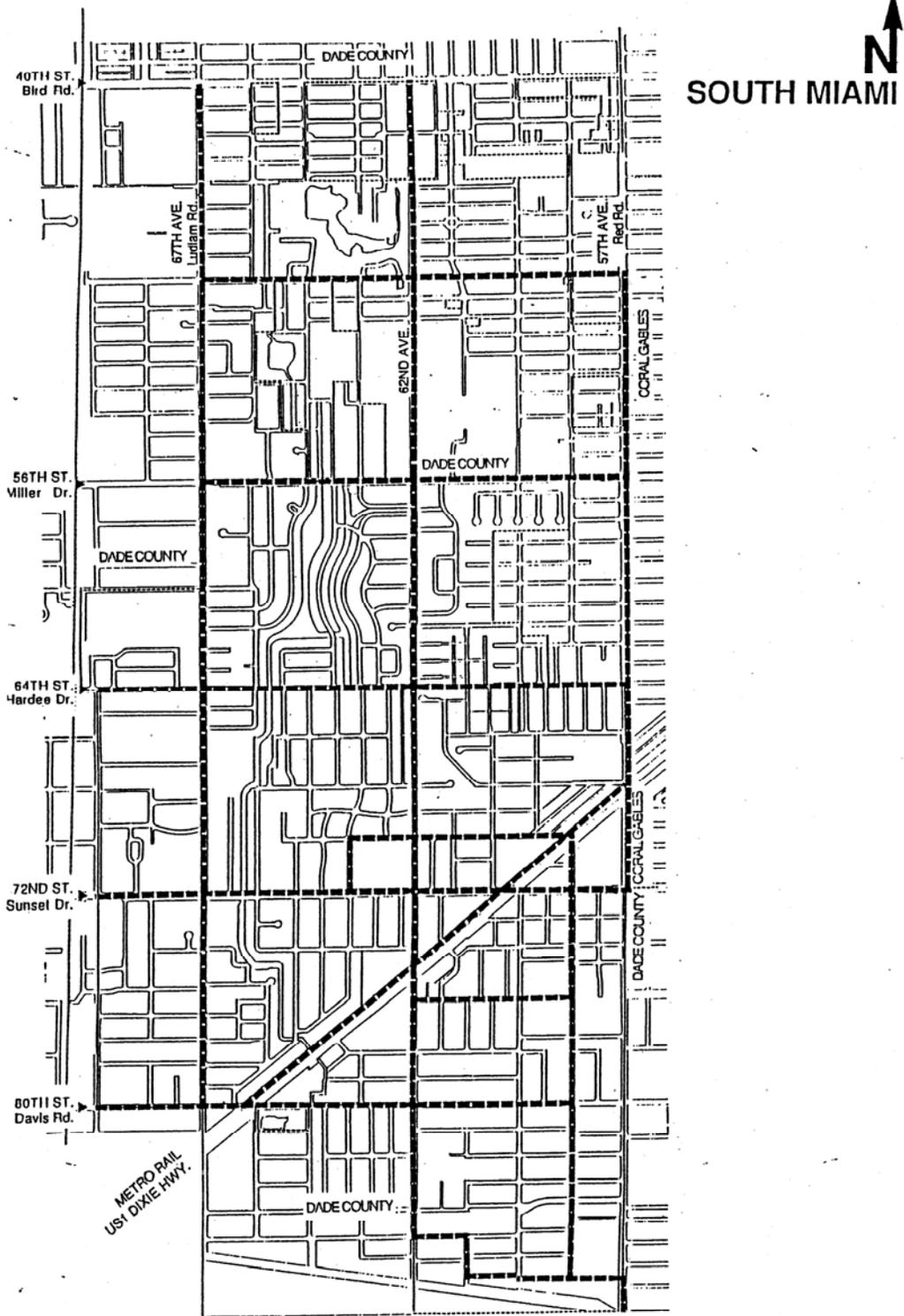


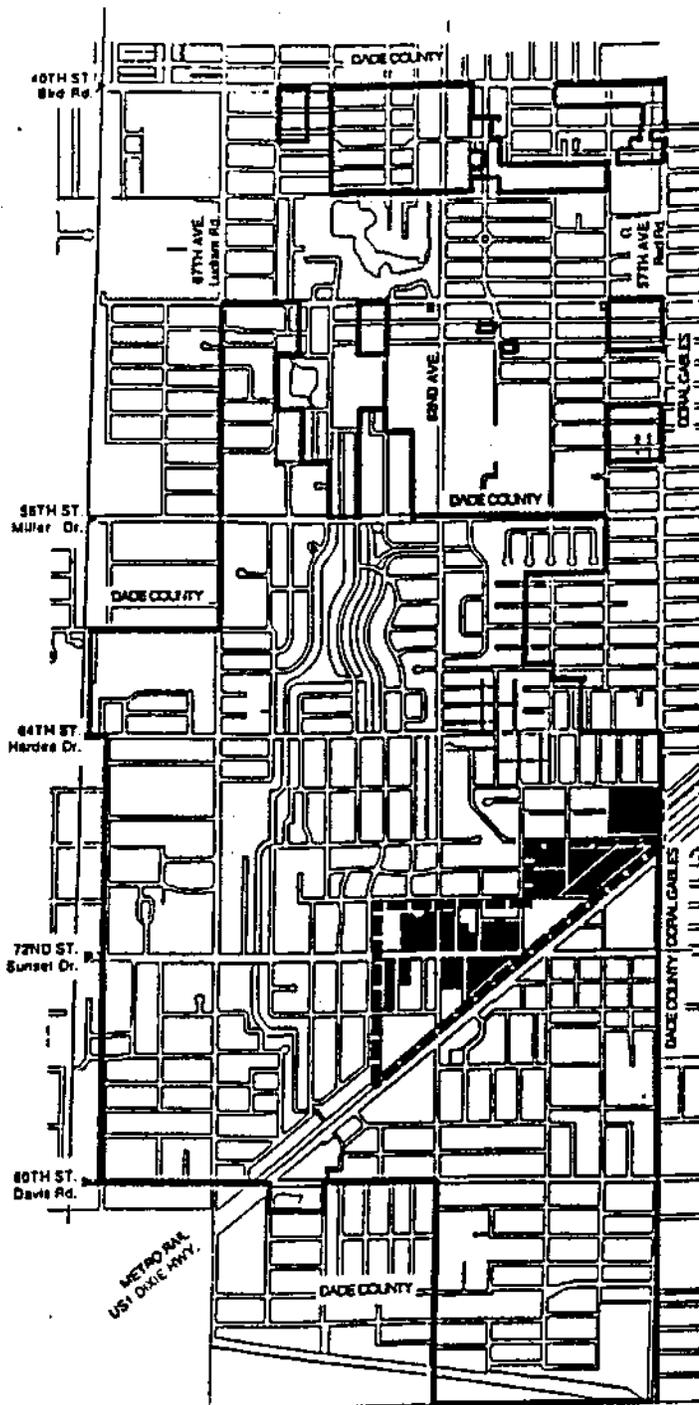
Figure 2.9
Bikeway Plan

Source: Robert K. Swarthout Incorporated 1987

TRANSPORTATION ELEMENT

Figure 2.10 (96-1ER)

Redevelopment and Infill District and Transit-Oriented Development (T.O.D.) District



- Redevelopment and Infill District Boundaries [Amendment 95-1]
- Transit-Oriented Development District [Amendment 95-2]
- Municipal Boundaries

HOUSING ELEMENT
CHAPTER 3

INTRODUCTION

This Element begins with an examination of several key determinants of housing supply and quality. A second section presents an overview of projected housing needs. The Element concludes with a series of goals, objectives and policies tailored to meet the specific needs of South Miami.

INVENTORY OF EXISTING CONDITIONS

Age and Tenure of the Housing Stock (1995)

There were 4,346 housing units in South Miami at the time of the 1990 Census. Only 23 percent of those units were built after 1970. This slow rate of growth is due to a rapidly approaching buildout situation. Table 3-1 (1995) shows the distribution of the housing age characteristics in the City.

Table 3-1 (1995)

NUMBER OF YEAR-ROUND HOUSING UNITS BY AGE, 1980 AND 1990
 CITY OF SOUTH MIAMI

| Year Constructed | 1980 | | 1990 | |
|--------------------|------------|------------|------------|------------|
| | # of Units | % of Total | # of Units | % of Total |
| 1989 to March 1990 | | | 65 | 1.50% |
| 1985 to 1988 | | | 45 | 1.04% |
| 1980 to 1984 | | | 106 | 2.44% |
| 1970 to 1979 | 861* | 19.10% | 795 | 18.29% |
| 1960 to 1969 | 1147 | 25.44% | 855 | 19.67% |
| 1950 to 1959 | 1679 | 37.24% | 1714 | 39.44% |
| 1940 to 1949 | 627 | 13.91% | 518 | 11.92% |
| 1939 or earlier | 194 | 4.30% | 248 | 5.71% |
| Total | 4,508 | 100.00% | 4,346 | 100.00% |

Note: * This figure is 1970 to March 1980

Source: U.S. Department of Commerce, Bureau of the Census, Census of Population and Housing, 1980 and 1990. City of South Miami, 1995.

Over 62 percent of the 4,202 households in South Miami live in owner-occupied units as of 1980, up ten percent from 1970. The rate of homeownership in the City, as illustrated in Table 3-2, is much higher than that of the Dade County area. Only the unincorporated areas of the County and the City of Miami Springs had higher rates of homeownership than South Miami according to the 1980 Census. While the homeownership rates of white and Spanish-origin households, at 67.5 percent and 59 percent respectively, were particularly high, only 45 percent of the City's black households owned their home in 1980.

HOUSING ELEMENT

Over 60 percent of the 4,129 households in South Miami live in owner-occupied units as of 1990, down 2 percent from 1980. The rate of home ownership, as illustrated in attachment 2, is much higher than that of the Dade County area. There are no mobile home parks or subdivisions in the City.

Just less than 90 percent of South Miami's owner-occupied units were detached, single-family dwellings in 1980. Duplex units constituted only one percent of the owner-occupied households. None of the seven mobile home dwellings counted in the 1980 Census were owner-occupied. There are no mobile home parks or subdivisions in the City.

Table 3-2 (1995)

HOUSING TENURE CHARACTERISTICS, 1980 AND 1990 CITY OF SOUTH MIAMI AND DADE COUNTY

| Tenure | 1980 | | 1990 | |
|-------------------------|-------------|-------------|-------------|-------------|
| | South Miami | Dade County | South Miami | Dade County |
| Occupied Housing Units | 4,202 | 609,830 | 4,129 | 692,355 |
| owner-occupied | 2,615 | 332,337 | 2,513 | 375,912 |
| percent owner-occupied | 62.20% | 54.50% | 60.90% | 54.30% |
| White | 2,126 | 285,181 | 2,031 | 307,067 |
| Black | 435 | 37,331 | 433 | 52,590 |
| Spanish-origin | 315 | 89,056 | 495 | 154,017 |
| Other | 25 | 2,280 | | |
| renter-occupied units | 1,023 | 277,303 | 1,616 | 316,443 |
| percent renter-occupied | 37.80% | 45.50% | 39.10% | 45.70% |
| White | 218 | 212,959 | 1,030 | 226,765 |
| Black | 530 | 47,220 | 496 | 67,731 |
| Spanish-origin | 218 | 103,410 | 375 | 165,786 |
| Other | 10 | 2,103 | | |

Source: U.S. Department of Commerce, Bureau of the Census, Census of Population and Housing, 1980 and 1990.

Metro-Dade Planning Department, Research Division, 1991.

City of South Miami, 1995.

Single-family detached dwelling units comprised approximately 61 percent of the 1980 housing stock. This represents a large proportion of the total year-round housing units, when compared to Dade County figures as presented in Table 3-3. Although the City's proportion of single-family units has remained high in recent years, it may decline slightly in the future as much of the limited amount of new "in-fill" housing is likely to continue to be multi-family.

Single-family detached dwelling units comprised approximately 64 percent of the 1990 housing stock. This represents a large proportion of the total year-round housing units, when compared to Dade County figures as presented in Attachment 3. The City's proportion of single-family units has declined slightly due mostly to the limited amount of new "in-fill" housing.

Table 3-3 (1995)

NUMBER OF DWELLING UNITS BY STRUCTURE TYPE, 1980 AND 1990
SOUTH MIAMI AND DADE COUNTY

| Structure Type | 1980 | | | | 1990 | | | |
|-------------------------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|
| | South Miami | | Dade County | | South Miami | | Dade County | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Single-Family, Detached | 2,743 | 60.85% | 282,381 | 42.60% | 2,787 | 64.13% | 311,519 | 40.39% |
| Single-Family, Attached | 160 | 3.55% | 39,853 | 6.00% | 262 | 6.03% | 74,453 | 9.65% |
| Two-Family | 105 | 2.33% | 27,484 | 4.10% | 39 | 0.90% | 22,444 | 2.91% |
| Multi-Family (3+ units) | 1,493 | 33.12% | 299,811 | 45.20% | 1,223 | 28.14% | 333,598 | 43.25% |
| Mobile Home | 7 | 0.16% | 13,814 | 2.10% | 8 | 0.18% | 18,543 | 2.40% |
| Other | | | | | 27 | 0.62% | 10,731 | 1.39% |
| | 4,508 | 100.00% | 663,343 | 100.00% | 4,346 | 100.00% | 771,288 | 100.00% |

Source: U.S. Department of Commerce, Bureau of the Census, Census of Population and Housing, 1980 and 1990.

Metro-Dade County Planning Department, Research Division, 1991.

City of South Miami, 1995.

Vacant Housing Units

Vacancies are an indicator of the degree to which a variety of housing choices are available to local residents. Vacancy rates of three to eight percent are generally considered adequate to allow the free flow of residents from one unit to another. Lower ratios, in addition to being a sign of restricted housing choice, also contribute to increased housing prices in an area. It is important to note, however, that vacancy rates alone do not provide a reliable measure of the adequacy of the existing housing stock. Other factors, such as the cost, location, and condition of available units, are also important considerations.

The overall vacancy rate in South Miami in 1980 was 2.6 percent. Only 18 (0.7 percent) of the City's owner-occupied houses were vacant at that time. There were 96 vacant rental units, which represent a vacancy rate of 5.7 percent. Both the owner and rental housing vacancy rates in South Miami declined during the 1970's, while rates elsewhere in Dade County generally rose.

Value of Owner-Occupied Housing Units

According to the 1980 Census, the median value of an owner-occupied house in the City of South Miami was \$65,900. This represents an increase of over 253 percent since 1970. Housing values in Dade County during the same period rose approximately 201 percent, to a 1980 median value of \$54,700. The significance of these increases becomes more evident when measured against the 112 percent increase in the Consumer Price Index and the 103 percent rise in family income levels between 1970 and 1980.

HOUSING ELEMENT

**Table 3-
VALUE OF OWNER OCCUPIED HOUSING UNITS,
SOUTH MIAMI AND DADE COUNTY**

| Value | South Miami | | Dade | |
|------------------------|-------------|---------|----------|---------|
| | Number | Percent | Number | Percent |
| Less than \$10,000 | 9 | 0.4 | 1,110 | 0.5 |
| \$10,000 to \$19,999 | 52 | 2.4 | 5,879 | 2.5 |
| \$20,000 to \$29,999 | 115 | 5.2 | 17,671 | 7.5 |
| \$30,000 to \$39,999 | 182 | 8.3 | 33,237 | 14.2 |
| \$40,000 to \$49,999 | 283 | 12.8 | 39,978 | 17.0 |
| \$50,000 to \$59,999 | 302 | 13.7 | 34,076 | 14.5 |
| \$60,000 to \$79,999 | 553 | 25.1 | 47,054 | 20.0 |
| \$80,000 to \$99,999 | 374 | 17.0 | 21,211 | 9.0 |
| \$100,000 to \$149,999 | 256 | 11.6 | 20,862 | 8.9 |
| \$150,000 to \$199,999 | 59 | 2.7 | 6,775 | 2.9 |
| \$200,000 or more | 18 | 0.8 | 7,021 | 3.0 |
| Total | 2203 | 100.0 | 234,865 | 100.0 |
| Median | \$65,900 | | \$54,700 | |

Source: U.S. Department of Commerce, Bureau of the Census,
Census of Population and Housing, 1980.

Monthly Cost of Owner-Occupied Housing (1989)

The monthly cost of an owner-occupied home includes not only mortgage payments, but also the cost of utilities, maintenance, taxes and insurance. The median monthly cost of a mortgaged owner-occupied house in South Miami was \$371 in 1980, or \$3 less than the Dade County median.

With housing values over 20 percent higher in South Miami than in Dade County as a whole, it is interesting to note that the median monthly cost of mortgaged units is approximately the same in the two areas. It must be remembered, though, that increases in the estimated value of houses have little or no impact on the monthly mortgage payment of a unit already purchased. Over 60 percent of South Miami owners moved into their house before 1975, a period of much lower selling prices and mortgage interest rates.

The median monthly cost of an owner-occupied unit without a mortgage was just \$132 in 1980. This represents a figure slightly higher than the \$116 per month reported for Dade County. Just less than one-quarter of the City's owner-occupied households were living in units without a mortgage, according to the 1980 Census. Table 3-5 depicts the monthly costs of owner-occupied dwelling units in the City of South Miami and Dade County.

HOUSING ELEMENT

**Table 3-
MONTHLY COSTS OF OWNER-OCCUPIED UNITS, 1980
SOUTH MIAMI AND DADE COUNTY**

| Mortgage Status and Monthly Costs | South | | Dade | |
|--------------------------------------|--------|---------|---------|---------|
| | Number | Percent | Number | Percent |
| With a mortgage | 1,701 | | 184,410 | |
| less than \$100 | | | 1,537 | 0.8 |
| \$100 to \$199 | 209 | 12.3 | 19,594 | 10.6 |
| \$200 to \$299 | 381 | 22.4 | 39,829 | 21.6 |
| \$300 to \$399 | 370 | 21.8 | 42,460 | 23.0 |
| \$400 to \$499 | 493 | 29.0 | 51,157 | 27.7 |
| \$600 or more | 248 | 14.6 | 29,825 | 16.2 |
| Median | \$371 | | \$374 | |
| Not mortgaged | 519 | | 49,331 | |
| less than \$50 | | | 1,910 | 3.9 |
| \$ 50 to \$ 99 | 145 | 27.9 | 16,366 | 33.2 |
| \$100 to \$149 | 156 | 30.1 | 17,484 | 35.4 |
| \$150 to \$199 | 133 | 25.6 | 8,903 | 14.0 |
| \$200 to \$249 | 52 | 10.0 | 3,085 | 6.3 |
| \$250 or more | 33 | 6.4 | 3,583 | 7.3 |
| Median | \$132 | | \$116 | |

Source: U.S. Department of Commerce, Bureau of the Census,
Census of Population and Housing, 1980.

HOUSING ELEMENT

Monthly Rents (1989)

Gross rent includes monthly contract rent plus utility payments. Monthly gross rents in South Miami were reported to be relatively low in 1980. The City's median rent of \$261 per month was \$11 (or four percent) lower than the estimated Dade County median.

**Table 3-
MONTHLY GROSS RENT OF RENTER-OCCUPIED UNITS, 1980
SOUTH MIAMI AND DADE COUNTY**

| Gross Rent | South | | Dade County | |
|----------------|--------|---------|-------------|---------|
| | Number | Percent | Number | Percent |
| less than \$50 | -- | -- | 2,253 | 0.8 |
| \$50 to \$99 | 123 | 7.8 | 11,678 | 4.3 |
| \$100 to \$149 | 68 | 4.3 | 18,378 | 6.7 |
| \$150 to \$199 | 175 | 11.2 | 35,565 | 13.0 |
| \$200 to \$249 | 333 | 21.3 | 46,054 | 16.8 |
| \$250 to \$299 | 340 | 21.7 | 46,771 | 17.1 |
| \$300 to \$349 | 180 | 11.5 | 36,693 | 13.4 |
| \$350 to \$399 | 98 | 6.3 | 27,534 | 10.0 |
| \$400 or more | 206 | 13.1 | 43,244 | 15.8 |
| No cash rent | 44 | 2.8 | 5,837 | 2.1 |
| Total | 1,567* | 100.0 | 274,007 | 100.0 |
| Median | \$261 | | \$272 | |

Note: *These Census figures are derived from samples.

Source: U.S. Department of Commerce, Bureau of the Census,
Census of Housing, 1980.

HOUSING ELEMENT

Rent-to-Income Ratios (1989)

The Florida Department of Community Affairs considers a rent-to-income ratio of more than 30 percent to be a sign of excessive household expenditures for housing. According to the 1980 Census, over 40 percent of South Miami's renter households were paying too high a proportion of their income for housing. Not surprisingly, these households were largely in the lower income category.

**Table 3-
RENT-TO-INCOME RATIO, 1980
CITY OF SOUTH MIAMI**

| Rent-to-Income Ratio | Annual Income Range | | | | | |
|----------------------|---------------------|---------|----------------------|---------|------------------|---------|
| | Less than \$10,000 | | \$10,000 to \$19,999 | | \$20,000 or more | |
| | Number | Percent | Number | Percent | Number | Percent |
| Less than 20% | 35 | 2.2 | 177 | 11.3 | 194 | 12.4 |
| 20% to 24% | 33 | 2.1 | 133 | 8.5 | 32 | 2.0 |
| 25% to 29% | 57 | 3.6 | 150 | 9.6 | 17 | 1.1 |
| 30% to 34% | 40 | 2.6 | 54 | 3.4 | -- | -- |
| 35% or more | 481 | 30.7 | 73 | 4.7 | -- | -- |
| Not Completed | 72 | 4.6 | -- | -- | 19 | 1.2 |
| Total | 718 | 45.8 | 587 | 37.5 | 262 | 16.7 |
| Median | | 48.6 | | 24.4 | | 15.9 |

Source: U.S. Department of Commerce, Bureau of the Census, 1980
Census of Population and Housing.

Internal Housing Conditions (1995)

Effective public policy requires that the condition of housing be measured on an objective scale. To measure adequacy, the U.S. Census records the presence or absence of items such as water supply, kitchen facilities, central heating and plumbing and whether or not housing units are overcrowded. Plumbing facilities have usually been singled out as the equipment most relevant to an overall evaluation of housing conditions. At the date of this report less than one percent of South Miami's units lacked full plumbing as of 1990. The lack of central heating equipment is not considered a reliable indicator of local housing adequacy due to Dade County's warm climate. Similarly, the absence of kitchen facilities is not thought to represent an immediate threat to health or safety. Table 3-8 (1995) provides a summary of local internal housing condition indicators.

Table 3-8 (1995)

**INTERNAL CONDITION OF HOUSING STOCK
SOUTH MIAMI AND DADE COUNTY**

| Condition | South Miami | | Dade County | |
|---------------------------|-------------|---------|-------------|---------|
| | Number | Percent | Number | Percent |
| Lacking Complete Plumbing | 11 | 0.03 | 6,017 | 0.08 |
| Lacking Complete Kitchen | 19 | 0.04 | 6,899 | 0.09 |

Source: U.S. Department of Commerce, Bureau of the Census, Census of Population and Housing, 1990.
City of South Miami, 1995.

External Housing Conditions (1995)

A 1995 field survey indicates that less than two percent of the City's housing stock is "substandard" based upon structural conditions. As reflected in attachment 5, two measures were used as follows:

1. Deteriorated: Meaning in need of minor exterior repair due to deferred maintenance.
2. Dilapidated: Meaning in need of substantial rehabilitation to the point that it is (or soon will be) unfit for human habitation.

Most of the dilapidated or more seriously substandard houses are located in the Hardee Drive area, just east of 62nd Avenue. The deteriorated units tend to be to the east and southwest of this more blighted area. Less than two percent of the housing stock is rated substandard. Please see Table 3-9 (1995) on the following page which details the results of the 1995 field survey.

Table 3-9 (1995)

**EXTERNAL HOUSING CONDITIONS, 1994
CITY OF SOUTH MIAMI**

| | Number | Percent |
|---------------------|--------|---------|
| Standard | 4300 | 98.90% |
| Deteriorated | 46 | 1.00% |
| Dilapidated | 3 | 0.10% |
| Total | 4349 | 100.00% |

Source: City of South Miami, Field Survey, 1995.

HOUSING ELEMENT
Federally Assisted Housing

Given the cutback in federal funds to support housing assistance programs, it is not surprising that the City's inventory of subsidized housing has not expanded since the completion of the last Comprehensive Plan (in 1981). Housing and Urban Development officials identified five assisted rental housing developments. In addition, 38 units of owner-occupied housing have received subsidies under two different programs (HUD 235 and the County Surtax programs).

**Table 3-
 GOVERNMENT SUBSIDIZED HOUSING
 CITY OF SOUTH MIAMI**

| Nam | Unit | Addres | Progra |
|-------------|-------------|-------------------|-------------------|
| Lee | 11 | 6110 68th | Section |
| Banyon | 4 | 6504 57th | Section |
| LBD | 1 | 5896 66th | Section |
| South Miami | 9 | 6701 62nd | Elderly housin |
| South Miami | 5 | S.W. 68th 59th | Family housin |

Sources U.S. Department of Housing and Urban Development,
 Regional Office, Jacksonville, Florida, 1987.

Dade County Department of Housing and Urban Development, 1987.

Due to the very limited supply of vacant land in the City, it is unlikely much new government assisted housing will be constructed in the future. Rental rehab or small, scattered-site new development could be feasible on a limited scale.

Group Homes

The Florida Department of Health and Rehabilitative Services licenses group homes through three of its divisions: Aging and Adult Services (Adult Congregate Living Facilities); Division of Developmental Services (Long Term Residential Care Facilities and Centers for Independent Living); and Children, Youth and Families (Family Group Homes, Family Foster Homes, and Licensed Child Caring/Child Placing Facilities). There are no State-licensed facilities in the first two categories within the corporate limits of South Miami. State-licensed facilities located elsewhere in Dade County provide services to residents of the community. County officials familiar with the needs of South Miami's special populations indicate that they have not identified a strong need for new facilities within the City limits.

HOUSING ELEMENT

Although not a State-licensed facility, the Fellowship House, located at 5711 South Dixie Highway, is an important resource of the South Miami community. Fellowship House is a psychological and social rehabilitative center providing comprehensive vocational, social and residential programs for the psychiatrically disabled. The center has 20 beds and serves approximately 300 clients (members) annually. Other facilities sponsored by Fellowship House are located elsewhere in Dade County.

Mobile Home Parks

There are no mobile home parks in the City and no vacant tracts large enough for one.

Historically Significant Housing (1995)

The Dade County Historic Survey lists 19 sites that, based on preliminary surveys, have some historic or architectural significance. This list also reflects the sites on the State Master File. The City of South Miami recognizes four of these sites for having two or more "major significance" ratings (architectural, historic or contextual) and reserves these four sites as the highest priority for preservation.

| | |
|--------------------------|--------------------------|
| Orr House | 6491 Sunset Drive |
| Sylva G. Martin Building | 6130 Sunset Drive |
| Amster Property | 5900 South Dixie Highway |
| Marshall Williamson Home | 6500 SW 60 Avenue |

Housing Construction (1995)

Table 3-11 (1995) shows that according to University of Florida, Bureau of Economic and Business Research there were 222 housing units constructed since 1980. All of which were single-family structures except for 16 multi-family units. This increase in housing units was off-set by a large number of demolitions and the replacement of a number of existing housing units. The actual number of demolitions and replacement housing units constructed from 1980 to 1990 is not available; however, according to the Bureau of the Census 1990 housing figures the actual number of housing units decreased by 162 units from 1980 to 1990. Therefore, the number of demolished and replacement units exceeded the number of new units constructed during that period. From 1990 to 1994 there is no census data available, but according to the University of Florida, Bureau of Economic and Business Research from there were 75 new housing units constructed. However, research done by the City's Planning Department shows that during that period there were actually 78 units constructed. This 78 unit increase was off-set by 75 units that were either demolition or replaced, therefore yielding a 3 unit net increase and a 1994 housing stock of 4,349.

Table 3-11 (1995)

**HOUSING CONSTRUCTION, 1989 - 1994
CITY OF SOUTH MIAMI**

| YEAR | UNITS |
|---------------|------------|
| 1980 | 23 |
| 1981 | 7 |
| 1982 | 12 |
| 1983 | 12 |
| 1984 | 6 |
| 1985 | 7 |
| 1986 | 24 |
| 1987 | 26 |
| 1988 | 14 |
| 1989 | 16 |
| 1990 | 25 |
| 1991 | 14 |
| 1992 | 10 |
| 1993 | 15 |
| 1994 | 11 |
| Total: | 222 |
| Net: | 3 |

Source: University of Florida, Bureau of Economic and Business Research, 1995.
City of South Miami, 1995.

Affordable Housing (1995)

The following information is provided courtesy of the Shimberg Center for Affordable Housing and will be utilized in order to conduct an affordable housing needs study, especially concerning needs regarding very low-, low- and moderate-income housing.

HOUSING ELEMENT

Table 3-12 (1997)

**HOUSING INVENTORY OF THE CITY OF SOUTH MIAMI
AND SOME OF ITS NEIGHBORS**

| | 1990 HOUSING UNITS BY TYPE | | | | ACTIVITY APRIL 1990-1995 | | | | |
|-------------------|----------------------------|--------------|-------------|-------|--------------------------|----------|-----------|----------|---------------|
| | Single Family | Multi-Family | Mobile Home | Other | Total 1990 | Sng-fam* | Multi-fam | Mob Home | Total 1990-95 |
| South Miami | 3056 | 1283 | 0 | 7 | 4346 | 43 | 14 | 0 | 57 |
| Coral Gables | 10059 | 6431 | 8 | 63 | 16561 | 247 | 87 | 0 | 334 |
| Unincorporated | 235231 | 131610 | 13215 | 4482 | 384538 | 17466 | 5240 | -5028 | 17678 |
| Dade County Total | 385056 | 357095 | 18544 | 10593 | 771288 | 20813 | 8549 | -6688 | 22674 |

Sng-fam*: 'Single Family' + 'Other'

| PERCENTAGE OF UNITS SRM^ | | | 1995 HOUSING UNITS BY TYPE | | | | Total |
|--------------------------|-----------|----------|----------------------------|-----------|----------|------------|-------|
| Sng-fam* | Multi-fam | Mob Home | Sng-fam* | Multi-fam | Mob Home | Total 1995 | |
| 1.4% | 1.6% | 0.0% | 3063 | 1276 | 0 | 4339 | |
| 1.5% | 3.5% | 0.0% | 10213 | 6290 | 8 | 16511 | |
| 1.4% | 6.3% | 12.6% | 253578 | 128228 | 7155 | 388961 | |
| 1.6% | 5.5% | 11.5% | 410047 | 345430 | 10481 | 765958 | |

^SRM: seasonal, recreational, for migrant or other units

Sng-fam*: 'Single Family' + 'Other'

Table 3-13 (1997)

**POPULATION PROJECTIONS FOR SOUTH MIAMI
AND SOME OF ITS NEIGHBORS**

| <u>Year</u> | <u>1995</u> | <u>2000</u> | <u>2005</u> | <u>2010</u> |
|-------------------|-------------|-------------|-------------|-------------|
| South Miami | 10527 | 10444 | 10335 | 10223 |
| Coral Gables | 40950 | 40560 | 40075 | 39583 |
| Unincorporated | 1078848 | 1171488 | 1254643 | 1335380 |
| Dade County Total | 2013821 | 2140800 | 2254304 | 2363800 |

HOUSING ELEMENT

Table 3-14 (1997)

PROJECTED HOUSEHOLDS BY AGE OF HOUSEHOLDER

Owner Households by Age - Estimates & Projections

| | <u>1990</u> | <u>1995</u> | <u>2000</u> | <u>2005</u> | <u>2010</u> |
|--------------------|-------------|-------------|-------------|-------------|-------------|
| South Miami | 2513 | 2633 | 2738 | 2790 | 2850 |
| Coral Gables | 9834 | 10320 | 10533 | 10500 | 10496 |
| Unincorporated | 231228 | 248494 | 278221 | 304423 | 331190 |
| Dade County Total* | 375912 | 394546 | 430352 | 462859 | 496462 |

Renter Households by Age - Estimates & Projections

| | <u>1990</u> | <u>1995</u> | <u>2000</u> | <u>2005</u> | <u>2010</u> |
|--------------------|-------------|-------------|-------------|-------------|-------------|
| South Miami | 1616 | 1604 | 1574 | 1554 | 1540 |
| Coral Gables | 5626 | 5710 | 5587 | 5403 | 5273 |
| Unincorporated | 118017 | 121613 | 130106 | 137565 | 146119 |
| Dade County Total* | 316443 | 320427 | 332606 | 343430 | 356022 |

All Householders by Age - Estimates & Projections

| | <u>1990</u> | <u>1995</u> | <u>2000</u> | <u>2005</u> | <u>2010</u> |
|--------------------|-------------|-------------|-------------|-------------|-------------|
| South Miami | 4129 | 4239 | 4316 | 4346 | 4394 |
| Coral Gables | 15460 | 16027 | 16116 | 15900 | 15765 |
| Unincorporated | 349245 | 370450 | 408668 | 442316 | 477633 |
| Dade County Total* | 692355 | 715358 | 763324 | 806643 | 852842 |

*Note: On the 'DATA&CALC' sheet the Household estimates and projections for 'All Households' and 'County Total' are estimated separately, therefore owner and renter households do not add up to total households and jurisdictions do not add up to county total; the differences, however, are minor. For this table and all subsequent workbooks or tables which utilize this data we calculate the 'County Total' by summing the jurisdictions unless otherwise noted. For a discussion of this issue refer to the *User Guide*.

HOUSING ELEMENT

Table 3-15 (1997)

**HOUSEHOLDER BY HOUSEHOLD SIZE
SOUTH MIAMI**

| SIZE | All Households | | | | |
|--------------|----------------|-------------|-------------|-------------|-------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 |
| 1 person | 1268 | 1284 | 1306 | 1299 | 1290 |
| 2 persons | 1339 | 1297 | 1316 | 1360 | 1424 |
| 3 persons | 619 | 653 | 638 | 634 | 637 |
| 4 persons | 472 | 483 | 509 | 502 | 491 |
| 5 persons | 225 | 229 | 228 | 222 | 218 |
| 6 persons | 155 | 163 | 177 | 182 | 181 |
| 7 persons | 131 | 128 | 140 | 143 | 151 |
| TOTAL | 4209 | 4237 | 4314 | 4342 | 4392 |

Table 3-16 (1997)

PROJECTED NEED FOR HOUSING (Permanent or non-seasonal housing)

| | Est. 1995 Total Units | Projected Demand | | | Projected Need | | |
|-------------------|-----------------------------|------------------|--------|--------|----------------|--------|--------|
| | | 2000 | 2005 | 2010 | 2000 | 2005 | 2010 |
| South Miami | 4339 | 4491 | 4522 | 4572 | 152 | 183 | 233 |
| Dade County Total | 765958 | 819897 | 866426 | 916049 | 53939 | 100468 | 150091 |

Note: Household estimates and projections for 'All Households' are estimated separately, therefore owner and renter households do not add up to total households; the differences are due to rounding and are minor. The 'County Total' of households is a sum of jurisdictions.

Table 3-17 (1997)

HOUSEHOLDS BY TENURE - PROJECTED DEMAND

| | 2000 | | | | 2005 | | 2010 | |
|-------------------|--------|--------|------------|--------|--------|--------|--------|--------|
| | Owner | Renter | Proj. Vac. | Total* | Owner | Renter | Owner | Renter |
| South Miami | 2738 | 1574 | 175 | 4487 | 2790 | 1554 | 2850 | 1540 |
| Dade County Total | 430352 | 332606 | 56573 | 819531 | 462859 | 343430 | 496462 | 356022 |

Note: Household estimates and projections for 'All Households' are estimated separately, therefore owner and renter households do not add up to total households; the differences are due to rounding and are minor. The 'County Total' of households is a sum of jurisdictions.

HOUSING ELEMENT

Table 3-18 (1997)

**PERMANENT (NON-SEASONAL) UNITS BY TYPE
PROJECTED CONSTRUCTION NEED**

| | Est. 1995 Housing | | Projected Demand by Type | | | | | |
|-------------------|-------------------|--------------|--------------------------|--------|--------|--------|--------|--------|
| | Units by Type | | 2000 | | 2005 | | 2010 | |
| | Single Family* | Multi-Family | SF^ | MF^ | SF | MF | SF | MF |
| Dade County | 3063 | 1276 | 3171 | 1320 | 3193 | 1329 | 3228 | 1344 |
| South Miami | | | | | | | | |
| Dade County Total | 420528 | 345430 | 450123 | 369774 | 475668 | 390758 | 502911 | 413138 |

| | Projected Construction Need by Type | | | | | | |
|-------------------|-------------------------------------|-------|-------|-------|-------|-------|--|
| | 2000 | | 2005 | | 2010 | | |
| | SF^ | MF^ | SF | MF | SF | MF | |
| Dade County | | | | | | | |
| South Miami | | | | | | | |
| Dade County Total | 108 | 44 | 130 | 53 | 165 | 68 | |
| | 29595 | 24344 | 55140 | 45328 | 82383 | 67708 | |

*Single Family='Single Family' +'Mobile Home'+ 'Other'; ^SF = Single Family; ^MF = Multi-Family

Table 3-19 (1997)

**HOUSING AFFORDABILITY ESTIMATES & PROJECTIONS - BY INCOME
South Miami**

CALCULATION - Cumulative (down) Surplus/Deficit of Affordable Occupied Units by Income Category

VLOOKUP TABLE - Cumulative Surplus or Deficit of Affordable Occupied Units
(households minus units, positive number means deficit of affordable units)

| Household Income Range | Owner-occupied Units | | | | Renter-occupied Units | | | |
|------------------------|----------------------|------|------|------|-----------------------|------|------|------|
| | 1995 | 2000 | 2005 | 2010 | 1995 | 2000 | 2005 | 2010 |
| 0 5000 | 70 | 76 | 76 | 76 | 186 | 200 | 197 | 193 |
| 5001 10000 | 196 | 211 | 213 | 214 | 365 | 390 | 397 | 402 |
| 10001 12500 | 246 | 264 | 269 | 277 | 400 | 421 | 428 | 436 |
| 12501 15000 | 299 | 323 | 327 | 335 | 350 | 364 | 372 | 383 |
| 15001 17500 | 366 | 394 | 409 | 429 | 227 | 238 | 244 | 250 |
| 17501 20000 | 387 | 420 | 439 | 464 | -67 | -59 | -55 | -55 |
| 20001 22500 | 456 | 492 | 514 | 540 | -164 | -165 | -169 | -171 |
| 22501 25000 | 499 | 536 | 555 | 577 | -250 | -254 | -255 | -256 |
| 25001 27500 | 532 | 569 | 587 | 607 | -318 | -328 | -332 | -334 |
| 27501 30000 | 540 | 578 | 592 | 611 | -302 | -320 | -330 | -336 |
| 30001 32500 | 504 | 545 | 563 | 586 | -246 | -269 | -282 | -290 |
| 32501 35000 | 482 | 530 | 553 | 583 | -238 | -266 | -280 | -289 |
| 35001 37500 | 482 | 533 | 560 | 596 | -203 | -229 | -246 | -258 |
| 37501 40000 | 493 | 544 | 573 | 611 | -145 | -170 | -188 | -199 |
| 40001 42500 | 503 | 550 | 578 | 617 | 0 | -32 | -50 | -69 |
| 42501 45000 | 467 | 522 | 550 | 588 | 0 | -32 | -50 | -69 |
| 45001 47500 | 487 | 537 | 560 | 595 | 0 | -32 | -50 | -69 |
| 47501 50000 | 429 | 481 | 507 | 547 | 0 | -32 | -50 | -69 |
| 50001 55000 | 348 | 398 | 420 | 456 | 0 | -32 | -50 | -69 |
| 55001 60000 | 176 | 232 | 256 | 295 | 0 | -32 | -50 | -69 |
| 60001 75000 | -74 | -3 | 26 | 70 | 0 | -32 | -50 | -69 |
| 75001 100000 | -115 | -28 | 2 | 43 | 0 | -32 | -50 | -69 |
| 100001 125000 | -88 | 3 | 47 | 106 | 0 | -32 | -50 | -69 |
| 125001 150000 | -64 | 33 | 80 | 142 | 0 | -32 | -50 | -69 |
| 150001 \$150,001+ | 3 | 108 | 156 | 218 | 0 | -32 | -50 | -69 |

HOUSING ELEMENT

TABLE 3-19-A

**(1998) AFFORDABLE HOUSING DEFICIT BY INCOME CATEGORY
FOR SOUTH MIAMI**

South Miami

| | |
|---|----------|
| 1989 County Median Household Income: | \$26,909 |
|---|----------|

| | |
|--------------------------|----------|
| <u>Income Categories</u> | |
| 30% of median | \$8,073 |
| 50% of median | \$13,455 |
| 80% of median | \$21,527 |
| 120% of median | \$32,291 |
| 200% of median | \$53,818 |

| |
|--|
| Cumulative (down) Surplus/Deficit of Affordable Occupied Units by Income Category |
|--|

(units minus households, negative number means deficit of
affordable units)

| Owner-occupied Units | | | | Renter-occupied Units | | | |
|----------------------|-------------|-------------|-------------|-----------------------|-------------|-------------|-------------|
| <u>1995</u> | <u>2000</u> | <u>2005</u> | <u>2010</u> | <u>1995</u> | <u>2000</u> | <u>2005</u> | <u>2010</u> |
| -153 | -164 | -165 | -168 | -292 | -312 | -317 | -323 |
| -254 | -271 | -278 | -286 | -310 | -326 | -332 | -344 |
| -410 | -438 | -459 | -486 | 157 | 153 | 156 | 155 |
| -352 | -386 | -400 | -432 | 245 | 259 | 268 | 273 |
| -103 | -147 | -161 | -203 | -1 | 17 | 35 | 51 |

HOUSING ELEMENT
Table 3-20 (1997)

INCOME AND TENURE OF HOUSEHOLDS IN SOUTH MIAMI AND DADE COUNTY

| South Miami | | | | | | | | | | |
|-------------|-------|------|------|------|------|--------|------|------|------|------|
| INCOME | Owner | | | | | Renter | | | | |
| | 1990 | 1995 | 2000 | 2005 | 2010 | 1990 | 1995 | 2000 | 2005 | 2010 |
| 0-5K | 67 | 71 | 77 | 77 | 77 | 252 | 236 | 250 | 247 | 243 |
| 5-10K | 125 | 137 | 146 | 148 | 149 | 274 | 269 | 280 | 290 | 299 |
| 10-12.5K | 58 | 57 | 60 | 63 | 70 | 121 | 117 | 113 | 113 | 116 |
| 12.5-15K | 66 | 73 | 79 | 78 | 78 | 66 | 65 | 58 | 59 | 62 |
| 15-17.5K | 84 | 88 | 92 | 103 | 115 | 80 | 81 | 78 | 76 | 71 |
| 17.5-20K | 46 | 49 | 54 | 58 | 63 | 63 | 62 | 59 | 57 | 51 |
| 20-22.5K | 86 | 92 | 95 | 98 | 99 | 130 | 114 | 105 | 97 | 95 |
| 22.5-25K | 67 | 67 | 68 | 65 | 61 | 65 | 70 | 67 | 70 | 71 |
| 25-27.5K | 92 | 91 | 91 | 90 | 88 | 83 | 72 | 66 | 63 | 62 |
| 27.5-30K | 74 | 73 | 74 | 70 | 69 | 108 | 88 | 80 | 74 | 70 |
| 30-32.5K | 64 | 68 | 71 | 75 | 79 | 76 | 68 | 63 | 60 | 58 |
| 32.5-35K | 92 | 89 | 96 | 101 | 108 | 29 | 21 | 16 | 15 | 14 |
| 35-37.5K | 122 | 130 | 133 | 137 | 143 | 45 | 47 | 49 | 46 | 43 |
| 37.5-40K | 111 | 115 | 115 | 117 | 119 | 65 | 71 | 72 | 71 | 72 |
| 40-42.5K | 98 | 105 | 101 | 100 | 101 | 46 | 39 | 36 | 37 | 37 |
| 42.5-45K | 78 | 81 | 89 | 89 | 88 | 13 | 9 | 7 | 7 | 6 |
| 45-47.5K | 120 | 125 | 120 | 115 | 112 | 0 | 0 | 0 | 0 | 0 |
| 47.5-50K | 50 | 54 | 56 | 59 | 64 | 16 | 25 | 27 | 34 | 43 |
| 50-55K | 119 | 128 | 126 | 122 | 118 | 42 | 35 | 36 | 36 | 34 |
| 55-60K | 66 | 67 | 73 | 75 | 78 | 27 | 26 | 26 | 25 | 23 |
| 60-75K | 301 | 313 | 328 | 333 | 338 | 16 | 12 | 9 | 8 | 8 |
| 75-100K | 292 | 303 | 319 | 320 | 317 | 33 | 33 | 30 | 27 | 21 |
| 100-125K | 104 | 113 | 117 | 131 | 149 | 8 | 8 | 9 | 9 | 9 |
| 125-150K | 59 | 64 | 70 | 73 | 76 | 0 | 0 | 0 | 0 | 0 |
| 150K+ | 77 | 81 | 89 | 90 | 90 | 33 | 38 | 38 | 35 | 29 |
| TOTAL | 2518 | 2634 | 2739 | 2787 | 2849 | 1691 | 1606 | 1574 | 1556 | 1537 |

| Dade County | | | | | | | | | | |
|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INCOME | Owner | | | | | Renter | | | | |
| | 1990 | 1995 | 2000 | 2005 | 2010 | 1990 | 1995 | 2000 | 2005 | 2010 |
| 0-5K | 8541 | 9019 | 10248 | 11465 | 12704 | 13833 | 14615 | 15934 | 17289 | 18776 |
| 5-10K | 12100 | 12946 | 14786 | 16646 | 18674 | 13031 | 13864 | 15224 | 16543 | 17972 |
| 10-12.5K | 7010 | 7405 | 8340 | 9246 | 10252 | 7032 | 7399 | 7955 | 8505 | 9109 |
| 12.5-15K | 6541 | 6935 | 7838 | 8730 | 9723 | 6084 | 6435 | 6915 | 7329 | 7765 |
| 15-17.5K | 8077 | 8497 | 9555 | 10615 | 11808 | 7316 | 7685 | 8197 | 8676 | 9209 |
| 17.5-20K | 7501 | 7924 | 8974 | 9999 | 11109 | 6001 | 6316 | 6705 | 7020 | 7393 |
| 20-22.5K | 8811 | 9244 | 10383 | 11419 | 12498 | 7343 | 7675 | 8122 | 8513 | 8975 |
| 22.5-25K | 8042 | 8486 | 9575 | 10580 | 11650 | 6271 | 6542 | 6871 | 7176 | 7571 |
| 25-27.5K | 9770 | 10180 | 11317 | 12362 | 13496 | 6314 | 6616 | 6986 | 7292 | 7671 |
| 27.5-30K | 8293 | 8625 | 9590 | 10477 | 11437 | 5331 | 5551 | 5833 | 6048 | 6341 |
| 30-32.5K | 10886 | 11286 | 12501 | 13572 | 14689 | 5768 | 6020 | 6339 | 6594 | 6911 |
| 32.5-35K | 8433 | 8751 | 9720 | 10621 | 11590 | 3679 | 3887 | 4099 | 4242 | 4398 |
| 35-37.5K | 9281 | 9581 | 10572 | 11407 | 12269 | 4378 | 4607 | 4843 | 5011 | 5224 |
| 37.5-40K | 7750 | 8071 | 8972 | 9781 | 10616 | 3409 | 3585 | 3790 | 3959 | 4150 |
| 40-42.5K | 10132 | 10456 | 11513 | 12411 | 13371 | 3700 | 3868 | 4074 | 4234 | 4453 |
| 42.5-45K | 7480 | 7731 | 8567 | 9300 | 10073 | 2558 | 2668 | 2799 | 2907 | 3055 |
| 45-47.5K | 8601 | 8864 | 9733 | 10458 | 11212 | 2824 | 2989 | 3184 | 3335 | 3505 |
| 47.5-50K | 6770 | 7014 | 7792 | 8469 | 9148 | 1899 | 2009 | 2135 | 2251 | 2389 |
| 50-55K | 14202 | 14729 | 16265 | 17497 | 18735 | 3474 | 3673 | 3908 | 4077 | 4281 |
| 55-60K | 11661 | 12089 | 13400 | 14472 | 15546 | 2615 | 2746 | 2897 | 3015 | 3171 |
| 60-75K | 25190 | 26191 | 29096 | 31342 | 33430 | 4114 | 4398 | 4755 | 5025 | 5307 |
| 75-100K | 20540 | 21505 | 24144 | 26230 | 28125 | 2237 | 2413 | 2624 | 2777 | 2927 |
| 100-125K | 8276 | 8723 | 9880 | 10830 | 11672 | 691 | 740 | 801 | 854 | 911 |
| 125-150K | 3461 | 3652 | 4161 | 4591 | 4978 | 283 | 301 | 321 | 332 | 350 |
| 150K+ | 7917 | 8361 | 9523 | 10515 | 11431 | 564 | 628 | 707 | 771 | 827 |
| TOTAL * | 245266 | 256265 | 286445 | 313035 | 340236 | 120749 | 127230 | 136018 | 143775 | 152641 |

HOUSING ELEMENT NEEDS ASSESSMENT AND ANALYSIS

Projections of Households

During the 1980-1986 period, the total number of households increased by 45 for a current total of slightly less than 4,900. Due to the limited amount of vacant land and little anticipated demolition, it is unlikely that the total number will exceed 5,000 during the ten year planning period, assuming about seven new households per year. Although annexation of the enclave area seems unlikely, there are 1,500 units therein. Pursuant to the results of the EAR, there has been a 3-unit net increase in housing units; and, the adjusted 1994 housing stock is 4,349 units.

Housing Needs

South Miami is part of a larger housing market. When this factor is considered along with the limited supply of vacant land, it is difficult to talk about a City housing "need" for 70 families in any precise statistical manner. The principal "need" is to provide sound housing for those residents currently living in substandard housing. See Appendix A-2 at the end of this plan which shows the 20,000 unit need for southeastern Metro-Dade during the planning period; South Miami's 60-70 new units will meet a cross section of this need.

Role of the Private Sector and Land Requirements for Estimated Need

The private sector has proven its ability to construct "in-fill" housing in this largely built-out City, including some for low and moderate income families. Services, regulations and financing do not seem to be significant obstacles. Rather, the primary obstacle is the absence of vacant land. There are only about 70 vacant residentially zoned tracts remaining in the City. By 1999, the City is expected to contain about 4,635 housing units; it now has about 4,575 units. The one factor that might cause a greater increase is if developers decide to build apartments in the downtown area. The redevelopment activity in the Hardee Drive area involves some subsidy and will result in no net increase in housing units.

Methods of Meeting Special Housing Needs

Low and Moderate Income Housing: Dade County operates an array of programs that can assist in providing housing for low and moderate income households in South Miami. These include:

- Community Development Block Grant (CDBG) low interest rehabilitation loans in the target area.
- Section 8 rental assistance certificates.
- Low interest second mortgages for home ownership (Surtax Program).

These can be supplemented by State and County housing finance agency bond programs for the construction of rental units whereby 20 percent of the units must be set aside for moderate income families. Although limited funding is available, there are Federal HUD rehabilitation and new construction programs. Sites will be available during 1989 as a result of County redevelopment activity in the Hardee Drive area (1.7 acres).

Substandard Housing: The principal tools to correct this problem include:

- The County's CDBG rehabilitation loan and redevelopment programs.
- Section 8 rental assistance certificates.
- Code enforcement.
- Work with the target neighborhood citizens advisory group (CD/CAA) to build neighborhood self confidence.

HOUSING ELEMENT

Mobile Homes: The City's Zoning Ordinance does not permit mobile homes but does permit other manufactured housing.

Group Homes: Currently the City Zoning Ordinance does permit group homes in both multi-family districts and in single-family districts, pursuant to Florida Statutes which permit the operation and licensing of Community Residential Homes (six persons or less) in single-family residential districts.

Historic Housing: The Land Development Code provides for an Historic Preservation Board and review mechanisms to assist in historic preservation. This includes review criteria. Any permit for an historic house or other structure must be reviewed by this board. They are responsible for maintenance of the Dade County Historic Survey within South Miami.

Affordable Housing (1998) Analysis:

The State of Florida has established a goal that by the year 2010 "--- decent and affordable housing is available for all residents." A mayor initiative of this goal was to undertake a Statewide evaluation of affordable housing availability. A study was completed in 1996 by the University of Florida's Shimberg Center for Affordable Housing, under contract to the Florida DCA. The objective was to provide a projection of the surplus and/or deficit of affordable housing units in every governmental jurisdiction. Affordable housing is defined as housing for which monthly rent or mortgage payments, including taxes, insurance, and utilities, does not exceed 30% of the gross annual income of very-low income, low-income, and moderate-income households.

The analysis performed by the Shimberg Center for the City of South Miami uses a progressive series of data factors, including housing inventory, population projections, household size, housing type, and household income levels in order to determine the availability and/or deficits of affordable housing units. The affordable housing assessment data (1998) for the City is presented in Tables 3-12 through 3-20. The accumulative affordable housing deficit for South Miami by income category is shown below on Table 3-19.A. The deficit summary for the City is shown on Table 3-21.

The cumulative deficit of affordable housing units in South Miami is shown by household income categories and for the years 1995, 2000, 2005, and 2010. The definition of affordable housing applies to the very low income category (50% of median family income), low income category (80%) and moderate income category (120%). The very very low income category (30% of median income) is eligible for subsidized and/or public housing and is therefore not included in the affordable housing category. The City of South Miami has a deficit of affordable housing units as follows:

TABLE 3-21
CITY OF SOUTH MIAMI AFFORDABLE HOUSING DEFICIT SUMMARY

| YEAR | OWNER OCCUPIED | RENTAL | TOTAL |
|------|----------------|--------|-------|
| 2000 | -1095 | 86 | -1009 |
| 2005 | -1137 | 92 | -1045 |
| 2010 | -1204 | 84 | -1120 |

In responding to the affordable housing deficit, it is important to note that the City of South Miami has several conditions which limit the extent to which the deficit can be reduced. These include:

- The City is essentially built-out with little opportunity to add a substantial number of new housing units, either at the market rate or at an affordable housing level. In fact the actual number of existing housing units decreased during the period 1980-1995.

HOUSING ELEMENT

- The City has very limited vacant land left with development potential. A total of 29.42 acres (1.8%) of the City's total land acreage is vacant. Of the total acreage currently vacant, only 13.8 acres are in areas zoned for residential development.

Affordable Housing Opportunities:

Although the City of South Miami cannot completely eliminate the affordable housing deficit, there are certain resources and housing programs which can reduce the current and anticipated deficits. Most significant is the creation of the South Miami Community Redevelopment Agency (SMCRA) and the designation of a 185-acre redevelopment district. The Redevelopment Agency's work program for Phase I indicates considerable investment in the acquisition of vacant lots and loans and mortgage subsidies to encourage affordable housing construction. A total of 24 units of affordable housing will be built during the next two years. The SMCRA Board will be encouraged by the City to respond to future needs for additional affordable housing units.

The City has also worked closely with Habitat for Humanity, which has targeted South Miami for construction of new homes for low and moderate-income families. It is anticipated that this program alone with other private organizations will produce at least five units of affordable housing units in next five years.

The South Miami Metro Rail Station also presents the City with an excellent opportunity to provide affordable housing units. The County's Rapid Transit Zoning District and the City's abutting Transit Oriented Development District (TODD) both encourage multi-storied mixed use development projects. Due to the transit needs of families needing affordable housing, projects providing affordable housing will be given priority. It is anticipated that one such project, the Hometown Station Project will include 100 affordable housing units. Completion date is expected in the year 2001. With the encouragement and support of both the County and the City can be projected that one additional project of that scale can be completed by the year 2010.

If the above projects and programs are realized and implemented, considerable progress will have been made within the City of South Miami to reduce the affordable housing deficit.

Ord. No. 3-00-1705. 3/7/00: DCA No. 00-R1

HOUSING ELEMENT

Figure 3.1

External Structural Housing Conditions

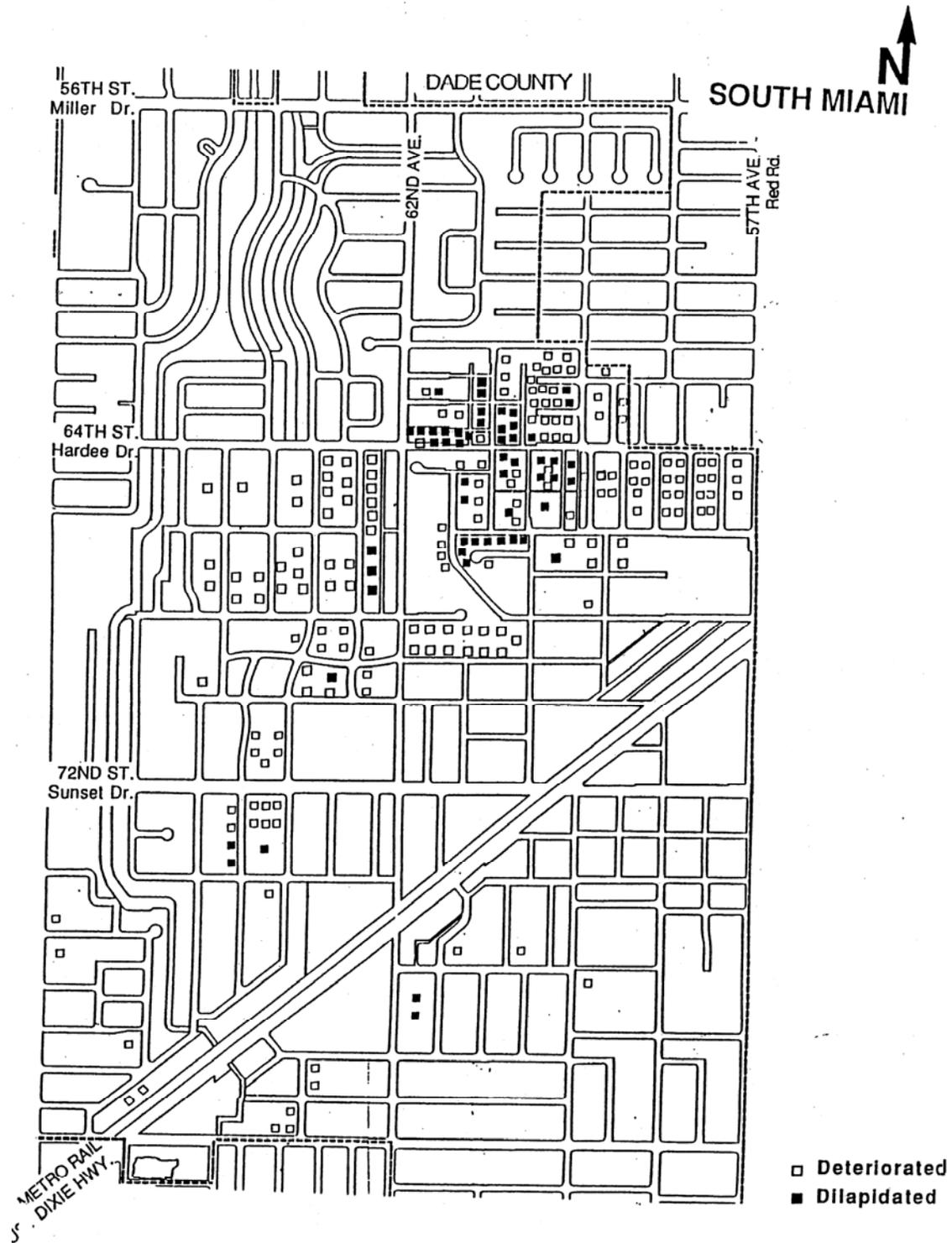


Figure 3.1

External Structural Housing Conditions

Source: Survey done by Robert K. Swarthout Incorporated 1987

Note: Those portions of the city not shown have very little, or no substandard housing.

Note: Location of squares is schematic.

INFRASTRUCTURE ELEMENT
CHAPTER 4

INTRODUCTION

This section deals with five subject areas as follows:

1. Wastewater or sanitary sewer
2. Solid waste
3. Drainage
4. Potable water
5. Natural groundwater aquifer recharge

For each sub-element, there is a description of the existing situation, an analysis or needs assessment and the goals, objectives and policies section.

South Miami is somewhat unique in that Dade County provides sewage collection, water distribution and solid waste. This means the principal City infrastructure responsibility is drainage.

INFRASTRUCTURE ELEMENT

SANITARY SEWER

Existing Conditions

Service Area of Sanitary Sewers: Sanitary sewers serve over one-third of the City's land area as shown in Figure 4.1 (page 4.8). This includes all of the commercial and higher density residential areas. The serviced area is about one-half residential and one-half commercial/institutional. An 18 inch force main from South Miami connects with a 24 inch force main at the Coral Gables line near the University of Miami.

Unserviced Areas: The remaining two-thirds of the City is served by on-site septic tank systems that function well given the soil conditions in South Miami.

Responsible Entity: The Miami-Dade Water and Sewer Department (WASD) is responsible for the collection system as well as the ultimate treatment.

Current Demand, Plant Capacity and Level of Service: The City generates about 1,000,000 gallons per day for a level of service of 100 gallons per person per day. As of early 1986, the two Central District treatment plants at Virginia Key in Miami had a combined capacity of 120,000,000 gallons per day. Thus South Miami generates much less than one percent of this combined plant capacity. The recent expansion of the treatment facilities suggests adequate capacity for the five- and ten-year planning periods. As of 1994 the plant is operating at about 97 percent capacity.

Demand or Need: The demand on the existing public collection and treatment system is not expected to increase since the City's population is not projected to increase and there is limited vacant land available for commercial or institutional development.

Needs Assessment and Analysis

Infiltration: The principal problem facing the existing collection system continues to be infiltration of groundwater into the lines. Estimates range from 25 to 75 percent as the percentage of the total flow which is attributable to infiltration as opposed to sewage. It is assumed that with the recent County assumption of responsibility for the collection system, they will address this issue in order to minimize flows into their treatment plant. Otherwise, the sewage collection system with South Miami is adequate.

Soils and Septic Tanks: The Soils Map (Figure 4.2) shows that most of South Miami is underlain with Rockdale Fine Sand ("level phase with limestone complex"). This soil drains well and therefore suitable for septic tanks. There are few reported problems from the operation of septic tanks within the City. However, there is a narrow belt of Perrine Marl running through the center of the City. This soil drains poorly and less suitable for septic tanks.

Extension of the Sewage Collection System: It is a matter of regional policy to ultimately eliminate the use of septic tanks except on lots larger than one acre. Most of the residential lots in South Miami should be served by sanitary sewers. Therefore, presumably the Miami-Dade Water

INFRASTRUCTURE ELEMENT

and Sewer Department will ultimately resume the collection system expansion program which the City began to implement in the 1970's but curtailed during the 1980's. A 1972 sewer master plan formed the basis for this expansion program. The County should give highest priority to the Brewer Canal corridor, north of Sunset Drive, both because of potential canal pollution and the location of the Perrine Marl within this corridor i.e. particularly unsuitable soil for septic tanks.

INFRASTRUCTURE ELEMENT
SOLID WASTE

Existing Conditions

Collection System: The City of South Miami operates solid waste pickup on the following schedule throughout the City:

| | |
|------------------------|--------------|
| Commercial garbage | daily |
| Residential garbage | twice a week |
| Residential trash | twice a week |
| Residential bulk trash | once a week |

The Public Works Department trucks transport all collections to a transfer station located at 2900 S.W. 72nd Avenue and operated by the Metro-Dade Public Works Department. Daily collections average 46,000 pounds of garbage and 30,000 pounds of trash. This results in a level of service of 7.6 pounds per person per day. The City pays an annual refuse disposal fee to the County.

Disposal: The capacity of the 72nd Street transfer station (8,400 tons per day) is adequate to meet South Miami's future needs which are not expected to change from the current refuse generation since the current station usage is only 1,200 tons per day. The County compacts the refuse and then trucks it from this transfer station to one of several County disposal facilities. The City's solid waste generation constitutes less than one percent of the County system's capacity. As of 1994, there are 16.9 million tons of capacity and 11 million tons of total calculated demand; therefore, available capacity is 35% and the percentage of capacity used is 65%.

Pursuant to the Metropolitan-Dade County concurrency information center, as a result of recycling and available facilities in Broward County, existing landfill capacity will not be exhausted in Dade County for the foreseeable future.

Needs Assessment and Analysis

Other than the need to systematically replace the collection vehicles, the solid waste collection and disposal system should continue to operate satisfactorily for the five- and ten-year planning periods. Specifically, by 1999 the County landfill will still have a 7,236,234 ton capacity remaining (over 14,000,000 after five years).

The County's landfill total capacity is 16.9 million tons. Currently, there are 5.9 million tons available. The County generates approximately 275,000 tons a year. The City's solid waste generation constitutes less than one percent of the County's system capacity. The capacity of the County's disposal facilities continues to be adequate and will meet South Miami's future needs, which are not expected to change.

INFRASTRUCTURE ELEMENT DRAINAGE

Existing Conditions

Responsible Entity: The City of South Miami is responsible for storm drainage, except along State and County roads, and the canal system which are under County and SFWMD jurisdiction. See Land Use Element for existing land use data for City.

Types of Facilities: The following types of facilities are found within the City:

- swales and other natural detention areas
- French drains and slab covered trenches
- structural storm drains
- runoff directly into canals

The structural facilities are limited to County and State roads. The canal system drains into Snapper Creek Canal (a SFWMD facility), which passes along the City's southern edge enroute to Biscayne Bay. The City's facilities are limited to a few catch basins with French drains or trenches, one small canal and a street drain at the Bakery Centre.

More specifically, the principal facilities are as follows:

- Structural storm drains on:
 - Sunset Drive (62nd Avenue to Red Road) and U.S. 1 - State
 - Red Road (U.S. 1 to Sunset Drive) and Bird Road - County
 - One City street adjacent to Bakery Centre
- Ludlam - Glades or Brewer Canal - County (DERM)
- Subsidiary Brewer Canal (Miller Road to 63rd Avenue) - City
- Snapper Creek Canal - SFWMD

Design Capacity:

- The Snapper Creek canal system (including the Brewer Canal) is designed to accommodate a 100 year storm in the South Miami part of the basin.
- The State road drainage system is designed to accommodate a 20-year storm
- The County road drainage system street adjacent to Bakery and Centre are designed to accommodate a 10 year storm
- On-site detention facilities (private): 100% on-site detention
- City catch basins and French basins in residential areas: one in 10 year storm of 24 hour duration.

Terrain: South Miami has the flat topography typical of South Florida. Elevations range from 8 to 15 feet above sea level, with 10 as the predominant level.

On-site Detention: The City uses the County Department of Environmental Resources Management (DERM) to assist in reviewing drainage plans for commercial or multifamily building projects. The general DERM and City standard or existing level of service for on site detention is to require the first one inch of rainfall to be detained on-site. The City structural facility level of

INFRASTRUCTURE ELEMENT

service is to accommodate a once in 10 years storm of 24 hour duration. Otherwise, the City is not currently involved in drainage facility regulation. See Appendix for details. South Florida Building Code requires the retention of all runoff on site for all new projects regardless of conditions. This requirement is realized on a one-by-one basis at the time of permitting and construction. No project will receive final approval or a Certificate of Occupancy until a sealed letter from a registered engineer is submitted and accepted certifying that all runoff will be retained on site.

Capacity Analysis, Problems and Deficiencies: Given the flat terrain and heavy summer rainfall, there are no significant drainage problems in South Miami. There is some minor ponding, e.g., along Sunset Drive near 58th Avenue and near 68th Avenue (both State responsibilities) and in the northern part of the City on City streets due to the effects of County roadways. The City Public Works Department does not have any more specific data relative to the City's drainage system and needs. The County analyzes the current capacity and demand of their canal in the context of a specific development application; they have not done so recently for the Brewer Canal.

Needs Assessment and Analysis

Due to environmental concerns about some existing systems plus the occasional ponding after heavy rains and general lack of City drainage data, there is a need for a comprehensive drainage engineering study in order to determine the capacity, and existing level of service for drainage facilities, and then evolve a drainage improvement program (with specific catch basin/French drain site proposals or additions/corrections to the structural drainage system) and basis for refined development code provisions i.e. City regulations relative to natural and water drainage quality.

This is estimated to cost \$15,000. Each problem area resulting from the study will cost about \$25,000 to design corrective action. The highest priority City projects will be programmed for the 10 year planning period, upon completion of the study. As of 1997, the City of South Miami has engaged engineering expertise to execute the study on an area-by-area basis.

Note: 9J-5.005 (2) (b) states that DCA requirements "shall not be construed to require additional data collection" by cities; DCA must understand that detailed drainage data does not exist for South Miami's facilities.

INFRASTRUCTURE ELEMENT POTABLE WATER

Existing Conditions

Service Area: The entire City is served by public water lines; however, some individual areas have yet to connect to the system. See Future Land Use Element for existing land use.

Responsible Entity: The Miami-Dade Water and Sewer Department is responsible for water supply, treatment and transmission.

Current Demand and Plant Capacity: The City will continue to use less than 2,000,000 gallons per day (MGD) or 150 gallons per capita per day given its stable population. The County's treatment plant at 6800 S.W. 87th Avenue has a capacity of 220 MGD, with further expansion planned (256 MGD by 1993 and 290 MGD by 2002). This means South Miami uses less than one percent of the plant's capacity. The treatment plant should be adequate for the five- and ten-year planning periods as shown in Figure 9 of the Metro-Dade Infrastructure Element (shows capacity versus average and maximum daily demand). The Orr wellfield capacity is 165 MGD with a current demand of 130 MGD. The new West wellfield (140 MGD) will supplement this. As of 1994, the Alexander Orr's treatment capacity is 190 million gallons daily (MGD). The plant has an maximum flow of 185.2 MGD and the plant is operating with an average flow of 168.4 MGD, this 97.5% of the maximum flow. The City of South Miami continues to use less than 2 MGD or approximately one percent of the Alexander Orr treatment plant capacity.

Current Level of Service: The current level of service is 150 gallons per capita per day at 20 to 100 pounds per square inch at the consumer.

Natural Resource Impact: There is no water system impact upon the City's natural resources. The County monitors the wellfield impact upon the aquifer; for example additional recharge canals will be built in conjunction with the West wellfields.

Problems: The only problem facing the water collection system is the small size of some of the mains and lines. Although newer mains are 8 inches, many older ones are only 6 inches and some service lines have an effective diameter of less than an inch. There are no anticipated problems during the planning period relative to wellfields or treatment facilities. A new 36 inch transmission line has been installed along Sunset Drive by 1993 thereby providing better capacity and pressure. The level of service is adequate.

Needs Assessment and Analysis

WASD may have to replace some of the undersized mains and laterals in order to maintain adequate pressure.

With a 1993 capacity of 256 MGD versus demand of 224 MGD (peak) and a 2005 capacity of 290 MGD versus demand of 269 MGD (peak), there will not be a capacity problem at the Orr plant and its supplying wellfields. As of 1994, the Alexander Orr's treatment capacity is 190 million gallons daily (MGD). The plant has an maximum flow of 185.2 MGD and the plant is operating with an average flow of 168.4 MGD, this 97.5% of the maximum flow. The City of South Miami Continues to use less than 2 MGD or approximately one percent of the Alexander Orr treatment plant capacity.

INFRASTRUCTURE ELEMENT

NATURAL GROUNDWATER RECHARGE

Groundwater

It is particularly important to achieve maximum infiltration of stormwater into the soil and ultimately to Biscayne Aquifer. The concerns here are both recharging this source for the County's potable water wells and also preventing saltwater intrusion from the ocean. There are no County wells within South Miami.

Aquifer Recharge

There are two principal kinds of recharge sources within the City:

- the Brewer and Snapper Creek Canals (and their tributaries)
- the drainage structures designed for infiltration plus natural infiltration from lawns and swales.

However, there are no classified prime water recharge areas within the City.

Regulations Governing Natural Drainage Features

In addition to the County, regional and State controls relative to drainage and groundwater recharge, the City's principal control tools are the zoning and building codes. The zoning code sets the coverage requirements that assure some previous lawn or landscaped area, including the landscaping of parking lots. The Environmental Review and Preservation Board must review all new construction and major alterations with a special concern for the preservation of natural features including trees. This Board also reviews the landscaping and site plans. The South Florida Building Code and County standards specify the kind of on-site detention and drainage structures that assure some groundwater infiltration in the case of new development. See Drainage Sub-element.

INFRASTRUCTURE ELEMENT
Figure 4.1
Sanitary Sewer Service Area

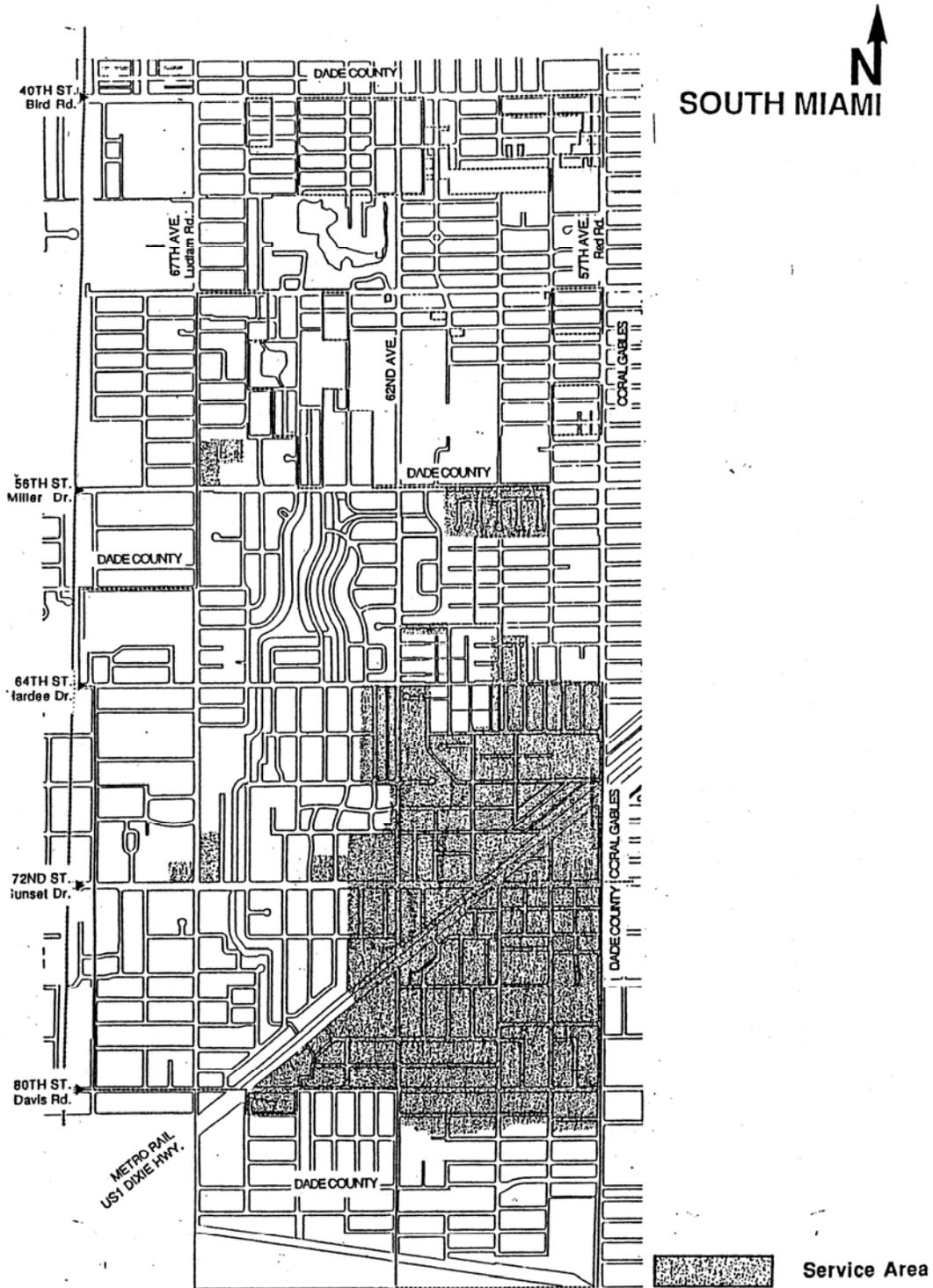


Figure 4.1
Sanitary Sewer Service Area

Source: City of South Miami 1987

INFRASTRUCTURE ELEMENT

Figure 4.2
Soils

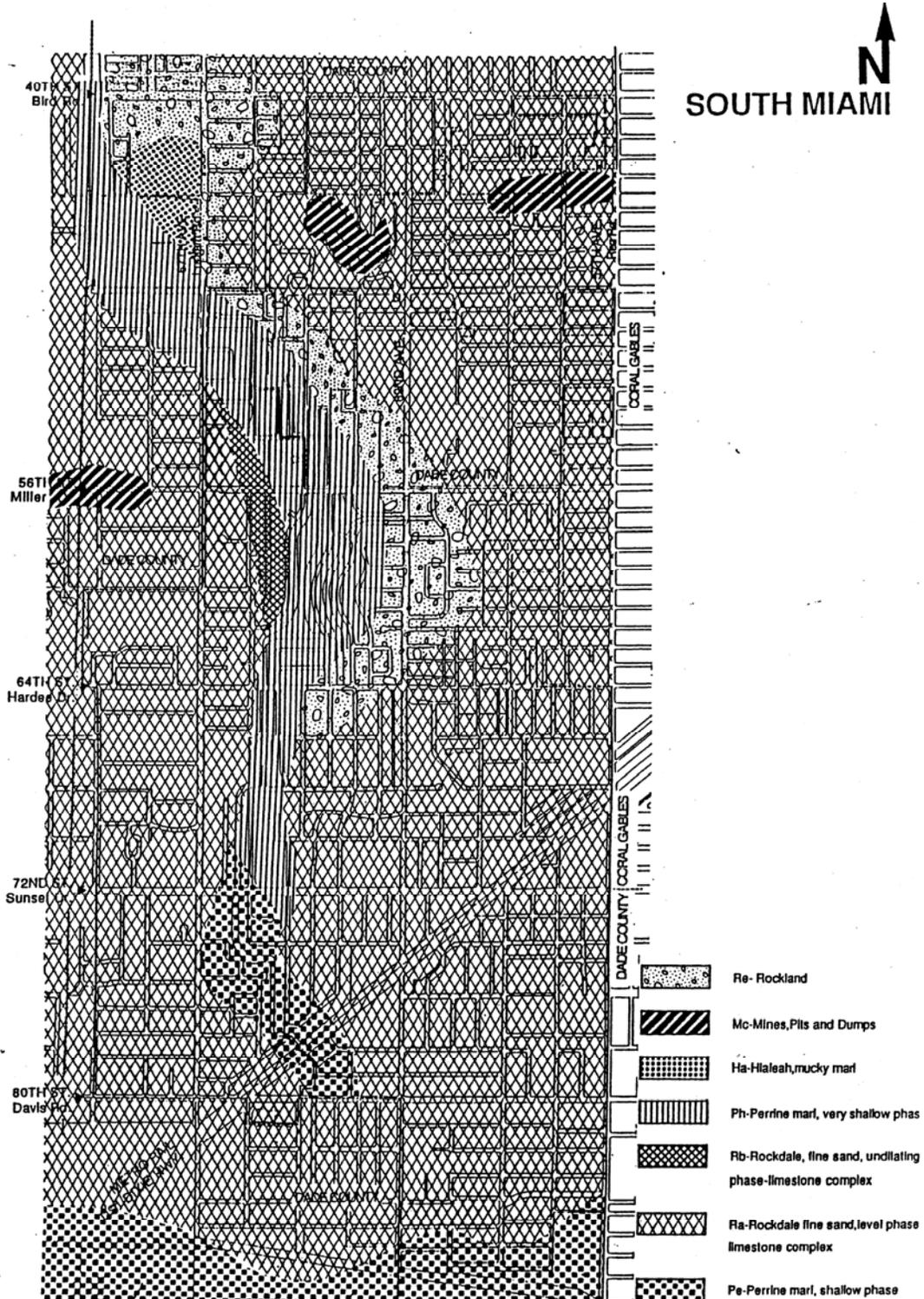


Figure 4.2

Soils

Source: United States Soil Conservation Service 1947

CONSERVATION ELEMENT

CHAPTER 5

INTRODUCTION

Urban areas exist as a part of a natural environment. The preservation and management of this natural environment has become a fundamental goal of communities throughout the country. Even largely developed communities like South Miami must continually monitor and safeguard their natural resources in order to ensure a high level of environmental quality in the future.

This Conservation Element presents an analysis of the City's natural environment. Resource systems and their use are identified and the potential for conserving and protecting those valuable assets is addressed. Statements of goals, objectives and policies regarding conservation of the natural environment conclude the Element. These statements provide direction for City programs which address the conservation and use of local resources.

EXISTING CONDITIONS

Climate

Precipitation has a direct effect on the supply of water resources in southeast Florida. Aquifer recharge is almost totally dependent on rainfall, which occurs throughout the year. Average annual rainfall is nearly 60 inches, with approximately three-fourths occurring during the summer months. During the drier winter months, water lost through evaporation and transpiration almost always exceeds the amount of water replenished by rainfall.

Temperatures in the South Miami area are moderated by trade winds. The yearly average temperature range is approximately 20 degrees, from the high 60's during the winter to the mid-80's in the summer months. Sub-tropical weather patterns are typical.

Water Bodies

The Brewer Canal system and the Snapper Creek Canal are the only significant water bodies in the City. The Brewer Canal system is not polluted to any significant extent. These two canals are maintained and monitored by Dade County. At the time of plan adoption the Brewer Canal was not polluted to any significant extent; however, the Snapper Creek Canal which drains a large area of central Dade County did show high levels of pollution. Both canals are Biscayne Aquifer recharge sources. Presently, Dade County only monitors the Snapper Creek Canal. In 1993 the Snapper Creek Canal was tested for all types of pollution. The canal was considered to have an average level of pollutants. These pollutants continue to come from central Dade County. See Figure 5.1, which shows these water bodies.

CONSERVATION ELEMENT

Flood Plains

The 100-year flood plain covers most of the City's land area south of Dixie Highway plus a belt about 1,000 feet in width running north along the Brewer Canal. There is a narrow 500-year flood plain fringe along the edges of the extensive 100-year flood plain. See Figure 5.2. The floodplain is not expected to change. On November 17, 1992, the City adopted Ordinance No. 32-92-1526 entitled the "Flood Damage Prevention Ordinance". This ordinance codifies the City's participation in the National Flood Insurance Program (NFIP) which requires that buildings be elevated or flood-proofed if located in a Special Flood Hazard Area as determined from the Flood Insurance Rate Maps (FIRM). Maps are prepared and updated regularly by the Federal Emergency Management Agency (FEMA). NFIP participation is required in order for property owners in the City of South Miami to obtain flood insurance coverage and obtain Federally subsidized mortgages (e.g., FHA and VA loans). The Building Official, Structural Engineer and Planners regularly provide information and perform research concerning flood-related questions that arise during plans review and actual construction. Per Resolution No. 120-92-9326, the Building Official is charged with the responsibility of implementing and enforcing the NFIP. A Planner is designated by the City Manager as a contact person.

Air Quality

Although Dade County has been designated as a non-containment area by the Environmental Protection Agency (EPA), air quality in South Miami is generally satisfactory. The absence of industrial activities, the prevailing trade winds and the cumulative effect of improved emission controls have helped to maintain these levels in recent years.

Due primarily to the location of the City of South Miami astride Dixie Highway, vehicular emissions continue to pose the greatest threat to local air quality. Protection and conservation of local ambient air quality in the City can best be achieved by increased use of transit, car pools and non-motorized modes of transportation. Continued efforts to increase vegetative cover along Dixie Highway and other area roadways will also serve to ensure the protection of air quality in the future.

The 1992 hurricane destroyed most of the existing landscaping throughout South Miami. Due primarily to countywide efforts, landscaping has rebounded but has not fully recovered.

One air quality improvement program that was not existing at the time of plan adoption has helped to improve South Miami's air quality. This program is the mandatory statewide annual motor vehicle inspection program which includes inspection of air emissions equipment. This Statewide program which began in April of 1991 should continue to improve South Miami's air quality.

In conclusion, the City of South Miami's air quality continues to be satisfactory.

Soils

As illustrated in Figure 4.2 in the Infrastructure Element, rocklands and marls are the most prevalent soil types in South Miami. Rockland soils exhibit good drainage and bearing characteristics and pose few constraints to development. Marls, on the other hand, sometimes possess poor bearing values and less than desirable drainage and shrink-swell characteristics. Since South Miami is fully developed and has no wells, this is not significant except for septic tanks; see Infrastructure Element.

CONSERVATION ELEMENT

Hazardous Waste

Within the City, one groundwater contaminant site and three leaking underground tanks have been found. These three tanks have not as yet been part of the County's "active recovery" program. The two sites near Sunset Drive and Dixie Highway should receive second priority to the one which is located near the eastern edge of the Orr wellfield cone of influence. It is not a "superfund" site. DERM reports that there are no significant levels of contaminants at any site in the City.

Soil Erosion

There are no known areas with significant soil erosion problems in South Miami.

Commercially Valuable Minerals

The lime rock which underlies the City of South Miami represents a significant mineral resource. There are, however, no commercial mining or mineral extraction activities in the City.

Wildlife, Marine Habitats and Vegetative Communities

There are no significant communities in South Miami due to the full development pattern and limited water bodies. At the time of original plan adoption there were no significant communities located within South Miami. However, as a result of the adoption of Ordinance 89-8 on February 21, 1989, effective March 3, 1989, by the Metro-Dade County Board of County Commissioners, the City-owned property at 6609 S.W. 60th Street, consisting of approximately three acres of pineland, has been designated as a Natural Forest Community and is under protection as a preserve area. Removal or destruction of any trees and understory may be prohibited, or under special restrictions and limitations involving the approval of and coordination with various County agencies and environmental groups. Any clearance activities or proposals concerning this property will require careful examination and compliance with Ordinance 89-8 and the Metro-Dade County Department of Environmental Resources Management and the Metro-Dade Tree and Resource Program.

Wetlands (1995)

The City of South Miami has a very small amount of wetlands. These wetlands are addressed in the Future Land Use Element. They are only identified in a section of the existing land use map. Most of the identified wetlands are located along South Miami's canal system. The wetlands identified in the existing comprehensive plan have not changed. A majority of these wetlands are located within the canal right-of-ways. Therefore, these wetlands are maintained and monitored by Dade County and are addressed in the section concerning water bodies.

CONSERVATION ELEMENT

POTENTIAL FOR CONSERVATION OF LOCAL RESOURCES

Air: Increased use of mass transit and other alternative modes of transportation can help reduce vehicle emissions and preserve and improve local air quality.

Flood Plains: The City participates in the National Flood Insurance Program (NFIP) and the Community Rating Service (CRS) program, in order to reduce the risk of potential flood damage to persons and property.

Water: Increased use of conservation measures such as xeriscape landscaping and the replacement of inefficient plumbing devices would serve to substantially reduce future local water demand. These and other such water conservation measures are supported by the Miami-Dade Water and Sewer Department.

Soil: Most of South Miami is now fully developed. Soil conservation opportunities are, therefore, quite limited.

Natural Habitat and Vegetative Communities: The potential for further conservation and protection measures remains limited other than the Environmental Review and Preservation Board's ability to protect tree stands or other vegetation, in conjunction with Ordinance 89-8 and the Metro-Dade County Department of Environmental Resources Management and the Metro-Dade Tree and Resource Program.

WATER NEEDS AND SOURCES

The Miami-Dade Water and Sewer Department is responsible for the provision of potable water to the City. The South Florida Water Management District is charged with management of the Biscayne Aquifer, from which the potable water is drawn. The Water Management District is also responsible for monitoring and regulating water flows through the Snapper Creek Canal.

Water for South Miami residents is drawn from wellfields located west of the City, and treated and stored at the Alexander Orr Treatment Plant. Current City water consumption has been estimated at approximately 150 gallons per day per capita or less than 2,000,000 gallons per day. The consumption total and rate are not expected to exceed 2 MGD over the next ten years, due to the fact that the City is now almost completely built-out. Additional information regarding water usage in the City is contained in the Infrastructure Element; WASD does not anticipate any problems in supplying water service to the City in the future given its projected year 2002 Orr plant capacity of 290 MGD versus a demand of 269 MGD. As of 1994, the Alexander Orr's treatment capacity is 190 million gallons daily (MGD). The plant has a maximum flow of 185.2 MGD and the plant is operating with an average flow of 168.4 MGD, this 97.5% of the maximum flow. The City of South Miami continues to use less than 2 MGD or approximately one percent of the Alexander Orr treatment plant capacity.

There are no industrial uses in South Miami. Of the 2,000,000 gallons per day of consumption, less than one third is generated by other non-residential uses such as commercial and hospitals.

CONSERVATION ELEMENT

Figure 5.1

Rivers, Lakes and Canals

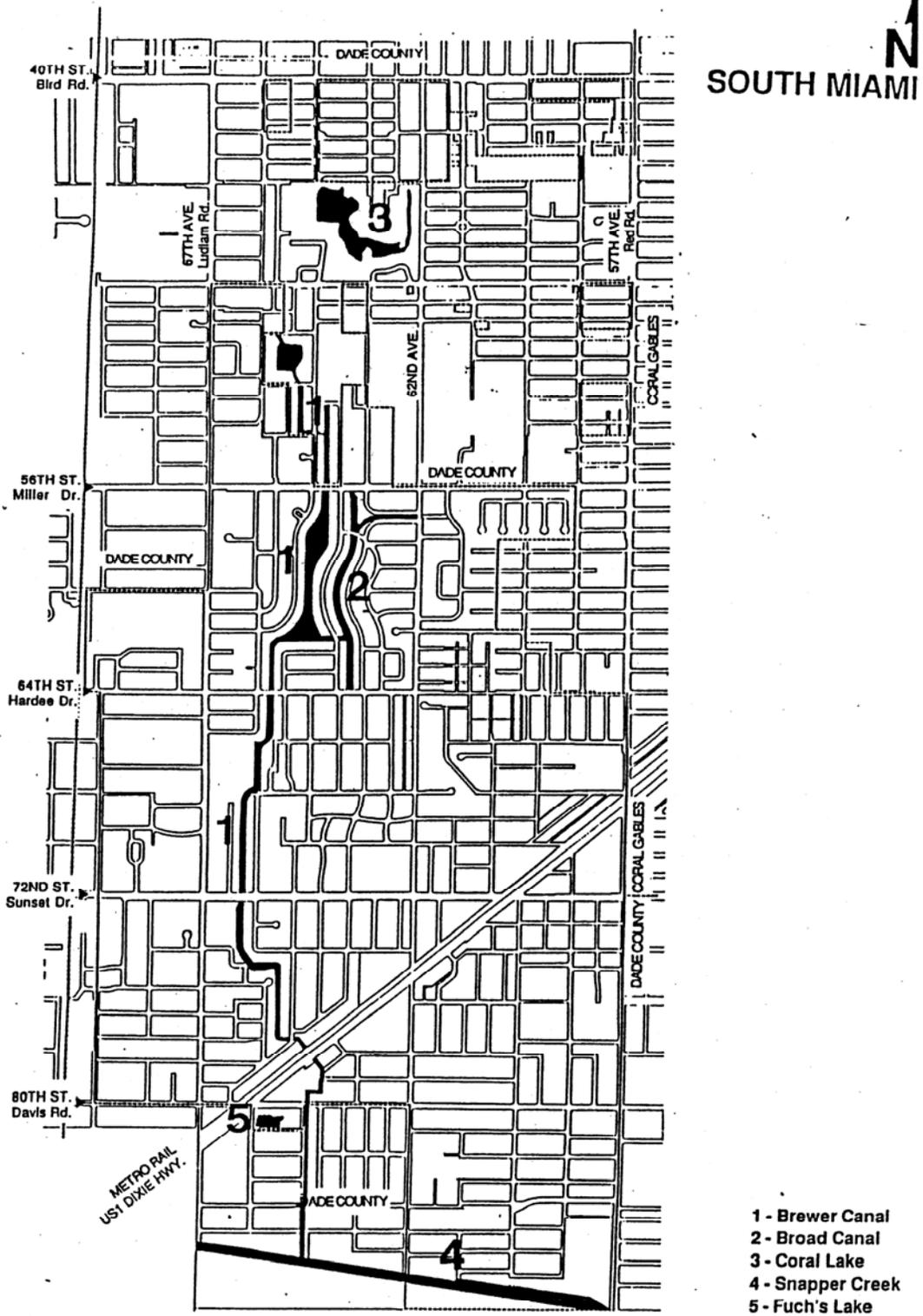


Figure 5.1

Rivers, Lakes and Canals

Source: City of South Miami 1987

CONSERVATION ELEMENT

Figure 5.2
Floodplains

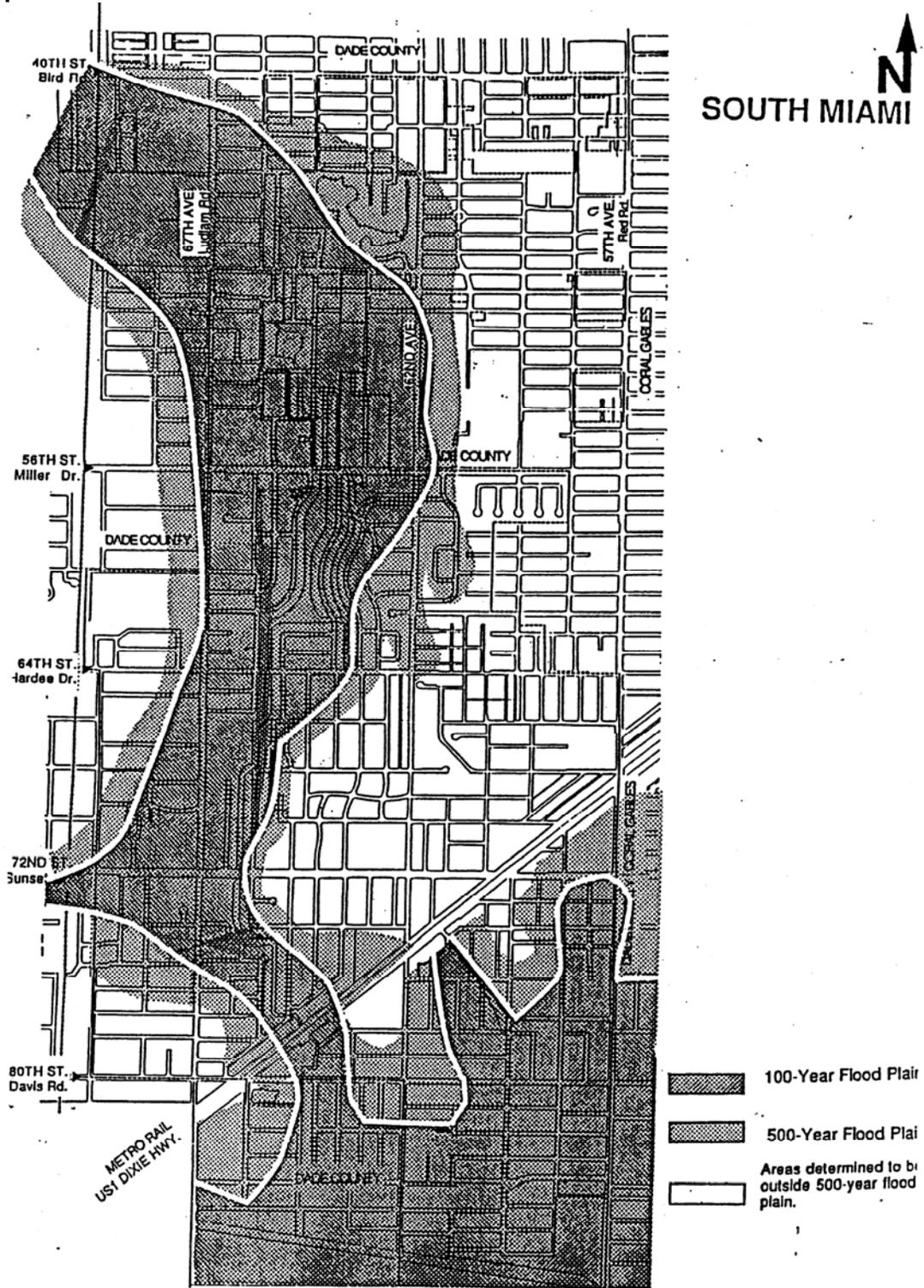


Figure 5.2
Floodplains

Source: Federal Emergency Management Agency 1987

RECREATION AND OPEN SPACE ELEMENT CHAPTER 6

INTRODUCTION

The Recreation and Open Space Element provides an analysis of the resources and policies necessary to ensure the adequacy of future recreational and leisure-time opportunities for all residents. It is intended that this Element serve as a guide for public policy decisions regarding the provision of a wide variety of local recreation facilities and programs.

South Miami is located in a region which affords outstanding opportunities for outdoor recreation. The warm climate of South Florida allows year-round access to the wide array of natural and man-made resources. These include the Atlantic Ocean, the Everglades, the Florida Keys, a County park system and a full range of sport and leisure-time activities.

Residents of South Miami also enjoy easy access to various cultural facilities and programs prevalent throughout the region. These and other area attractions provide an impressive supplement to the fine system of parks, facilities and programs offered by the City of South Miami and contribute greatly to the overall quality of life enjoyed by South Florida residents.

EXISTING CONDITIONS

An Overview

South Miami residents are served by a variety of public and quasi-public recreation facilities and programs. The South Miami Recreation Department runs a series of successful recreation programs and with the assistance of the City's Public Works Department, maintains seven local park facilities. Local schools, religious institutions, civic groups, and apartment developments also play an important role in providing recreation opportunities within the City.

The seven parks owned and operated by the City of South Miami comprise approximately 42 acres of developed public open space. Twenty-five additional acres of recreation area are provided by local schools and quasi-public groups. These facilities offer a number of passive and active recreational opportunities for local residents. Tables 6-1 and 6-2 provide a listing of these facilities and they are shown on Figure 6.1.

Community Parks

South Miami Field, the largest of the public recreation areas in the City, is the only community park. This facility, located adjacent to the South Miami Elementary School, offers a variety of recreational opportunities including one football and soccer field, five baseball fields and a field house. Lights are provided for all activities.

Neighborhood Parks

There are six City-owned neighborhood parks. These parks are dispersed throughout the City, as shown on the map (see the attached Figure 6.1). No area of the City is, in fact, located further than three-quarters of a mile from a neighborhood park or school-based recreation area. The school playgrounds that supplement the City parks are the Ludlam and Fairchild Elementary Schools. The South Miami Elementary School playground is adjacent to the City's South Miami field. Three of the City parks are located on water bodies.

TABLE 6-1 (1995) CITY NEIGHBORHOOD AND COMMUNITY PARKS
CITY OF SOUTH MIAMI

| Facility Name | Approximate Size (Acres) | Picnic Area | Playground/ Tot Lot | Tennis Courts | Basketball Courts | Playing Field | Shuffleboard Court | Handball Court | Pavilion | Community Building | Lake |
|-----------------------|--------------------------|-------------|---------------------|---------------|-------------------|---------------|--------------------|----------------|----------|--------------------|----------|
| South Miami Field | 9.9 | Y | Y | 6 | 4 | 6 | -- | -- | -- | Y | -- |
| Dante Fascell Park | 7.5 | Y | Y | 6 | -- | 1 | -- | 2 | 2 | -- | -- |
| Fuchs Park | 5.0 | Y | Y | -- | -- | -- | 4 | -- | -- | -- | Y |
| Murray Park | 3.5 | Y | Y | -- | 2 | 2 | -- | -- | 1 | -- | -- |
| M.Williamson Park | 3.5 | -- | Y | 2 | -- | -- | -- | -- | -- | -- | -- |
| Brewer Park | 1.5 | Y | Y | 2 | 1 | -- | -- | 2 | -- | -- | -- |
| Jean Willis Park | 0.5 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| S. Martin Com. Centr. | 0.5 | -- | -- | -- | -- | -- | -- | -- | -- | Y | -- |
| Total | 31.9 | 5 | 6 | 16 | 7 | 9 | 4 | 4 | 3 | 2 | 1 |

Source: City of South Miami Recreation Department, Brian T. Soltz, City of South Miami 1995

Recreation and Other Programs

The City of South Miami offers an extensive selection of organized sports and recreation programs for community residents in various age groups. These programs include:

| | | |
|------------|----------|--------------------------------|
| Baseball | Softball | Cheerleading |
| Basketball | Soccer | Senior Citizens Lunch Programs |
| Football | Tennis | Seasonal Events |

**Table 6-
QUASI-PUBLIC PARK AND RECREATION FACILITIES, 1987
SERVING THE CITY OF SOUTH MIAMI**

| Facility Name | Size | Activities & Facilities | | | |
|-------------------------------|---------|-------------------------|----|----|-----|
| | | BB | SF | P | CMP |
| Ludlam Elementary School | 2.5 ac. | XX | XX | XX | -- |
| South Miami Elementary School | 4.0 ac. | -- | XX | XX | -- |
| Fairchild Elementary School | 3.2 ac. | -- | XX | XX | -- |
| JRE Lee Comm. School | 1.5 ac. | XX | -- | XX | -- |
| YMCA | 9.6 ac. | XX | XX | XX | -- |
| Girl Scout House | 3.5 ac. | -- | -- | -- | XX |

Note: BB=Basketball, SF=Softball, PG=Playground, CMP=Camping.

Source: South Miami Recreation Department.
James Duncan and Associates.

Community Buildings

As noted in Table 6-1 there are community buildings at the South Miami Field and Marshall Williamson Park. However, the Sylva G. Martin Community Center facility, located on Sunset Drive just west of S.W. 62nd Avenue, plays a particularly important role in recreation programming. As a result of public hearings held for the 1995 EAR-based amendments, the area surrounding the facility has been designated as Parks and Open Space land use.

Other Facilities

The County's Tropical Park is located on Bird Road just west of the Palmetto Expressway. It offers a wide array of facilities including several that are not provided in the City parks. Examples are swimming, racquetball and horseback riding. Bird Road Park is located even closer to the City limits. This County facility also offers swimming and is particularly oriented to the handicapped. Both of these parks provide an important, convenient supplement to the City park system.

NEEDS ASSESSMENT AND ANALYSIS

Table 6-3 shows the commonly accepted national recreation standards and the City's current level of service, i.e., how South Miami's facilities compare to these standards. In every case, the City exceeds the national standards. In addition, these parks are supplemented by school and County facilities, which are not reflected in these numbers. Therefore, with no projected population increase and little vacant lands available, no additional park land is required or planned. At this time, the Recreation Department does not perceive any major unmet facility requirements. Therefore, the principal future needs appear to be a continuation of adequate maintenance and well-rounded programming. This includes improved landscaping. Several facility enhancements are under consideration, such as lighting at Marshall Williamson Park and rest rooms at Fuchs Park. As a result of the second charrette, Marshall Williamson Park is to be re-configured as a rectangular park, as illustrated on the 1995 Future Land Use Map.

Table 6-3 (1995)
LEVEL OF SERVICE, CITY RECREATION FACILITIES, 1995
CITY OF SOUTH MIAMI

| Facilities | 1987 National Service Standard | 1995 City Level of Service |
|--------------------|---------------------------------------|-----------------------------------|
| Basketball Courts | 1/5,000 residents | 1/1,503 residents |
| Tennis Courts | 1/1,500 residents | 1/657 residents |
| Playing Fields | 1/7,500 residents | 1/1,169 residents |
| Tot Lots | 1/15,000 residents | 1/3,557 residents |
| Community Parks | 1/25,000 residents | 1/10,518 residents |
| Neighborhood Parks | 1Ac./1,000 residents | 3 Ac./1,000 residents |

Source: City of South Miami Recreation Department, 1995.
Brian T. Soltz, City of South Miami 1995.

Hurricane Andrew

The City of South Miami experienced substantial deterioration to parks. Trees and landscaping took the brunt of the damage caused by the storm's fury. Several park structures were slightly damaged as well. In addition, various storm-related losses were reported relating to the parks:

- Loss of Playground Equipment and Sprinkler Systems throughout City Parks
- Loss of Light Poles, Fixtures, Bleachers and Equipment throughout City Parks
- Damage to Tennis Courts and Accessory Structures throughout City Parks
- Damage to Concession Stands, Seating and Rest Room Facilities in City Parks
- Damage to Pavilions and Native-American Chickee Huts in City Parks
- Damage to Roof of WPA-Constructed, Historic Community Center Structure

FEMA Funding

The City received funding from the Federal Emergency Management Agency to restore, replace and rehabilitate damaged parks and facilities within the City of South Miami. The total sum of \$2,706,462 has been received in claims from the Federal Emergency Management Agency. All projects have been finalized; and, repairs and restoration to pre-storm conditions are completed.

Regular Maintenance

The City annually budgets funds to regularly maintain all parks and related facilities within the City of South Miami. The Parks & Recreation Department in conjunction with the Public Works Department maintains the park lands and recreation facilities located in all City parks. Regular repairs and landscaping as well beautification projects by local citizen groups are included.

Demolition of Abandoned Facilities at Fuchs Park

The City has demolished abandoned and derelict bathroom facilities located at the rear of park property next to the Chamber of Commerce facility. These facilities had served as rest rooms for the park in earlier decades before the construction of the existing Chamber of Commerce facility. No replacement is anticipated or required at the present time.

Replacement of Facilities at South Miami Field

A new storage facility was constructed to replace an existing facility by the donation of private civic groups who are involved in supporting the athletic programs at South Miami Field. No other replacement is anticipated or required at the present time.

Figure 6.1
Parks and Recreational Facilities



Figure 6.1

Parks and Recreational Facilities
Serving the City of South Miami Beach

Source: City of South Miami Beach 1987

INTERGOVERNMENTAL COORDINATION ELEMENT CHAPTER 7

INTRODUCTION

The purpose of this element is to assess the other elements in terms of key policies or programs that require interaction with another governmental agency. The analysis is intended to facilitate implementation of recommendations that are beyond the sole responsibility of South Miami officials.

The matrix on the next page provides a summary inventory of these issues and the jurisdictions involved. The City's coordination with these agencies is informal, using the telephone, letters and meetings when necessary. The only exceptions are solid waste and sewage; see Analysis section for specifics.

The Analysis section concentrates upon those intergovernmental coordination items that are most important for implementation of this plan.

ANALYSIS

FUTURE LAND USE ELEMENT

Issue #1: Annexation

- **Description:** The northern part of the City is separated from the much larger main part by about one-half mile. The intervening enclave is a part of unincorporated Dade County. This results in an inefficient delivery of municipal services to the northern part of South Miami and confusion as to responsibilities in the enclave.
- **Responsible Offices:** City Attorney and Commissioners working with County Attorney and Commissioners.
- **Analysis, Effectiveness and Recommendation:** To date, the coordination on this issue has been sporadic. Assuming the County does not initiate a referendum to allow the residents of the enclave to determine whether or not they wish to be annexed into South Miami, the City could consider de-annexation of the pockets located north and east of the main portion of the City (see Figure 1.5). City-initiated attempts to annex in 1996 failed.

Issue #2: Historic Resources

- **Description:** The State and County have listed a number of potentially historic properties in South Miami. They are not now included in the City's list.
- **Responsible Offices:** The City Community Development Director working with the State Bureau of Historic Preservation (within the Department of State) and the County Historic Preservation Division. An Historic Preservation Board has been created.
- **Analysis, Effectiveness and Recommendation:** The City's historic preservation program would benefit from technical assistance by both the County and State in order to better document local historic properties and evolve a program for their preservation.

TABLE 7.1 (1995) INTERGOVERNMENTAL COORDINATION MATRIX

| | Coral Gables | Dade County | South Florida Regional Planning Commission | South Florida Water Management District | State | Federal | Private |
|------------------------|---|--|---|--|---|------------------------------|----------------------|
| Future Land Use | Adjacent Land Use Designations | Adjacent Land Use Designations | Consistency With Regional Plan | | DCA: Conformance with Growth Manage. Act Div. of Historic Resources | | |
| Traffic | Downtown Circulation | MPO and Public Works: Road Improvements and widening | | | FDOT: Road Improvements | | |
| Housing | | County HUD: Housing and CDBG programs | | | Div. of Historical Resources (Dept. of State) | HUD: Housing Programs | Habitat For Humanity |
| Infrastructure | | Water & Sewer Envir. Resources Solid Waste | | Drainage Review | DERM: Water Quality | | FPL Southern Bell |
| Conservation | Envir. Resources | | | | | FEMA: Flood Plain Protection | |
| Recreation | Park & Recreation Dept. School Board | | | | | | |

Source: Robert K. Swarthout, Inc. (1987), City of South Miami 1995

INTERGOVERNMENTAL ELEMENT TRANSPORTATION ELEMENT

Issue #1: Road Widening

- **Description:** County and State officials wish to widen four arterials in South Miami, in order to achieve a higher future level of service. City officials feel that widening these (Miller, Ludlam, Sunset and Red) will adversely impact adjacent housing, cause the loss of mature street trees and adversely affect downtown.
- **Responsible Offices:** The City Commission and the City's Building, Zoning and Community Development Department working with the Metro-Dade Public Works Department, Metropolitan Planning Organization and State DOT.
- **Analysis, Effectiveness and Recommendation:** To date the coordination has been largely ineffective since there are two planned street widenings remaining on the five-year program; no others are in the County's 2010 Traffic Element, however. City officials should continue to work with County and State officials to get them to accept a lower level of service standard for these streets i.e. to rely more heavily on limited access arterials to handle the through commuter traffic that otherwise would use these widened local arterials.

HOUSING ELEMENT

Issue #1: Housing Assistance Programs

- **Description:** Although not currently a problem, it is imperative to maintain a high level of County and Federal assistance in order to successfully revitalize the target neighborhood near Hardee and S.W. 62nd Avenue.
- **Responsible Offices:** The City Department of Community Development working with County Department of Housing and Urban Development.
- **Analysis, Effectiveness and Recommendation:** City officials must work more closely with County officials in order to assure continued revitalization assistance and to mesh City improvement programs with those of County officials. In the past, there has not been effective coordination on the planning and implementation of the Hardee Drive area redevelopment program. Per the Hometown Area 2 Charrette, privatization of public housing has been identified as an important goal for this area.

Issue #2: Group Homes

- **Description:** The City is adequately meeting State requirements and social service needs by currently permitting group homes in both multifamily (and residential-office) and single-family residential zoning districts via Community Residential Homes.
- **Responsible Offices:** The City Department of Community Development working with County Planning Department.
- **Analysis, Effectiveness and Recommendations:** The City will work with Metro-Dade planning officials in an effort to convince them to amend the County plan to achieve consistency with the City position.

INTERGOVERNMENTAL ELEMENT
INFRASTRUCTURE ELEMENT

Issue #1: Water and Sewer Lines

- **Description:** Some County water lines may have to be replaced by larger ones in order to provide adequate pressure for fire protection, etc. Some existing County sewer lines should be replaced or repaired due to excessive groundwater infiltration. And the sewer collection system should ultimately be extended to replace septic tanks thereby improving water quality.
- **Responsible Offices:** The City Manager working with the Miami-Dade Water and Sewer Department.
- **Analysis, Effectiveness and Recommendation:** Although these are County systems, both the problems and the solutions have major impacts upon South Miami citizens. For example, septic tank effluent may be polluting the canals and entering nearby well fields yet sewer installation is expensive and disruptive to the homeowner. Even though there is a contract between the City and County relative to sewage collection (and it is working satisfactorily), ultimately an agreement should be worked out relative to water and sewer system improvements. It is too early to assess the effectiveness of this component since the County take-over is so recent.

Issue #2: Solid Waste

- **Description:** The City relies upon an interlocal agreement for the County to accept its trash and garbage at the transfer station and ultimately dispose of it. Although not a problem now or even in the foreseeable future, nevertheless this requires full coordination.
- **Responsible Offices:** The City Department of Public Works working with the Metro-Dade Public Works Department.
- **Analysis, Effectiveness and Recommendation:** The City should monitor the transfer facility capacity and generally assure themselves of the future ability to utilize the County transfer and disposal functions. The interlocal agreement is working satisfactorily.

Issue #3: Drainage Plan Review

- **Description:** The County Department of Environmental Resources Management (DERM) reviews all drainage plans for developments other than houses (South Florida Water Management District also reviews major developments). This is important in order to achieve adequate on-site retention and infiltration into the groundwater.
- **Responsible Offices:** Building Department working with DERM and the Water Management District.
- **Analysis, Effectiveness and Recommendation:** Continue this important County function which has proved effective. However, DERM should assist the City in the recommended updating of the City drainage improvement and management plan.

INTERGOVERNMENTAL ELEMENT

Issue #4: Drainage Problem on State Road

- **Description:** Ponding problems occur along Sunset Drive after heavy rains.
- **Responsible Offices:** City Manager working with FDOT.
- **Analysis, Effectiveness and Recommendation:** After the proposed drainage study, the City Manager will formally request the State to correct these problems, citing the engineering findings. As of 1997, the State has already started surveying for future drainage improvements throughout the length of Sunset Drive within the City.

RECREATION AND OPEN SPACE ELEMENT

Issue #1: Supplemental Recreation Facilities

- **Description:** Although the City has extensive park facilities, it also counts upon school grounds and several County parks for supplemental facilities including playfields, playgrounds, swimming, etc. It is important that these facilities remain available.
- **Responsible Offices:** City Recreation Department working with Metro-Dade Park and Recreation Department and Dade County School Board.
- **Analysis, Effectiveness and Recommendation:** Maintain liaison with County park officials to assure complimentary nearby facilities. Consider a joint use agreement with school officials for use of the school grounds. The coordination has been generally effective although no such agreements exist as yet.

SOUTH FLORIDA REGIONAL PLANNING COUNCIL POLICY PLAN

There are two provisions in the SFRPC plan that have special significance for South Miami.

1. **Traffic:** The regional plan recommends a level of service of at least D during peak hours in Dade County. This poses a problem for South Miami. However, the SFRPC plan allows for a "Special Transportation Area" with unique characteristics; level of service E is sanctioned therein. The City should explore this designation.
2. **Septic Tanks:** The plan recommends that an area served by septic tanks and with lot sizes averaging 15,000 square feet or smaller should be served by sanitary sewers. Most of South Miami's lots are smaller than this, thereby emphasizing the need for sewer line extensions.

CAPITAL IMPROVEMENT ELEMENT

CHAPTER 8

INTRODUCTION

The purpose of this element is to determine the cost of any City public facility improvements recommended for implementation during the five years following plan adoption, and demonstrate the ability to fund those improvements.

The South Miami Comprehensive Plan Elements do not site any "deficiencies" that can be addressed by a 1990-1994 capital program. They cite only one future "need" that can be costed at this time. For this plan, a capital improvement is considered to be a single non-annual public facility project in excess of \$25,000. Nevertheless, a financial analysis has been conducted in the event that the City Commission should determine to pursue a series of projects after 1994.

CAPITAL IMPROVEMENT ELEMENT

INVENTORY

Needs from Other Elements

As noted above, only one specific five-year municipal capital project needs has evolved from the prior elements. In other words, the City level of service requirements will continue to be adequately met. An explanation follows:

Traffic:

- Any major street improvements would be County or State responsibilities.
- The City undertakes repaving and beautification on a systematic annual basis from the Operating Budget; \$50,000 is the annual allocation.
- Although the recommended sidewalk extension and bikeway plan preparation may result in some specific improvement projects, their cost and timing are unknown at this time.

Infrastructure:

- The County is responsible for water, sewer and solid waste.
- The only exception is trash and garbage pickup; truck replacement is done on a systematic basis from the Operating Budget.
- There may ultimately need to be some drainage improvements (to correct ponding) performed by the City but until an engineering study is undertaken, location, scale and costs cannot be determined.

Recreation:

- No park improvements are recommended since the existing parks are fully developed and nearby County parks provide numerous supplemental facilities.

Land Use Plan:

- Studies suggest that ultimately additional downtown municipal parking lots or a garage may be needed; however, the need is not evident at this time.

Other Considerations

Public Buildings:

- There has been some discussion of ultimately building a new City Hall. However, no space analysis or architectural work has been initiated so construction is at least five years away. Also, there has been some thought of a private developer providing the facility with a lease or other method that could preclude a major City capital improvement.

Public Education and Health:

- The City does not provide services in either area. There is a public health facility in South Miami at the end of Commerce Lane. Five public schools are located within the City. Their service areas are as follows:

CAPITAL IMPROVEMENT ELEMENT

1. South Miami Middle School: serves greater South Miami i.e. Bird Road to southern City limits, 826 Expressway to Red Road.
2. South Miami Elementary School: serves generally Bird Road to Hardee Drive, Red Road to 826 Expressway.
3. Fairchild Elementary: Northeast corner of City plus University area.
4. Ludlam Elementary School: Hardee Drive to southern City limits, Red Road to 826 Expressway.

Previously Issued Development Orders:

- There are no known unmet facility conditions or implications from previously approved permit applications.

CAPITAL IMPROVEMENT ELEMENT

Financial Resources

The following is an outline of revenue sources:

Property or *Ad Valorem* Taxes: This is the source for over one-third of the City's General Fund revenues. Due to modest but steady growth of the tax base, this amount has been increasing at a rate of about 6 percent per year.

Other Taxes: Electricity, telephone and gas franchise taxes constitute about 13 percent of the City's revenues. These sources showed steady modest increases until the last several years when they stabilized.

Licenses and Permits: This revenue source tends to be more variable since building permit fees are dependent on the number and scale of buildings in any given year. Typically, this source provides less than 10 percent of the revenues.

Intergovernmental Revenues: These are primarily revenues from the State through a variety of sources, the largest being the State sales tax. This source has been gradually increasing and constitutes about 22 percent of total City revenues.

Charges for Services: Although self-explanatory, among the larger examples are parking meter revenues, which is pertinent if a parking deck is constructed, and solid waste fees. This category is about 10 percent of the budget.

Miscellaneous General Fund Revenues: Fines, interest, rentals, etc. constitute the remaining 10 percent of the budget.

Public Works Land Sale Fund: A four-fifths commission vote is required to use principal. Most of this \$1,294,588 fund was used for unscheduled capital improvement projects during the 1990-1994 capital program.

CAPITAL IMPROVEMENT ELEMENT

ANALYSIS

City Policies and Practices Relative to Timing and Location of Public Facilities

Since South Miami is an almost fully developed City with many facilities provided by the County, the policies relative to municipal improvements are largely geared to replacement and minor improvements more than major new facilities or a need for additional capacity.

The Public Works Department is responsible for the maintenance of most City facilities. Therefore, in the past, the Director has worked with the City Manager and City Commissioners in determining replacement or improvement needs and then in concert with the Finance Director, built this into the operating budget. Recent or current examples include:

1. Sidewalk and street repaving.
2. Public Works garage replacement.
3. Renovated New Police Station.

For the purpose of this section, a capital improvement is considered to be a single non-annual public facility project in excess of \$25,000. This report does not identify any needs for any municipal capital project; however, there are three municipal projects the City would like to complete during the five-year period. The three municipal projects the City would like to complete during the five-year period are listed below. A more detailed description is stated in other sections of this report.

- 1) Hometown District - Street paving, brick sidewalks, tree plantings, benches, bike racks undergrounding utility and specialized street lighting.
- 2) Hometown 2 - Community Center. streetscape improvements, tree planting, undergrounding utility and public park redesign.
- 3) Shuttle Bus System - This shuttle bus will serve the Bakery Centre redevelopment project, the Metro-Rail station, and locations along Red Road and Sunset Drive.

However, given the population and budget size of the City, the occasional large scale project requires a major financial planning effort. Examples include the 1965-67 bond issue for sewer extensions and the possible future replacement of City Hall. Therefore, the City is establishing a more formalized five-year capital programming process that will cause the above team to annually plan the timing, scale and location of major public facility improvements.

Fiscal Implications of Deficiencies

As indicated in the Inventory section above, there are no municipal public facility deficiencies cited in the plan that can be costed at this time. Street resurfacing will meet future needs. The drainage and desired sidewalk/bikeway extensions must both await engineering studies to pinpoint location and costs. The Capital Improvement Element will be amended when these engineering studies and resulting cost estimates are available. Based upon the Land Use Plan goals, any future project planning will give first priority to those projects that enhance either the neighborhoods or downtown.

Costs Estimates

CAPITAL IMPROVEMENT ELEMENT

As noted above, cost estimates will not be available until preliminary engineering studies are completed.

Public Education and Health Care Facility Implications

No school construction or expansion is planned; the land is not available even if needed.

The County has completed construction of a neighborhood health clinic on the east side of 62nd Avenue at Marshall Williamson Park. However, it is not big enough to have any adverse impact on the existing water, sewer, drainage, solid waste or street systems.

Land Use Plan Implications

The entire thrust of the plan is to preserve the character of the fully developed residential neighborhoods and to reduce the intensity of development permitted in the non-residential areas of the Future Land Use Plan now in effect (thereby enhancing downtown's character). Therefore, the only possible City capital project impact would be an additional parking facility to serve downtown but this is at least five years away.

One of the prime reasons for reducing the intensity of permitted office and commercial uses is to avoid the need to further widen the County and State streets within South Miami. No other County or State implications are foreseen.

Revenue Projections

Although no projects are scheduled for the 1990-1994 period, because engineering studies or unforeseen circumstances might prompt some projects, the following analysis provides a general framework to show the ability to pay for such improvements.

Table 8-1 shows that General Fund revenues and expenditures are expected to continue to increase at the rate of about six percent per year.

Table 8-1
General Fund Revenue and Expenditure Projections
City of South Miami

| Fiscal Year | Revenues | Expenditures |
|--------------------|-----------------|---------------------|
| 1986 (actual) | \$4,519,601 | \$4,594,678 |
| 1987 (actual) | 6,206,373 | 5,585,540 |
| 1988 | 6,497,000 | 6,497,000 |
| 1989 | 6,867,000 | 6,867,000 |
| 1990 | 7,526,000 | 7,526,000 |
| 1991 | 7,672,000 | 7,672,000 |
| 1992 | 8,110,000 | 8,110,000 |
| 1993 | 8,572,000 | 8,572,000 |
| 1994 | 9,061,000 | 9,061,000 |

CAPITAL IMPROVEMENT ELEMENT

Source: City of South Miami and Robert K. Swarthout, Incorporated, 1987.

Table 8-2 shows the key components of the revenue stream for the fiscal 1990-1994 period. It shows the projected ad valorem tax revenues based upon the tax base projections found in Table 8-4 and assuming a 6.0 millage rate.

The State revenues are also projected, based upon recent trends. The principal elements here are revenue sharing, sales tax and gasoline tax.

South Miami currently receives no Federal funds, has no impact fees and does not anticipate any additional bonding during the five-year planning period.

Another large revenue stream is the solid waste fee which is largely determined by County disposal charges and therefore is more or less of an even trade-off in each budget. Other tax and fee revenues are expected to increase modestly as reflected in the six percent per year overall annual increase in General Fund Revenues.

Operating Cost Implications

Since no capital projects are slated for construction during the planning period, there are no operating cost implications.

Table 8-2
Selected Revenue Category Projections
City of South Miami

| Year | Ad Valorem Taxes | State Revenues |
|-------------|-------------------------|-----------------------|
| 1987* | \$2,201,659 | \$773,385 |
| 1990 | 2,770,000 | 874,000 |
| 1991 | 2,927,000 | 911,000 |
| 1992 | 3,094,000 | 949,000 |
| 1993 | 3,270,000 | 989,000 |
| 1994 | 3,457,000 | 1,030,000 |

*Actual

Debt Retirement Schedule

The retirement schedule for the sewer extension revenue bonds is shown on Table 8-2. This is the City's only bonded indebtedness and the County is now providing the funds to retire this debt.

CAPITAL IMPROVEMENT ELEMENT

Table 8-3
Revenue Bonds
Schedule of Principal and Interest
Requirements to Maturity
City of South Miami

| Year Ending September 30 | Principal | Interest | Principal and Interest Total |
|-------------------------------------|------------------|-----------------|---|
| 1987 | \$60,000 | \$32,540 | \$92,540 |
| 1988 | 60,000 | 30,170 | 90,170 |
| 1989 | 65,000 | 27,163 | 92,163 |
| 1990 | 70,000 | 24,662 | 94,662 |
| 1991 | 70,000 | 21,950 | 91,950 |
| 1992 | 70,000 | 19,237 | 89,237 |
| 1993 | 75,000 | 16,525 | 91,525 |
| 1994 | 80,000 | 13,638 | 93,638 |
| 1995 | 80,000 | 10,537 | 90,537 |
| 1996 | 85,000 | 7,437 | 92,437 |
| 1997 | 90,000 | 3,825 | 93,825 |
| Total | \$805,000 | \$207,684 | \$1,012,684 |

Source: City of South Miami Financial Report for Fiscal 1986.

Tax Base Projection

The next table projects the City's assessed valuation. It is assumed that the 95 percent assessment ratio will remain the same. The six percent per year average increase is predicated upon 1) recent experience, 2) the Future Land Use Plan, and 3) known downtown building plans. Any given year's increase will depend upon actual construction completion experience. Based upon recent experience, the property tax millage rate will range between 5.71 (the 1987-1988 rate) and 6.0 per thousand valuation, over the next five years. This is an increase over the 1985-1986 rate of 4.05 mills.

CAPITAL IMPROVEMENT ELEMENT

Table 8-4
Projection of Total Assessed Valuation
City of South Miami

| Fiscal Year | Amount |
|--------------------|---------------|
| 1986* | \$376,126,579 |
| 1987* | 394,390,001 |
| 1988 | 413,140,000 |
| 1989 | 436,668,900 |
| 1990 | 461,579,300 |
| 1991 | 487,889,300 |
| 1992 | 515,699,000 |
| 1993 | 545,094,000 |
| 1994 | 576,166,000 |

*Actual amount

Source: Robert K. Swarthout, Incorporated, 1987.

Debt Capacity

The City has no charter or similar legal constraints on its ability to sell bonds. The practical constraint would be the bond market and ability to repay. But no bond sales are needed during the planning period.

Implications of This Fiscal Analysis

1. The City's tax base should increase at a rate of almost six percent per year. This prime revenue source can continue to be supplemented by the Public Works Land Sale Fund for capital projects.
2. This suggests that the limited scale annual capital improvements can continue to be adequately funded out of operating budget revenues, with judicious planning.
3. With the only bond issue less than 10 years from retirement, the City has borrowing capacity should it be required for a major public facility project during the 1995-1999 period e.g. a new City Hall and/or downtown parking facilities.

CAPITAL IMPROVEMENT ELEMENT

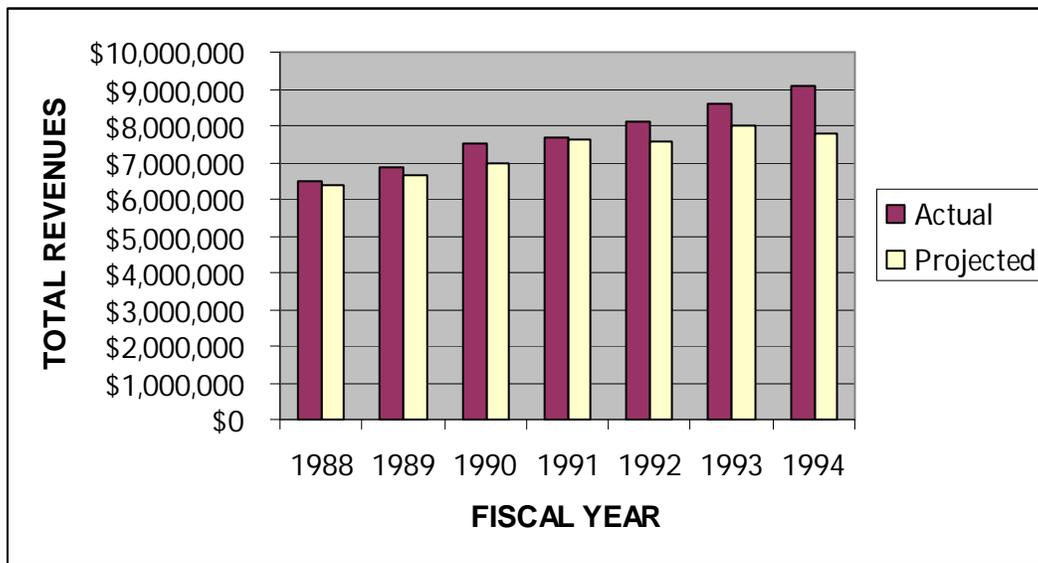
Table 8-5 (1995)
Actual vs. Projected Revenues for 1988 to 1994 SERIES

**CITY OF SOUTH MIAMI GENERAL FUND REVENUE
 ACTUAL VS. PROJECTED**

| Fiscal Year | Projected | Actual |
|--------------------|------------------|---------------|
| 1988 | \$6,497,000 | \$6,384,487 |
| 1989 | \$6,867,000 | \$6,656,268 |
| 1990 | \$7,526,000 | \$6,969,605 |
| 1991 | \$7,672,000 | \$7,637,666 |
| 1992 | \$8,110,000 | \$7,547,657 |
| 1993 | \$8,572,000 | \$8,012,249 |
| 1994 | \$9,061,000 | \$7,778,939 |

Source: City of South Miami, Finance Department, 1995. Brian T. Soltz, City of South Miami, Planning Technician, 1995. Robert K. Swarthout Inc., 1987.

**ACTUAL VS. PROJECTED GENERAL FUND REVENUES
 CITY OF SOUTH MIAMI**



Source: City of South Miami, Finance Department, 1995. Brian T. Soltz, City of South Miami, Planning Technician, 1995. Robert K. Swarthout Inc., 1987.

CAPITAL IMPROVEMENT ELEMENT

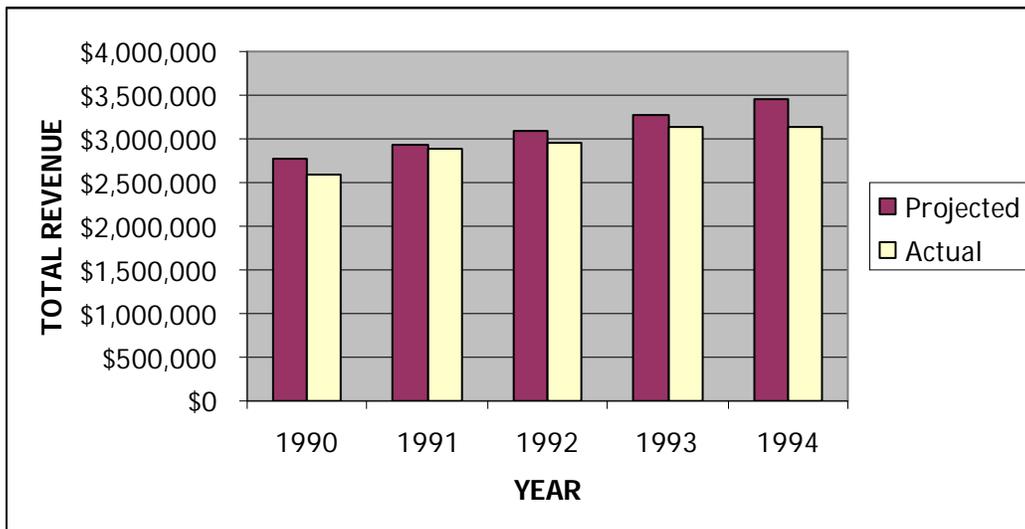
**Table 8-6 (1995)
Actual vs. Projected Ad Valorem Tax for 1990 to 1994**

**CITY OF SOUTH MIAMI AD VALOREM TAX
ACTUAL VS. PROJECTED**

| Fiscal Year | Projected | Actual |
|--------------------|------------------|---------------|
| 1990 | \$2,770,000 | \$2,585,339 |
| 1991 | \$2,927,000 | \$2,892,151 |
| 1992 | \$3,094,000 | \$2,962,476 |
| 1993 | \$3,270,000 | \$3,139,369 |
| 1994 | \$3,457,000 | \$3,131,504 |

Source: City of South Miami, Finance Department, 1995. Brian T. Soltz, City of South Miami, Planning Technician, 1995. Robert K. Swarthout Inc., 1987.

**ACTUAL VS. PROJECTED AD VALOREM TAX
CITY OF SOUTH MIAMI**



Source: City of South Miami, Finance Department, 1995. Brian T. Soltz, City of South Miami, Planning Technician, 1995. Robert K. Swarthout Inc., 1987.

CAPITAL IMPROVEMENT ELEMENT

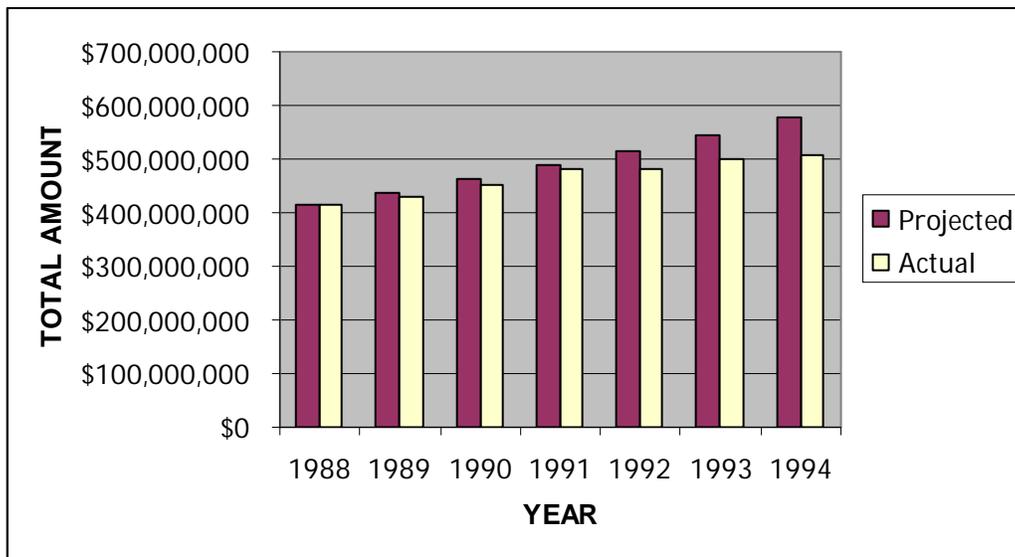
**Table 8-7 (1995)
Actual vs. Projected Total Assessed Valuation 1988 to 1994 SERIES**

**CITY OF SOUTH MIAMI TOTAL ASSESSED VALUATION
ACTUAL VS. PROJECTED**

| Fiscal Year | Projected | Actual |
|--------------------|------------------|---------------|
| 1988 | \$413,140,000 | \$413,140,000 |
| 1989 | \$436,668,000 | \$428,287,000 |
| 1990 | \$461,579,000 | \$450,245,000 |
| 1991 | \$487,889,000 | \$482,726,000 |
| 1992 | \$515,699,000 | \$482,360,000 |
| 1993 | \$545,094,000 | \$500,792,000 |
| 1994 | \$576,166,000 | \$506,924,000 |

Source: City of South Miami, Finance Department, 1995. Brian T. Soltz, City of South Miami, Planning Technician, 1995. Robert K. Swarthout Inc., 1987.

**ACTUAL VS. PROJECTED TOTAL ASSESSED VALUATION
CITY OF SOUTH MIAMI**



Source: City of South Miami, Finance Department, 1995. Brian T. Soltz, City of South Miami, Planning Technician, 1995. Robert K. Swarthout Inc., 1987.

CAPITAL IMPROVEMENT ELEMENT

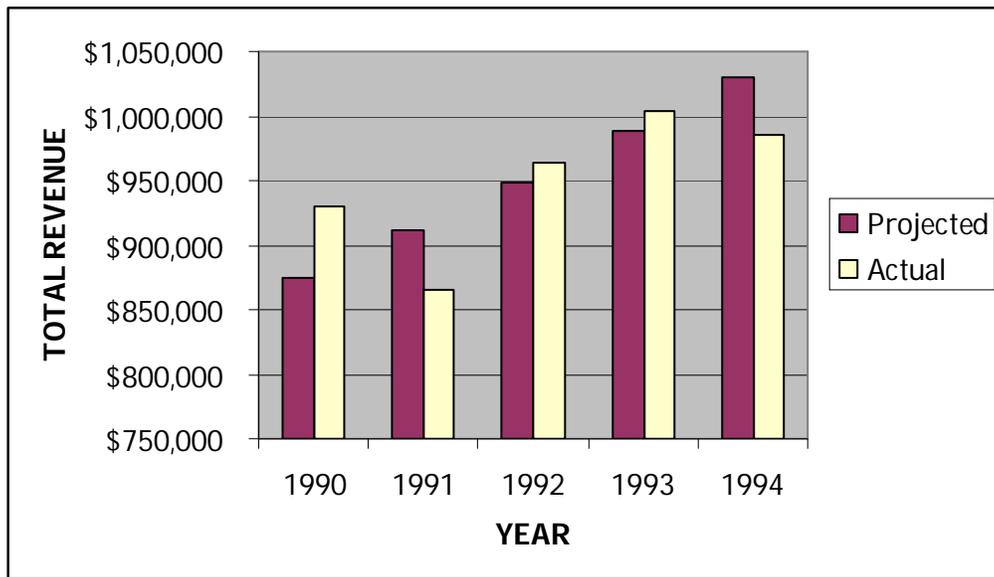
Table 8-8 (1995)
Actual vs. Projected State Revenue for 1990 to 1994

CITY OF SOUTH MIAMI STATE REVENUE
ACTUAL VS. PROJECTED

| Fiscal Year | Projected | Actual |
|--------------------|------------------|---------------|
| 1990 | \$874,000 | \$930,539 |
| 1991 | \$911,000 | \$865,384 |
| 1992 | \$949,000 | \$963,597 |
| 1993 | \$989,000 | \$1,003,129 |
| 1994 | \$1,030,000 | \$985,651 |

Source: City of South Miami, Finance Department, 1995. Brian T. Soltz, City of South Miami, Planning Technician, 1995. Robert K. Swarthout Inc., 1987.

ACTUAL VS. PROJECTED AD VALOREM TAX
CITY OF SOUTH MIAMI



Source: City of South Miami, Finance Department, 1995. Brian T. Soltz, City of South Miami, Planning Technician, 1995. Robert K. Swarthout Inc., 1987.

CAPITAL IMPROVEMENT ELEMENT

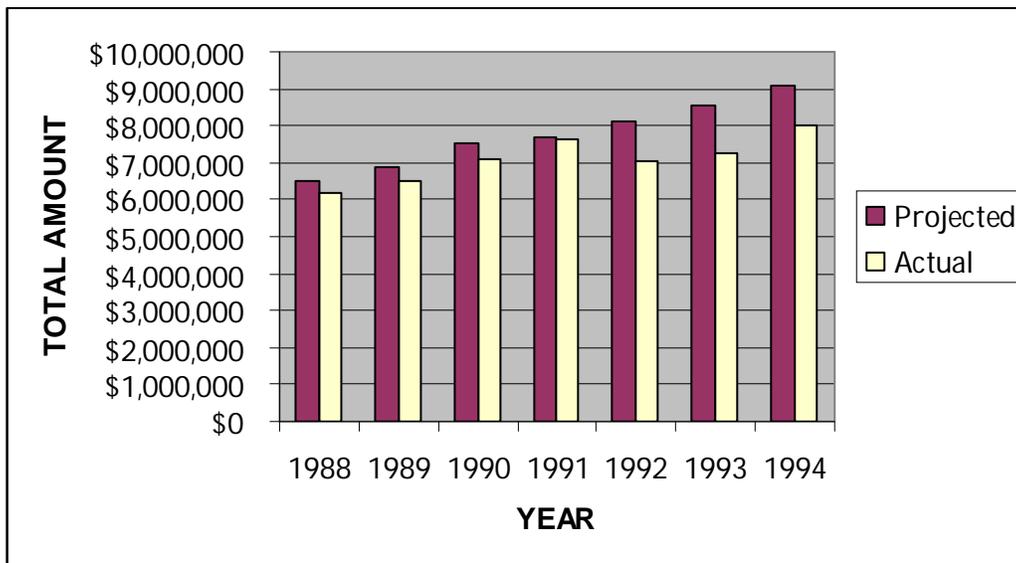
Table 8-9 (1995)
Actual vs. Projected General Fund Expenditures 1988 to 1994 SERIES

CITY OF SOUTH MIAMI GENERAL FUND EXPENDITURES
ACTUAL VS. PROJECTED

| Fiscal Year | Projected | Actual |
|--------------------|------------------|---------------|
| 1988 | \$6,497,000 | \$6,181,580 |
| 1989 | \$6,867,000 | \$6,480,081 |
| 1990 | \$7,526,000 | \$7,122,714 |
| 1991 | \$7,672,000 | \$7,627,496 |
| 1992 | \$8,110,000 | \$7,044,041 |
| 1993 | \$8,572,000 | \$7,276,764 |
| 1994 | \$9,061,000 | \$8,031,544 |

Source: City of South Miami, Finance Department, 1995. Brian T. Soltz, City of South Miami, Planning Technician, 1995. Robert K. Swarthout Inc., 1987.

ACTUAL VS. PROJECTED GENERAL FUND EXPENDITURES
CITY OF SOUTH MIAMI



Source: City of South Miami, Finance Department, 1995. Brian T. Soltz, City of South Miami, Planning Technician, 1995. Robert K. Swarthout Inc., 1987.

CAPITAL IMPROVEMENT ELEMENT

CAPITAL IMPROVEMENTS IMPLEMENTATION ELEMENT

Five-Year Schedule of Capital Improvements

As indicated in the Capital Improvement Element, South Miami's Comprehensive plan does not indicate any deficiencies that require improvement during the fiscal 1995-1999 planning period.

Engineering and architectural studies performed during the period may pinpoint deficiencies and corrective cost estimates for future needs to be implemented during the fiscal 1995-1999 period (for example: sidewalks, drainage). The City does not endorse County road widening proposals; therefore, street resurfacing is the only project with may be included in the C.I.P. program.

Five-Year Schedule of Improvements, 1995-1999

| Project Description | Year | Cost | Source |
|----------------------------|-------------|-------------|-----------------------|
| 1. Street resurfacing | 1995-1999 | \$600,000 | Local Options Gas Tax |

Programs

For purposes of monitoring and evaluation, the principal programs needed to implement this Element are outlined in more detail in the Element and are as follows:

1. An annual capital programming and budgeting process beginning in fiscal 1995.
2. Engineering or other studies to pinpoint potential deficiencies and cost.
3. Amendments to the Land Development Code to implement EAR-based amendments.

CAPITAL IMPROVEMENT ELEMENT

NEW MONITORING, UPDATING AND EVALUATION PROCEDURES

This section of the report establishes the future public participation and regular review schedule for the continued monitoring, updating and evaluation of the Comprehensive Plan. Procedures presented in this section are essentially the same as the 1989-1994 planning cycle procedures.

Citizen Participation

In conjunction with one of the semi-annual plan amendment cycles, the Planning Board will conduct a public workshop on the Comprehensive Plan. A status report will be provided by the staff and then citizen comments will be solicited. This meeting will be publicized by legal notice in a newspaper of general circulation with additional effort for an article of public announcement. The Planning Board will submit a report on the status of the Plan to the City Manager and the City Commission, which may be accompanied by recommended amendments.

Data and Objectives Update

As a part of the public workshop, pertinent and measurable objectives will be the subject of review and comment by the staff preparing the status report. In addition, the staff will review appropriate Metropolitan Dade County publications and U.S. Census data, as these documents become available. Highlights and summaries of the documents should be included in the report.

Five-Year Review

The City Manager will designate the individual(s) responsible for the preparation of the five-year Evaluation & Appraisal Report [EAR] in conformance with the statutory requirements set forth in the Florida Statutes with special emphasis on the objectives and policies. The EAR will pinpoint obstacles to the implementation of the objectives and policies set forth in the Plan.

Revised Objectives and Policies

The planning staff will prepare draft amendments to the goals, objectives and policies based on the above, focusing on the future planning cycle. The citizen participation procedures adopted by the City Commission, contained in the Public Participation Plan, will be utilized in amending the adopted sections of the Comprehensive Plan including the goals, objectives and policies.

CAPITAL IMPROVEMENT ELEMENT

REGULATIONS GOVERNING NATURAL DRAINAGE FEATURES

City:

- The City (through its Land Use Plan and Zoning Ordinance) is responsible for all land use regulation.
- Single family residential permit applications are reviewed by the City for on-site retention capability.
- Commercial and multifamily applications are referred to County DERM for drainage facility approval.

Conclusion: review and refine as part of development code review to strengthen requirements.

County (DERM):

- The County enforces multifamily and commercial stormwater runoff (first inch retained on-site) and flood elevation criteria in the case of South Miami.
- They are responsible for natural drainage in the Brewer Canal (plus unnatural drainage on County roads).

Conclusion: As acknowledged in the County Comprehensive Plan, better monitoring and coordination is needed. A 1986 County drainage master plan will help in this regard.

SFWMD:

- In the case of South Miami, their principal responsibility is permitting uses that impact the "basin yield" of the Snapper Creek Canal i.e. water withdrawn from this Canal or otherwise impacting its integrity.

Conclusion: Given South Miami's built-out pattern, there is little day-to-day need for SFWMD review and regulation.

Others:

- Similarly, the State DER, and Federal Corps of Engineers and Emergency Management Agency (FEMA) have little active role in the natural drainage regulation of fully developed South Miami.