

CHAPTER III. OBJECTIVE ACHIEVEMENT ANALYSIS

An important objective of the Evaluation and Appraisal Report (EAR) is the identification of successes and shortcomings in implementing the Comprehensive Plan objectives date of the last EAR (1995). The following Chapter measures the City’s progress in implementing its adopted Comprehensive Plan goals, objectives and policies.

A. Future Land Use Element

1. Objective 1.1

Objective 1.1 of the Future Land Use Element is as follows: “Eliminate uses inconsistent with the community character as set forth on the Future Land Use Map. Elimination of such inconsistent uses shall be accomplished with proper respect for the vested rights of property owners. Amortization shall not be used to implement this objective.”

Land Use designations as outlined in the Comprehensive Plan are more general and land development regulations (Zoning) are more specific. Section 20-4.8 of the City’s land development regulations addresses non-conforming uses and structures, and states that existing non-conforming uses should not be expanded. Chapter 20, Article I. of the land development regulations (“Purpose and Authority”) requires that the land development regulations be consistent with and implement the Comprehensive Plan.

As noted in Chapter II.A., certain parcels in the City’s Community Redevelopment Area are zoned RM-18 (Low Density Multi-Family Residential) but designated Parks and Recreation or Public Institutional on the Future Land Use Plan Map. In addition, there are other inconsistencies in the Community Redevelopment Area. In preparing the EAR-based amendments, the designation of these parcels should be evaluated and amended as appropriate to further redevelopment goals. In other instances, the land development regulations need to be revised in order to ensure consistency with the Comprehensive Plan. Recommendations to address these inconsistencies through Comprehensive Plan amendments and revisions to the land development regulations are addressed in Chapter II.A.

In order to further evaluate the City’s success in achieving Objective 1.1, a brief assessment of whether or not the supporting policies (1.1.1 through 1.1.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.1 below:

Table III.A.1 Future Land Use Element Objective 1.1 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.1.1 Within one year of adoption of this plan, enact zoning modifications to assure implementation of the changes to the Future Land Use Map. The land use	Yes	Yes, delete “Within one year of plan adoption”.

map policies and categories are hereby incorporated by reference in this policy.		
Policy 1.1.2 In reviewing proposed amendments to this plan and the Zoning Map, compatibility with adjacent uses shall be the major determinant.	Yes	Yes
Policy 1.1.3 There shall be no additional intrusion of the residential-office land use category into residential areas designated on the Future Land Use Map. Residential-office land use zoning regulations shall contain provisions to protect the quality of life in single-family residential neighborhoods.	Yes	Yes, but the City will be evaluating certain areas of the City where residential-office may be appropriate (see Chapter II.A.) But, policy should be restated because all examples R-O that have been built are constructed at a more residential scale.

2. Objective 1.2

Objective 1.2 of the Future Land Use Element is as follows: “Preserve historic resources by experiencing no demolition or reconfiguration of the specified resources identified in Figure 1.4.”

The City of South Miami’s land development regulations include provisions for the designation of historic buildings, sites, and districts in the City, and the regulation of alterations to or the demolition of such buildings.⁴⁴ The City’s seven member Historic Preservation Board is charged with recommending the designation of historic buildings, sites, or districts to the City Commission. In addition, the Historic Preservation Board advises the City Commission on the appropriateness for proposed alterations to historic buildings and sites.⁴⁵ In 2004, the City amended the land development regulations to create a Historic Preservation Overlay District. In 2005, the City of South Miami and its Historic Preservation Board were successful in designating Cambridge Lawns, a neighborhood of 31 small Tudor and Mediterranean style family homes built in the 1920-1930’s and located in the area of Miller Road and SW 63 Avenue, as the City’s first historic district. In addition, five buildings in the City have been designated historic: the Orr House located at 6491 Sunset Drive; the Sylvia Martin Building located at 6130 Sunset Drive; the Amster

⁴⁴ Chapter 20, Article V., Section 20-5.17, “Designation of Historic Sites”, City of South Miami Code of Ordinances

⁴⁵ Chapter 20, Article VI., Section 20-6.1, “Historic Preservation Board”, City of South Miami Code of Ordinances

Property located at 5900 Sunset Drive; the Marshall Williamson House located at 6500 SW 60 Avenue, and; a single family residence located at 5625 SW 62 Avenue. In August 2005, the City Commission applied the overlay a the first retail district – the Amster Property.

In order to further evaluate the City’s success in achieving Objective 1.2, a brief assessment of whether or not the supporting policies (1.2.1 and 1.2.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.2 below:

Table III.A.2 Future Land Use Element Objective 1.2 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.2.1 The Environmental Review and Preservation Board shall review all new development proposals to assure preservation of the City's limited historic resources.	Yes	Yes
Policy 1.2.2 The historic character of Sunset Drive, as evidenced by its designation as an historic roadway both to the east and west of the City, should be continued with the City of South Miami via State or federal designation.	Yes	Yes

3. Objective 1.3

Objective 1.3 of the Future Land Use Element is as follows: “Assure adequate public facilities to serve new development. See policy for measurability.”

The City ensures adequate public facilities to serve new development through its Concurrency Management System, as detailed in Chapter 20, *Land Development Code*, Article IV *Other Regulations*, Section 20-4.1 *Adequate Public Facilities and Services*. Public facilities have been made available to serve new development and redevelopment in the City since the date of the last EAR.

In order to further evaluate the City’s success in achieving Objective 1.3, a brief assessment of whether or not the supporting policy (1.3.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.A.3 below:

Table III.A.3 Future Land Use Element Objective 1.3 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.34.1 The development code shall include language that continues to require that the developers shall provide drainage, sewer connections and other feasible public facilities in conformance with level-of-service standards and concurrent with the development. Development permits shall be conditioned on the provision of such facilities.	Yes, through Section 20-4.1, Land Development Code	Yes

4. Objective 1.4

Objective 1.4 of the Future Land Use Element is as follows: “Maintain and review a revised development code that includes innovative zoning techniques relative to the transition between residential and non-residential districts.”

Chapter 20, Article III of the land development regulations (“Zoning Regulations”), and Section 20-3.1 (“Zoning Use Districts and Purposes”) include provisions for transitions between districts. As noted in Chapter I.A., the City’s Future Land Use Plan Map (Figure II.A.1) and zoning districts (Figure II.A.2) regulate the location of different uses in the City. As can be seen, the majority of the City’s land area is designated and zoned for single family residential use. The downtown area (Hometown District) is designated and zoned for mixed use or transit oriented development, which provides for the mix of uses that are integral for vibrant town centers and transit systems. These areas are located proximate to major thoroughfares and transit facilities, which makes them an appropriate location for such developments. Multi-family residential development is a logical transition between these areas and single family neighborhoods, as are institutional and Residential Office uses. A review of the Future Land Use Plan Map and Zoning Maps indicates that such uses are generally well-located as a buffer between single family neighborhoods and more intense uses, and along major thoroughfares.

Nonetheless, an initial review of the Future Land Use Plan Map indicates that there are some general areas of the City in which Land Use Districts might be redesignated to more appropriately reflect their location or to increase compatibility with surrounding neighborhoods. In some cases, single family neighborhoods are located along busy roadways, which can lead to conflicts. Future expansions of the residential office and multi-family residential districts should be encouraged on such major roadways and streets, and prohibited on interior streets and neighborhoods. In amending the Future Land Use Plan Map and land development regulations, special attention should be given to district boundaries in order to address potential conflicts and ensure appropriate transitions.

Moreover, appropriate buffering and transition standards should be incorporated into the Comprehensive Plan’s Interpretive Text for the Future Land Use Districts.

In order to further evaluate the City’s success in achieving Objective 1.4, a brief assessment of whether or not the supporting policies (1.4.1 and 1.4.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.4 below:

Table III.A.4 Future Land Use Element Objective 1.4 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.4.1 The City shall utilize mixed land use zoning categories to achieve creative development in the transition areas between commercial and residential and to achieve the goals set forth in the public charrettes.	Yes	Yes
Policy 1.4.2 As a part of the development code review, refine provisions relative to open space, stormwater management and on-site traffic flow; give particular attention to on-site parking requirements based upon the policies that back-up the Future Land Use Map.	Yes	Yes

5. Objective 1.5

Objective 1.5 of the Future Land Use Element is as follows: “Recognizing the jurisdiction of Miami Dade Public School system, the City will continue its efforts to actively pursue the advancement of quality public school education programs and physical facilities for South Miami residents.”

As noted in Chapter II.D, in February 2003 the City and Miami-Dade County Public Schools entered into the *Interlocal Agreement for Public School Facility Planning In Miami-Dade County*. This far-reaching collaborative agreement, which was mandated by Sections 163.31777 and 1013.33 of the Florida Statutes, allows for better coordination in the educational facilities decision making process. This Agreement requires an increased level of intergovernmental coordination that will further the achievement of this Objective. Please see Chapter II.D. for more information.

In order to further evaluate the City’s success in achieving Objective 1.5, a brief assessment of whether or not the supporting policies (5.1 and 5.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.5 below:

Table III.A.5 Future Land Use Element Objective 1.1.56 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.5.1 The city shall participate with the Miami-Dade Public School System in review of criteria and standards necessary to assure adequate public school capacity, including new schools and expansion of existing schools.	Yes	Yes
Policy 1.5.2 During pre-development program planning and site selection activities, the City shall coordinate with the Miami-Dade Public Schools and continue to seek, where feasible and mutually acceptable, to collocate schools with other public facilities, such as parks, libraries, and community centers to the extent possible.	Yes, implemented in February 2003	Yes

6. Objective 2.1

Objective 2.1 of the Future Land Use Element is as follows: “Discourage urban commercial sprawl by enhancing downtown South Miami as the prime retail and commercial service center, as specified in the Future Land Use Map. Measurability shall be no major commercial rezonings of single-family residential properties.” There have been no major commercial rezonings of single-family properties in the City since 1995. It is recommended that the term “commercial” be amended to “non-residential”.

As noted in Chapter II.A., Downtown South Miami, also known as the Hometown District, is one of the few true town centers located along the MetroRail, with a mix of retail, restaurant, and office uses located in a walkable and architecturally cohesive area. The Hometown District provides the City with a distinctive town center that sets it apart from many others.

In 1993, the City conducted the Hometown Plan⁴⁶ in order to further the continued development and redevelopment of the Hometown District as a cohesive town center for the City. The District encompasses a 55-acre area generally bounded by US-1 to the northwest, the City Limits to the east, and SW 74 Street to the south. In 1994, the Plan was expanded to include adjacent areas west of US-1 (Hometown Too⁴⁷). The Hometown Too Plan addressed the areas generally bounded by US-1 to the southeast, SW 62 Avenue to the west, Miller Drive to the north, and Red Road to the east. This area includes the South Miami MetroRail Station and City Hall. Both Hometown Plans recommended strategies in order to: treat and reconstruct streets as pedestrian friendly public spaces; encourage the areas redevelopment as a cohesive whole; include a full mix of uses, including residential uses for a diverse range of income groups; adopt a districtwide approach to parking; preserve neighborhood identities and historic structures, and; to rejoin the neighborhoods west and east of US-1.

The City has made progress in implementing the Hometown Plans through the Future Land Use Plan Map's Commercial/Residential Mixed Use and Transit Oriented Development District designations, the land development regulations and the implementation of specific projects. In 1993 the City amended its land development regulations to include the Hometown District Overlay Ordinance. The purpose of this Overlay is to provide for the mixed-use commercial/residential development that is characteristic of traditional downtowns.

In order to further evaluate the City's success in achieving Objective 2.1, a brief assessment of whether or not the supporting policies (2.1.1 through 2.1.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.6 below:

Table III.A.6 Future Land Use Element Objective 2.1 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 2.1.1 Prepare a sidewalk and bikeway plan with special attention to downtown, including expansion of sidewalk connectivity, provision of signage indicating bicycle routes, and implementation of tree planting projects for charrette planning areas and single-family residential areas.	Yes	Yes, Hometown Intermodal Transportation Study completed in 2002

⁴⁶ *The Hometown Plan for Downtown South Miami, Florida*, Dover Kohl & Partner, Holland & Knight, and Barton-Aschman Associates for the City of South Miami and South Miami Hometown Inc., January 20, 1993.

⁴⁷ *The Hometown Plan Area 2*, Dover Kohl & Partner, Holland & Knight, Judson & Partners, and Peter M. Fernandez, PE, for the City of South Miami and South Miami Hometown Inc., November 11, 1994

City of South Miami 2006 Evaluation and Appraisal Report

<p>Policy 2.1.2 Continue to Monitor parking usage to determine when and where additional municipal parking areas should be provided.</p>	<p>Yes</p>	<p>Yes, Downtown Parking Study completed in 2004</p>
<p>Policy 2.1.3 Oppose street widenings that would either feed more through traffic into the downtown area or adversely impact its pedestrian amenities in downtown South Miami.</p>	<p>Yes</p>	<p>Yes, no street widenings since 1995</p>
<p>Policy 2.1.4 Discourage urban commercial sprawl by promoting growth in the core area surrounding the Metrorail transit station by creating a district for new growth which is contained and transit-oriented, thereby relieving the pressure for commercial rezonings outside of this core area.</p>	<p>Yes, through Chapter 20, <i>Land Development Code</i></p>	<p>Yes, Transit Oriented Development districts created</p>

7. Objective 3.1

Objective 3.1 of the Future Land Use Element is as follows: “Achieve over the next five years an increase in the tax base through new development and increased property values.”

Since 1995 the value of commercial assessments in the City has almost doubled, from approximately \$250,000,000 to \$450,000,000, while residential assessments have increased from approximately \$300,000,000 to approximately \$550,000,000.⁴⁸ In order to further evaluate the City’s success in achieving Objective FLU-3.1, a brief assessment of whether or not the supporting policies (3.1.1 through 3.1.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.7 below:

⁴⁸ *City of South Miami Final Adopted Budget, 2005-2005*, City of South Miami

Table III.A.7 Future Land Use Element Objective 3.12 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 3.1.1 Zone for new development and redevelopment in accordance with the Future Land Use Map, including multi-story and mixed-use districts.	Yes	Yes
Policy 3.1.2 Enforce the City’s zoning and other land development regulations.	Yes, ongoing	Yes
Policy 3.1.3 Pursue traffic policies, parking policies and pedestrian amenity policies that enhance downtown, and thereby the tax base.	Yes	Yes
Policy 3.1.4 Create a Transit-Oriented Development District within walking distance of the Metrorail transit station to permit new development in a bounded and delineated core area * * *	Yes, the TODD was created in 1996	Yes

8. Objective 4.1

Objective 4.1 of the Future Land Use Element is as follows: “Coordinate future land uses with topography, soil conditions and the availability of facilities and services. This objective is met if future land uses and development intensities are consistent with the Future Land Use Map and in compliance with other relevant development regulations of the City.”

Chapter 20, Article IV. of the City’s land development regulations (“Procedures and Applications”) outlines the City’s development review and approval processes. Applications requesting a change to the City’s Comprehensive Plan Future Land Use Map or zoning are subject to a stringent review process, and must demonstrate or provide for appropriate site characteristics and the availability of services. Public facilities have been made available to serve new development and redevelopment in the City since the date of the last EAR.

In order to further evaluate the City’s success in achieving Objective 4.1, a brief assessment of whether or not the supporting policy (4.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.A.8 below:

Table III.A.8 Future Land Use Element Objective 4.1 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 4.1 Maintain the single-family land use and zoning in west central South Miami in order to protect the wellfields that abut the City near Ludlam Road, specifically, Nelson Homesites subdivision, Tranquility Estates subdivision, Linden Acres subdivision, Sunset Circle subdivision, the unplatted area immediately west of Sunset Circle, South Side Estates subdivision and the parcel area immediately south of South Side Estates.	Yes, Nelson Homesites is zoned RS-1, Tranquility Estates is zoned RS-3, while the remainder of the areas listed are zoned RS-2	Yes

9. Objective 4.2

Objective 4.2 of the Future Land Use Element is as follows: “Preserve natural resources whenever possible. Natural resources shall be defined as specific communities of regional ecological significance.”

There are three acres of City-owned pineland located at 6609 SW 60 Street. The subject property was designated as a Natural Forest Community by the Miami-Dade County’s Department of Environmental Resources Management (DERM) in 1989 and is under protection as a preserve area. The City will continue to coordinate with DERM in preserving this resource. The only wetlands in the City are located along the City’s canal system, and are maintained and monitored by Miami-Dade County. Their location in the canal right-of-ways affords their protection. The City will continue to coordinate with DERM in preserving these wetlands. There are no other significant natural resource areas in the City.

In order to further evaluate the City’s success in achieving Objective 4.2, a brief assessment of whether or not the supporting policies (4.2.1 and 4.2.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.9 below:

Table III.A.9 Future Land Use Element Objective 4.2 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 4.2.1 The Environmental Review and Preservation Board shall review all new development applications to assure realistic protection and enhancement of natural features, particularly water bodies, and tree stands.	Yes	Yes, ongoing
Policy 4.2.2 3 The City shall assist the Metropolitan Dade County Department of Environmental resource Management in the protection and preservation of the Girl Scout Park as a “natural forest community”, for as long as the park is designated by DERM as a “natural forest community.”	Yes	Yes

10. Objective 4.3

Objective 4.3 of the Future Land Use Element is as follows: “Assist the County in making land available for sewer facilities as required; can not be measurable in advance of County plans.” In order to implement this Objective on an on-going basis, the City requires utility easements through the subdivision process.

Approximately 1/3 of South Miami, including the Hometown and Transit Oriented Development districts, is provided with sewer services through the Miami-Dade Water and Sewer Department (WASD). The remainder of the City, including most of the single family residential neighborhoods, is on septic tanks. Most of the City is underlain with Rockdale Fine solids, which drain well and are appropriate for septic tanks. The Brewer Canal area, however, is underlain by Perrine marl soils, which are less suited for septic tanks. Miami-Dade County Water and Sewer Department oversees the development of all sewer facilities within the City. The City coordinates with WASD on an ongoing basis in the delivery of sewer services within the City. The need to extend sewer services in the Brewer Canal area remains. The City could assist the County by requiring utility easements or locations, through the subdivision process.

In order to further evaluate the City’s success in achieving Objective 4.3, a brief assessment of whether or not the supporting policy (4.3.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.A.10 below:

Table III.A.10 Future Land Use Element Objective 4.3 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 4.3.1 Reserve land for pump stations if required by the County's extension of sewer lines, which in turn is a water quality protection program.	Yes, the City and WASD work cooperatively in the effort to extend sewer lines as implemented through the M-DWASD procedures	Yes

11. Objective 4.4

Objective 4.4 of the Future Land Use Element is as follows: “Preserve floodplain areas via floodplain management and limiting development within the Special Flood Hazard Area.”

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

In order to further evaluate the City’s success in achieving Objective 4.4, a brief assessment of whether or not the supporting policies (4.4.1 through 4.4.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.11 below:

Table III.A.11 Future Land Use Element Objective 4.4 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 4.4.1 In coordination with the Transit-Oriented Development District, permit more intense development only in those areas which are located outside of the Special Flood Hazard Area.	No area designated for Transit Oriented Development is located in the Special Flood Hazard Area	Yes
Policy 4.4.2 Building density and intensity may be transferred from areas within the Special Flood Hazard Area, in order to permit development within the Transit-Oriented Development District, while	No, the City has not enacted a transfer of development rights program. It will continue to participate in the National Flood Insurance Program	No, delete Policy

reducing the permitted intensities within the Special Flood Hazard Areas.		
Policy 4.4.3 Develop a Transit-Oriented Development District and floodplain overlay map in conjunction with new regulatory mechanisms to implement the preservation of the floodplain and encourage development within the Transit-Oriented Development District.	No	No, delete Policy

12. Objective 5.1

Objective 5.1 of the Future Land Use Element is as follows: “Implement the creation of the South Miami Community Redevelopment Area and the South Miami Community Redevelopment Agency, and work with citizens and stakeholders to improve the quality of life for citizens, businesses and property owners in the Redevelopment Area.”

In 1998 the City established the South Miami Community Redevelopment Area (SMCRA) in order to serve as a catalyst for the redevelopment of the 189 acre redevelopment area bounded by the City limits to the east and northeast, SW 62 Street to the north, SW 62 Avenue to the west, and SW 72 Street to the south (Figure II.A.1). This area encompasses residential neighborhoods that demonstrate some blighted conditions as well as the aforementioned Hometown and Transit Oriented Development Districts. The South Miami Gardens public housing complex, which contains 58 units on seven acres, is also located in this area.

Since its inception, the SMCRA has made inroads in achieving its mission is to prevent and eliminate slum and blighted conditions in the City through community-based initiatives to promote commercial, residential and public redevelopment through more than 35 programs. Specific projects and programs include: the Church Street Reconstruction Project; the Infrastructure Master Plan; the Street Beautification Program; the Community-Oriented Policing Initiative; the Single Family Infill Program; the Multi-Family Housing Master Plan; the Residential Rehabilitation Grant Program; the Commercial Building Rehabilitation Program; Transportation Improvements, and; the Park Improvements Program.⁴⁹

In order to further evaluate the City’s success in achieving Objective 5.1, a brief assessment of whether or not the supporting policies (5.1.1 through 5.1.4) have been or are

⁴⁹ www.cityofsouthmiami.net/SMCRA

being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.12 below:

Table III.A.12 Future Land Use Element Objective 5.1 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 5.1.1 Prepare and adopt a South Miami Community Redevelopment Plan for the area generally bounded by SW 62 nd Ave. to the north, Red Rd. to the east, Sunset Dr. to the south, and SW 62 nd Ave. to the west.	Yes, the area is as described in this policy	Yes, but Policy should be revised to reference that SW 62 nd Street is the northern boundary
Policy 5.1.2 Implement a tax increment finance (TIF) district in order to provide planning and implementation funding for the South Miami Community Redevelopment Area and Agency	Yes, a TIF was created over 5 years ago with the City receiving over \$3,400,000 through FY 03-04	Yes
Policy 5.1.3 Continue the collaborative and holistic planning process by providing staff and resources to the South Miami Community Redevelopment Agency.	Yes, ongoing	Yes
Policy 5.1.4 Implement priority SMCRP programs and projects, including but not limited to: “in-fill” housing, construction of multifamily units, substantial rehabilitation of housing (HUD Complex), and streetscape and infrastructure improvements.	Yes, ongoing	Yes

13. Objective 5.2

Objective 5.2 of the Future Land Use Element is as follows: “Maximize resources for redevelopment by utilizing applicable federal, state, local and private incentive/funding programs.”

The City has taken advantage of a number of programs including its status as a 501c3 and the Tax Increment Financing programs. In Fiscal Year (FY) 2005 the South Miami Community Redevelopment Agency received revenues of \$780,527. Total revenues of \$29,000,000 are projected through 2020.⁵⁰

In order to further evaluate the City’s success in achieving Objective 5.2, a brief assessment of whether or not the supporting policies (5.2.1 and 5.2.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.A.13 below:

Table III.A.13 Future Land Use Element Objective 5.2 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 5.2.1 Designate the South Miami Community Redevelopment Area as an Urban Infill and Redevelopment Area, pursuant to F.S. Stat. 163.2514.	Yes	Yes
Policy 5.2.2 Obtain planning and implementation funding for the South Miami Community Redevelopment Area from grants available through the Urban Infill and Redevelopment Area grant program, the Community Development Block Grant program, and other appropriate grant programs.	Yes	Yes

⁵⁰ *City of South Miami Community Redevelopment Area Phase II Plan Supplement*, Iler Planning Group for the City of South Miami, December 30, 2004

III.B. Transportation Element

1. Objective 1.1

Objective 1.1 of the Transportation Element is as follows: “Undertake only those improvements that both facilitate traffic flow and reduce adverse traffic impact on the neighborhoods thereby making neighborhood streets safer. Measurability shall be no major street widenings. See Objective 1.5 for non-motorized transportation systems and 1.3 for convenient and efficient motorized transportation.”

The City of South Miami is within the Urban Infill Area and has extraordinary transit service due to the Metrorail. Although vehicular traffic continues to increase and worsen on the major arterials bisecting the City, the City has taken initiatives to avoid direct impacts on the local street system. No widenings have taken place but street improvements have been made (including traffic calming). Examples are the SW 64th Street and SW 59th Place street improvements projects. A City Trolley system is in place in order to further reduce traffic impacts.

In order to further evaluate the City’s success in achieving Objective 1.1, a brief assessment of whether or not the supporting policies (1.1.1 and 1.1.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.B.1 below:

Table III.B.1 Transportation Element Objective 1.1 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.1.1 Utilize the following level of service standards: Principal Arterials "F" Minor Arterials "F" Miller Drive "F" * * *	Yes	Yes
Policy 1.1.2 Continue to utilize the development plan review process to control roadway access points and on-site traffic flow.	Yes, see Chapter 20, <i>Land Development Code</i>	Yes

2. Objective 1.2

Objective 1.2 of the Transportation Element is as follows: “Achieve coordination of the Future Land Use Plan and this element. See policies for measurability.”

This Objective has been achieved through Chapter 163, F.S. consistency requirements and further achieved through consistency with the City Code, specifically Chapter 20, *Land*

Development Code. As stated previously, the City of South Miami is located along the MetroRail line, and is the location of the South Miami MetroRail Station. In 1996, in order to encourage transit-oriented development in areas adjacent to the station, the City enacted the Transit Oriented Development District into the City’s land development regulations⁵¹, and the Transit Oriented Development District in the Comprehensive Plan. These districts are identified in Figures II.A.1. and II.A.2. The intent of the Transit Oriented Development Districts is to provide for the development of office, retail and residential uses in multi-story and mixed-use projects that are characteristic of transit-oriented developments, and supportive of transit. A series of development bonuses are provided to encourage residential development, higher densities and lessened automobile dependence into development and redevelopment projects. Currently, parking bonuses include a five percent reduction in parking requirements when an arcade is provided, and a 20 percent parking reduction when more than three uses are provided within a project.

In order to further evaluate the City’s success in achieving Objective 1.2, a brief assessment of whether or not the supporting policies (1.2.1 and 1.2.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.B.2 below:

Table III.B.2 Transportation Element Objective 1.2 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.2.1 Avoid any major street widenings, in conformance with the Land Use Plan recommendations that call for protecting and enhancing both the residential neighborhoods and downtown.	Yes	Yes
Policy 1.2.2 Continue to review and refine the land development code to assure adequate on-site parking and traffic flow through site plan reviews.	Yes, through Chapter 20, <i>Zoning</i>	Yes

3. Objective 1.3

Objective 1.3 of the Transportation Element is as follows: “Coordinate City transportation planning with regional agencies to facilitate convenient and efficient motorized transportation. See policies for measurability.”

The City continues to coordinate with Miami-Dade County Transit, MPO and Public Works and FDOT. The Strategic Regional Policy Plan for South Florida includes a

⁵¹ Chapter 20, Article VIII., “Transit Oriented Development District”, City of South Miami Code of Ordinances

transportation component and references The 2020 Florida Transportation Plan. In April 2004 the City of adopted its Five Year People’s Transportation Plan, which documents the manner in which the City will utilize its share of the County’s People Transportation Fund. Between 2004 and 2008 the City estimates that it will receive a total of \$1,520,850 in funding. Of this amount, the City has earmarked \$977,614 (64 percent) of its funds for traffic calming in neighborhoods in order to reduce adverse neighborhood impacts. A total of \$242,485 (16 percent) is earmarked for transit related projects that will increase multi-modal transportation alternatives throughout the City, while the remaining \$300,900 (20 percent) is earmarked for roadway improvement projects.⁵²

In order to further evaluate the City’s success in achieving Objective 1.3, a brief assessment of whether or not the supporting policies (1.3.1 and 1.3.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.B.3 below:

Table III.B.3 Transportation Element Objective 1.3 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.3.1 Work with the MPO and other regional transportation planning officials to secure changes in their plans to widen State and County roadways within City of South Miami.	Yes, see Objective discussion	Yes
Policy 1.3.2 By 1999, undertake facility and program improvements to enhance use of Metrorail and buses including adequate access to the Metrorail Station to facilitate convenient and efficient "motorized" transportation.	Yes, Miami-Dade Transit in coordination with the City has redeveloped the bus transit terminal area of the Metrorail parking facility	Yes, update or delete reference to the date
Policy 1.3.3 Work with the MPO to achieve bus service to major employment concentrations.	Yes, ongoing and with Miami-Dade Transit	Yes
Policy 1.3.4 By 1998, establish a shuttle service system to include major commercial and institutional sites in the Transit-Oriented	Yes, partially, the South Miami Trolley service has been established and is currently in service Fridays and Saturdays and the Sunday of every month	Yes, update or delete reference to "By 1998" and change "establish a" to "Expand"

⁵² *City of South Mimi People’s Transportation Plan, 5-Year Plan (2003-2008)*, City of South Miami Public Works & Engineering Department, April 20, 2004

Development District in conjunction with the South Miami Metrorail transit station.		
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4. Objective 1.4

Objective 1.4 of the Transportation Element is as follows: “Protect existing street rights-of-way including access points.”

The City continues to protect existing roadway rights-of-way through enforcement of the City and County minimum standards for public and private rights-of-way, as detailed in the Chapter 17, “Streets” and Chapter 20, “Zoning”, of the City’s Code of Ordinances.

In order to further evaluate the City’s success in achieving Objective 1.4, a brief assessment of whether or not the supporting policies (1.4.1 and 1.4.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.B.4 below:

Table III.B.4 Transportation Element Objective 1.4 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.4.1 Although no collector or arterial widenings are recommended by the City at this time, use development plan reviews and other means to protect existing rights-of-way, in order to prohibit any further pavement widening.	Yes	Yes, but add “and allow for minor intersection improvements”
Policy 1.4.2 Use the site plan and plat process to control curb cuts on public streets.	Yes	Yes

5. Objective 1.5

Objective 1.5 of the Transportation Element is as follows: “Continue to refine and develop detailed plans for new sidewalks and additional bikeways, and begin implementation.”

In 2002, the City adopted the Hometown Intermodal Transportation Study in order to evaluate transportation needs in the City’s Hometown Districts. According to this Study, the City had a surplus of 268 parking spaces in the Hometown and Transit Oriented Development Districts, the City’s primary commercial and mixed-use districts. The Study recommended increased public awareness of the availability and location of parking facilities in the City, and to allow for more clearly defined linkages between parking and

destinations.⁵³ In April 2004, a more detailed parking study of the Hometown District only was conducted. The “Downtown Parking Study” determined that the Hometown District itself had a deficit of 1,600 parking spaces.

In order to further evaluate the City’s success in achieving Objective 1.5, a brief assessment of whether or not the supporting policy (1.5.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.B.5 below:

Table III.B.5 Transportation Element Objective 1.5 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.5.1 Continue to refine and update a detailed bikeway plan including access to the Metrorail Station and adequate on-site storage requirements through development code site plans requirements.	Yes, ongoing through the Metropolitan Planning Organization	Yes, interconnectivity between transportation modes continues to be relevant

6. Objective 1.6

Objective 1.6 of the Transportation Element is as follows: “By 1996, establish a transportation concurrency exception area in conjunction with the approved Miami-Dade County transportation concurrency management area which includes the Metrorail transit station and all development located east of the Palmetto Expressway. The City of South Miami is located in the County management area.”

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

In order to further evaluate the City’s success in achieving Objective 1.6, a brief assessment of whether or not the supporting policies (1.6.1 through 1.6.7) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.B.6 below:

Table III.B.6 Transportation Element Objective 1.6 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.6.1 A proposed development	Yes, for City larger scale projects the City continues	Yes, delete reference to “By 1996” also, a Traffic

⁵³ *The City of South Miami Hometown Intermodal Transportation Study*, Kimley-Horn and Associates, Inc. for the City of South Miami, August 2002.

City of South Miami 2006 Evaluation and Appraisal Report

<p>will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with adopted comprehensive plan and it meets the following criteria pursuant to Section 163.3180 of the Florida Statutes:</p> <p style="text-align: center;">* * *</p>	<p>to requirement a Traffic Impact Analysis or Traffic Management Analysis</p>	<p>Management Analysis is required for all projects over 20,000 square feet or 100 units</p>
<p>Policy 1.6.2 The City of South Miami shall include in its concurrency management program appropriate rules that address this policy and are consistent with requirements contained in Chapter 163, Part II of Florida Statutes.</p>	<p>Yes</p>	<p>Yes</p>
<p>Policy 1.6.3 The proposed Redevelopment and Infill District [RID] will be included in the adopted Future Land Use Map. Boundary changes will require an amendment to this plan.</p>	<p>Yes, but amended based on Florida Statutes to be Urban Infill.</p>	<p>Yes</p>
<p>Policy 1.6.4 The City of South Miami will continue to update the City's adopted Comprehensive Plan as specific information becomes available from the Metropolitan Planning Organization, Metropolitan Dade County government and State of Florida departments and agencies.</p>	<p>Yes</p>	<p>Yes</p>
<p>Policy 1.6.5 Regarding the Future Traffic Circulation Map, the</p>	<p>Yes, there have been no widenings on the City's portion of these roads</p>	<p>Yes</p>

City of South Miami 2006 Evaluation and Appraisal Report

<p>City of South Miami will work to secure changes in the County's recent re-designation of SW 56 Street (Miller Road) and SW 67 Avenue (Ludlum Drive) to prevent any road widenings, pursuant to Policy 1.2.1, and in order to achieve consistency with the Metro-Dade County CDMP.</p>		
<p>Policy 1.6.6 Interim Policy: The City of South Miami shall complete the following tasks within three months of August 4, 1998 in order to be found in compliance by the Florida Department of Community Affairs: An analysis of the existing transportation system...</p> <p style="text-align: center;">* * *</p>	<p>Yes, the City's land use data was provided, along with other jurisdictions, for inclusion in the MPO Transportation Plan Update</p>	<p>No</p>
<p>Policy 1.6.7 Interim Policy: The City of South Miami shall complete the following tasks within six months of August 4, 1998, in order to be found in compliance by the Florida Department of Community Affairs:...</p> <p style="text-align: center;">* * *</p>	<p>Yes</p>	<p>No</p>

III.C. Housing Element

1. Objective 1.1

Objective 1.1 of the Housing Element is as follows: “Through technical assistance, the City shall assist the private sector in providing the 60 to 70 "in-fill" housing units that the City can accommodate by 1999; see Objective 1.3 for affordable housing.” Between 1990 and 2000, the number of housing units in the SMCRA increased by 158 units, from 596 to 754 (27%). In 1998 the City established the South Miami Community Redevelopment Area (SMCRA) in order to serve as a catalyst for the redevelopment of the 189 acre redevelopment area bounded by the City limits to the east and northeast, SW 62 Street to the north, SW 62 Avenue to the west, and SW 72 Street to the south (Figure II.A.1). In 1999 the City adopted the Redevelopment Plan for the area outlining the structure and priorities of the SMCRA. The December 2001 South Miami Community Redevelopment Area Multi-Family Housing Study identified six priority areas for redevelopment of the residential areas, and specific recommendations to redevelop projects. In addition, in December 2004 the SMCRA Board adopted the Phase II Supplement to the 1999 Plan in order to update the Redevelopment Plan and extend the SMCRA through 2020. The 2004 Plan states calls for the development of five infill housing units in the SMCRA per year.⁵⁴

In order to further evaluate the City’s success in achieving Objective 1.1, a brief assessment of whether or not the supporting policies (1.1.1 through 1.1.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.C.1 below:

Table III.C.1 Housing Element Objective 1.1 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.1.1 Utilize the Future Land Use Plan and zoning map to assure a diversity of housing types.	Yes, ongoing	Yes
Policy 1.1.2 Continue a municipal development application review process that minimizes delay yet assures quality control.	Yes, ongoing	Yes
Policy 1.1.3 Develop legislation for the identified study area in Charrette II to address	Yes, through the 1999 Redevelopment Plan and 2004 Phase II update. As recommended in Chapter	Yes

⁵⁴ *City of South Miami Community Redevelopment Area Phase II Plan Supplement*, Iler Planning Group for the City of South Miami, December 30, 2004

housing options, promote owner-occupied housing enhancements, and to increase private home ownership.	II.A., the Comprehensive Plan and Land development regulations need to be amended in order to further redevelopment goals.	
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2. Objective 1.2

Objective 1.2 of the Housing Element is as follows: “By the year 1999, to eliminate all substandard housing in the City.”

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

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

In December 2004 the SMCRA Board adopted the Phase II Supplement to the 1999 Redevelopment Plan for this area. According to this Plan, in 2002 over 32 percent of the residents of the Redevelopment Area were below the poverty level, compared with 17 percent of the residents in the City as a whole. Moreover, 62 percent of the Redevelopment Area’s residents were renters, compared to 37 percent in the City as a whole. Significant percentages of the Redevelopment Area’s residents paid more than 30 percent of their annual income in housing costs in 2002. Furthermore, the Area contains the City’s most significant concentration of substandard and blighted housing conditions.⁵⁵ The City will continue to address affordable housing and redevelopment needs in its Community Redevelopment Area through 2015 and 2025 through such SMCRA initiatives as the Residential Rehabilitation Grant Program.

In order to further evaluate the City’s success in achieving Objective 1.2, a brief assessment of whether or not the supporting policies (1.2.1 through 1.2.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.C.2 below:

⁵⁵ *City of South Miami Community Redevelopment Area Phase II Plan Supplement*, Iler Planning Group for the City of South Miami, December 30, 2004

Table III.C.2 Housing Element Objective 1.2 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.2.1 Enforce the City codes to achieve correction of substandard housing.	Yes, but ongoing	Yes
Policy 1.2.2 Provide referrals to County HUD for use of County Community Development Block Grant funds for housing rehabilitation loans.	Yes	Yes
Policy 1.2.3 Establish procedures for systematic review and public input regarding each of the remaining neighborhoods identified in the City. Develop a master plan for new development and redevelopment which strengthens the individual identity of each neighborhood and the City as a whole.	Yes, ongoing mainly through Charrettes	Yes

3. Objective 1.3

Objective 1.3 of the Housing Element is as follows: “To create and maintain affordable housing for all current and anticipated future residents of the City, specifically supporting programs which will result in the construction of 150 units of affordable housing by the year 2005 and 150 additional units of affordable housing by the year 2010 (reducing the current/future deficit of affordable housing by 25 %).”

The City has approved plans for both public and private sector proposals for affordable housing. The latest CRA Phase II Plan Supplement (dated December 30, 2004), shows that Madison Square, South Miami Gardens and the NE CRA Mixed-Use Site will provide affordable housing units. To date, the total number of that type have not been finalized. Nonetheless, implementation of these programs will further the achievement of this Objective. Information which would allow precise measurement of this Objective in accordance with the numerical target does not exist as of the date of this report.

In order to further evaluate the City’s success in achieving Objective 1.3, a brief assessment of whether or not the supporting policies (1.3.1 through 1.3.7) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.C.3 below:

Table III.C.3 Housing Element Objective 1.3 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.3.1 Utilize the Future Land Use Plan and zoning map, making special use of mixed-use districts, to provide for areas which promote very-low-income, low-income, and moderate-income households, while attempting to avoid the concentration of these households in specific areas of the City.	Yes, through the FLU policies and Chapter 20, <i>Land Development Code</i>	Yes
Policy 1.3.2 Utilize existing Federal, State, County, and private programs which assist individuals with home ownership through such means as subsidies, loans, loan guarantees, counseling, or through other similar means, including such programs as the County Surtax mortgage program.	Yes	Yes
Policy 1.3.3 The City's Community Redevelopment Agency will continue to implement additional phases of its New Housing Program in order to acquire vacant property and provide financial assistance to construct at least 50 new affordable housing units.	Yes, project is ongoing and in conjunction with Miami-Dade County Housing Agency. Target of five units per year in accordance with the SMCRA plans would result in fifty new units by 2015.	Yes
Policy 1.3.4 The City's Community Redevelopment Agency will provide additional incentives to private developers to construct projects with affordable housing units.	Yes, the City has worked and continues to with private developers within the CRA and beyond	Yes
Policy 1.3.5 The City will support and	Target of five units per year	Yes

City of South Miami 2006 Evaluation and Appraisal Report

<p>assist the efforts of private organizations including the Habitat for Humanity to construct at least five affordable housing units per year.</p>	<p>in accordance with the SMCRA plans. The SMCRA works with both the private and public sectors to gain maximum leverage of assets in order to achieve its goals. Funding for the implementation of its programs is primarily generated by the SMCRA's tax increment finance district and is augmented by grants and in-kind services from the public and private sectors through partnerships.</p>	
<p>Policy 1.3.6 The City and the County will jointly support development in the Rapid Transit Zone in order to encourage mixed-use/residential multi-family projects containing affordable housing units.</p>	<p>Yes, the proposed Hometown Station is one example of this joint effort</p>	<p>Yes</p>
<p>Policy 1.3.7 The City will work with the South Florida Regional Planning Council to help implement a regional policy to produce affordable housing units.</p>	<p>Yes, through the SFRPC Strategic Regional Policy Plan</p>	<p>Yes</p>

4. Objective 1.4

Objective 1.4 of the Housing Element is as follows: “Operate sensitive historic preservation programs.”

The City of South Miami’s land development regulations include provisions for the designation of historic buildings, sites, and districts in the City, and the regulation of alterations to or the demolition of such buildings.⁵⁶ The City’s seven member Historic Preservation Board is charged with recommending the designation of historic buildings, sites, or districts to the City Commission. In addition, the Historic Preservation Board advises the City Commission on the appropriateness for proposed alterations to historic buildings and sites.⁵⁷ In 2004, the City amended the land development regulations to create a Historic Preservation Overlay District. In 2005, the City of South Miami and its Historic Preservation Board were successful in designating Cambridge Lawns, a neighborhood of 31 small Tudor and Mediterranean style family homes built in the 1920-1930’s and located in the area of Miller Road and SW 63 Avenue, as the City’s first historic district. In addition, five buildings in the City have been designated historic: the Orr House located at 6491 Sunset Drive; the Sylvia Martin Building located at 6130 Sunset Drive; the Amster Property located at 5900 Sunset Drive; the Marshall Williamson House located at 6500 SW 60 Avenue, and; a single family residence located at 5625 SW 62 Avenue. Also, the historic overlay was applied to the Amster Property in August 2005.

In order to further evaluate the City’s success in achieving Objective 1.4, a brief assessment of whether or not the supporting policy (1.4.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.C.4 below:

Table III.C.4 Housing Element Objective 1.4 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.4.1 The City’s Historic Preservation Board [HPB] shall perform the requisite historic preservation activities for South Miami in conformance with the current City ordinances; none of the four properties noted on Figure 1.4 shall be demolished.	Yes	Yes

⁵⁶ Chapter 20, Article V., Section 20-5.17, “Designation of Historic Sites”, City of South Miami Code of Ordinances

⁵⁷ Chapter 20, Article VI., Section 20-6.1, “Historic Preservation Board”, City of South Miami Code of Ordinances

III.D. Infrastructure Element

1. Objective 1.1

Objective 1.1 of the Infrastructure Element is as follows: “The City’s Public Works Department shall technically assist the County in providing adequate sewage disposal in conformance with regional environmental policies; and, the City will urge County to extend sewers into the Brewer Canal corridor by 1999.”

Approximately 1/3 of South Miami, including the Hometown and Transit Oriented Development districts, is provided with sewer services through the Miami-Dade Water and Sewer Department (WASD). The remainder of the City, including most of the single family residential neighborhoods, is on septic tanks. Most of the City is underlain with Rockdale Fine solids, which drain well and are appropriate for septic tanks. The Brewer Canal area, however, is underlain by Perrine marl soils, which are less suited for septic tanks. Miami-Dade County Water and Sewer Department oversees the development of all sewer facilities within the City. The City coordinates with WASD on an ongoing basis in the delivery of sewer services within the City. Because the County has not extended sewer lines in the Brewer Canal area, this Objective has not been achieved.

In order to further evaluate the City’s success in achieving Objective 1.1, a brief assessment of whether or not the supporting policies (1.1.1 through 1.1.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.D.1 below:

Table III.D.1 Infrastructure Element Objective 1.1 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.1.1 The City shall cooperate with the County on any program to extend the sanitary sewer system to those houses still served by septic tanks and with lot sizes of less than one acre particularly in the Brewer Canal area north of Sunset Drive.	No	Yes, according to the data in the Comprehensive Plan 2/3 of the City is still on septic systems, and the need to extend sewer lines in the Brewer Canal area remains.
Policy 1.1.2 Continue the City policy of requiring all major new development to tie into sanitary sewers, if feasible.	Yes	Yes, but a more definitive “extension” policy is needed
Policy 1.1.3 Cooperate with the County on any program to reduce groundwater infiltration into the existing sewer lines.	Yes, the Miami-Dade Water and Sewer Department in conjunction with DERM has an existing program to address infiltration	Yes, infiltration greatly increases the demand on the sewer system and treatment facilities

<p>Policy 1.1.4 Sanitary sewer level-of-service for sewer areas shall be as follows: the project flow plus the maximum day flow (the average of the five highest daily flows) of the preceding calendar year shall not exceed 98 percent of the County treatment system's rated capacity. Otherwise, septic tanks shall be the level-of-service.</p>	<p>Yes, City has met its Level of Service standard for sanitary sewers since the date of the last EAR</p>	<p>Yes</p>
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2. Objective 1.2

Objective 1.2 of the Infrastructure Element is as follows: “Maintain solid waste collection services to all residents and businesses within the City at the current level of service (see policy for measurability).”

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

As noted above, Miami-Dade County provides the disposal facilities for solid waste collected in the City. According to the County’s 2003 Evaluation and Appraisal Report, the County’s existing solid waste disposal system has the capacity to meet solid waste disposal demand through 2011. The County has programmed \$75.83 million in capital solid waste disposal projects to address existing and projected demand, and to further expand capacity. The City has met its Level of Service Standard for solid waste between the date of adoption and 2005, and has not had to delay or prohibit development or redevelopment due to solid waste collection capacity issues. The City therefore does not anticipate any problems in meeting its solid waste Level of Service standard by 2015 or 2025. The City has met its solid waste collection Level of Service standard since the date of the last EAR.

In order to further evaluate the City’s success in achieving Objective 1.2, a brief assessment of whether or not the supporting policies (1.2.1 through 1.2.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.D.2 below:

Table III.D.2 Infrastructure Element Objective 1.2 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
<p>Policy 1.2.1 Pursuant to the City’s interlocal agreement with Metropolitan Dade County for use of the County Solid Waste Management System, the County shall insure that the System, which includes County-owned solid waste disposal facilities and, those operated under contract with the County for disposal, for a minimum of five years, collectively maintain an amount of solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long-term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated non-committed waste flows.</p>	<p>Yes, County has sufficient capacity through 2011, and will extend such capacity through programmed capital projects</p>	<p>Yes</p>
<p>Policy 1.2.2 Monitor the demand at the County transfer facility to assure adequate capacity for the City.</p>	<p>Yes</p>	<p>Yes</p>
<p>Policy 1.2.3 The City and County shall formalize a 30 percent recycling program.</p>	<p>Partially, the County recycling rate as a whole is approximately 20% (2001) but the program has been formalized.</p>	<p>Yes</p>

3. Objective 1.3

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

In order to further evaluate the City’s success in achieving Objective 1.3, a brief assessment of whether or not the supporting policy (1.3.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.D.3 below:

Table III.D.3 Infrastructure Element Objective 1.3 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.1.3 By 2001, undertake an engineering assessment of the drainage system to determine where improvements are required to avoid major ponding and direct outfall problems.	Yes	Yes, ongoing. Revise to reflect that this Policy is being achieved through the implementation of the Citywide Stormwater Drainage Improvement Program and DERM data and requirements.

4. Objective 1.4

Objective 1.4 of the Infrastructure Element is as follows: “Cooperate with the County in order for them to upgrade all substandard water mains and laterals within the City by 1999.”

The City coordinates with the County in the identification of needed improvements to water mains and laterals located in the City. Through the Concurrency Management Program developers provide water installation as projects are constructed. Since the date of the last EAR the County has completed water line improvements along South Dixie Highway. A new transmission line was provided along Sunset Drive in 1993. Nonetheless, Miami-Dade County did not upgrade all substandard water mains and laterals in the City by 1999.

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

Construction for Phase 1A of the project includes the construction of approximately 4,300 lineal feet (0.8 miles) of 8-inch diameter pipes. The pipes are being constructed along the following City streets:

1. SW 74th Street from SW 67th Avenue to SW 68th Avenue
2. SW 77th Terrace from SW 67th Avenue to SW 69th Avenue
3. SW 67th Court from cul-de-sac to SW 80th Street
4. SW 78th Terrace from SW 68th Avenue to SW 69th Avenue
5. SW 68th Avenue from SW 78th Terrace to SW 80th Avenue
6. SW 69th Avenue from SW 76th Terrace to SW 80th Avenue

Phase 1B of the project includes 3,200 lineal feet of 8-inch diameter pipes. The pipes are being constructed along the following City streets:

1. SW 65th Court from SW 74th Street to SW 75th Terrace.
2. SW 75th Terrace from SW 67th Avenue to SW 65th Place
3. SW 77th Terrace from SW 67th Avenue to SW 66th Street
4. SW 78th Terrace from SW 67th Avenue to SW 65th Place
5. SW 79th Street from SW 67th Avenue to Manor Lane.

This project is providing much needed potable drinking water to City residents and businesses, eliminating the use of well water for domestic uses and preventing the possibility of health hazards. Major safety problems are being corrected with this project by providing enhanced fire protection capacity and services.⁵⁸

In order to further evaluate the City’s success in achieving Objective 1.4, a brief assessment of whether or not the supporting policy (1.4.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.D.4 below:

Table III.D.4 Infrastructure Element Objective 1.4 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.4.1 The City shall monitor water pressure in the distribution system and cooperate with the County on a program to set priorities for replacing undersized lines, thereby correcting existing deficiencies and meeting future needs (i.e., the areas of the lowest water pressure receive highest priority).	Yes, through the City’s Water Main Extension Program	Yes

5. Objective 1.5

Objective 1.5 of the Infrastructure Element is as follows: “The City shall cooperate with the County in its maintenance of the current water level of service.”

The potable water network within the City of South Miami is an interconnected county-wide system. The City cooperates with Miami-Dade County WASAD and Miami-Dade Fire Rescue to jointly develop methodologies and procedures for biannually updating estimates of system demand and capacity, and to ensure sufficient capacity to serve development needs.

⁵⁸ www.cityofsouthmiami.net/cip.htm

According to Miami-Dade County’s 2003 Evaluation and Appraisal Report⁵⁹, in 2003 the capacity of Miami-Dade County’s water system was 454.77 million gallons per day, which exceeded average daily demand of 346.10 million gallons per day and provided adequate capacity to meet and exceed the City’s Level of Service standard. The EAR further reported that no areas of fire flow deficiency existed in the City of South Miami. Miami-Dade County currently has programmed \$883 million in water capital improvements projects in order to ensure its ability to continue to provide the capacity needed to address existing and projected demand for potable water. Based on this information, the City does not anticipate any problems in meeting and exceeding its potable water Level of Service standard by 2015 or 2025.

In order to further evaluate the City’s success in achieving Objective 1.5, a brief assessment of whether or not the supporting policy (1.5.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.D.5 below:

Table III.D.5 Infrastructure Element Objective 1.5 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.5.1 The County shall provide a level of service such that the project flow plus the maximum day flow (the average of the five highest daily flows) of the preceding calendar year shall not exceed 98 percent of the County treatment system's rated.	Yes, the City has met the Level of Service Standard since the date of the last EAR	Yes

6. Objective 1.6

Objective 1.6 of the Infrastructure Element is as follows: “Assist the County in implementing its proposed water conservation program.”

The City implements this Policy through on-going intergovernmental coordination with the South Florida Water Management District and Miami-Dade Water and Sewer Department, and disseminating information on water conservation programs to its residents and businesses through its public information programs.

In order to further evaluate the City’s success in achieving Objective 1.6, a brief assessment of whether or not the supporting policy (1.6.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.D.6 below:

⁵⁹ *Miami Dade County Adopted 2003 Evaluation and Appraisal Report*, Miami-Dade Department of Planning and Zoning

Table III.D.6 Infrastructure Element Objective 1.6 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.6.1 Assist the County in implementing its water conservation program including plumbing inspections and xeriscape park or median plantings.	Yes, ongoing	Yes

7. Objective 1.7

Objective 1.7 of the Infrastructure Element is as follows: “Cooperate with County, regional and State agencies in the protection of natural groundwater aquifer recharge.” The City, through its land development regulations (Chapter 20 of its Code of Ordinances, “Zoning”) regulates land use in order to ensure adequate drainage and recharge by limiting maximum impervious area. Single family permit applications are reviewed by the City for on-site retention capacity, while multi-family and commercial uses are referred to Miami-Dade County’s Department of Environmental Resources Management (DERM) for drainage facility approval. DERM is also responsible for natural drainage into Brewer Canal. The South Florida Water Management District permits uses that might impact the basin yield of Snapper Creek Canal. The City implements this Objective on an on-going basis through its land development regulations and intergovernmental coordination mechanisms.

In order to further evaluate the City’s success in achieving Objective 1.7, a brief assessment of whether or not the supporting policy (1.7.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.D.7 below:

Table III.D.7 Infrastructure Element Objective 1.7 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.7.1 Continue to require natural infiltration of stormwater runoff into the groundwater through development code reviews of new construction and drainage improvements.	Yes, ongoing	Yes, delete “code”

III.E. Conservation Element

1. Objective 1.1

Objective 1.1 of the Conservation Element is as follows: “In order to help achieve compliance with the State Department of Environmental Regulation on air quality, include appropriate landscaping provisions in a revised development code, and include public landscaping and bikeway improvements, in the general fund.”

Air quality standards are monitored by Miami-Dade County DERM which has established 14 air monitoring stations throughout the County. As noted in the County’s 2003 EAR, since 1995 no National Ambient Quality Standards were exceeded in the County, including in the City of South Miami. Since the last EAR Miami-Dade County has codified Chapter 18A, *Landscape Ordinance* which establishes countywide landscape guidelines and standards. The City complies with these standards, and has included landscaping requirements in its land development regulations for all districts.⁶⁰

As per the land development regulations, the City’s Environmental Review and Preservation Board (ERPB) reviews the quantity, quality and arrangement of all proposed landscaping and open space features. The ERPB makes recommendations to the City Commission based on its review.⁶¹ Moreover, in 2002, the City adopted the Hometown Intermodal Transportation Study. This Study identified a number of deficiencies in bicycle and pedestrian facilities in the City, including the lack of bicycle facilities along many major road facilities, the lack of sidewalks on some streets, the lack of shade trees in many areas, and the need for specific infrastructure improvements. The City is making progress in implementing landscaping and bikeway improvements through the City’s capital improvements programs, South Miami Community Redevelopment Agency streetscape design and beautification programs, and its land development regulations.

In order to further evaluate the City’s success in achieving Objective 1.1, a brief assessment of whether or not the supporting policies (1.1.1 through 1.1.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.1 below:

Table III.E.1 Conservation Element Objective 1.1 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.1.1 Continue to both require landscaping as a part of new private development and landscape public areas in order to minimize air pollution.	Yes	Yes

⁶⁰ Chapter 20, “Zoning”, City of South Miami Code of Ordinances

⁶¹ Chapter 2, “Administration and City Government, and Chapter 20, “Land Development Regulations”, City of South Miami Code of Ordinances

<p>Policy 1.1.2 The Traffic Element emphasizes use of expressways by commuters in order to minimize traffic idling on streets within South Miami; work with the Metropolitan Planning Organization [MPO] in this regard.</p>	<p>Yes</p>	<p>Yes</p>
<p>Policy 1.1.3 Continue to encourage the use of Metrorail, bicycles and other alternatives to the automobile through capital improvements.</p>	<p>Partially, improvements to sidewalks Citywide are ongoing</p>	<p>Yes</p>

2. Objective 1.2

Objective 1.2 of the Conservation Element is as follows: “Utilize drainage practices to minimize water pollution particularly in the Snapper Creek Canal and Alexander Orr wellfield cone of influence; supplement with improvement projects.”

The City’s Public Works Department has implemented this Objective by overseeing the City’s participation in, and compliance with, the National Stormwater Pollutant Discharge Elimination (NPDES) Program, and through the implementation of the Citywide Drainage Improvements Program. Specifically, four drainage improvement projects are currently in the City’s Capital Budget as part of the Citywide Drainage Improvement Program. Moreover, the City, through its land development regulations (Chapter 20 of its Code of Ordinances, “Zoning”) regulates land use in order to ensure adequate drainage and recharge. Single family permit applications are reviewed by the City for on-site retention capacity, while multi-family and commercial uses are referred to Miami-Dade County’s Department of Environmental Resources Management (DERM) for drainage facility approval. DERM is also responsible for natural drainage into Brewer Canal. The South Florida Water Management District permits uses that might impact the basin yield of Snapper Creek Canal. The City implements this Objective on an on-going basis through its land development regulations and intergovernmental coordination mechanisms.

In order to further evaluate the City’s success in achieving Objective 1.2, a brief assessment of whether or not the supporting policies (1.2.1 through 1.2.5) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.2 below:

Table III.E.2 Conservation Element Objective 1.2 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
<p>Policy 1.2.1 The City's review of development applications (and any City drainage projects) shall use retention and, subsurface drains, that are acceptable to the South Florida Water Management District and the Dade County Department of Environmental Resources and Management.</p>	<p>Yes, ongoing</p>	<p>Yes</p>
<p>Policy 1.2.2 The City shall cooperate with State and County agencies in protecting the wellfield that abuts the City's western boundary; include in revised development code as necessary, including hazardous waste controls.</p>	<p>Yes</p>	<p>Yes</p>
<p>Policy 1.2.3 The City shall cooperate with the Miami-Dade Water and Sewer Department in the extension of sanitary sewer lines in order to replace septic tank usage (particularly in the Brewer Canal corridor).</p>	<p>Partially</p>	<p>Yes, specifically in the Brewer Canal area</p>
<p>Policy 1.2.4 Cooperate with the Dade County DERM to eliminate any future leaking underground tanks or clean-up sites.</p>	<p>Yes</p>	<p>Yes</p>
<p>Policy 1.2.5 The City shall continue to preserve its natural areas and open space to ensure the protection and enhancement of groundwater quality and recharge capacity.</p>	<p>Yes</p>	<p>Yes</p>

3. Objective 1.3

Objective 1.3 of the Conservation Element is as follows: “Continue to protect, restore and enhance remaining tree stands, natural plant communities, and other significant vegetation and wild life habitats.”

The City has not seen any decrease in the acres of tree stands, natural plant communities, other significant vegetation and wild life habitats. In 2001 the City completed the Fuchs Parks Ecological Enhancement Project which furthers this objective. Moreover, there are three acres of City-owned pineland located at 6609 SW 60 Street. The subject property was designated as a Natural Forest Community by the Miami-Dade County’s Department of Environmental Resources Management (DERM) in 1989 and is under protection as a preserve area. The City will continue to coordinate with DERM in preserving this resource. The only wetlands in the City are located along the City’s canal system, and are maintained and monitored by Miami-Dade County. Their location in the canal right-of-ways affords their protection. The City will continue to coordinate with DERM in preserving these wetlands. There are no other significant natural resource areas in the City.

In order to further evaluate the City’s success in achieving Objective 1.3, a brief assessment of whether or not the supporting policies (1.1.1 through 1.1.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.E.3 below:

Table III.E.3 Conservation Element Objective 1.3 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.3.1 The City's Environmental Review and Preservation Board will continue to monitor and preserve vegetative communities and the natural functioning of the City's soils, canals and wild life habitat.	Yes	Yes, but delete reference to “Environmental Review and Preservation Board” as this is not the Board’s charge
Policy 1.3.2 Retain the natural features character of Fuchs, Dante Fascell and Brewer parks.	Yes	Yes
Policy 1.3.3 The City shall undertake the acquisition of natural areas and open space, using a variety of grant funding methods, in coordination with Federal, State and County agencies and nonprofit organizations.	Yes	Yes, recently the City purchased approximately 10 acres (former Y.M.C.A. property) for recreation and open space purposes while the acquisition of Van Smith is an example of a natural area

4. Objective 1.4

Objective 1.4 of the Conservation Element is as follows: “Assist the County in implementation of its proposed water conservation program.”

The City implements this Policy through on-going intergovernmental coordination with the South Florida Water Management District and Miami-Dade Water and Sewer Department, and disseminating information on water conservation programs to its residents and businesses through its public information programs.

In order to further evaluate the City’s success in achieving Objective 1.4, a brief assessment of whether or not the supporting policy (1.4.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.E.4 below:

Table III.E.4 Conservation Element Objective 1.4 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.4.1 The City shall assist the County in its proposed waster conservation program through plumbing requirements, and xeriscape plant materials in medians and parks.	Yes	Yes

III.F. Recreation and Open Space Element

1. Objective 1.1

Objective 1.1 of the Recreation and Open Space Element is as follows: “Operate a City park facilities system of at least 31 acres.”

Table II.C.1. in Chapter II.C. identifies the City’s public and park/school recreation and open space by type and acreage. The City is providing 51.54 acres of recreation and open space, exceeding its adopted Level of Service Standard by four acres. Of this total, 40.04 acres are in City-owned parks. The City is therefore meeting this Objective.

In order to further evaluate the City’s success in achieving Objective 1.1, a brief assessment of whether or not the supporting policies (1.1.1 through 1.1.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.F.1 below:

Table III.F.1 Recreation and Open Space Element Objective 1.1 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.1.1 Retain the existing park* acreage and facilities, thereby providing a level of service standard of 4 acres per 1,000 population. See Table 6-3 for facility standard guidelines. *Includes City and School Board recreation acreage.	Yes, the City is providing 45.64 acres of recreation and open space, exceeding its adopted Level of Service Standard by 2.24 acres.	Yes
Policy 1.1.2 Continue the recent budget emphasis upon park facility maintenance plus enhancement projects such as lighting and rest rooms; undertake additional acquisition of property for recreation and open space as additional population warrants, in conjunction with a variety of available grant funding options.	Yes, includes the recent purchase of the YMCA property which increases park and recreation open space by 9.6 acres	Yes
Policy 1.1.3 Monitor citizen views on park facility needs and usage as a basis for facility and program planning.	Yes, the City conducts resident surveys	Yes

<p>Policy 1.1.4 Although current services exceed national standards, the community via the Hometown Too Charrette process has shown a strong desire for additional services and a Community facility to provide for a variety of recreational and social programs within the community. Provide new facility by the year 2001.</p>	<p>Yes</p>	<p>Yes, delete reference to 2001</p>
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2. Objective 1.2

Objective 1.2 of the Recreation and Open Space Element is as follows: “Through coordination with public and private agencies, the City shall make certain that the six supplemental recreational and open space facilities in the City plus two nearby County parks remain available at reasonable hours and conditions.”

The referenced supplemental facilities include the four park/schools listed in Chapter II.C., as well as the 3.5 acre Girl Scout House and the 9.6 acre Y.M.C.A. The City ensures public access to the three park/schools through interlocal agreements with Miami-Dade County Public Schools. As noted earlier, the City recently acquired the 9.6 acre Y.M.C.A. facility, thereby ensuring continued public access. The City also owns the Girl Scout House, which is designated as a Natural Forest Community since 1989. The City will continue to coordinate with Miami-Dade County to ensure access to nearby County parks.

In order to further evaluate the City’s success in achieving Objective 1.2, a brief assessment of whether or not the supporting policies (1.2.1 through 1.2.3) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.F.2 below:

Table III.F.2 Recreation and Open Space Element Objective 1.2 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
<p>Policy 1.2.1 The City shall work with County school and park officials to assure that their recreation facilities continue to help meet South Miami citizen needs.</p>	<p>Yes, through interlocal agreements</p>	<p>Yes</p>
<p>Policy 1.2.2 The City Recreation Department shall continue to coordinate its programming with such</p>	<p>Yes</p>	<p>Yes, modify to reflect the purchase of the Y.M.C.A.</p>

quasi-public facilities as the YMCA.		
Policy 1.2.3 Participate in planning for greenways and trails, in conjunction with State, County, and other local government jurisdictions.	Yes, through the Hometown Intermodal Transportation Study and Miami-Dade County MPO	Yes

3. Objective 1.3

Objective 1.3 of the Recreation and Open Space Element is as follows: “To retain public access to all seven City parks plus the two community centers, (including shoreline access at the three canal-front parks).”

Since the date of the last EAR the number of City-owned parks has increased to ten. The City maintains public access to all City-owned parks, including the three canal front parks (Brewer Park, Fuchs Park, and Dante Fascell Park).

In order to further evaluate the City’s success in achieving Objective 1.3, a brief assessment of whether or not the supporting policies (1.3.1 and 1.3.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.F.3 below:

Table III.F.3 Recreation and Open Space Element Objective 1.3 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.3.1 The City shall continue to assure full public access to its parks, park shore lines along the canals and (at appropriate hours) the community center. Also, provide for a new community center by 2001. Undertake opportunities for additional waterfront recreation facilities, when suitable properties become available.	Yes, community center has been provided at Murray Park and at the new YMCA facility	Yes
Policy 1.3.2 The City shall assist the Metropolitan Dade County Department of Environmental Resource Management in the protection and preservation of the Girl Scout Park as a	Yes	Yes

City of South Miami 2006 Evaluation and Appraisal Report

“natural forest community”, for as long as the park is designated by DERM as a “natural forest community.”		
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III.G. Intergovernmental Element

1. Objective 1.1

Objective 1.1 of the Intergovernmental Element is as follows: “The City shall annually review the comprehensive plans of other jurisdictions which impact the City of South Miami, in order to identify and resolve conflicts with the City's Comprehensive Plan, including concurrency related issues.”

The City through Intergovernmental Coordination efforts reviews as necessary the Comprehensive Plans and Comprehensive Plan Amendments of the City of Coral Gables, the Village of Pinecrest and Miami-Dade County. The City further participates in the Miami-Dade Planners’ Technical Committee and other intergovernmental coordination mechanisms as appropriate.

In order to further evaluate the City’s success in achieving Objective 1.1, a brief assessment of whether or not the supporting policies (1.1.1 through 1.1.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.G.1 below:

Table III.G.1 Intergovernmental Element Objective 1.1 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.1.1 The City shall annually review the comprehensive plans of Miami-Dade County, City of Coral Gables, Village of Pinecrest, and other abutting jurisdictions.	Yes	Yes
Policy 1.1.2 The City will annually review the plans and reports of special district service providers including but not limited to: Miami-Dade Water and Sewer Authority; the South Florida Water Management District; and the South Florida Regional Planning Council.	Yes	Yes
Policy 1.1.3 The City will coordinate with the above listed service providers that have no regulatory authority over the use of land to develop recommendations that	Yes, most especially with Miami-Dade County since the County provides water, sewer and solid waste distribution, fire and collection services.	Yes

improve coordination of the City's concurrency management methodologies, systems, and levels of services.		
Policy 1.1.4 The City will coordinate with staffs of the independent special district authorities in order to resolve conflicts and to identify appropriate amendments to the City's Comprehensive Plan.	Yes	Yes. Specifically with Miami-Dade County and the South Florida Regional Planning Council

2. Objective 1.2

Objective 1.2 of the Intergovernmental Element is as follows: "The City will identify and implement procedures to allow for joint planning areas and the resolution of issues generated in joint planning areas."

The City to date has not had the need to implement said procedures, but when necessary the City along with Coral Gables, Pinecrest, Miami-Dade County and/or the South Florida Regional Planning Council will do so. Recently, at the City of Coral Gables EAR Scoping Meeting, the City suggested co-funding of a traffic management study for the SW 57th Avenue corridor.

In order to further evaluate the City's success in achieving Objective 1.2, a brief assessment of whether or not the supporting policies (1.2.1 through 1.2.5) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.G.2 below:

Table III.G.2 Intergovernmental Element Objective 1.2 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.2.1 The City shall confer with Miami-Dade County and other jurisdictions, as appropriate, to establish a coordinated approach to the consideration of future annexation efforts and to the delivery of municipal services to enclaves (unincorporated areas).	Yes	Yes, Chapter 20, <i>Municipalities, Article I, Boundary Change Procedure</i> , Code of Miami-Dade County establishes guidelines for annexation proposals and service delivery
Policy 1.2.2 The City will review the appropriateness of	Yes, Chapter 20, <i>Municipalities, Article I, Boundary Change</i>	Yes, the City is reviewing and considering potential areas for annexation. See

City of South Miami 2006 Evaluation and Appraisal Report

<p>submitted annexation requests specifically to determine the levels of service to be provided, the cost of annexation to taxpayers, revenue estimates, expenditures, consistency and compatibility of development patterns, and the contiguity of proposed boundaries.</p>	<p><i>Procedure</i>, Code of Miami-Dade County establishes the process and procedures for annexation</p>	<p>Chapter II.D.</p>
<p>Policy 1.2.3 The City shall coordinate with officials from Miami-Dade County, the City of Coral Gables, and the Village of Pinecrest, the Florida Department of Transportation, the South Florida Water Management District, and the South Florida Regional Planning Council in order to establish a planning process to identify, review, and address issues of mutual interest relating to abutting boundaries and to enter into agreements with these jurisdictions in regards to appearance, compatibility, service delivery, and mutual aid.</p>	<p>Yes, the City has entered into numerous interlocal agreements for provision of services, mutual aid, schools</p>	<p>Yes</p>
<p>Policy 1.2.4 The City may use the South Florida Regional Planning Council's dispute resolution process when necessary to mediate the resolution of conflicts with other local governments and regional agencies as it pertains to land uses and the goals, objectives, and policies of the Comprehensive Plan.</p>	<p>Yes</p>	<p>Yes</p>
<p>Policy 1.2.5 The City will participate as</p>	<p>Yes</p>	<p>Yes</p>

<p>a member of the Miami-Dade Planners Technical Committee and will encourage implementation of co-operative policies and procedures as may be developed by the Committee.</p>		
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3. Objective 1.3

Objective 1.3 of the Intergovernmental Element is as follows: “The City will identify and establish joint processes with other local agencies for collaborative planning on population projections, school siting, facilities subject to concurrency, facilities with countywide significance, and problematic land uses.”

This Objective has been met through a variety of processes including utilization of Miami-Dade County data collected on a metropolitan level, the *Interlocal Agreement for Public School Facility Planning In Miami-Dade County*, and other mechanisms. In order to further evaluate the City’s success in achieving Objective 1.3, a brief assessment of whether or not the supporting policies (1.3.1 through 1.3.12) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.G.3 below:

Table III.G.3 Intergovernmental Element Objective 1.3 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
<p>Policy 1.3.1 The City will coordinate with the Miami-Dade County Planning Department in order to develop countywide population projections that include expected growth and/or changes; said changes to be shown in the South Miami Comprehensive Plan.</p>	<p>Yes</p>	<p>Yes</p>
<p>Policy 1.3.2 The City will advise the Miami-Dade Public School System of population projections used in its Comprehensive Plan as it relates to the future needs for school improvements and school expansions in South Miami.</p>	<p>Yes, with the assistance of the Miami-Dade County Department of Planning and Zoning</p>	<p>Yes</p>

City of South Miami 2006 Evaluation and Appraisal Report

<p>Policy 1.3.3 The City will annually review the Miami-Dade Public School's 5, 10, and 15-year facility plans for siting of new schools and the expansion of existing schools within the City's jurisdiction for consistency with the City's Comprehensive Plan. This review will be done at the staff level and by attendance at public hearings conducted by the Miami-Dade Public School System for specific site plans.</p>	<p>Yes, through the Interlocal Agreement</p>	<p>Yes</p>
<p>Policy 1.3.4 The City will notify the School Board of any proposed land use amendments to the Comprehensive Plan which could impact the Board's long range facility plans.</p>	<p>Yes, through the Interlocal Agreement</p>	<p>Yes</p>
<p>Policy 1.3.5 By November 2000 the City shall enter into an interlocal agreement or other formal agreement with the Miami-Dade Public School System, as required by Section 163.3177(6)(h)(2).</p>	<p>Yes, the Interlocal Agreement was approved by the City and The Miami-Dade County School Board in February 2003</p>	<p>Yes, since implemented, change policy to reflect City's intent to abide by the terms and conditions of the Agreement</p>
<p>Policy 1.3.6 In particular, City officials shall work with State and County officials to agree upon acceptable roadway level of service standards, and WASD.</p>	<p>Yes, there is coordination between the City, Miami-Dade County and FDOT</p>	<p>Yes</p>
<p>Policy 1.3.7 The City will coordinate with the appropriate agencies in order to assure adequate provision of countywide facilities. These agencies shall include, but</p>	<p>Yes</p>	<p>Yes</p>

City of South Miami 2006 Evaluation and Appraisal Report

<p>are not limited to, Miami-Dade Waste Collection – for waste disposal; Miami-Dade Transit Department and the Metropolitan Planning Organization for mass transit; and the Miami-Dade Public Works Department and the Florida Department of Transportation for maintenance of roads and bridges.</p>		
<p>Policy 1.3.8 The City will coordinate with the emergency management program of Miami-Dade County by notifying the County of any current or future land use policies or population changes which would affect hurricane shelters or emergency evacuation routes.</p>	<p>Yes</p>	<p>Yes</p>
<p>Policy 1.3.9 The City shall coordinate with the following agencies to assure that its concurrency data and level of services (LOS) for roadways, drainage, and potable water supply are appropriate: Florida Department of Transportation, Miami-Dade County Water and Sewer Department, South Florida Water Management District, and the South Florida Regional Planning Council.</p>	<p>Yes</p>	<p>Yes</p>
<p>Policy 1.3.10 The City will review its locational standards on problematic (unwanted) land uses in order to determine if conflicts exist</p>	<p>Yes, no conflicts identified</p>	<p>Yes, but suggest defining problematic or unwanted uses</p>

between its regulations and neighboring jurisdiction regulations, and to consider how to resolve any conflicts found.		
Policy 1.3.11 The City may participate with Miami-Dade County, the South Florida Regional Planning Council, or other appropriate committees, in order to promote a more efficient regional approach to the location of problematic or unwanted land uses.	Yes	Yes, but suggest defining problematic or unwanted uses
Policy 1.3.12 The City will participate with Miami-Dade County in the planning and implementation of the County's Hazard Mitigation Plan, as it impacts the City of South Miami.	Yes, through the City's Police Department	Yes

4. Objective 1.4

Objective 1.4 of the Intergovernmental Element is as follows: “The City will implement a program to identify and resolve conflicts between its regulations and the land use of neighboring jurisdictions.”

Yes, the City and the surrounding municipalities meet informally if there are conflicts but will make use of the South Florida Regional Planning Council's dispute resolution process if necessary. The City has not had to utilize these processes since the date of the last EAR.

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

Table III.G.4 Intergovernmental Element Objective 1.4 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.4.1 The City will notify and solicit comments from adjacent jurisdictions and the School Board of any requests for land use	Yes, the City sends public notice to adjacent jurisdictions as a matter of policy	Yes

City of South Miami 2006 Evaluation and Appraisal Report

<p>amendment, variance, conditional uses or site plan approvals which impact property within 500 feet of a public school or within 500 feet of the boundaries of an adjacent jurisdiction.</p>		
<p>Policy 1.4.2 The City will notify neighboring jurisdictions and the School Board of any proposals to expand or create a Community Redevelopment Area, CDBG target area or an historic district if it impacts property within 500 feet of a public school or adjacent jurisdiction.</p>	<p>Yes, the City sends public notice to adjacent jurisdictions as a matter of policy</p>	<p>Yes</p>
<p>Policy 1.4.3 The City will notify and solicit comments from adjacent jurisdictions and the School Board of its existing standards or proposed regulations being considered for problematic or incompatible land uses.</p>	<p>Yes, the City sends public notice to adjacent jurisdictions as a matter of policy</p>	<p>Yes</p>

III.H. Capital Improvement Element

1. Objective 1.1

Objective 1.1 of the Capital Improvement Element is as follows: “A revised Capital Improvement Element shall be used as the basis for detailing the City's public facility deficiencies and planning corrective capital projects.”

The City’s adopts a five-year Capital Improvements Program, and updates its annually updated to maintain a current listing of capital improvements. The City’s website www.cityofsouthmiami.net has a listing of capital improvements projects under the Public Works and Engineering Department. As noted in Chapter II.D., in May 2005 the State of Florida amended its growth management laws to require that five-year capital improvement programs be adopted into comprehensive plan capital improvement elements. The new requirements further direct that comprehensive plans be amended annually to reflect Capital Improvement Program updates.

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

In order to further evaluate the City’s success in achieving Objective 1.1, a brief assessment of whether or not the supporting policies (1.1.1 through 1.1.4) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.1 below:

Table III.H.1 Intergovernmental Element Objective 1.1 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.1.1 The operating budget shall continue to accommodate annual systematic replacements such as police cars, trash trucks and street overlaying.	Yes	Yes
Policy 1.1.2 Staff and engineering studies shall form the basis	Yes	Yes

City of South Miami 2006 Evaluation and Appraisal Report

<p>for an annual preparation of a five year capital improvement program.</p>		
<p>Policy 1.1.3 The City's fiscal policies for directing capital expenditures shall give highest priority to those projects that enhance residential neighborhoods and the downtown, as per Land Use Plan and other elements.</p>	<p>Yes</p>	<p>Yes</p>
<p>Policy 1.1.4 In setting priorities, the following kinds of criteria will be used: _ Public safety implications: a project to address a threat to public safety will receive first priority. _ Level of service or capacity problems: next in priority would be projects needed to maintain the stated Level of Service. _ Ability to finance: a third criteria is the budgetary impact; will it exceed budget projections? _ New development: redevelopment and tax base enhancement projects is next in priority. _ State projects: City projects in support thereof. _ Quality of life projects: lowest priority would be those projects not in categories 1-5 but that would enhance the quality of life.</p>	<p>Yes, on an ongoing basis through the Capital Improvements Schedule</p>	<p>Yes, these priorities will be updated yearly through the Capital Program for a 5-year planning period</p>

2. Objective 1.2

Objective 1.2 of the Capital Improvement Element is as follows: “City officials shall continue to utilize a concurrency management system that uses both the Future Land Use

Plan and financial analyses of the kind contained herein as a basis for reviewing development applications, in order to maintain an adequate facility level-of-service.”

The City ensures adequate public facilities to serve new development through its Concurrency Management System, as detailed in Chapter 20, *Land Development Code*, Article IV *Other Regulations*, Section 20-4.1 *Adequate Public Facilities and Services*. Public facilities have been made available to serve new development and redevelopment in the City since the date of the last EAR.

In order to further evaluate the City’s success in achieving Objective 1.2, a brief assessment of whether or not the supporting policies (1.2.1 and 1.2.2) have been or are being implemented and their continued relevance was conducted. A summary of this analysis is provided in Table III.H.2 below:

Table III.H.2 Intergovernmental Element Objective 1.2 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.2.1 Adequate level-of-service standards as established in the adopted objectives and policies contained in this Comprehensive Plan shall be the measure for the financial analysis required under this Element.	Yes	Yes
Policy 1.2.2 The City shall continue to monitor the impact of land use intensity regulations and development upon traffic flow.	Yes, partially the City relies on new development applications to determine impacts, but the City is within the County’s TCEA. The State and County are responsible for maintaining traffic counts but they are out of date. Please see Chapter II.B. for further discussion of these issues.	Yes, but need to adopt a Traffic Concurrency Management designation

3. Objective 1.3

Objective 1.3 of the Capital Improvement Element is as follows: “Continue development code and concurrency management system mechanisms whereby public facility requirements generated by new development are adequately funded in a timely manner at the same time assuring implementation of improvements recommended in the other elements and the facilities necessitated by previously issued development orders.” As noted above, the City ensures adequate public facilities to serve new development through its Concurrency Management System, as detailed in Chapter 20, *Land Development Code*, Article IV *Other Regulations*, Section 20-4.1 *Adequate Public Facilities and Services*.

Public facilities have been made available to serve new development and redevelopment in the City since the date of the last EAR.

In order to further evaluate the City’s success in achieving Objective 1.3, a brief assessment of whether or not the supporting policy (1.3.1) has been or is being implemented and its continued relevance was conducted. A summary of this analysis is provided in Table III.H.3 below:

Table III.H.3 Intergovernmental Element Objective 1.3 Achievement Status

<u>Policy</u>	<u>Implemented?</u>	<u>Relevant</u>
Policy 1.3.1 The development code shall continue to specify that no development permit shall be issued unless assurance is given that the public facilities necessitated by the project (in order to meet level-of-service standards established in the FLUE and other elements) will be in place concurrent with the impacts of the development.	Yes	Yes

III.I. Recommendations

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

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