

City of Miami Gardens Financial and Non-Financial Goals

Introduction

This budget document is designed to provide the reader with a comprehensive understanding of the City financial policies, procedures and financial objectives. However, a City does not exist for finances. It exists to provide services to its residents and to aid in fulfilling their vision for a good life. To do this, the budget provides the fuel (money) to accomplish these goals and visions. Too often, we tend to see the budget and finance process as a separate entity from the overall goals and objectives of the City. To this end, the budget must be viewed in conjunction with the City's Comprehensive Development Master Plan (CDMP) and other elements of the City Capital Improvement Plan and long term planning program.

Miami Gardens was incorporated in May of 2003, with the City able to adopt its first budget in FY 04-05. Prior to that, the City's budget was set by the County and reflected their priorities. In FY 04-05, the City began a number of planning and visioning processes to enable it to set its own goals for the City's future. Some of these processes are still ongoing as of this date. In 2005, the City Council completed a series of retreats designed to establish an overall vision for the City Council. This process was repeated in FY 2009-2010 to update the vision and rethink priorities. In FY 2007, the City completed its first Comprehensive Development Master Plan (CDMP). The CDMP plan is a state-mandated process designed to assist cities and counties in developing a long term vision for their communities. It is a series of smaller plans including Land Use, Parks & Recreation, Public Safety, Housing, Environment, Utilities, Transportation and Intergovernmental Cooperation, among others. The linkage between the goals, objectives and action plans developed in the CDMP process and the Annual Budget process is fundamental to municipal finance. As indicated above, in late 2008, the City Council and senior City staff met again at a series of retreats to update the 2005 visioning process. Also in April 2013, Council has a strategic planning session which identifies their long goals. This is addressed on page 227 of the document.

As part of the CDMP process, annual goals and objectives are identified. For each of these goals and objectives, specific, yearly actions plans were developed. These yearly objectives are then translated into the annual budget process for funding. Under the CIP Tab of this document, a more complete explanation of the long-term planning process is presented. Each of the plans the City has under study are directly linked to the City's C.I.P.

Over the years, the City has completed has part of the CDMP process, several subsidiary planning documents: A Recreational Trail Master Plan (RTMP); a Town Center Master Plan (TSMP); a Technology Master Plan (TMP); and a US 441 Livability Corridor Study (441CS), a Street & Sidewalk Assessment (SSA), Bicycle and Pedestrian Mobility Plan, Circular Study, CRA Findings of Necessity; and hope to undertake and/or complete the development of several important long range plans in addition to the CDMP described above. These planning process are outlined below. The results of these planning processes, especially as they relate to service levels and capital improvements, will become a part of the FY-14 and beyond budget processes.

Miami Gardens Comprehensive Development Master Plan and Other Ongoing Planning Processes that Impact the Development of the Annual Operating and Capital Budgets

The CDMP plan is a state-mandated process designed to assist cities and counties in developing a long term vision for their communities. It is a series of smaller plans including Land Use, Parks & Recreation, Public Safety, Housing, Environment, Utilities, Transportation and Intergovernmental Cooperation, among others. The linkage between the goals, objectives and action plans is fundamental to municipal budgeting.

As part of the CDMP process, annual goals and objectives are identified. For each of these goals and objectives, specific, yearly actions plans were developed. These yearly objectives are then translated into the annual budget process for funding. To begin this process, the City developed a Community Vision Statement. This statement was developed after extensive public participation and forms the basis for the further development of the Comprehensive Development Master Plan and other planning processes that the City has undertake.

The following section describes the various planning completed as part of this process. Each of the resulting plans will have an impact on both the annual operating and capital budgets for years to come. They will provide guidance in the development of the budget process to ensure that the City is actually allocating its limited resources to those priorities that have been identified by the public and policymakers as fulfilling the City's ultimate development vision.



- Comprehensive Development Master Plan
- Transportation Master Plan
- Street & Sidewalk Assessment
- Town Center Master Plan
- US 441 Livable Communities Master Plan
- Park & Recreation Master Plan
- Snake Creek Bike Train Master Plan
- Circular Pilot Program Study

Long-Term Strategic Planning and Objectives

Council engaged a consultant in August 2012 to assist in long-term strategic planning. A citizen's survey was performed in September in 2012 and the consultant also met with each Council member individually to survey their goals and objectives for the City. In April 2013, Council held strategic planning session to set up long term goals based on the citizen's survey that was performed in September 2012. Some of the goals include hiring additional police officers as currently the City is short of police officers and are not visible enough to provide a positive relationships and engagement with the Community. The FY 2014 budget includes an additional 10 police officers.

One of the Council main long term objectives is to attract commercial businesses to bring in restaurants, hotels, shopping centers and entertainment venues. Currently, there is no restaurant chains exist in the City. Council also wants to implement more cultural and recreational programs and improve the infrastructure of the Park's system. A General Obligation Bond referendum will be present to the citizens in April 2014 hoping to provide funding for the next five years to improve the parks and recreational facilities in the City.

Another long term goals for the City is to provide additional services to help the elderly in the community. This includes providing transportation services, educational workshops and referral services to connect the elderly to social services agencies.

Council is also aware of weak collaboration with the schools at the City of Miami Gardens. Council would like to develop better partnership with the schools to strengthen the educational institution within our community.

Report of the Miami Gardens Community Visioning Exercise

Community Visioning

Introduction

One of the most critical was and is community visioning. Since incorporation, the City has undertaken two visioning studies. The first was organized by the City of Miami and facilitated by a technical team from Florida Atlantic University (FAU), Department of Urban and Regional Planning.

The goal of these visioning sessions was to engage residents in constructive and pragmatic discussions of overall “Quality of Life” issues, leading to ideas that would be incorporated into the Master Plan and to identify possible funding sources. Issues identified and action step are identified below in Table 2.



Table #2: Results of visioning session

Residents' Issues by Key QOL Goals	Main Reasons	Suggested/Recommended Action Steps for Key Community Stakeholders			
		Government	Community	Non-Profits	Corporate
1. Physical Development and Improvement					
1a. Develop better parks and green areas, and maintain public facilities	a. Recreation for residents b. Improve overall environment c. Make city liveable	a. More patrol of parks b. Fix broken lights, signs and road surfaces c. Finish canopy project d. More public funds e. Build recreational centers in city parks	a. Community needs to use parks more often b. Inform private citizens of advantages of open space donation	a. Advocate for private donation of open space	a. Urge business owners to donate open space
1b. Need to clean up all areas in the city to avoid slum and blight conditions. Maintain common areas	a. Retail areas are dirty b. Streets are not well cleaned c. Buildings are poorly painted d. Abandoned cars e. Overgrown brush	a. Need active community development program b. Strict building codes for retail and homes c. Need sign and loitering ordinances d. Need community education and outreach e. Advertise community clean-up campaigns f. Adopt ordinance to remove abandoned vehicles citywide	a. Need to organize and task government b. Be more responsible in disposing old cars c. Take better care of lawns and landscape		a. Need to invest more in retail business
1c. Residences used for multiple rentals	a. Need for extra income	a. Enforce code			

Residents' Issues by Key QOL Goals	Main Reasons	Suggested/Recommended Action Steps for Key Community Stakeholders			
		Government	Community	Non-Profits	Corporate
1e. Need bike paths and walkways	a. Economic, social and health impacts b. Provide for pedestrians				a. Take leadership role
1f. Need tasteful affordable housing and limit low-income housing	a. Mass relocation of low-income people to city.	a. New zoning and building codes b. Use available land c. Use federal, state and local funds for homeownership d. Cap building heights	a. Attend city commission meetings to give inputs b. Stay informed through HOAs.	a. Seek help from HUD officials	
1g. Build facilities for culture-related recreation (soccer, cricket, etc.)	a. Social, health impacts. b. Prevents crime	a. Need public funds	a. Needs community support and usage	a. Create museums to provide cultural education facilities	a. Create museums to provide cultural education facilities
1h. Need inventory and clean up of city canals and lakes	a. Canals and lakes are neglected assets	a. Assign staff to develop a flood control plan b. Dredge waterways	a. Make good use of canals and lakes		a. Market city's assets
1i. Need better signage citywide and on major routes	a. City boundaries and directions are not clear	a. Adopt sign ordinance for all types of land uses, especially business b. Put a welcome to MG sign at overpass at north of 441 ramp c. Change signs on I-95 and major routes to acknowledge MG as a city	c. Neighbourhoods should be encouraged to demand and put up standard signage	a. Comply responsibly with local sign codes	a. Inform businesses to get signs approved by city to meet standards
1j. Create community identity	To help define boundaries and give the community identify ability	a. Provide a community focus b. Hold cultural shows and "Meet and Greet" c. City needs a different zip code from Opa Locka d. Adopt new landscape and sign ordinances, make retroactive for commercial and industrial uses e. Set up city bill boards listing community events	a. Provide a community focus b. Hold cultural shows and "Meet and Greet" c. Encourage resident participation and bring meetings to people	a. Provide a community focus b. Team up with City to advertise events to public on bill boards c. Encourage resident participation	a. Provide a community focus b. Team up with City to advertise events to public on bill boards
1k. Too many churches	a. Conflicting uses	a. Restrict permits b. Require parking spaces			
Residents' Issues by Key QOL Goals	Main Reasons	Suggested/Recommended Action Steps for Key Community Stakeholders			
		Government	Community	Non-Profits	Corporate
2. Economic growth and development					
2a. Develop programs to become a more business-friendly city	a. Need to create jobs and bridge the 'employment divide' b. Improve city tax base c. Make city competitive d. Reduce unemployment e. Create minority entrepreneurs	a. Develop incentives, loans and grants for small businesses. Reduce taxes b. Update current programs to suit current economic environment c. Fix infrastructure to attract big industries d. Sub-contract with minority businesses	a. Patronize and support businesses b. Discourage vandalism of businesses c. Participate in economic study and plan d. Train for relevant employment skills	a. Patronize and support businesses b. Provide business, employment and language training c. Discourage vandalism of	a. Contract with small businesses b. Provide business training and technical assistance c. Provide business mentoring

		e. Develop strategic economic development plan (start with economic study of city by a consultant) f. Enforce street vendor ordinance		businesses d. Assist with economic plan	d. Market city e. Help fund economic study
2b. Attract national chains, franchises, hotels and key industries. Market city worldwide	a. Need to create jobs b. Improve city tax base c. Make city competitive d. Reduce unemployment	a. Work with business leaders to sell city. Adopt a marketing theme b. Provide regulatory and financial incentives c. Encourage firms to hire and sub-contract locally d. Grant 5-year tax holiday	a. Explore job and contracting opportunities with firms b. Hold firms socially responsible	a. Explore investment opportunities with firms b. Advocate for community jobs	a. Help market city b. Provide technical assistance for new firms
2c. Plan mixed-use and smart growth projects	a. Maximize use of land b. Create jobs and revenues c. Give city identity	a. Build new city hall at NW 27 and 183 as anchor for mixed-use project and community meeting place b. Assist developers with mixed-use projects c. Adopt mixed-use ordinance			a. Help attract developers and viable businesses
2d. Develop travel and tourism plan	a. To create jobs b. Improve tax base c. Make city competitive d. Reduce unemployment	a. Include in strategic plan b. Focus on culture-based tourism	a. Set up businesses that attract tourists	a. Bring big events and sports to the city	a. Help city with plan b. Market city worldwide
Residents' Issues by Key QOL Goals	Main Reasons	Suggested/Recommended Action Steps for Key Community Stakeholders			
		Government	Community	Non-Profits	Corporate
3. Psycho-social and human development					
3a. Build a hospital for MG residents	a. Need accessible health facility for residents b. Improve overall health of residents c. Make city liveable	a. Fund Golden Glades old hospital, or build new one b. Request hospital district to build hospital	a. Request and support city to build health facility	a. Assist city to build health facility	a. Assist city to build health facility
3b. Upgrade substandard schools	a. Lack of School Board and community support	a. Build, or provide land for new school facilities b. Link housing and school development through state concurrency c. Increase signage and crossing guards d. Sponsor Charter Schools	a. Advocate for better school facilities b. Parents need to be more active in children's education	a. Advocate for better schools	a. Fight for better schools
3c. Need better elderly services and facilities	a. Large segment of MG is elderly b. Make city elderly-friendly	a. Establish transportation service for elderly b. Support food-delivery service for shut-in elderly	a. Support and volunteer for elderly services	a. Support and volunteer for elderly services	a. Support and fund services
3d. Establish or encourage 'signature' community events	a. Put city on the map for its cultural diversity b. Boost residents' pride in their city	a. Consider MLK, Party at the Plaza and Community Family Day as key city events b. Set up "Food Fair"	a. Support and invest in establishing events b. Attend and publicize events	a. Support, publicize and invest in events	a. Market events b. Invest in events
Residents' Issues by Key QOL Goals	Main Reasons	Suggested/Recommended Action Steps for Key Community Stakeholders			
		Government	Community	Non-Profits	Corporate
3f. Establish Sister City Program	a. Need to put city on the map	a. Work with business leaders to set up program d. Develop marketing and promotion package for city	a. Support city plan	a. Support city plan	a. Assist city with program set up

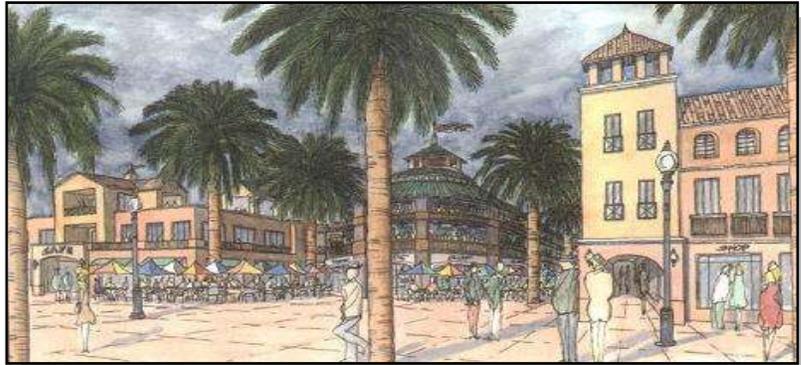
		c. Set up program with City if West Park in Broward			
3g. Coordinate programs with local colleges	a. Colleges located in the city are an asset b. Colleges have programs and resources that can make city better, especially technology	a. Compile college programs and services that community can use b. Establish formal links with colleges c. Involve businesses and non-profits in partnerships d. Set up an "Adopt a Mentor" program	a. Support city efforts b. Seek direct links with colleges b. Partner with local universities: provide study/ work programs, create transition study to work programs, and merge campus life with city life.	a. Support city efforts b. Seek direct links with colleges	a. Support city efforts b. Seek direct links with colleges
3h. Need youth development programs	a. The future belongs to youths b. Need to engage youth productively and positively c. Youth must do better educationally (FCAT)	a. Help organize and sponsor programs b. Develop incentives for major youth programs c. Provide and seek grants for youth programs	a. Publicize, support and volunteer for programs b. Discourage duplication of programs or services	a. Publicize, support & volunteer for programs b. Discourage duplications	a. Market, fund, and volunteer for programs
3i. Strengthen HOAs	a. HOAs are good agents for development b. Existing HOAs are weak and apathetic	a. Take lead in convening groups to form HOAs b. Provide technical and financial help to HOAs	a. Get more active and be more responsible b. Push for formation of active HOAs	a. Assist HOAs with training & grant writing	a. Assist HOAs with training and grants
3j. Compile a social service directory	a. Residents need to know location and types of social services	a. Take lead, or fund non-profit to produce directory b. Set up 411 information system for social services. c. Collect email addresses for information sharing	a. Request for, use and publicize directory	a. Take lead to produce directory	a. Support directory
3k. Make city services more efficient	a. Bulk garbage pick up is slow and inefficient	a. Work with County to streamline and monitor garbage pick up b. Assign new fire engine at Honey Hill Station	a. Report poor service to city leaders	a. Advocate for community	a. Privatize some services
3l. Encourage mass transit	a. Provide a shuttle service or re-route current transportation facilities to create linkages throughout the community.	a. Have local transit routes where metro drops off on 199E and 441 b. Plan shuttle services where needed to check traffic			
3m. Clean up residential areas of noise pollution and adult entertainment	a. Too many adult entertainment in close proximity of residential areas b. Noise pollution is widespread, parties and cars	a. Adopt strict codes to regulate noise and adult entertainment b. Enforce loitering laws c. Enforce design codes for adult entertainment buildings	a. Educate and appeal to youth to show discipline and respect for laws	a. Educate and appeal to youth to show discipline and respect for laws	a. Educate and appeal to business owners to comply with local codes
3n. Set up services and programs to promote citizen education and awareness	a. There are few facilities to encourage citizens to read and be informed b. Illiteracy is an obstacle to patriotism and citizenship	a. Seek federal, state and county funds to establish new libraries and upgrade existing ones b. Promote and encourage civic education programs	a. Organize, promote and encourage civic education programs	a. Organize, promote and encourage civic education programs	a. Organize, promote and encourage civic education programs

4. Political empowerment	Main Reasons	Suggested/Recommended Action Steps for Key Community Stakeholders			
		Government	Community	Non-Profits	Corporate
4a. Need more political activism by residents	a. Lack of information and knowledge b. Apathy c. Low voter turnout	a. Develop community-, TV- and school-based voter-education programs b. Work with non-profits on voter-education and registration c. Create 'civic participation' award for school, parent or student of the month	a. Request and attend voter-education programs b. Form or join political action groups c. Develop voter-mobilization theme d. Run for political office	a. Provide voter - education and registration programs b. Support mobilization theme	a. Fund or provide voter - education and registration c. Support theme
4b. Need to improve methods and frequency of dialogue and communication between the city and the community	a. Residents feel that communication with city is inadequate and not mutual (insincere)	a. Publicize and promote city's web site more b. Televis council meetings c. Provide time for public input in critical matters d. Notify residents of council events timely and inclusively (everybody)	a. Use and provide feedback on web site b. Attend and speak up at council meetings c. Be politically aware and speak up d. Make time to meet or visit with politicians	a. Use and provide feedback on web site b. Fight for political fairness	a. Help refine and promote we site b. Be more active political advocates
4c. Youth empowerment programs	a. Need to prepare youth for politics and leadership	a. Encourage and fund youth activities focussed on political education b. Emphasize non-party political education	a. Mobilize youth and volunteer for programs	a. Mobilize youth and volunteer for programs	a. Mobilize youth and volunteer for programs
4d. Need accountable political and civic leaders	a. Elected leaders reach out to residents only during elections	a. Organize periodic political awareness forums in the community b. Use various media to provide updates on political events to community groups c. Hold quarterly meetings with council members	a. Hold politicians accountable b. Attend political forums c. Run for office d. Use voting power wisely and seriously e. Educate voters on their rights and encourage them to exercise their impeachment rights when politicians don't follow through	a. Hold politicians accountable b. Organize political awareness forums for community	a. Stay out of funding politicians

Comprehensive Development Master Plan

Introduction

In early 2005, the City undertook a process to develop a consensus vision for the newly formed City of Miami Gardens. The Vision would provide direction for the Comprehensive Development Master Plan (CDMP). Utilizing its most valued and renewing resource, a representative group of almost 40 citizens and community leaders, including the Mayor and City Council, residents, business owners, and representatives of key organizations and agencies, each person filled out a “baseline” questionnaire and then was interviewed for their best ideas. After compiling responses, a vision of the city began to take shape.



Additionally, the City Council decided to hold facilitated work sessions or charrettes that would open up the visioning process to the public. This process was facilitated by a professor from Florida Atlantic University. What would the City be like when the dreams, ideas and projects expressed by its citizens are realized? To the greatest extent possible, the words, expressions and ideas of these citizens and leaders are directly quoted in the below scenario of the not-to-distant future of Miami Gardens.



Additionally, the City has considered the recently adopted amendments to the state’s Growth Management Act that provide the basis for smart growth principles and sustainable development.

Conclusion

The City's Vision combines the commitment and determination generated by the founders, leaders and residents of the City. The ideas expressed articulated the community's concerns and desires. The Comprehensive Development Master Plan provides but one, albeit important key to realizing the vision. The direction for the CDMP's plan elements are driven by this vision. The CDMP's goals, objectives and policies will lead to the development of high quality public and private amenities as well as the provision of excellent services articulated in the vision. Visioning or strategic planning is not static and should be accomplished every few years, especially to evaluate performance and new conditions. Consistent with the City of Miami Gardens' motto, "Striving to the Best," the City's vision must be kept alive and dynamic.

In early 2007, the City's proposed CDMP was approved by the State of Florida. The plan subsequently won both the South Florida Chapter of the American Planning Association's and the State American Planning Association's 2007 Innovation Award for its novel treatment of Land Use. Following that approval, the City began work on a new set of Land Development Regulations (LDRs). This work was completed in FY-10 with the adoption of new zoning and development criteria.



THE NEW CALDER CASINO ADDITION TO THE CALDER RACE COURSE WAS OPENED IN FY-10. CALDER IS A DIVISION OF CHURCHILL DOWNS.

Miami Gardens Transportation Master Plan

The Miami Gardens Transportation Master Plan (MGTMP) was developed to provide an overall framework for transportation decision-making and transportation-related improvements for Miami Gardens. Analysis of all transportation modes, integrated with the City's vision for growth and development, will provide a comprehensive plan for "all things transportation" in Miami Gardens.



The city is part of the growing regional traffic congestion in South Florida and Miami-Dade County. The development of a Transportation Master Plan for the City of Miami Gardens is intended to provide a rational and organized response to addressing the problems of general travel and more specifically traffic congestion, and to anticipate and address travel problems which are in the future.



While much of a transportation master plan necessarily involves the employment of transportation planning and engineering professionals for their expertise, it also must involve local citizens for identification of problems and needs, and the city fathers for their input as well, in developing the city's guide for transportation improvement planning and programming into the future.

Miami Gardens' geographic location on the northern Miami-Dade & Broward County Line transects north-south major arterials routing significant volumes of inter-county traffic along these facilities. The Transportation Master Plan will show how this affects, and effects, travel within and passing through the city.

Development, and periodic updating, of a Miami Gardens Transportation Master Plan is an ideal and effective way to establish policies, to provide guidance as to meeting those policies, and to provide an open, public, codified general plan for management of the transportation system for which the city is responsible, and for providing input to County and State agencies dealing with County and State facilities and operations.

The City of Miami Gardens Transportation Master Plan recognizes that the City represents but one entity involved in the transportation planning process. The Master Plan must coordinate with all major transportation entities and effected jurisdictions including but not limited to the Florida Department of Transportation, the Florida Turnpike Authority, the Miami Dade County MPO, the Miami-Dade Expressway Authority, and Miami-Dade Transit, Public Works, and Planning and

Zoning Departments, as well as adjacent jurisdictions including Broward County and Broward County Transit, and the neighboring cities of North Miami Beach, Miramar, Opa-Locka and Miami Lakes.



Assessment of Existing Roadway Conditions & CIP

The City has undertaken an assessment of existing road and sidewalk condition for the purpose of prioritizing of needs and the preparation of a CIP for implementation. The assessment of existing roadway conditions for the City of Miami Gardens includes the following tasks, 1) project



management, 2) visual assessment of existing roadways (asphalt), 3) inventory of existing roadway signs and pavement markings, 4) visual assessment of existing sidewalks and handicapped ramps, and 5) development of a capital improvement plan.

Those tasks are outlined as follows:

Visual assessment of existing roadways (asphalt)

Conduct a visual assessment of roadway conditions, specifically related to the condition of the roadway asphalt. Note locations where there are structural issues such as depressions

and asphalt cracking. Inventory each street in a database to document location and type of defects/conditions. The database shall be provided digitally in ArcGIS as well as in hard copy graphic and tabular format. A point system should be utilized in order to prioritize needed repairs. Roadways should be considered on a minimum 1 block increment, or some other method as may be agreed upon by the City and Contractor.

Inventory of existing roadway signs and pavement markings

Provide an inventory of existing roadway signs and pavement markings at major intersections. Document the general location, condition, size and type of signs and pavement markings at major intersections. Produce a schematic sketch for each assessed intersection. Also provide digital photographs for substandard areas.

Summarize the inventory in tabular format and provide recommended actions for signage that does not meet code. Provide database in ArcGIS. Visual assessment of existing sidewalks and handicapped ramps and bus shelters.

Document general condition as it relates to potential “trip and fall” or American with Disabilities Act (ADA) violations. Include digital photographs of substandard areas and include in digital database p. Outline actions necessary to correct substandard conditions. A point system should be utilized in order to prioritize needed repairs.

Integration into the capital improvement plan

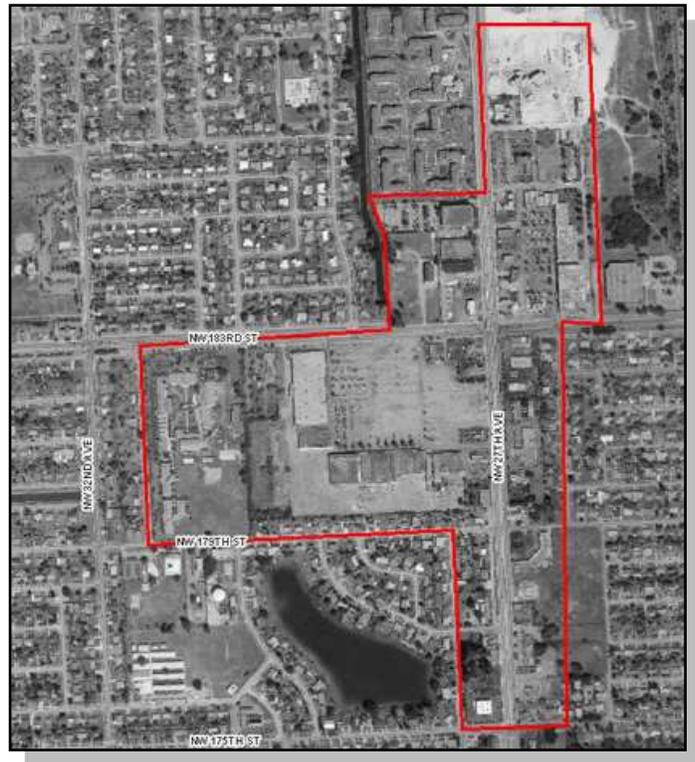
Provide a prioritized list. Provide a description and budget for each project in digital spreadsheet format. Add these projects to the City’s CIP.



Town Center Master Plan

In addition to and, in part as a response to developing the city-wide vision for the Comprehensive Development Master Plan, the City embarked on developing a special Miami Gardens Town Center Master Plan. Many residents have expressed the desire for there to be a community focal point in the form of a town center development that would include commercial and mixed use development, entertainment, and nice sit-down restaurants. The location expressed by many would be in the city's geographical center, i.e., around the intersection of NW 27th Avenue and NW 183rd Street/Miami Gardens Drive.

Formerly known as Carol City, the City established a building & construction moratorium in the area to prevent unplanned development proposals from being approved prior to the development of a master plan and special development guide-lines for the area. The City also hired a master planner design group to develop the Town Center Master Plan and associated development and design guidelines. An interactive session allowed almost 50 residents to draw and design their ideal town center on aerial maps of the area. A second Town Center Master Plan Meeting



was held, at which over one hundred (100) persons attended. In November 2005, the city's master planner presented town center design concepts based on public input. City Council approved the plan and revised zoning regulations for the Town Center in 2006 and will consider additional revisions.

The new Miami Gardens Municipal Complex is being built on five acres that the City owns within the Town Center Master Plan area. The City hired an architect to design the complex in FY-10. In late FY-11, the City secured a developer and initial construction began.

In FY-14, the addition of the new \$50 million Miami Gardens Municipal Complex is expected to begin to generate significant interest in private development. In preparation for this, the City Council will consider revisions to the zoning code to upgrade development standards in the Town Center area.

State Road 7 Corridor Study: FDOT Livable Communities Program

In FY 06-07, the City completed a State Road 7 corridor study conducted under the Florida Department of Transportation's (District 6) Livable Communities contract. The work effort involved six tasks described below to define corridor problems and issues.

The Consultant collected from FDOT and localities available land use and transportation coverages for the study corridor. They created a base map from the coverages and land use and transportation maps from the information provided. To the extent available, the department and the city provided the Consultant with aerial photographs of the study corridor.



The Consultant took photographs along the corridor to illustrate typical roadway cross-sections and relationships between the land uses / buildings and the roadway. The Consultant classified and analyzed areas of like uses and relationships along the corridor (functional areas) and prepared generalized plan and profile graphics for those areas. In addition to an analysis of existing land uses and buildings in relationship to the roadway, the Consultant analyzed how these areas function independently, and relationships between these areas in the context of the transportation corridor. The graphics included the roadway cross-section and the buildings adjacent to the roadway and major urban form determinants.



The Consultant conducted meetings with residents and business owners in the study area. The meetings helped define corridor specific issues that were translated into goals and objectives.

The Consultant worked with the City, neighborhood associations, key stakeholders, , community leaders and elected officials in the corridor to seek their input and involvement.

FDOT provided the Consultant with the MPO's latest Long Range Transportation Plan and the FSUTMS files that support the plan. The Consultant used FSUTMS to evaluate traffic shifts in the corridor caused by improvements to parallel corridors or to regional transit service. The Consultant prepared tables and maps that indicate changes in travel patterns based on alternative improvement scenarios.



The Consultant used the data collected and the future travel forecasts to develop multimodal strategies for the corridor. The Consultant documented and enhanced the alternatives developed by the workshop participants and evaluated scenarios and

alternatives rating each of the alternatives against each of the measures using relative rankings, ranging from negative to positive changes.

The Consultant presented the final plan to the City Council, who adopted the findings.

Miami Gardens Recreational Trails

Background

With the incorporation of the City of Miami Gardens in 2003, area residents implemented a vision to become masters of their own fate. One factor in particular helped spur this movement was the lack of parks that met the needs of the residents. With incorporation, the City inherited 16 parks from Miami-Dade County. The condition of these parks was from fair to poor and few were really meeting the wants and needs of the surrounding residents.

A top priority for the new City was to re-establish these parks as an integral part of the community, providing for the needs of residents young and old. Through a series of old County bond issue monies that had been set aside for use on these parks, but not been used, a new County bond issue passed in 2005 providing additional funds, and through grants, impact fees and other monies, the City renovate some of the parks into a state-of-the-art facilities that will meet the needs of current and future residents for decades to come.

In 2005, the City embarked on a comprehensive planning program to identify opportunities and challenges faced in renovating these parks. The development of a Parks and Recreation Element to the City's proposed first Comprehensive Development Master Plan (CDMP), a separate Parks and Recreation Master Plan covering improvements to all 17 parks, and the development of this Recreational Trails Master Plan (RTMP) has been completed.



One key challenge quickly identified is the profound lack of land available for park expansion. Miami Gardens is currently 93% built-out, and land values are becoming an obstacle to even moderate park property additions. Aware of development pressures and other challenges threatening park expansion, the City and residents began to look beyond the traditional “park” as possibilities for recreational opportunities. The one thing that South Florida in general and Miami Gardens in particular does have an abundance of

is canals. Drainage canals belonging to the South Florida Water Management District, Miami-Dade County and the City provide an unparalleled opportunity to develop non-traditional linear parks and “blueway trails.” Blueways are water-based trail for canoes, etc.

For FY-12, the City received a grant from the Miami-Dade Metropolitan Planning Organization to update our pedestrian and bike trail plan. Changes will be incorporated into the FY-13 budget..

Parks Master Plan

The Parks Master Plan (“the Plan”) is a planning document for the Parks & Recreation Department and offers many distinctive functions. First, the plan works to implement the City’s goal to preserve open space and promote preservation of natural resources. As specified in the City’s CDMP Recreation and Open Space Element in Policy 5.2.1 under Objective 5.2, “*the City shall develop a City-wide Parks and Recreation Master Plan that will provide master site planning for each park and categorize parks in terms of their development, infrastructure and amenities.*”

Second, the Plan evaluated the existing recreation facilities through best management practices and funding techniques. The City commits to monitoring on annual basis the system needs, demands and development of public recreation sites and facilities and budgetary needs for improvements, repairs and maintenance.

In addition, it creates a framework for future development. The goal of the master plan was to create a consistent park system, thereby improving the overall quality of life for the City of Miami Gardens.

The Plan also serves as a guideline for future staffing requirements. As our facilities improve and recreation programs increase, so does the City’s need for qualified, trained personnel. Staff will be able to use this document as a model to structure its organizational chart and evaluate its current staffing.



Lastly, the adoption of a master planning document has provided the foundation for standardized, consistent development. The plan also specifies standardized equipment (i.e. benches, shelters, pavilions, bike racks, etc.). This allows the City’s parks to become identifiable and distinctive from other municipal and county parks, while maintaining consistency amongst our own parks.

Capital Improvements

The improvements to Parks will include a complete re-design of grounds, facilities and amenities including the creation of quality infrastructure to sustain proper park system for the next 20 years. It is necessary for the redevelopment of the park system for several reasons:

- ✓ Renovations to the parks will include compliance with the American Disabilities Act, thereby producing accommodations to meet the needs of all visitors to the park;
- ✓ Improvement to the existing parks will allow the City to adequately plan for growth and increased use;
- ✓ Renovations to the parks encourage the use of recreation and open space, which promotes longevity, quality of life and sustainability of the environment;
- ✓ Creation of amenities that accommodate current and future use. Planning for the upgrade to the park system should allow for implementation of future innovative designs and latest trends in order to remain attractive to users and competitive with industry standards.

The purpose of this document is to plan for future development, encourage standardized equipment and amenities, and establish consistent aesthetics and prioritization of goals. As of 2013, the City's current population exceeds 107,000 residents and growing. Planning for growth through the preservation of open space is an essential component of smart growth principles. Existing communities with established infrastructure should encourage the protection of natural resources in order to prevent a burden to the current system.



Additionally, the master plan will offer uniformed park standards. It will address management's assessment of specific departments (parks, recreation, and administration) as it specifically relates to current challenges and future opportunities in maintenance, programming, staffing, and facility operations. Separately, it will address planned capital improvements including re-design of park layouts, crime prevention through design, ADA accessibility, preservation of Miami Modern inspired architecture—to name a few. By identifying potential gaps in service(s), a model of best practices will be formulated in order to foster quality assurance in all parks.

The master plan also serves as the point of reference document, officiating the City's intent to maximize its parks system and thereby serving as the certified planning document for purposes of grant applications. In FY-13, several of the long-term grant-funded projects began. This includes North Dade Optimist Park for which the County has just released the funds. Also in the works for FY-14 is the walking trail at Rolling Oaks Park which is funded by additional County G.O. Bond proceeds.

Circular Pilot Study

As with many communities in Miami-Dade County, the City of Miami Gardens is exploring transit options to help deal with traffic issues. Routes can connect at intermodal centers or be structured in a grid with transfers occurring at each intersection. Residents and people working in Miami Gardens may be interested in using transit if it were provided to them in a frequent and convenient manner. Several ideas have been developed for potential services within the City's Transportation Master Plan, Circulator Feasibility Study and Staff Circulator Report.

This study's objective was to assist City staff in establishing a City transit circulator. While much of the technical work regarding the circulator project had been accomplished, this effort focused on reviewing and confirming and potentially modifying the existing work to ensure that the transit circulator interconnects with other regional transportation services, including Miami-Dade Transit (MDT), Broward County Transit (BCT) and Tri-Rail/South Florida Regional Transportation Authority (SFRTA).

This study established goals for the circulator considering the goals from the previous studies and plans. In doing so the following goals were developed:

- Provide connectivity to existing transit services
- Provide connectivity to senior housing developments
- Provide connectivity to community shopping centers
- Provide connectivity to Major Generators such as parks and schools
- Charge low or no fare for the service
- Develop multiple routes
- Provide service on all days of the week.

The key component to public involvement and the Circulator Pilot Program development were to solicit the needs and concerns and to receive input regarding what is important to the residents and institutional leadership of the City. After meeting with each City elected official, City staff, and a public workshop meeting the following issues came about:

- Receptive to minimum fare
- Including an elderly/student discount
- Fares should be adjusted for special events
- More input needed on the Citizen Independent Transportation Trust about the present and future of the PTP
- Most favored a trolley style vehicle
- Receptive to a contractor operated system during pilot year
- Request for service in the southern area of the City
- Request for service to Wal-Mart Golden Glades and President Supermarket
- Request for service in Industrial areas of the City

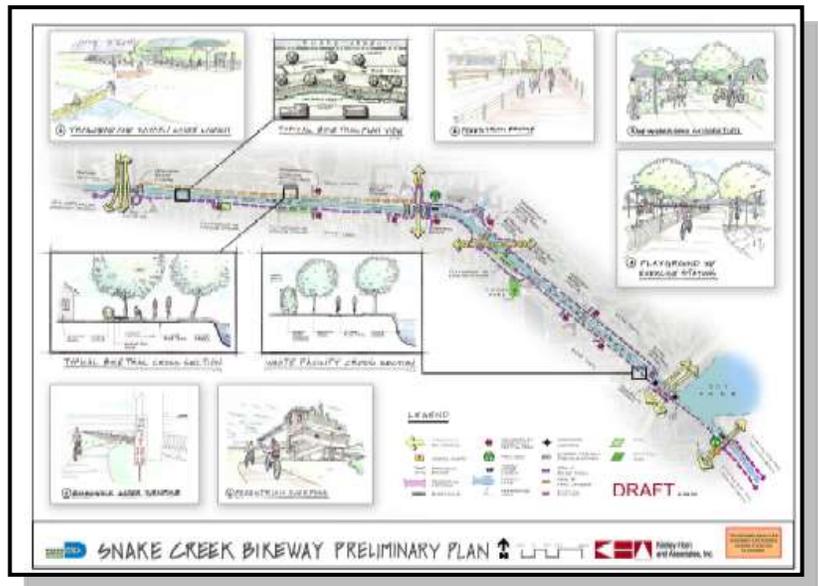
Intergovernmental Plans Affecting Miami Gardens

In addition to city-sponsored meetings, the following planning-oriented projects are progressing with meetings for public input. While these plans are being developed by agencies other than the City, the results and recommendations resulting from the studies will inevitably has financial implications for the City.

Snake Creek Greenway

The Miami Dade County Parks and Recreation Department is planning a multi-use bicycle and pedestrian trail along Snake Creek/Canal 9 from Miami Gardens Drive to the Florida Turnpike. Most of the planned facility is located in Miami Gardens.

The feasibility study will provide the basis for funding request for construction. This will connect the city's residents up with the regional and statewide system of trails and bikeways. The facility is proposed to be heavily landscaped with rest stop amenity areas that have benches and other amenities.



While this project does not directly affect the City's budget initially, there are enhancements and future extensions that could be of interest to the City. This plan should be integrated into the City's own Recreation Master Plan.