

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 C.I.P. 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 is being repeated in FY 2008-2009 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. The results of this latest round of visioning will not be available for inclusion in this document; we do know enough that most of the goals and objectives remain the same, though. new strategies and action plans will be developed. To the extent that the 2005 action steps remain, we have used them to help prioritize this budget. Also used were the policies adopted in the City's recently completed Comprehensive Plan (CDMP).

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.

During the past year, we completed the CDMP process. As part of this, the City council adopted several subsidiary planning documents: A Recreational Trail Master Plan (RTMP); a Town Center Master Plan (Land Use Study) (TSMP); a Technology Master Plan (TMP); and a US 441 Livability Corridor Study (441CS), a Street & Sidewalk Assessment (SSA), and hope to undertake and/or complete the development of several important long range plans in addition to the CDMP described

above. These planning processes 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-10 and beyond budget processes. Items related to these processes are marked in the budget as:

(CDMP) = Comprehensive Development Master Plan

(CVS) = Community Visioning Study

(ITSP) = Information Technology Strategy

(441CS) = US 441 Corridor

(RTP) = Recreational Trails Plan

(TCMP) = Town Center Master Plan

(TMP) = Transportation Master Plan

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 action plans were developed. These yearly objectives are then translated into the annual budget process for funding. Under the C.I.P. 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.

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 undertaken.

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 & CIP
- Town Center Master Plan
- US 441 Livable Communities Master Plan
- Park & Recreation Master Plan
- Snake Creek Bike Train Master Plan
- Metrorail Station Master Plan
- New Florida Turnpike Toll Station

All of the above plans and processes have significant implication for the current and future budgets. Many of the recommendations resulting from these processes require specific appropriations in order to complete. Below is a table that looks at the processes above and extracts known financial requirements for the current year and for the succeeding five years. Potential funding sources have also been identified. This will help focus staff and City Council on the financing aspects of plans, both short and long-range and guide staff in seeking or developing the appropriate resource mix.

Table 1: Estimated Budgetary Impact of Planning Processes: FY-10 to FY-14

	FY-10	FY-11	FY-12	FY-13	FY-14	Notes
CMPD Master Plan						
Codify the new Land Development Regs.	\$5,000					Fund in City Clerk budget
Community Visioning						
1a/e/g Parks	\$18,500,000	\$5,000,000	\$5,000,000	\$3,665,952		Grants Secured. Future bonds, fund balance
1h Canals	\$50,000'	\$780,000	\$800,000	\$825,000	\$850,000	City takes maint. In FY 09 budget
1i Signs		\$250,000	\$250,000	\$250,000	\$250,000	Assume County Sign Program – gas tax
1j/2b/3n/4b City Identity	\$170,000					Branding study in FY 09 budget
3c elderly transport		\$250,000	\$250,000	\$250,000	\$250,000	Study completed. ½ cent trans tax
Transportation Master Plan						
Pave Existing Roads	\$50,000	\$400,000	\$500,000	\$500,000	\$500,000	In FY09 CIP Budget
Build Sidewalks	\$100,000	\$150,000	\$150,000	\$150,000	\$150,000	In FY 09 budget
SR 7 Corridor Study						
New Landscaping	600,000	200,000	\$200,000	\$200,000	\$200,000	Grants; local funds
Recreational Trails Plan						
Improve Canal ROW	\$50,000	\$100,000	\$200,000	\$200,000	\$200,000	Grants/local funds from stormwater
Information Technology Plan						
Add New Modules	\$45,00					Add: Web (FY 09)
Tech. Assessment					\$100,000	System assessment study
Palmetto Landscaping	\$120,000	\$120,000	\$250,000	\$250,000	\$250,000	Developer/City/DOT

Report of the Miami Gardens Community Visioning Exercise

Introduction

As a new city, Miami Gardens is just commencing its various planning processes. One of the most critical is community visioning. This is a report of a community visioning exercise 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 the visioning sessions was to engage the residents in constructive and pragmatic discussions of overall “Quality of Life” (QOL) issues in the city, leading to ideas that would be incorporated into the Master Plan and to identify possible funding sources. This latter goal is shown below with the following abbreviations: GF=General Fund; GOB=General Obligation Bond (voters); RB=Revenue Bonds; G/D=Grants and Donations; TF=Transportation Fund; CDBG=Community Development Block Grants; ARRA=Stimulus Grants; V=Volunteers; NPA=Non Profit Associations; MDC=Miami Dade County.

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 f. Continually seek donations of open space	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 derelict and abandoned vehicles from private property	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			
1d. Unsightly chain fences and structures	a. Chain fences and dilapidated structures are a visual blight	a. New ordinance to regulate chain fences (5-year transition) b. Demolish unsightly structures c. Create community design standards	a. Find more attractive fencing options b. Get educated on effects of fences on property values		

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	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	a. Patronize and support businesses b. Discourage vandalism of businesses c. Participate in economic study and plan d. Train for relevant	a. Patronize and support businesses b. Provide business, employment and language training	a. Contract with small businesses b. Provide business training and technical assistance c. Provide

	e. Create minority entrepreneurs	d. Sub-contract with minority businesses e. Develop strategic economic development plan (start with economic study of city by a consultant) f. Enforce street vendor ordinance	employment skills	c. Discourage vandalism of businesses d. Assist with economic plan	business mentoring 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 c. Set up program with City if West Park in Broward	a. Support city plan	a. Support city plan	a. Assist city with program set up
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 & grantswriting	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 Dr. Jerry Kolo of Florida Atlantic University. While the vision does not specify exact dates, these general time frames coincide with the Comprehensive Development Master Plan timeframes. 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.

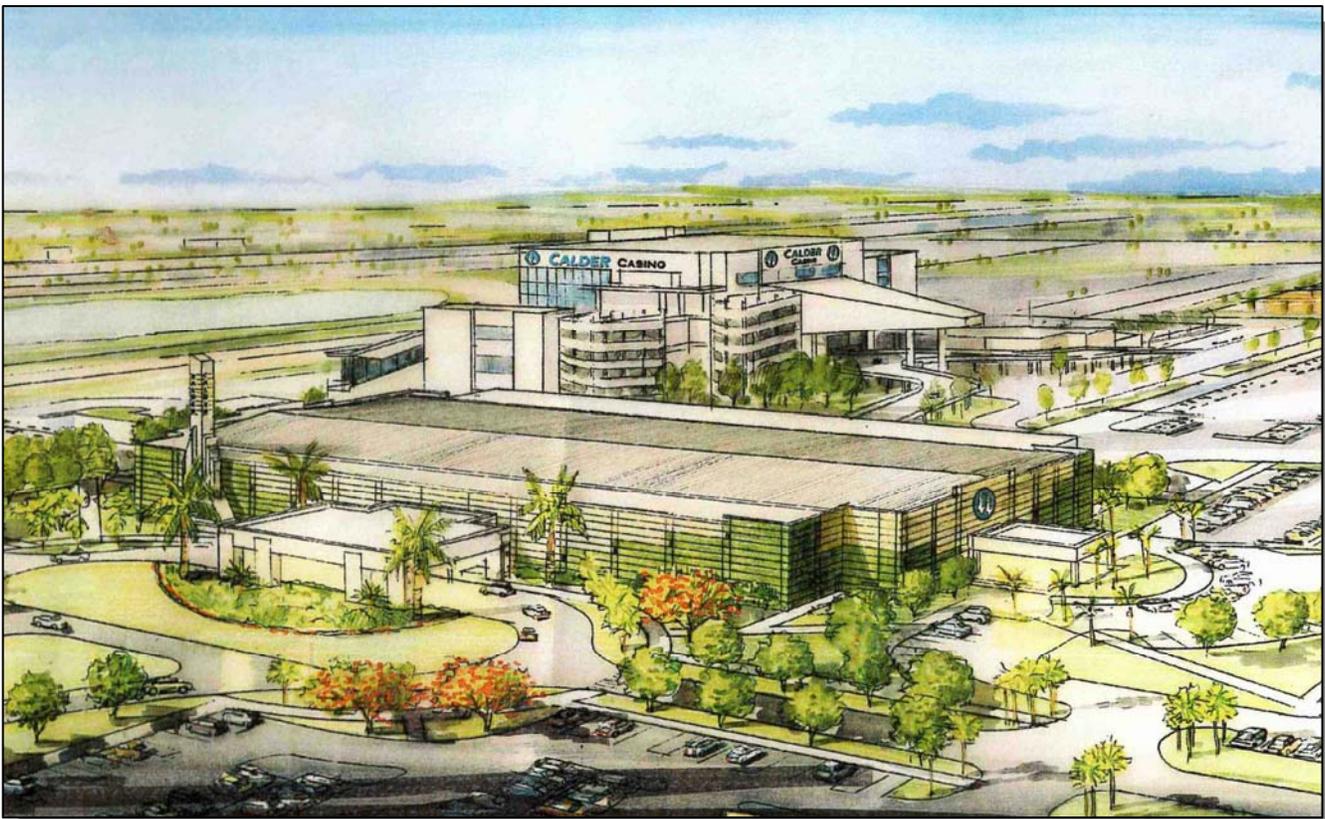


Additionally, the City has considered the recently adopted amendments to the state’s Growth Management Act that provide the basis for smart growth principles and sustainable development.

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.



PROPOSED CALDER CASINO ADDITION TO THE CALDER RACE COURSE. CALDER IS A DIVISION OF CHURCHILL DOWNS.

Miami Gardens Transportation Master Plan

The Miami Gardens Transportation Master Plan 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 project was performed by the Corradino Group, over a period of Eight months at a lump sum cost of \$80,000. It was completed in late 2006.



Miami Gardens is a newly incorporated municipality in Miami-Dade County. Officially incorporated in May, 2003, 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.



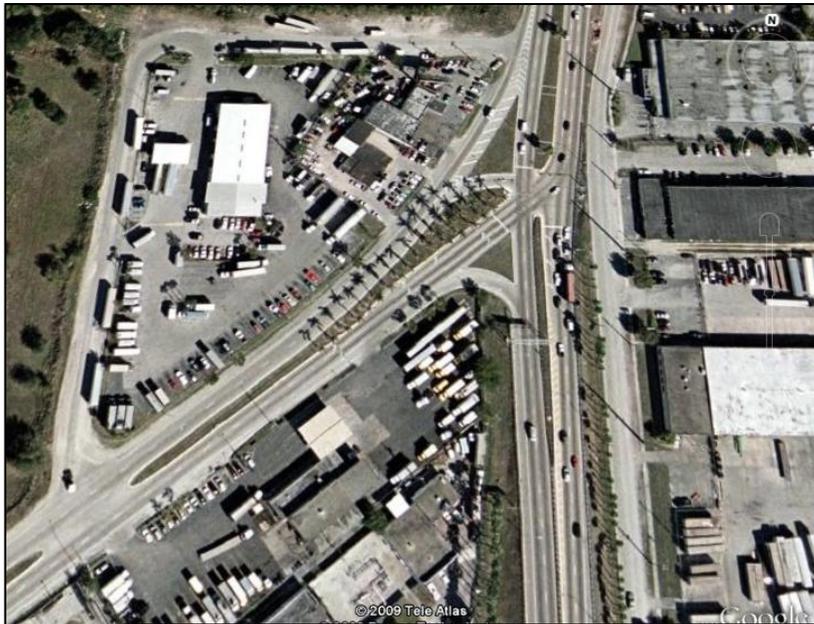
While much of a transportation master plan necessarily involves the employment of transportation planning and engineering professionals for their expertise, it also must involve local citizens for identification of problems and needs, and the city fathers for their input as well, in developing the city's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

In similarity to Task 2, 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 and signing that does not meet code. Provide database in ArcGIS similar to Task 2. Visual assessment of existing sidewalks and handicapped ramps and bus shelters

Visually assess existing sidewalks, handicapped ramps **and bus shelters** with the areas of the City that are reviewed in the previous tasks. 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 per previous tasks. 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

Summarize the improvements outlined in the above tasks. Provide as a prioritized list and include probable costs associated with each improvement. Provide a description and budget for each project in digital spreadsheet format. Add these projects to the City's CIP.

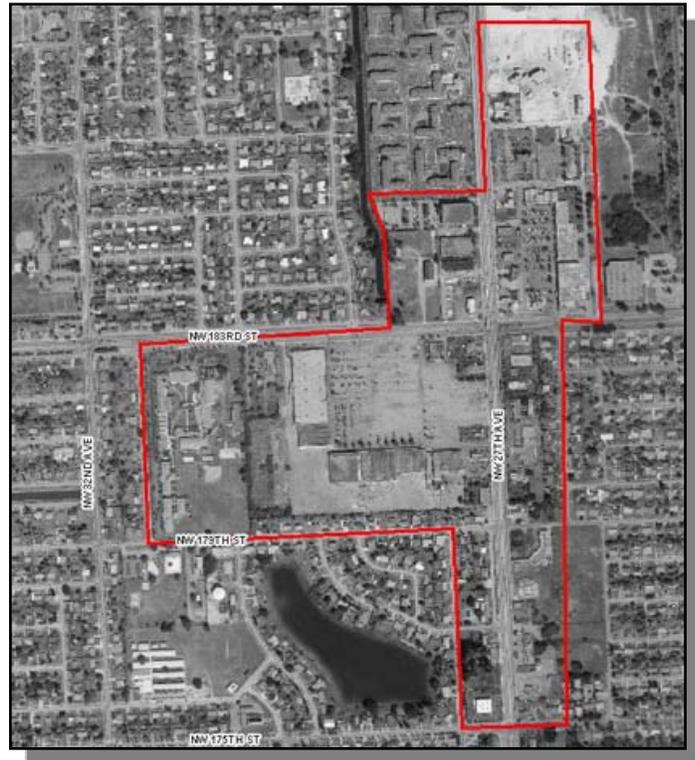


Town Center Master Plan

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 initial meeting was held on June 27. The 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 on July 20, 2005, at which over one hundred (100) persons attended. In November of 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.





The Consultant used the data collected and the future travel forecasts 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 identified some \$30 million available over the next five years to renovate these 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. Underway is 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).



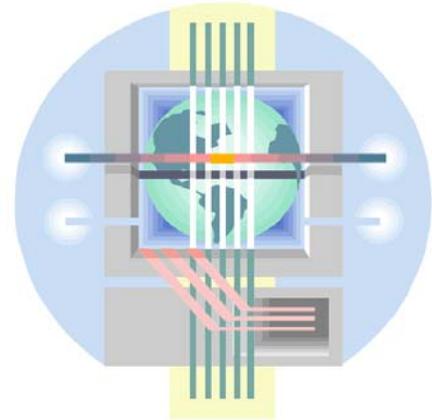
One key challenge quickly identified is the profound lack of land available for park expansion. Miami Gardens is currently 93% built-out, and land values are becoming an obstacle to even moderate park property additions. Aware of development pressures and other challenges threatening park expansion, 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. Blueway trails are linked to the Blueway as a land-based , water resource trail.

Information Technology Strategic Plan

As a new municipality, the City of Miami Gardens had not adopted a plan for its technology assets. From its incorporation in 2003, technology purchases were made on an as-needed basis without regard to future needs. This was necessary as the City has an obligation to immediately begin the various critical components of a city (finance, code enforcement, parks and recreation, personnel, etc. Waiting for the development of long term plan was not an option.

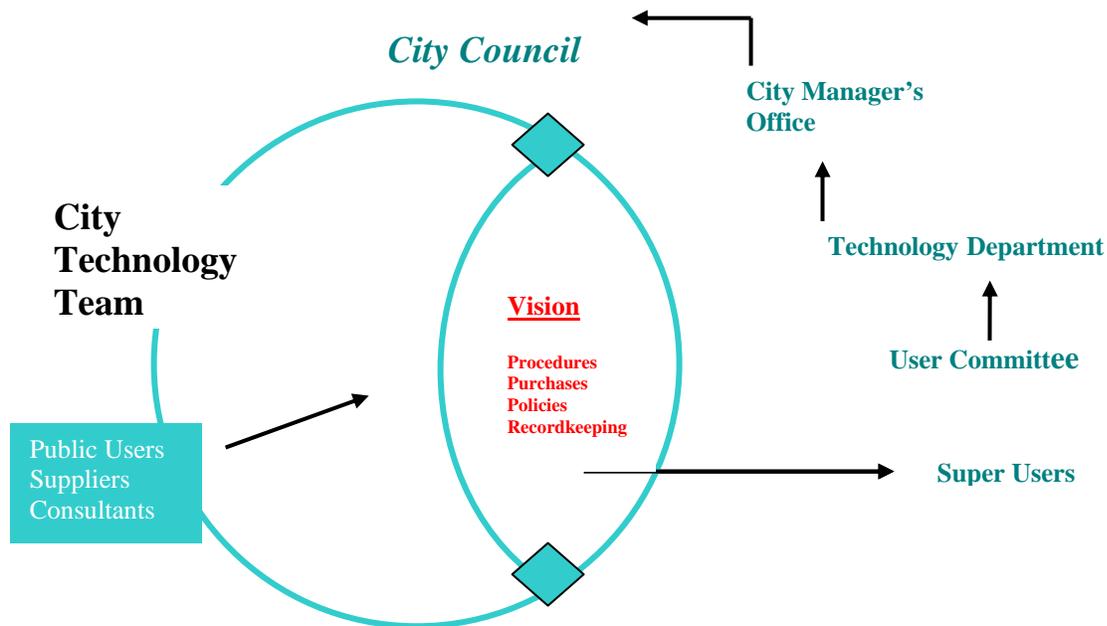
At that time, use was made of the existing purchasing agreements entered into by Miami-Dade County. These were used mainly for the purchase of desktop computers and printers. A technology consultant was hired to piece the various components together literally with a week so the City could begin operations. Computer technology was also purchased or leased based on existing contracts and bid waivers. A telephone system was purchased through BellSouth and the City's temporary offices were retrofitted to accommodate a basic system. Cell phones were also hastily arranged for to meet the needs of a quickly growing workforce. The most critical of these systems was the City general ledger/financial system. In February 2004, the City contracted for financial services from a private company, New Community Strategies of Davis, Florida. As part of this contract, the company allowed the City to utilize its financial system for the City's records. This system was Fundware by Kintera.



Upon moving the temporary City Hall into new quarters, the same time and operational considerations continued to drive technology decisions. A new phone system was purchased for BellSouth and a new cell contract was negotiated with T-Mobile. Other contracts were awarded for building security systems and web page design and hosting.

In order to begin many of the City's critical services, stop-gap and/or temporary solutions were developed. Stand-alone software programs were written by consultants to handle code enforcement, alarm billing, occupational licenses. Other small software products were purchased to address present needs until a more comprehensive approach could be developed.

The rapid growth of the City from 2 employees in early 2004 to over 250 in 2007, led to significant technology-related problems, the most critical of which was the lack of modern, comprehensive financial system for the City. In 2007, the City Council approved \$630,000 to purchase a new financial software system in anticipation of bringing the City's finance function in-house in FY 2007. After an exhaustive investigation of possible software systems on the market, including a number of site visits around the state, a committee of user departments recommended that the City acquire the Eden Software System from Tyler Technologies. The system was purchased and installed in 2007.



The problems that arose from a lack of vision in the technology were unavoidable given the priority of initiating an operational City; however, by 2007, the City was largely formed and running. It was time that a comprehensive assessment of current assets and future needs be made.

2.2 Development Process

The development of the Information Technology Strategic Plan was begun in early 2007. It included a review of the City's current assets, reviews of Information Technology Strategic Plans from several other municipalities, and a survey of middle and senior management levels to better determine future operational requirements from information technology resources. Further information was gathered via informal discussions with various staff within the City departments.

It was recognized that the City Information Technology Strategic Plan should include three core items:

1. Information Technology Vision

The Information Technology Vision should document the generally accepted view of how the City would utilize existing and new information technologies to meet the business objectives of the City. This vision should be as independent as possible of specific technologies or vendors and focus more on how technologies will be integrated into City business processes in both the short and long term. The vision is detailed as a series of principles defining how technology is used within the City.

2. Information Technology Strategic Plan

The Information Technology Strategic Plan documents the existing systems, infrastructure and architectures, defines the principles the City will use to guide the development of IT systems and applications and defines a process

for moving forward with systems development in order to meet expected business developments and needs. The Strategy is viewed as a working document with a 3 to 5 year timeline, but should be reviewed and updated annually in conjunction with the annual budget process.

3. Information Technology Tactical Plan

The Information Technology Tactical Plan documents the proposed Information Technology activities over a 24 to 36 months timeline, or through the FY-2009-2010. It includes details on specific projects and priorities. This is the working document for the Information Technology Division and is updated annually.

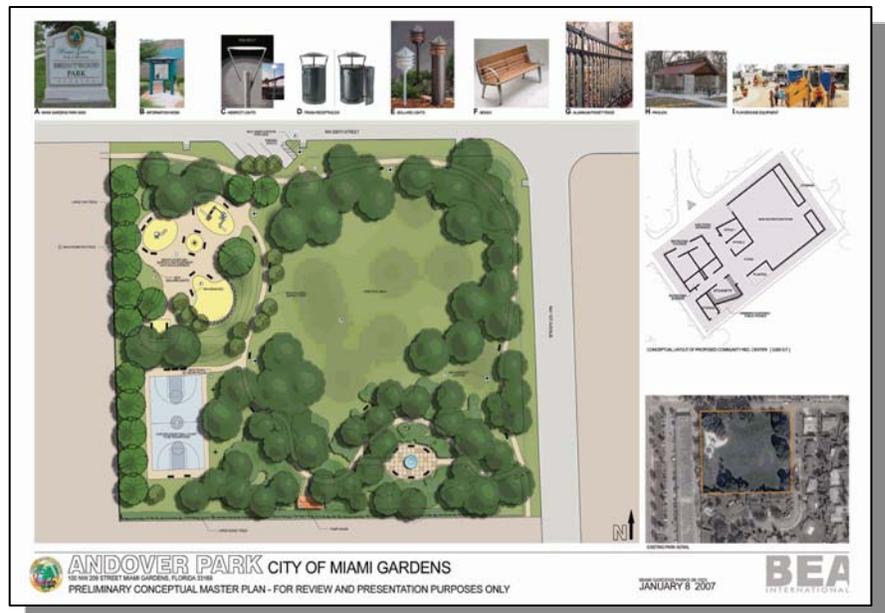
Parks Master Plan

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 (as specified in Object 5.4, Policy 5.4.3). 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

Over the next five years, the City will receive over \$33 million for park improvements. These improvements 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 sixteen 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 2008, the City's current population exceeds 109,200 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 document will instigate a comprehensive park system through the variation of amenities. The master plan will also serve 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.

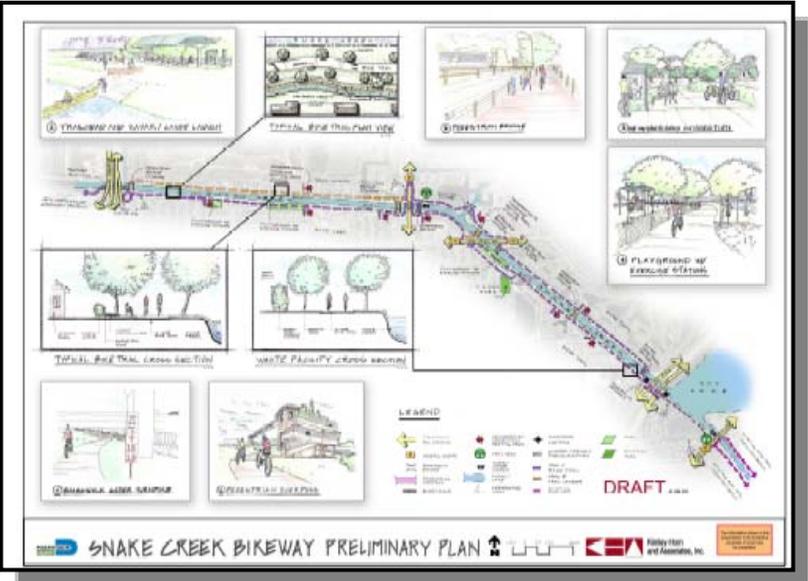
Intergovernmental Plans Affecting Miami Gardens

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 own Recreation Master Plan.

NW 27th Avenue Rail Station Planning

The Miami-Dade Transit Agency (MDTA) is proposing a locally preferred alternative that will extend existing Metrorail service into north-central Miami-Dade County. The Miami-Dade County Metropolitan Planning Organization (MPO) has selected a locally-preferred alternative (LPA), identifying a new heavy rail line along a 9.5-mile section of NW 27th Avenue between an existing Dr. Martin Luther King Jr. Metrorail station and the Broward County line, including four (4) stations within the City of Miami Gardens.

Park-n-ride lots would be provided to intercept commuters in the corridor. The proposed heavy rail line along the Northwest 27th Avenue corridor would provide direct service to the Miami CBD and Medical Center as well as provide service to Miami Dade Community College - North Campus and the Pro Player Stadium. MDTA has estimated total project costs in year of expenditure (YOE) at \$595.7 million; based on the assumed Federal/local share, the YOE Section 5309 share is \$405.4 million.

Summary Description	
Proposed Project:	Heavy rail line 9.5 miles, 7 stations
Total Capital Cost (\$YOE)	\$579.2 million
Section 5309 Share (\$YOE)	\$405.4 million
Annual Operating Cost (\$1998):	\$7.8 million
Year Ridership Forecast (2015):	11,200 daily boardings

Status

The Miami-Dade Transit Agency completed a Major Investment Study (MIS) for the North Corridor in November 1995. The MPO Board selected the NW 27th Avenue alignment as the locally preferred alternative in November 1995 and added the project to its Cost Feasible Year 2015 Long Range Transportation Plan. An Option 1 Alternative Analysis and the Draft Environmental Impact Statement (DEIS), including consideration of two busway alternatives and one heavy rail alternative, has been completed with FTA participating as the lead Federal Agency. In May 1998, the MPO selected the heavy rail alternative, a Metrorail Extension along NW 27th Avenue, as the LPA. The Preliminary Engineering/Final Environmental Impact Statement (FEIS) phase is underway and is currently scheduled for completion in April 1999. Through FY1999, Congress has appropriated \$11.94 million in Section 5309 New Start funds for this proposed project. Station planning began in 2005 and continued into 2008. Right of Way acquisition is pending Federal approval.

Transit-Supportive Existing Land Use and Future Patterns

The Land Use rating reflects local policies which encourage infill development and increased densities at transit station locations and the potential for future development activities in the corridor. Land use along the project corridor consists mainly of strip commercial areas bordered on the east and west by low/medium residential uses. Potential high-trip generators including the Pro Player Stadium, St. Thomas University and the North Campus of the Miami-Dade Community College and Miami-Dade County Health Center are located along the project corridor.

Infill development and increased densities are promoted by initiatives from the State of Florida and several regional planning councils and recommendations from an Urban Infill Strategy Task Force. State and regional policies promote infill development with implementation dependent on local jurisdictions. Miami-Dade County's Comprehensive Development Master Plan (CDMP) requires localities to accommodate new development around transit stations that incorporate certain physical design elements. The CDMP promotes pedestrian access and provision of bus stops. Recent changes to the Miami-Dade County's CDMP require a minimum density of housing units and employment based on distance from rail stations. Currently, there is no county-wide parking policy for Dade County. However, a recent study proposes a schedule for development of a coordinated parking policy. The DEIS process has resulted in a program to tie each station to the adjoining residential neighborhoods through the planning of pedestrian connections and bus transfers. Dade County has included extensions of water and sewer lines to each station along the project corridor to support development in the station areas. The development community has participated in project planning through membership in the citizen's advisory committee. Recent development activities are indicated by proposals for new development projects. For example, developers have obtained clearances for large-scale projects near the proposed NW 199th Street Station.

Introduction to Performance Measurement

Performance measurement is an assessment of how well an organization performs when providing goods and services to its customers. In government, customers may be residents, visitors, businesses, other governmental entities or even the internal organization itself. Performance measurement produces information that can be used to support day-to-day operations and to help make strategic and budgetary decisions.

Governments must be accountable for the proper use of tax dollars and for providing services that residents demand in an efficient and effective manner. Performance measurement helps provide citizens with the information necessary to ensure accountability - making sure governments are doing what they are suppose to be doing and achieving results that will improve people's lives. As a result, taxpayers have an opportunity to understand what programs to support, as well as the impact of those programs.

In addition, performance measures are a powerful management tool that indicates workload levels, operational results and operational performance. They provide the information needed to make accurate assessments of what has happened, to help understand what needs are and are not being met, to devise plans to meet those needs and demands and to improve service delivery. Government also requires this information to plan for the long term and to ensure that day-to-day operations run smoothly.

Performance measures are indicators of where efforts are, and are not, working well. However, they do not pinpoint specifically why a program, service or department succeeds or fails to produce expected results. It is one of the many tools that the City uses to assess needs and work to improve services.

Miami Gardens and Performance Measurement

Miami Gardens was incorporated in 2003 but operated under a largely County-dictated budget and organizational structure until FY 2005. Even now, some of the traditional functions are still being carried out through contract. The reader is cautioned not to put too much emphasis on the actual results this soon into our program delivery history. As the City matures, and the remainder of municipal activities is brought under in-house control, the data collected will begin to reflect the true nature and quality of services provided. The City has begun the program at the Department level. And, over the past two years, has expanded to the division level when we actually have operating divisions.

Performance Data and the FY-10 Budget

For each major service area, there is presented a brief description of the duties, responsibilities and programs carried out under the administrative organization of the department or division. This is followed by a chart presenting various measurement data: Workload measures and Outcome/Effectiveness Measures. These are presented over time (again, because of the City's recent incorporation, there is not a great deal of historical data available in some operations). This section is followed by a brief analysis of factors that may have had an impact on the statistics and an interpretation of their import.

During this period, staff will be reviewing the data collected to ensure that it accurately reflects the kind of data that is useful as both a management tools and a citizen resource.

