



SPRINGS CONNECTION

YOUR CITY GOVERNMENT

Mayor Billy Bain
Councilman Bob Best
Councilwoman Maria Puente Mitchell
Councilman Jaime Petralanda
Councilwoman Mara Zapata
City Manager William Alonso

ANNEXATION MILLAGE IMPACT

The projections regarding millage rate that have been developed, are based on the assessed value of approx. \$977 million of the area being annexed and show revenues from the area of \$7.2 million less expenses of \$2.5 million generating a surplus of \$4.7 million to the City. By using this surplus to reduce millage, it is estimated that the City can lower its millage to approximately 4.9400 mills from the current 7.3500.

Annexation: City's History | The City began its annexation efforts in 2002. Since then, there have been numerous informational campaigns to keep residents informed. Councilman Rob Youngs spearheaded the annexation process during its early stages. On April 7, 2009, a special election was held on the annexation issue and voters approved it by a margin of 76% to 24%. Since that election, there has been a rigorous endeavor to achieve a four city agreement between Doral, Medley, Virginia Gardens, and Miami Springs. Each municipality re-submitted applications in 2013, but failed to pass the Land and Use Committee and the Board of County Commissioners. Recently, the County requested that the four cities re-submit their applications. On June 26, 2017 Council passed the annexation with a unanimous 5-0 vote. The application will now be submitted to the County for processing. The applications of the four cities will now begin again and go through the County review and hopefully approval phase. Although an election on annexation was held on April 7, 2009, the City Council has decided to hold another vote on annexation on November 6, 2018, in order to respond to a lawsuit filed recently against the City.

Annexation Ballot Question

**VOTING
NOVEMBER 6, 2018**

Q: Shall the City of Miami Springs annex the unincorporated business area generally bounded by NW 36th Street on the south, NW 74th Street on the north, the service road parallel to the Palmetto Expressway on the west, and Ludlam Drive on the east, excluding the Florida East Coast Railway Terminal, recognizing that the area is subject to potential modifications and final approval by Miami-Dade County?

Annexation: The Facts

- The County is willing to allow annexation because the stated policy of the County is to eliminate enclaves or unincorporated municipal service areas (UMSA) between existing municipal boundaries. When Doral became a city, the remaining areas became enclaves, therefore, annexation of these areas is inevitable; one or more of the four cities will annex them. The County wants to have fiscally viable (sustainable) cities.
- The Annexation will create new personnel and equipment and this will be paid for solely by the additional revenue received from the annexation area. The impact upon the existing city is expected only to add a net revenue surplus (revenues exceeding the costs of services), allowing Miami Springs to lower the millage rate, fund capital projects, and improve services. In addition, annexation should improve property values in the City by providing the funds for new capital projects, services and lower taxes. At last count, there were less than 10 residents in the annexation area.
- The benefit to the City of annexation is to secure commercial and industrial properties, not residential areas. The City would agree to maintain the County zoning and Comprehensive Plan restrictions on the annexed property which is currently commercial/industrial.
- While the City would have land use and zoning control over the area, residential use is not compatible with the commercial/industrial character of the area. It has been the intent of every City Council, and remains the intent of the current City Council to keep this area commercial/industrial considering that the cost of providing municipal services is much less than the cost of providing services to residential areas; therefore, more tax surplus will be received by the City. The City will provide some services such as roadway, drainage, code enforcement, and police services, but the City will fund all acquired new employees, new equipment purchases, and other expenses of providing services with a portion of the taxes received from the annexed area. Services such as fire, water, sewer, and sanitation will continue to be provided by the County or private companies, and not the City.



- The annexation will have minimal to no impact on the residential nature of the City, similar to the annexation of the Abraham tract. There will be no change to the existing residential areas of the City. The commercial/industrial areas included in the proposed annexation area are isolated and separated from the existing residential areas of the City. They are separated by two canals and a rail yard (Florida East Coast Rail Yard: FEC). The only impact on the existing residential areas should be the receipt of tax surplus funding. This area has existed there for many years and hasn't had a negative impact on our housing values.
- The City will not have to pay Annual Mitigation Fees to the County. The County eliminated mitigation payments a few years ago. The Canals will remain responsibility of the South Florida Water Management District; annexation will not affect the ownership or maintenance of the canals.
- The City will not be assuming any responsibility or incurring any financial liability for cleanup costs for any of the County designated 27 hazardous waste sites in this area, or any new sites in the future. According to State and Federal law, the cleanup costs are the responsibility of the property owners, site operators, site contributors, or site transporters, and is administered and controlled by the County Department of Environmental Resource Management (DERM) and the Federal Environmental Protection Agency (EPA).

ANNEXATION MAP

The map below shows the 1,018 acres or 1.59 square mile area for annexation, which is contiguous to the City's current western municipal boundary as shown on this map. This area is located generally south of the NW 74th Street Connector, north of NW 36th Street, east of SR 826 and west of the City's current western boundary (NW 67th Ave), but excluding the FEC tracts. The Annexation Area comprises mostly industrial and commercial land. The issue of contiguity was settled years ago; the city has contiguity by and through the area of 74th Street. It is important to note that the County does not require contiguity. The FEC property is specifically excluded from the annexation area.



Source: Esri, DigitalGlobe, GeoEye, Earthstar/Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



City of Miami Springs

Annexation Area is also described as portions of:
Sections 14, 23, and 26, Township 53, Range 40.

Legend

- Boundary
- Annexation Area
- Major Roads



0 950 1,900 3,800 Feet

Print Date: 8/8/2018

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GIS Produced and maintained by the CGA
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