



**CITY OF MIRAMAR COMPREHENSIVE PLAN  
PART 1: GOALS, OBJECTIVES AND POLICIES**

**TO GUIDE FUTURE GROWTH AND COMMUNITY IMPROVEMENT**

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**ADOPTED JANUARY 15 2020**



# COMPREHENSIVE PLAN

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Fire Department  
Parks and Recreation Department  
Police Department  
Public Works Department  
Utilities Department





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# Introduction

The Local Government Comprehensive Planning Act of 1975 (“1975 Act”), extensively amended through the 1985 Local Comprehensive Planning and Land Development Regulation Act (“1985 Act”), mandated every local government in Florida to adopt a detailed comprehensive plan and prepare amendments thereto pursuant to the provisions set forth in Part II, Chapter 163, Florida Statutes (F.S.), and Rules 9J-5 and 9J-11, Florida Administrative Code (FAC). In compliance with that mandate, the City of Miramar adopted its first Comprehensive Plan on May 15, 1989. The Comprehensive Plan, which became the ultimate regulatory authority governing all land development activities, marked a major turning point in the City’s development philosophy. It set out principles, guidelines, standards and strategies arranged in goals, objectives and policies, and supported by data and analyses, which promote the orderly growth and development of the City, in close conformance with the Broward County Land Use Plan (BCLUP). The Comprehensive Plan is composed of two (2) separate but highly inter-related documents:

- Part 1 - Goals, Objectives and Policies (GOPs) of the Comprehensive Plan - identifies and describes the City’s programs, activities and land development regulations that are to be part of the strategy for implementing the Comprehensive Plan in a consistent manner. These GOPs establish meaningful and predictable standards for the use of and development of land, providing the overall policy framework from which zoning and other land development and uses regulations can be developed. Pursuant to state statute, Part 1 and any amendment thereof shall be formally adopted by the Miramar City Commission, pursuant to the provisions set forth in Chapter 163, Part II, F.S., and Rule 73C-49, FAC.
- Part 2 - Supporting Document: Data and Analysis of Community Development & Improvement Plans and Trends - provides the foundation for the development of the GOPs of the different Elements in Part 1 of the Comprehensive Plan. State statute requires the supporting data and analyses contained therein be based upon relevant and appropriate data collected from professionally accepted sources. The Supporting Document is not formally adopted by the Miramar City Commission.

The content of this document constitutes Part 1 of the Comprehensive Plan and is organized into nine (9) Elements, each addressing an important aspect of land development and growth in Miramar including, but not limited to, future land use transportation, housing, infrastructure, conservation, recreation and open space, intergovernmental coordination, capital improvements, and public school facilities. GOPs, which provide meaning guidelines and direction for the development of more detailed land development regulations to better guide future growth and community improvement in the City. The Future Land Use Map (FLUM) contained in the Future Land Use Element (CIE) is the only map in this Comprehensive Plan, which is adopted. It shall be noted that the Capital Improvements Element’s Five- Year Schedule of Capital Improvements, which shall be updated annually as per state statute, and Monitoring and Evaluation Section are also adopted.

The City’s Comprehensive Plan has undergone two (2) major amendments in 2000 and 2010, respectively, following the formally mandated evaluation and appraisal report process for the

required 7-year comprehensive plan update, as has been established in the now repealed Rule 9J-5, FAC. However, with the passage of the Community Planning Act of 2011 (“2011 Act”), which repealed and replaced the 1985 Act, evaluation and appraisal reports are no longer required to be submitted to the State Land Planning Agency now housed in the newly created Department of Economic Opportunity (DEO) for a sufficiency determination. Rather and in accordance with the newly established Rule 73C-49, FAC, an evaluation and appraisal notification letter becomes the principal process for a local government to update its comprehensive plan to reflect changes in local conditions and in state requirements since the last update of said plan. Furthermore, the 2011 Act has deleted the limit restricting amendments to comprehensive plans adopted pursuant to Section 163.3187(1)(a), F.S. prior to the 2011 Act amendments to not more than two times during any calendar year. Pursuant to these statutory changes, all future amendments to the City of Miramar Comprehensive Plan and associated FLUM shall follow either: (1) the small-scale review process in Section 163.3187, F.S.; (2) the state coordinated review in Section 163.3184(4) for amendments involving area of critical state concern, sector plans, or comprehensive plan updates based on an evaluation and appraisal review pursuant to Section 163.3191, F.S.; and (3) the expedited state review process in Section 163.3184(3), F.S., for all other plan amendments.





# Statement of Legislative Intent

This statement expresses the legislative intent of the City of Miramar Commission with regard to the Comprehensive Plan. This Statement is applicable to the Miramar Comprehensive Plan in its entirety and is declared to be incorporated by reference in each element thereof.

- Nothing in this Plan shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the City of Miramar Code of Ordinances.
- This Comprehensive Plan is intended to set general guidelines and principles concerning its purposes and content. The Plan is not a substitute for specific implementation mechanisms such as land development regulations.
- The City Commission recognizes that a particular application may bring into conflict, and necessitate a choice between, different goals, objectives, policies, priorities, and provisions of the Plan. While it is the intent of the City Commission that the Future Land Use Element be afforded a high priority, other elements must be taken into consideration given the City Commission's responsibility to provide for the multitude of needs of the city's diverse community. Recognizing that the City Commission and agencies will be required to balance competing goals, objectives and policies of the Plan, it is the intention of the City Commission that such City Commission and city agencies consider the overall intention of the Plan as well as portions particularly applicable to a matter under consideration in order to ensure that the Plan, as applied, will protect the public health, safety and welfare.
- The terms “shall” and “will” are to be construed as mandatory in this Plan, subject, however, to this Statement of Legislative Intent. The term “should” is construed as directory. Wherever implementation responsibility is not explicitly stated within a particular objective or policy in this Plan, that responsibility lies with the City of Miramar to the extent that the objective or policy specifies implementation and the City has jurisdiction over the subject matter.



# **I. Future Land Use Element**

## **Goal**

Maintain a long-range future land use pattern which promotes the orderly and well-managed growth and development of the community, producing quality neighborhoods, enhancing the city’s aesthetic appeal, conserving the natural environment and open space, supporting a vibrant economic tax base, and minimizing risks to the public’s health, safety and welfare.

## **Permitted Uses in Future Land Use Categories**

### **Objective 1**

Promote orderly and beneficial growth and development of the community through the adoption, implementation and consistent updating of this Future Land Use Element. Eliminate land uses which are inconsistent with Miramar’s character and do not contribute to the quality of life desired by its citizens by 2020.

**Policy 1.1** The Miramar Future Land Use Map (FLUM) presented as Exhibit 1 is hereby adopted as an integral component of this Comprehensive Plan and the City will utilize the following land use categories and residential densities to designate land uses and manage future community growth:

#### Residential

- Rural Estate Low 2
- Low 3
- Low 5
- Low Medium 10 or LM(10)
- Medium 16 or M(16)
- Medium High 25 or MH(25)

#### Non-Residential

- Commercial Industrial Office Park
- Employment Center Commercial Recreation Recreation and Open Space Institutional and Public Facilities Utilities
- Conservation Expressway
- City Areas of Particular Concern Mixed Use
- Regional Activity Center

### **Rural Land Use Category**

**Policy 1.2** Permit the following uses within the Rural land use category

- a. Residential uses at a maximum density of one (1) dwelling unit per 2.5 gross acres. Clustering of units may be permitted only if the parcel is developed under a unified development plan and if the areas from which the density is transferred are permanently dedicated as open space.
- b. Agriculture and related uses to include cultivation of crops; groves; horse and cattle ranches; private game preserves; fish breeding areas; tree and plant nurseries.
- c. Parks.
- d. Police and fire protection facilities, libraries, and civic centers.
- e. Special Residential Facility Categories 1 (as defined in Appendix A) subject to the requirements of this land use category for the location of one  
(1) dwelling unit.
- f. Public utilities including water and wastewater pumping stations, electrical utility substations, and telecommunications transmission facilities.

### **Estate Land Use Category**

**Policy 1.2A** Permit the following uses within the Estate land use categories:

- a. Residential uses at a maximum density that does not exceed the maximum gross residential density allowed for the parcel – Estate: Up to and including one dwelling unit per acre.
- b. Parks, and civic or cultural buildings ancillary to the primary outdoor recreational use of the site.
- c. Agricultural and related uses to include cultivation of crops; groves; horse and cattle ranches; private game preserves; fish breeding areas; tree and plant nurseries; until the area is converted to urban use.
- d. Special residential facilities subject to the density provisions of subsection 1.3 (i), police, ambulance, and fire protection facilities, libraries, hospitals, civic centers and governmental administration offices.
- e. Public utilities, including water and wastewater pumping stations,

electrical utility substations and telecommunication transmission facilities. No structure shall exceed a maximum building lot coverage of 60% or a height of 80 feet.

- f. Offices and retail sales of merchandise provided that:
  - 1. To allow both the public and private sectors to respond to changing conditions and permit the appropriate location of neighborhood commercial uses within or adjacent to established residential neighborhoods, the Broward County Land Use Plan shall permit up to 5% of the area designated residential within flexibility zones in Miramar to be used for neighborhood commercial uses, subject to Policy 13.01.10 and the restrictions identified within the Residential Permitted Uses subsection of the Plan Implementation Requirements section of the Broward County Land Use Plan.
  - 2. No added or contiguous area used for offices and/or retail sales of merchandise or services may exceed ten (10) acres. For the purpose of this provision, contiguous is defined as: attached; located within 500 feet; or separated only by streets and highways, canals and rivers, or easements.
- g. Special residential facilities, as defined in Appendix A, shall be permitted at the following density:
  - 1. Special residential facility category (1) development shall count as one (1) dwelling unit each.

### **Low, Low-Medium, Medium, Medium High Land Use Categories**

**Policy 1.3** Permit the following uses within the Low 2, Low 3, Low 5, Low Medium 10, Medium 16 and Medium High 25 land use categories:

- a. Residential uses at a maximum density that does not exceed the maximum gross residential density allowed for the parcel by its respective land use designation as follows:
  - Low 2: Up to and including two dwelling units per acre.
  - Low 3: Up to and including three dwelling units per acre.
  - Low 5: Up to and including five dwelling units per acre.
  - Low–Medium 10: Up to and including ten dwelling units per acre.
  - Medium 16: Up to and including sixteen dwelling units per acre.
  - Medium–High 25: Up to and including twenty-five dwelling

units per acre.

– Notwithstanding the density limitations set forth herein, the maximum density for any area identified on the City of Miramar FLUM and the BCLUP Map (Series) by dashed lines circumscribing its edges shall be the number appearing in the circle inside the dashed line, as may be set forth through amendments to the FLUM and certified by the Broward County Planning Council (BCPC). Dwelling units permitted within any area circumscribed by a dashed line may only be applied within the boundaries

of the circumscribed area and may not be transferred.

– Flexibility units shall not be assigned from areas circumscribed by dashed lines on the City’s FLUM or BCLUP Map (Series).

– References to density within the City of Miramar Comprehensive Plan mean gross density. “Gross density” means the number of dwelling units existing or proposed within an area, divided by the gross acreage of the area. “Gross acreage” means the total number of acres in an area, including acreage used or proposed for streets, lakes, waterways, and other proposed land uses permitted in residential areas by the City Comprehensive Plan.

- b. Parks, golf courses and other outdoor recreational facilities and recreational, civic or cultural buildings ancillary to the primary outdoor recreational use of the site.
- c. Agricultural and related uses to include cultivation of crops; groves; horse and cattle ranches; private game preserves; fish breeding areas; tree and plant nurseries; until the area is converted to urban use.
- d. Community facilities, including, but not limited to, schools, day care centers, clinics, nursing homes, rehabilitation centers, special residential facilities subject to the density provisions of subsection 1.3 (i), police, ambulance, and fire protection facilities, libraries, civic centers, governmental administration, and cemeteries.
- e. Public utilities, including water and wastewater pumping stations, electrical utility substations and telecommunication transmission facilities.
- f. Offices and retail sales of merchandise, subject to the following:
  - 1. No more than a total of five percent (5%) of the area designated for residential use on the BCLUP Map (Series) within the City

- of Miramar may be used for offices and/or neighborhood retail sales of merchandise or services.
2. No such contiguous area may exceed 10 acres. For the purpose of this provision, “contiguous” is defined as: attached; one border of which is located within 500 feet; or separated only by streets and highways, canals and rivers, or easements.
  3. Regardless of the constraints above, space within residential buildings in areas designated for M(16) and MH(25) may be used for offices and/or retail sales of merchandise or services, as long as no more than fifty percent (50%) of the floor area is used for said purposes.
- g. Special residential facilities, as defined in Appendix A, shall be permitted at the following densities:
1. Special residential facility category (1) development shall count as one (1) dwelling unit each.
  2. Special residential facility category (2) development shall count as two (2) dwelling units each only within LM(10), M(16) and MH(25).
  3. Special Residential Facility Category (3) development shall count as one (1) dwelling unit per every two (2) sleeping rooms regardless of the number of kitchens or baths.

### **Commercial Land Use Category**

**Policy 1.4** Permit the following uses within the Commercial land use category:

- a. Neighborhood, community, and regional retail sales and service.
- b. Commercial uses such as financial institutions; medical facilities; offices; personal services; restaurants; entertainment uses; indoor commercial recreation; small appliance repair; printing; studios and galleries; instructional businesses.
- c. Hotels and motels.
- d. Residential uses (without the need to amend the FLUM) as long as the flexibility or reserve unit pool units (as established pursuant to Policy 1.3a.) are applied to the parcel in the following manner:
  1. The residential floor area does not exceed fifty percent (50%) of the total floor area of the building, and/or
  2. The first floor is totally confined to commercial use, and/or

3. For parcels five (5) acres in size or less, free standing multi-family residential uses are permitted; within areas designated on the County Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas or Chapter 163 Redevelopment Areas, free standing multi-family residential uses are permitted on parcels ten (10) acres in size or less, and/or
  4. For mixed commercial/residential developments greater than five (5) acres in size (or ten (10) acres within areas designated on the County Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas or Chapter 163 Redevelopment Areas) free standing multi-family residential uses are permitted provided that the gross residential acreage does not exceed five (5) acres (ten (10) acres within areas designated on the County Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas) or forty percent (40%) of the total gross acreage of the commercially designated parcel, whichever is greater, and that the entire mixed commercial/residential development be governed by specific zoning regulations that establish criteria to ensure proper integration and compatibility of land uses within and surrounding the development, and/or
  5. Residential units within the same structure as commercial uses for the owner, manager or caretaker of the commercial uses may be located in areas designated commercial without the application of flexibility units or reserve units.
- e. Community facilities, such as day care centers, nursing homes, clinics, rehabilitation centers, police and fire protection facilities, libraries, adult vocational and adult educational institutions civic centers, churches, and governmental administration.
  - f. Public utilities including water and wastewater pumping stations, electrical utility substations, gas pumping stations and transmission facilities, and telecommunications transmission facilities.
  - g. Non-residential agricultural uses compatible with urban land use to include, but not be limited to, tree and plant nurseries, urban gardens, urban farms, and farmer's markets.
  - h. Heavy commercial uses such as major automotive services,

automotive sales, the refinishing, repair and/or rebuilding of vehicles or boats, contractor's yards, as may be deemed appropriate for the area involved and compatible with the surrounding uses, and subject to the buffering requirements of the City of Miramar Land Development Code.

- i. Light industrial uses in the form of manufacturing, wholesaling, storage, warehouse, research facilities, laboratories and businesses, and medical and dental laboratories, as may be deemed appropriate for the area involved and compatible with the surrounding uses, and subject to the buffering requirements of City of Miramar Land Development Code.

### **Industrial Land Use Category**

**Policy 1.5** Permit the following uses within the Industrial land use category:

- a. Industrial uses including, but not limited to, manufacturing and processing, warehousing and distribution, research and development.
- b. New automobile, sales, ancillary used sales and service wholesale businesses and trade shops.
- c. Medical, dental, and research laboratories.
- d. Public utilities including water and wastewater pumping stations, wastewater, sludge, and solid waste disposal facilities; solid waste transfer stations; sewer plants and electric utility substations, and telecommunications transmission facilities.
- e. Transportation facilities.
- f. Non-residential agricultural uses until the area is converted to urban use, to include, but not be limited to, tree and plant nurseries, urban gardens, urban farms, and farmer's markets.
- g. Essential service facilities limited to police, ambulance, and fire protection facilities.
- h. Civic facilities limited to the following: parks, libraries, government administration services and maintenance facilities.
- i. Adult educational institutions and adult vocational institutions.
- j. Commercial and retail businesses and hotels and motels provided that they do not account for more than 20% of the area designated in a Flexibility Zone as Industrial on the Broward County Land

Use Plan.

- k. Offices.
- l. Residential units within the same structure as industrial uses for the owner, manager or caretaker of the industrial uses may be located in areas designated industrial without the application of flexibility or reserve units.

### **Office Park Land Use Category**

**Policy 1.6** Permit the following uses within the Office Park land use category:

- a. Buildings for offices for administrative, professional, and business purposes.
- b. Banking and other financial institutions.
- c. Adult educational, scientific and industrial research laboratories, medical or dental laboratories, adult educational institutions and adult vocational institutions.
- d. Retail establishments, including restaurants and personal services, which are accessory to the primary office uses.
- e. Hotels, motels or similar lodging facilities.
- f. Essential service facilities limited to the following: police, ambulance and fire protection facilities.
- g. Clinics, libraries, governmental administration offices.
- h. Special residential facility categories 2 and 3 (as defined in Appendix A) subject to the requirements for the allocation of flexibility or reserve units.
- i. Public utilities ancillary to office park uses including water and wastewater pumping stations, electrical utility substations and telecommunications transmission facilities.

### **Employment Center Land Use Category**

**Policy 1.7** Permit the following uses within the Employment Center Land Use Category:

- a. Industrial uses including, but not limited to, light manufacturing, warehouse/distribution, research and development, and assembly.

- b. Office uses.
- c. Hotels, motels and similar lodging.
- d. Restaurants.
- e. Residential uses are permitted (without the need to amend the City FLUM) as long as flexibility units (as established pursuant to Policy 1.3a.) are applied to the parcel in the following manner:
  - 1. For parcels five (5) acres in size or less, free standing multi-family residential uses are permitted; within areas designated on the County Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas or Chapter 163 Redevelopment Areas, free standing multi-family residential uses are permitted on parcels ten (10) acres in size or less.
  - 2. For mixed use developments greater than 5 acres in size (or ten (10) acres within areas designated on the County Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas or Chapter 163 Redevelopment Areas), free standing multi-family residential uses are permitted provided that the gross residential acreage does not exceed five (5) acres (ten (10) acres within areas designated on the County Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization Areas) or forty (40%) of the total gross acreage of the employment center designated parcel, whichever is greater, and that the entire mixed use development be governed by specific zoning regulations that establish criteria to ensure proper integration and compatibility of land uses within and surrounding the development.
- f. Essential service facilities limited to the following: police, ambulance and fire protection facilities.
- g. Clinics, libraries, governmental administration offices.
- h. Adult educational institutions and adult vocational institutions.
- i. Communication facilities.
- j. Transportation facilities and public utilities as accessory uses limited to less than fifty percent (50%) of the site.
- k. Recreation and open space uses limited to less than fifty percent (50%) of the site, provided that no structure shall exceed building lot coverage of 10%, or a height of 35 feet.

- l. Retail uses as accessory uses within buildings devoted to a permitted principal use limited to less than fifty percent (50%) of the site.
- m. Commercial and retail business uses as principal uses provided that they do not account for more than twenty percent (20%) of the area designated within a Flexibility Zone as Employment Center on the Future Broward Land Use Plan Map and as long as the location of these uses does not preclude or adversely affect the future use of surrounding areas for Employment Center use.

### **Commercial Recreation Land Use Category**

**Policy 1.8** Permit the following uses within the Commercial Recreation land use category:

- a. Active and passive recreation uses, such as nature centers and trails, picnic areas, playgrounds, athletic fields, and parks.
- b. Accessory facilities, including outdoor and indoor recreation, civic, or cultural facilities, as may be determined by the City of Miramar Land Development Code to be accessory to and supportive of the primary commercial recreation facility (excluding residential uses).
- c. Recreational vehicle sites at a maximum density of ten (10) sites per gross acre if permanent location of recreational vehicles on the site is permitted by the City of Miramar Land Development Code, subject to allocation by the City of Miramar of available flexibility or reserve units.
- d. Outdoor and indoor recreation facilities including, but not limited to, recreation complexes, bowling alleys, golf courses, tennis clubs, sports arenas, dog and horse racing facilities, amusement centers, jai-alai frontons.
- e. Hotels, motels and similar lodging ancillary to the primary commercial recreation use.

### **Recreation and Open Space Land Use Category**

**Policy 1.9** Permit the following uses within the Recreation and Open Space land use category:

- a. Publicly owned and/or operated active and passive recreation areas.
- b. Golf courses which are intended to remain as permanent open space.
- c. Camping ground and facilities.
- d. Cemeteries.

- e. Boat ramps and docks.
- f. Indoor/outdoor cultural, educational and civic facilities, including, but not limited to: animal exhibits, habitats, amphitheaters, band shells and outdoor classrooms.
- g. Concession facilities, only when accessory to the above primary uses, such as refreshment stands, pro shops, souvenir shops and recreation equipment rental facilities.

### **Institutional and Public Facilities Land Use Category**

**Policy 1.10** Permit the following uses within the Institutional and Public Facilities land use category:

- a. Municipal, county, state and federal offices;
- b. Schools, colleges and universities;
- c. Religious institutions and ancillary uses;
- d. Libraries and cultural or civic uses;
- e. Hospitals, nursing homes; and
- f. Special residential facility categories 2 and 3 (as defined in Appendix B) subject to the requirements of this land use category for the allocation of flexibility or reserve units.

### **Utilities Land Use Category**

**Policy 1.11** Permit the following uses within the Utilities land use category:

- a. Public utilities including water and wastewater treatment plants and pumping stations; wastewater sludge, and solid waste disposal facilities; gas pumping stations and transmission facilities; power plants and electrical utility substations; telecommunications transmission facilities;
- b. Ancillary facilities as may be deemed by the City of Miramar Land Development Code to be supportive to the primary uses described in (a).
- c. Non-residential agricultural uses, including, but not limited to, tree and plant nurseries, urban gardens, urban farms, and farmer's markets. and

- d. Communication facilities.

### **Conservation Land Use Category**

**Policy 1.12** Permit the following uses within the Conservation land use category:

- a. Passive outdoor recreational uses such as wildlife sanctuaries and feeding stations, nature centers and trails, outdoor research stations and walkways.
- b. Structures used for flood control, drainage, and water treatment and storage.
- c. State and Federal Native American Reservations.
- d. Similar uses to those listed above which do not impair the natural environment or disturb the natural ecosystem of the area and which are not in conflict with applicable water management and wildlife protection policies of local, State and Federal agencies.

### **Chapter 380 Regional Activity Center**

**Policy 1.13** For an area to qualify as a Regional Activity Center (“RAC”) within the City of Miramar, it must have been an Areawide Development of Regional Impact (“DRI”) pursuant to s. 380.06(10), F.S., or must meet the requirements of Policy 11.14 of the SFRPC Strategic Policy Plan, as amended, and meet the following criteria:

- a. The density and intensity of land uses within said RAC shall be determined by the Miramar City Commission and shall be specified within the City of Miramar Comprehensive Plan.
- b. The RAC shall be a geographic area described in the City Comprehensive Plan and the BCLUP, and further delineated on the City FLUM and the BCLUP Map (Series), or any other map that is an exhibit thereto.
- c. The RAC shall facilitate mixed-use development, encourage mass transit, and non-motorized transportation, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form. The RAC designation shall apply to such areas as downtown and redevelopment areas; regional employment centers; an Areawide (DRI); and other large existing or planned concentrations of diverse activities and employment or educational opportunities of regional significance consisting of more than retail trade.
- d. The RAC shall be subject to review as an Areawide DRI.

- e. The Regional Activity Center land use category shall not be used where other land use categories within the BCLUP provide adequate flexibility for the existing or proposed land uses.
- f. The designation of a specific area and boundaries as a Regional Activity Center provides a mechanism to increase the threshold of development size required to undergo state review as a DRI; it does not change the City of Miramar FLUM designation of any land, nor does it change the uses or intensities of development authorized by the FLUE of the City Comprehensive Plan.

The following area has been designated Regional Activity Center within the City of Miramar Comprehensive Plan and the BCLUP:

### **Miramar Regional Activity Center**

General Location: The Miramar Regional Activity Center, also referred to as Miramar Activity Center I in the BCLUP, totals approximately 2,205 acres in area. It is generally bounded: to the West, by Flamingo Road; to the North, by Pembroke Road; to the East, by Palm Avenue; and to the South, by the Florida Turnpike between Palm Avenue and Red Road, and generally by an area South of the Florida Turnpike including an area on the South bounded by the Eastward extension of what would be the Bass Creek Road right-of-way between Red Road and Flamingo Road, excluding the area designated Institution and Public Facilities on the FLUM.

Land use program: The permitted uses, as well as the density and intensity of uses with the Miramar Regional Activity Center shall be as follows:

- Residential Land Uses: 11,060 dwelling units.
- Retail Land Uses: 1,521,400 square feet.
- Office Land Uses: 1,750,000 square feet.
- Industrial Land Uses: 9,542,784 square feet.
- Municipal Facility Land Uses: 200,000 square feet.

### **BCLUP Activity Center**

**Policy 1.14** For an area to qualify as an Activity Center, pursuant to the provisions of the BCLUP, the following criteria must be met:

- a. The Activity Center shall include substantial housing opportunities and permits at least two (2) non-residential uses.
- b. Affordable housing needs of the Activity Center must be addressed within the City Comprehensive local land use plan.

- c. The Activity Center shall include park land and/or open space that is open to the public as a functional component.
- d. The Activity Center shall promote the development of key intersections or major transit stops to create nodes of development, and provide convenient access to mass transit and/or multi-modal facilities.
- e. Pedestrian circulation between non-residential activity nodes and residential to non-residential activity nodes should be based, at a maximum, on a ten (10) minute or half-mile walk.
- f. The minimum and maximum FAR (Floor Area Ratio) for non-residential uses must be specified by the Miramar City Commission in the City Comprehensive Plan.
- g. The City of Miramar shall enter into an inter-local agreement with Broward County for monitoring development activity; said interlocal agreement to be executed no later than 180 consecutive days after the effective date of adoption.

The following area has been designated Activity Center within the BCLUP.

### **Miramar Transit Oriented Corridor (TOC)**

**General Location:** The Miramar TOC, also referred to as Miramar Activity Center II on the BCLUP, totals approximately 439.7 acres. It is generally bounded: to the east, by SW 66<sup>th</sup> Avenue; to the north, by Pembroke Road; to the east, by State Road 7/US 441; and to the south, by County Line Road.

**Land use program:** The permitted uses, as well as the density and intensity of land uses within the Miramar TOC shall be as follows:

- Residential: 3,406 dwelling units\*
- Commercial: 2,500,000 square feet
- Office: 2,000,000 square feet
- Hotels: 250 rooms
- Park: 61.31 acres\*\*

\*The maximum allowable number of dwelling units within the Miramar TOC includes:

- ❖ A single-family pool of 755 dwelling units, which includes the

- ❖ previously approved 32 mobile homes; and
- ❖ A multifamily pool of 2,651 dwelling units

\*\*Park acreage includes:

- ❖ Miramar Athletic Park: 5.71 acres
- ❖ Snake Warrior’s Island Park: 55.0 acres
- ❖ Miramar Athletic Park Addition: .6 acre\*\*\*

\*\*\* Miramar Athletic Park Addition was acquired through the Broward County Safe Parks and Land Preservation Bond Program.

### **Expressway Land Use Category**

**Policy 1.15** Permit the following uses in the Expressway land use category:

- a. Limited access highways.
- b. Uses of an impermanent nature such as agriculture, nurseries, grazing, non-required parking, open storage and parks are permitted in proposed expressways. No principal building may be permitted, nor may any land use which impedes the future construction of an expressway be allowed.

## **Development Review Requirements**

### **Objective 2**

By 2020, complete the full revision of the Land Development Code, which will ensure the protection of natural resources, discourage urban sprawl, promote “Smart Growth” and energy efficient development and land use patterns which account for existing and future electrical power generation and transmission systems in an effort to reduce greenhouse gases, encourage the use of innovative land development techniques, promote community aesthetics, ensure the availability of the infrastructure needed to support development, and comply with the Broward County Land Use Plan.

**Policy 2.1** The City shall enforce the Land Development Code provisions for minimum adequate stormwater management including wetland preservation/restoration, open space, including historic and archaeological sites, safe and convenient on- site traffic flow, adequate parking, landscaping and signage and standards and clustering of residential units, by 2020.

**Policy 2.2** Continue to maintain and improve the City’s Concurrency Management System which will ensure that the necessary facilities and services are available concurrent with the impacts of development, the City of Miramar shall review all

City plats for concurrency, and continue to participate in the County Wide Development Review Committee Plat Review and Approval Process, which will consider development proposed on nearly 100% of Miramar's vacant land.

The City and County Plat Approval Process will require that necessary regional and local facilities and services be available concurrent with the impacts of development, after the adoption of the Land Development Code and Concurrency Management System as of the date specified above, through any of the following situation:

- a. The necessary facilities are in place at the time a plat approval is issued, or a plat approval is issued subject to the condition that the necessary facilities will be in place when the impacts of the development occur.
- b. The necessary facilities are under construction at the time a plat approval is issued.
- c. The necessary facilities are the subject of a binding contract executed for the construction of those necessary facilities at the time a plat approval is issued.
- d. The necessary facilities have been included in the Broward County or City of Miramar's annual budget at the time a plat approval is issued although the facilities are not yet the subject of a binding contract for their construction. The City of Miramar shall make a determination that it will not remove the budgetary provision for the necessary facilities from the budget.
- e. The City may grant a Development Permit consistent with the Land Use Plan and Land Development Code when the following conditions are met.
  1. Transportation, Recreational, Drainage and Flood Protection, Potable Water, Solid Waste, and Sanitary Sewer Public Facilities and Services will be available to meet established Level of Service standards, consistent with Chapter 163.3202 (g) Florida Statutes and the Concurrency Management Policies included with Objective 2 of the Land Use Plan.
  2. Local streets and roads will provide safe, adequate access between buildings within the proposed development and the trafficways identified on the Broward County Trafficways Plan prior to occupancy.

3. Fire protection service will be adequate to protect people and property in the proposed development.
4. Police protection service will be adequate to protect people and property in the proposed development.
5. School sites and school buildings will be adequate to serve the proposed development.
6. Development does not include a structure, or alteration thereof, that is subject to the notice requirements of Federal Aviation Regulations (FAR), Part 77, Subpart B, unless the Federal Aviation Administration issues, or has issued within the previous ninety (90) days, a written acknowledgment that said structure or alteration would not constitute a hazard to air navigation and does not require increases to minimum instrument flight altitudes within a terminal area, increases to minimum obstruction clearance altitudes, or any other operational modifications at any existing airport or heliport or any planned or proposed airport as described in FAR Part 77.21(c)(2).

**Policy 2.3** For those parcels that do not require platting, the above steps in Policy 2.2 will be considered at the time of Development Permit Review. In such cases the words “Development Permit” will replace “Plat Approval” wherever it appears above.

**Policy 2.4** Continue to implement and improve the City’s Concurrency Monitoring System as part of the Land Development Code to:

- a. Determine whether necessary facilities identified within the City’s Capital Improvements Element, including Transportation, Recreational, Drainage and Flood Protection, Potable Water, and Sanitary Sewer Facilities, are being constructed in accordance with the schedules in the Comprehensive Plan.
- b. Update annually existing Level of Service, committed capacity as defined in the Land Development Code, and facility needs prior to and in conjunction with the annual update of the Capital Improvements Element.

**Policy 2.5** Continue to implement the Land Development Code requirement that all development projects except individual single-family homes, and individual duplexes and triplexes secure formal site plan approval prior to building permit approval.

**Policy 2.6** The City shall not initiate the extension of sewer and water service outside of its approved water and wastewater service area in order to limit urban sprawl and promote compact, efficient urban development, and shall continue to enforce the uniform extension policy in Ordinance No. 88-30 (effective July 5, 1988). .

**Policy 2.7** An application for a building permit for the construction of a principal building on a parcel of land will not be granted unless a plat including the parcel or parcels of land has been approved by the Broward County Commission and recorded in the official records of Broward County subsequent to June 4, 1953. This section will not apply to an application for a building permit which meets any of the following criteria:

- a. Construction of two or fewer residential dwelling units on a lot or parcel which lot or parcel was of record as such in the official records of Broward County as of March 1, 1989; or
- b. Construction of any multi-family or non-residential lot or parcel which is less than five acres in size and specifically delineated on a plat recorded on or before June 4, 1953;
- c. The building permit may be issued for a parcel of land for which plat approval has been given by the Board of County Commissioners although the plat has not yet been recorded, provided such authorization is granted in an agreement among the developer, the City of Miramar and the County. Such agreement shall at a minimum require compliance with the applicable provisions of plat approval and shall prohibit the issuance of certificate of occupancy until the plat is recorded. The City and county shall be required to make a finding that facilities and services will be available at the adopted level of service standards concurrent with the issuance of the building permit; or
- d. A building permit may be issued for an essential governmental facility after preliminary plat review where the City and the Broward County Commission find that immediate construction of the governmental facility is essential to the health, safety, or welfare of the public and where the Board determines that public facilities and services will be available at the adopted level of service standards concurrent with the impact of the development of the governmental facility. Such a finding shall be made in a resolution if Broward County is the governmental seeking to construct the facility and issue the permit; and by agreement with the City of Miramar in other circumstances. A certificate of occupancy shall not be issued until the plat is recorded.

Provided that in addition to meeting the above criteria, the issuance of

the building permit shall be subject to all of the following:

- e. Compliance with the applicable Land Development Code requirements; and
- f. Any land within the lot or parcel which is necessary to comply with the Broward County Trafficways Plan has been conveyed to the public by deed or grant of easement.

**Policy 2.8** The BCLUP shall be implemented by adoption and enforcement of appropriate local regulations on the development of lands and waters within the jurisdiction of the City of Miramar. No public or private development may be permitted except in compliance with the BCLUP and/or certified Miramar Land Use Plan.

**Policy 2.9** Development within the City shall emphasize re-development and infill, which concentrates the growth and intensifies the land uses consistent with the availability of existing urban services and infrastructure in order to conserve natural and man-made resources.

**Policy 2.10** The City will encourage and implement to the maximum extent feasible for those (re)development projects within the City that use compact building design principles which preserve more open space, contain mixed use, support multi-modal transportation options, make public transportation viable, reduce infrastructure costs and take advantage of recycled building materials.

**Policy 2.11** The City will encourage and implement to the maximum extent feasible for (re)development projects energy conservation and the reduction of greenhouse gasses by encouraging developers and builders to implement the Florida Green Building Coalition, US Green Building Council Leadership in Energy and Environmental Design (LEED), which generally include the following:

1. Community/Neighborhood - use of compact building design; energy efficient street lighting; energy efficient automobiles/transit.
2. Lot Choice – priority use of small properties in urban areas; use of “brownfield” lands that can be cleaned; use of lands close to sewer and powerlines, mass transit or green space.
3. Site Choice – re-create or preserve wildlife habitat or shelter, replant or donate vegetation, use cleared material for mulch or landscaping or stabilizing soil, or save or reuse topsoil.
4. Water Efficiency/Conservation – use of very efficient clothes washers, low-flow toilets or waterless urinals; use of reclaimed water; innovative irrigation or drought tolerant plants; use of rain gardens, bio-swales and cisterns.
5. Energy Efficiency/Conservation – use of light-colored exterior walls;

buildings shaded on the east and west by trees; properly sized air-conditioners; use of ceiling fans; energy efficient appliances and indoor lighting; efficient well-pumping; use of alternate electrical grids and/or use of wind/solar/natural gas energy.

6. Material – use of building materials with recycled content; ecofriendly insulation; lumber from sustainable sources; or locally produced material.
7. Health – use of detached garage; carbon monoxide alarm; central dehumidification systems; energy efficient bathroom exhaust fans with timer; humidistat whole house filtration.

**Policy 2.12** The City will encourage and implement to the maximum extent feasible the use of the “NatureScape Broward” program to create and maintain attractive, low maintenance, low impact landscapes which protect the natural resources.

**Policy 2.13** The City shall encourage and implement to the maximum extent feasible energy efficient urban design which is consistent with the Broward County Urban Design Element.

**Policy 2.14** By 2022, the City shall identify strategies to encourage walking, biking and use of transit throughout the City.

**Policy 2.15** The City shall continue to provide educational materials on energy conservation to its residents through utility bill insertions and the City’s webpage.

## **Compatibility of Future Land Uses**

### **Objective 3**

Assure that future land uses are compatible.

**Policy 3.1** Buffer low density residential land uses from major transportation arteries and from commercial uses and minimize the impacts of existing incompatible land uses through the adoption of Land Development Regulations which provide for setbacks, landscaping and other design techniques. Concentrate mixed use development on transit corridors that will promote pedestrian activity and support multi-modal transportation options.

**Policy 3.2** Locate non-residential land uses so that access to those uses does not generate high traffic volumes on local streets through residential neighborhoods.

**Policy 3.3** Locate commercial land uses and regional and community facilities,

except for schools, close to major traffic corridors and mass transit routes and limit vehicular access to collector and arterial streets with sufficient capacity to accommodate the additional traffic volume without causing the road to fall below Level of Service “D”.

- Policy 3.4** Locate Industrial land uses so that they have direct access to and from major arterials.
- Policy 3.5** Consider the cumulative and long-term effects of decisions regarding amendments to the both the map (FLUM) and the texts of the FLUE of the City Comprehensive Plan.
- Policy 3.6** Prevent the creation of future strip commercial development by concentrating neighborhood and community commercial land use designations in nodes designed to serve the needs of the surrounding neighborhoods.
- Policy 3.7** Concentrate regional-scale commercial and industrial development in activity centers with direct access to the regional transportation network.
- Policy 3.8** Include in the Land Development Code, regulations which address the potentially adverse impacts of industry, including noise, vibration, air pollution, glare, heat, solid wastes, hazardous wastes, fire and explosion.
- Policy 3.9** Include in the Land Development Code regulations to establish differing intensities of commercial development compatible with adjacent and surrounding land uses, and which distinguish between neighborhood, community and regional commercial development.
- Policy 3.10** Ensure in the Land Development Regulations that the design of lakes, public and private roads and off-street parking facilities is consistent with the applicable criteria of the South Florida Water Management District, the South Broward Drainage District, and the Broward County Department of Planning and Environmental Protection.
- Policy 3.11** Areas surrounding existing and proposed airports/heliports shall be planned to promote compatible land uses; Part 150 Study Technical Reports shall be considered during land use decisions which affect airports/heliports (i.e., Perry Airport); air corridors shall be protected from obstruction.
- Policy 3.12** Any arrangement of dwelling units on a parcel of land designated for residential use is compatible with the City of Miramar Land Use Plan as long as the maximum number of dwelling units permitted within the parcel is not exceeded. For example, the City of Miramar Land Use Plan does not regulate whether the developer uses 100 acres of land designated for low (3) residential density to build 300 single-family homes, or whether

the same 100 acres are used to build a 300-unit high rise structure, with the balance of the land maintained as permanent open space. The distribution and type of units will be determined by applicable zoning and land development regulations.

CP 02.06.01

**Policy 3.13** Prevent visual pollution by limiting and controlling the number and size of signs, and by strict enforcement of signage standards contained in the City's adopted Sign Code.

## **Coordinate Miramar Future Land Uses with the Availability of Public Elementary and Secondary Education Facilities**

### **Objective 3A**

Ensure through the future land use planning process that public elementary and secondary education facilities will be available to meet the current and future needs of Miramar's school population.

**Policy 3A.1** The City of Miramar shall determine the consistency of land use plan amendments with their Public School Facilities Elements. The consistency finding shall address whether sufficient capacity is available, or anticipated within the short or long range planning horizon of their Elements, to accommodate the projected student impact of proposed amendments. As provided for within the Amended Interlocal Agreement for Public School Facilities Planning (ILA), the School Board of Broward County shall advise the City regarding the projected student impact of amendments and the availability of capacity at impacted schools.

**Policy 3A.2** The City, based upon studies and recommendations provided by the School Board of Broward County, shall implement school impact fee provisions within the Land Development Code, and review and revise the school impact fees at least every three years, to require new residential development to pay its fair share of the cost of land acquisition and construction for new public elementary and secondary school facilities. No municipal government shall accept a building permit application, nor issue a building permit, for new or additional residential units, unless the applicant presents evidence from Broward County that the impact of the proposed development on public educational sites and facilities has been mitigated by payment of school impact fees, based on the fee schedule and accompanying provisions of the Land Development Code. Alternative methods of mitigation for school impacts may only be approved via a recorded agreement among the property owner(s), Broward County, and/or the Broward County, and the School Board of Broward County.

**Policy 3A.3** Broward County and City shall coordinate with the efforts of the School Board of Broward County to address school overcrowding and meet

future school needs consistent with the provisions outlined in the Amended Interlocal Agreement for Public School Facility Planning. Also, at the minimum, the following steps shall be followed to address the net student impacts anticipated from proposed Regional Activity Centers (RAC), Local Activity Centers (LAC), Transit Oriented Corridor (TOC), Transit Oriented Development (TOD) or similar land use plan amendment applications:

- a. Prior to the School District review of a submitted Broward County Land Use Plan (BCLUP) application containing increased residential units, a pre-application meeting(s) arranged by either the local government initiating the application, or the Broward County Planning Council (BCPC), in coordination with the School District should take place. The following shall be invited to participate in such meeting(s); 1) the local government(s) initiating the application, 2) the pertinent adjacent local government(s) and 3) other pertinent governmental stakeholders. The purpose of the meeting(s) will be to (i) estimate the potential cumulative impact of the application and other application(s) containing increased residential units that may be proposed by the adjacent local government(s) and (ii) explore/reach consensus on the appropriate school capacity solutions that may be jointly provided by the local government, or as result of local government conditions or approval.
- b. Broward County shall consider the comments, analysis and recommendations submitted by the School District.
- c. Consistent with the provisions outlined in the Amended Interlocal Agreement for Public School Facility Planning, City or developer may voluntarily provide mitigation for the student impact anticipated from proposed RAC, LAC, TOC, TOD or similar land use designation applications. At the minimum, the mitigation options available to the City and/or developer to address such student impact shall be the mitigation options that are associated with land use plan amendment applications contained in the Amended Interlocal Agreement for Public School Facility Planning or pertinent School Board Policy.

**Policy 3A.4** The City of Miramar, coordinating with the Broward County School Board, will utilize the following general criteria in land use planning and public hearing applications involving proposed public school sites:

***Elementary Schools*** - Generally serve a neighborhood or a small group of neighborhoods where students have a short distance to walk. Land uses should be predominantly residential with housing types and densities to meet the school's enrollment capacity. Playgrounds can be collocated with elementary schools. In higher density areas, neighborhood parks with elderly facilities, neighborhood recreation centers, and library branches can be included.

***Middle Schools*** - Middle schools have a community orientation, and a limited mix of commercial and residential uses nearby is acceptable. Community parks, athletic fields, community centers, and libraries are appropriate for collocation.

***High Schools*** - High schools should be buffered from residential areas. The campus should be large enough to encourage students to remain onsite and to ensure sufficient parking and traffic controls to avoid disruptive offsite parking and dangerous driving situations on neighborhood roads. Collocated public facilities can include community centers, community or district parks, athletic fields, and libraries.

**Policy 3A.5** Miramar shall consider the individual and cumulative impacts of land use plan amendments on existing and planned public elementary and secondary education facilities.

**Policy 3A.6** Broward County, the City and the School Board of Broward County shall coordinate through the processes and procedures identified in the ILA accomplish coordination between the adopted local comprehensive plans and the School Board's District Educational Facilities Plan.

**Policy 3A.7** Broward County, in coordination with the School Board of Broward County and the Broward County Legislative Delegation, shall seek means of obtaining adequate funding for the construction of public elementary and secondary education facilities needed to serve Broward County's school population.

**Policy 3A.8** Broward County, the City and the School Board of Broward County shall explore and evaluate opportunities for collocation and shared use of school facilities and civic and recreation facilities during their capital improvement planning processes and other processes as provided for in the ILA.

**Policy 3A.9** Broward County, the School Board of Broward County, and the City will coordinate through the procedures established in the ILA and the Broward County and local land use planning process to ensure that proposed public school facility sites are consistent and compatible with the land use categories and policies of their comprehensive plans and enable a close

integration between existing and planned schools and surrounding land uses.

**Policy 3A.10** Broward County and the City incorporate provisions into their local land use plans and land development regulations which provide for safe pedestrian and/or bicycle access to public schools.

## **Coordination of Transportation and Land Use**

CO 12.01.00

### **Objective 4**

The City of Miramar, in coordination with the transportation planning efforts of the State of Florida, Broward County, SFRPC, MPO, and adjacent municipalities shall continue to maintain and, where feasible, improve the functional relationship between the transportation system and applicable future land use maps to ensure that transportation modes and services meet the transportation needs of existing and future population densities, housing and employment patterns, and land uses.

CP 12.01.01

**Policy 4.1** The City shall be divided into Concurrency Districts. Each District shall be one of the following types:

1. A Transportation Concurrency Management Area (TCMA) shall be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. An area-wide level of service standard shall be established for this District, for the purpose of issuing development orders and permits, based on how mobility will be accomplished within the Area. The portion of the City situated between I-75 and the Florida Turnpike is located within the South Central Concurrency District TCMA. The portion of the City situated east of the Florida Turnpike is located within the Southeast Concurrency District TCMA.
2. A Standard Concurrency District shall be an area where roadway improvements are anticipated to be the dominant form of transportation enhancement. A roadway level of service standard shall be established for each such District, based on the peak hour standard volumes contained in the Florida Department of Transportation Level of Service Manual for this District lying west of Interstate 75. The portion of the City situated west of I-75 is located within the Standard Southwest Concurrency District. All Standard Concurrency Districts within the City and County shall also be considered

Transportation Concurrency Exception Areas (TCEAs).

3. If the Standard Concurrency District/TCEA is converted into a TCMA, then the Comprehensive Plan will be amended to recognize the change to TCMA.

**Policy 4.2** Unless exempted under other policies, the concurrency management system shall establish the following roadway level of service (LOS) standards for the purpose of issuing development orders and permits.

### Transportation Concurrency Management Areas

1. Within the Transportation Concurrency Management Areas, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2013:
  - a. Southeast TCMA District - Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at one or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 24 percent from FY 2009 to FY 2013.
  - b. South Central TCMA District - Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at two or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 22 percent from FY 2009 to FY 2013. Maintain the current number of community bus routes through 2013.
  - c. Overall – Increase number of bus stop shelters by 25 percent from FY 2009 to FY 2013. Traffic volumes on arterial roadways in each District shall remain less than the maximum service volumes as displayed below. These volumes do not apply to Strategic Intermodal System (SIS) and Transportation Regional Incentive Program-funded roadway facilities and cannot be used in a manner that would result in interference with mainline operations on SIS roadway corridors. The City will coordinate with the County and FDOT during 2009 to revise downward the volumes in this table.

| Peak Hour Two Way Maximum Service Volumes |       |
|---|-------|
| Two-lane Arterials                        | 2,555 |

|                      |        |
|----------------------|--------|
| Four-lane Arterials  | 5,442  |
| Six-lane Arterials   | 8,190  |
| Eight-lane Arterials | 10,605 |

\*The Maximum Service Volumes are calculated from “Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas”, published by the Florida Department of Transportation, as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D, for all other Districts.

## Standard Concurrency Districts

2. Within the Standard Concurrency Districts, the transportation LOS standards, excluding SIS and Transportation Regional Incentive Program- funded roadway facilities, for the purpose of issuing development orders and permits are the generalized two-way peak-hour LOS D standard volumes depicted below, Level of Service Manual, Florida Department of Transportation (2002).
  - a. Southwest District (Standard) – the generalized two-way peak- hour LOS “D” standard volumes depicted on Table I below, Quality/Level of Service Handbook, FDOT (2002).



| <b>Table I<br/>Generalized Peak Hour Two-Way “LOS D” volumes for Florida’s Urbanized Areas</b> |                          |                        |                        |                        |                    |                     |
|--|--------------------------|------------------------|------------------------|------------------------|--------------------|---------------------|
| <b>Lanes</b>   | <b>2-lane<br/>Undiv.</b> | <b>4-lane<br/>Div.</b> | <b>6-lane<br/>Div.</b> | <b>8-lane<br/>Div.</b> | <b>10<br/>Div.</b> | <b>12<br/>lanes</b> |
| State 2-way Arterials<br>Uninterrupted Flow  | 1,720                    | 5,870                  | 8,810                  | ---                    | ---                | ---                 |
| Interrupted Flow<br>Class I (0 to 1.99)  | 1,560                    | 3,390                  | 5,080                  | 6,440                  | ---                | ---                 |
| Interrupted Flow<br>Class I (2.00 to 4.50)   | 1,460                    | 3,110                  | 4,680                  | 6,060                  | ---                | ---                 |
| Interrupted Flow<br>Class III  | 1,200                    | 2,750                  | 4,240                  | 5,580                  | ---                | ---                 |
| Interrupted Flow<br>Class IV   | 1,310                    | 2,880                  | 4,350                  | 5,690                  | -                  | ---                 |
| Freeways, Group 1  | ---                      | 6,510                  | 10,050                 | 13,600                 | 17,160             | 20,710              |
| Freeways, Group 2  | ---                      | 6,250                  | 9,840                  | 13,420                 | 16,980             | 20,560              |
| Non-State Roadways<br>Major City/County Rd   | 1,390                    | 2,950                  | 4,450                  | ---                    | ---                | ---                 |
| Other Signalized Rds.  | 950                      | 2,070                  | ---                    | ---                    | ---                | ---                 |

Source: Broward County Transportation Element 2006 Comprehensive Plan

## Strategic Intermodal System

- The level of service standards for roadways on the SIS, including connectors, and roadway facilities funded in accordance with Section 339.2819 F.S., the Transportation Regional Incentive Program (TRIP), shall be set forth in Rule 14-94, FAC, summarized below. These standards shall apply for the purpose of issuing development orders and permits.

| <b>SIS Facility</b>      | <b>Roadway</b>                    | <b>Roadway Segment</b>                           | <b>LOS Standard*</b> |
|--------------------------|-----------------------------------|--|----------------------|
| <b>SIS<br/>CORRIDORS</b> | FL Turnpike & Homestead Extension | Miami-Dade County line to Palm Beach County line | D                    |
|                          | Interstate 75                     | Miami-Dade County line to Pembroke Rd            | D                    |
|                          | US 27                             | Miami-Dade County line to Pembroke Rd            | D                    |

\* The level of service letter designations are defined in FDOT's 2002 Quality/Level of Service Handbook unless an alternate (as refined through identified mobility strategies) standard is agreed to in writing by FDOT.

**Policy 4.3** The concurrency management system shall provide that a development order or permit may be issued when a roadway exceeds its adopted LOS standard provided one or more of the following mitigation measures apply:

### **Standard Concurrency District**

1. The proposed development does not place any trips on, or create any, overcapacity links within the impact area. The impact area is a circular area, centered on the proposed development site, with a radius determined by the scale of the proposed development.
2. There is an approved action plan to accommodate the traffic impact of the development, and implementation of the plan has been committed to in a written agreement approved by the property owner(s), the appropriate municipality, and the County Commission.
3. The necessary improvements to provide a LOS “D” are under construction at the time a permit is issued.
4. The necessary improvements to provide LOS “D” are the subject of a binding executed contract for the construction of the facilities.
5. The necessary improvements for the LOS “D” have been included in the first two (2) years of the adopted state or county five-year schedule of transportation improvements and the applicable government entity makes a determination that a binding contract for the implementation of said improvements will be executed no later than the final day of the second fiscal year of the original schedule.
6. The necessary improvements for the LOS “D” have been included in the first two (2) years of the adopted municipal five-year schedule of transportation improvements and the municipality has entered into an interlocal agreement with the County, which interlocal agreement will include assurances by the municipality, upon which the County may rely, that at the time a development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of a building permit.
7. The necessary facilities and services for LOS “D” are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; provided that road improvements required by a Development of Regional Impact (DRI) development order shall not be considered for concurrency determinations for the property outside the DRI boundaries unless conditions 3., 4., 5., or 6. above apply.

8. The proposed development is found to have vested rights with regard to any affected road segment in accordance with the provisions of Chapter 163, Part II, Florida Statutes, or a common law vested rights determination made as to that road segment in accordance with procedures set forth within the land development regulations adopted by the Board of County Commissioners. The proposed development must meet concurrency for any road segment for which a vested rights determination has not been made.
9. An impact of one single family home or duplex will constitute a de minimis impact on all roadways regardless of the level of deficiency on the roadway. Further, no impact will be de minimis if it would exceed the adopted LOS standard of any affected designated hurricane evacuation routes.
10. The proposed development is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact (DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County's transportation concurrency requirements.
11. The proposed development would promote public transportation, which means development that directly affects the provision of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), and office buildings or projects that include fixed-rail or transit terminals as part of the building.

Said finding shall be made by the County Commission at the time of approval of an application for a plat, an amendment to the restrictive note on the plat, or the placement of a restrictive note on the plat, or a new finding of adequacy for a plat.

*CP 12.01.10*

**Policy 4.3** Prior to application for a building permit, the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. The City will not accept a building permit application, nor issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented. The County Commission may adopt land development regulations which exempt from these requirement categories of building permits that clearly do not create additional transportation impacts.

*CP 12.01.10*

**Policy 4.4** Broward County shall issue a Transportation Concurrency Satisfaction Certificate, relative to a building permit application, under any of the following circumstances:

1. If the building permit application is on property within a recorded plat that was approved by the County Commission on or after March 20, 1979; and the building permit application is consistent with the level of development under which the plat is currently approved by the County Commission; and the County Commission's finding of satisfaction of transportation concurrency for the plat has not expired; and the plat is not in violation of an agreement with Broward County with respect to transportation concurrency.
2. If the building permit application is on property for which Broward County has made a finding of vested rights with respect to transportation concurrency; and the building permit application is consistent with the level of development under which the plat was approved by the County Commission; and the plat is not in violation of an agreement with Broward County with respect to transportation concurrency.
3. If the building permit application is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact (DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County's transportation concurrency requirements.
4. If the building permit application is for property within a TCMA district; and the applicant has paid to Broward County a Transit Concurrency Assessment, as described in Policy 1.20, for the development proposed in the building permit application.
5. If the building permit application is for property within a TCMA; and the application is for an addition to, replacement of, or renovation to a residential building, and does not increase the number of dwelling units within that building nor change the type of units.
6. If the building permit application is for property within the TCMA; and the application is for an addition to, replacement of, or renovation to a non-residential building, and does not increase the number of peak-hour trips generated by the building.
7. If the building permit application is for property within a Standard Concurrency District; and the application is for property within a recorded plat that was approved by the County Commission; and a finding of satisfaction of transportation concurrency was made for that plat by the County Commission in accordance with Policy 1.9 and has not expired; and the building permit application is consistent with the level of development under which the plat is currently approved by the County Commission; and the plat is not in violation of an agreement with Broward County with regard to transportation concurrency.

8. If the building permit application is for property within a standard concurrency district, and the property is not within a recorded plat that was approved by the County Commission on or after March 20, 1979, and the City is not requiring platting or replatting with regard to this building permit application. Broward County may require written evidence from the City that platting or replatting is not required.
9. If the building permit application is for development that promotes public transportation, which means development that directly affects the provision of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), and office buildings or projects that include fixed-rail or transit terminals as part of the building.
10. Policies 1.8 #5 and 1.8 #6 may be modified, so that if a building permit application with the City is for property within a TCMA, and said property is unplatted or platted prior to March 20, 1979, then the applicant shall be subject to a Transit Concurrency Assessment based on the total peak-hour trips generated by the use proposed in the building permit application, regardless of the prior use permitted or built on the property. This option can only be exercised by a municipality adopting such a provision in its Comprehensive Plan
11. The County Commission may, by ordinance, provide that a Transportation Concurrency Satisfaction Certificate shall be issued, relative to a building permit application, if the proposed development is a project which promotes public transportation and is located within a Regional Activity Center as described in and defined by the Broward County Comprehensive Plan, and is within an area that contains major public and private postsecondary institutions of higher learning. The impact of the proposed development on the SIS, as defined in Section 338.001, F.S., shall be considered in issuing said Certificate.

**Policy 4.4** The City of Miramar in coordination with Broward County shall address overcapacity roadways segments and roadway segments approaching capacity through the following actions:

1. Utilize and apply, on an annual basis, the results of the Broward County Traffic Circulation Analysis, including level of service determinations, prior to the development of the Capital Improvement Program and Capital Improvements Element. In so doing, a high priority shall be assigned to appropriate County and City road improvements for road segments operating below, or projected to operate below, the adopted peak-hour LOS “D” standard.
2. For overcapacity City roads with lower priorities in funding than those in major road programs, coordinate with Broward County in exploring funding source options and in securing adequate funding for locally sponsored, efficient road and traffic engineering improvements.

**Policy 4.5** The City of Miramar shall implement the adopted two-way peak-hour LOS "D" standards through the following actions:

1. To determine the roadway level of service and the trip volumes generated from a proposed development, a planning analysis ( $K_{100}$ ) factor shall be used by Broward County at the platting stage to convert average annual daily trip volumes to two-way peak hour trips. The Broward County TRIPS Models shall continue to be used to determine the roadway level of service and trips volumes associated with the development.
2. Annually update the Roadway LOS report to identify the peak hour and the existing peak-hour volumes for each collector roadway or higher.

CP 02.05.00

**Objective 4A**

The City of Miramar shall continue to participate in cooperative intergovernmental plans and programs that will improve safety by 2012.

**Policy 4. A1** Continue to coordinate with Broward County to provide a safe transportation roadway network through implementation of, but not limited to, the following programs, activities, or actions

1. The City shall continue to maintain land development regulations that control the connections and access points of driveways and roads to roadways as prescribed by either the Florida Department of Transportation (FDOT) Highway Access Manual, the City Land Development Code, and the City of Miramar Land Development Process and Procedural Manual, as amended.
2. The City shall continue to maintain land development regulations governing on-site traffic flow, parking, and signage.
3. The City shall work with appropriate entities to improve debris removal from roadways.

**Policy 4. A2** As part of the Miramar Neighborhood Development Master Plan process and working closely with FDOT in the programmed widening of State Road 7, develop a program by 2012 for correcting the existing off-street parking deficiency in the eastern portion of the City.

**Policy 4. A3** The City will continue to implement the portions of the City's Land Development Regulations, which provide controls to ensure convenient on-site travel and parking.

**Policy 4. A4** The City will maintain requirements in the Land Development Regulations, which prohibit back-out parking onto thoroughfares for all new commercial development and redevelopment.

CP 02.05.01

**Policy 4. A5** Maintain, and improve as necessary, the adopted City Roadway Access Standards which are part of the City’s Land Development Code and consistent with Broward County’s Land Development Code, that protect residential development from commercial/industrial traffic; ensure safe and adequate access opportunities; and minimize the negative impact on arterial capacity.

CP 12.01.04

**Policy 4. A6** The City will require cumulative transportation impact analysis for all land use plan amendments as part of the review and approval process.

**Policy 4. A7** Consistent with the adopted Broward County Transportation Element, coordinate with the County in identifying and evaluating potential land use changes near transit routes in the City which have the potential to significantly increase transit ridership while still maintaining compatibility with the area land use pattern and compliance with the adopted Miramar Comprehensive Plan.

CO 12.02.00

**Objective 4B**

The City of Miramar shall ensure development does not encroach upon existing rights-of-way and shall ensure future development does not encroach upon future rights-of-way as provided in the Broward County Trafficways Plan.

**Policy 4B.1** Continue to protect existing rights-of-way from building encroachment through implementation of the City of Miramar Land Development Code provisions that no obstructions of any type which are deemed unsafe pursuant to City standards shall remain or be permitted in the ultimate right-of- way.

**Policy 4B.2** The City of Miramar shall continue to protect future rights-of-way from building encroachment through implementation of, but not limited to, the following programs, activities or actions:

1. Continue to construct the roadway circulation network consistent with the adopted Broward County Trafficways Plan.
2. City and County Land Development Code provisions which require that, at the time of plat and site plan approval, future trafficways delineated on the Broward County Trafficways Plan be conveyed to the public by dedication on the face of the plat, deed or, if acceptable to the City and/or County, by grant of easement which is necessary for the ultimate construction of roadways,

intersections, turn lanes, bicycle facilities, sidewalks, bus pullout bays, bus shelters, or roadway drainage facilities.

3. Continue to include funding for acquisition of rights-of-way where dedication of land is not possible.
4. Through the Broward County Planning Council, coordinate the City's Roadway Master Plan with the Broward County Trafficways Plan.

CP 12.02.05

**Policy 4B.3** Prohibit building encroachment into the ultimate right-of-way needs depicted on the Broward County Trafficways Plan by new development, redevelopment or any improvements requiring a building permit.

CP 12.02.03

**Policy 4B.4** Require dedication of the rights-of-way depicted on the Broward County Trafficways Plan through the plat, site plan and building permit approval process in accordance with the provisions of the Land Development Code and current legal case law on this issue as recommended by the City Attorney.

**Policy 4B.5** Assist Broward County and FDOT with the acquisition of right-of way in advance of construction to ensure maintenance of acceptable transportation level-of- service

**Policy 4B.6** Assist with the protection and acquisition of right-of-way for planned improvements to State Road 7, Pembroke Road, Bass Creek Road and Miramar Parkway through the development permit approval process and the Miramar Neighborhood Development Master Plan (completed 2001).

**Policy 4B.7** Coordinate efforts with Broward County and the City of Pembroke Pines to preserve and extend the Pembroke Road east-west right-of-way corridor across I- 75 to S.W. 196<sup>th</sup> Avenue.

## Availability of Open Space and Recreation

CO 5.02.00, CPs5.02.01, 02, 03, CO 5.04.00, CP 5.04.01

### Objective 5

Provide adequate and accessible parks and facilities to meet the recreation needs of all current and future Miramar residents.

### Objective 5A

Based on detailed information analyzing the recreational needs of Miramar residents in this element and from other relevant sources, increase developed park and open space acreage in the City by 25 acres by 2015 through aggressive capital programming, contributions and fees from private developers, and effective intergovernmental coordination.

- Policy 5A.1** Continually look for opportunities to place park land adjacent to school sites and utilize lease agreements with the Broward County School Board to make maximum use of public school sites for recreational purposes.
- Policy 5A.2** Maintain a high level of recreational use in the vicinity of the new municipal complex, specifically at the Youth Enrichment Center
- Policy 5A.3** Identify mutually-beneficial opportunities and utilize inter-local agreements with Broward County and local municipalities and private organizations to provide shared park and recreation facilities for use of residents from all jurisdictions. Implement sponsorship and hosting opportunities for local, regional, state, national and international athletic, entertainment and cultural events.
- Policy 5A.4** Maintain, and update as necessary, the City's Parks and Recreation Impact Fee Ordinance and associated land dedication requirements to ensure that the private sector pays its fair share.
- Policy 5A.5** Continue to provide a minimum of four (4) acres of park and open space for each 1,000 residents, concurrent with new demand as measured by the City's Concurrence Management System. In addition, continue to provide a minimum of recreational facilities, as per the Florida Recreation and Parks Association Level of Service standards for recreational facilities.
- Policy 5A.6** For the purpose of meeting the four (4) acres of park land for each 1,000 Level of Service Standard, public open space is defined as in the Broward County Land Use Plan.
- Policy 5A.7** Enforce the criteria contained in the City's Land Development Code consistent with the policies of the Department of State, Division of Historical Resources, for

the evaluation of historical/archeological sites to determine if they should be preserved as open space, passive parks, or preserved but relocated.

**Policy 5A.8** Include in the Land Development Code regulations, which provide for the protection of existing and designated parks, recreation and open space lands to ensure that such lands are protected from future development.

### **Objective 5B**

Continue to coordinate public and private resources to ensure the provision of open space as well as promote the use of our existing regional and community parks.

**Policy 5B.1** Require Developments of Regional Impact (DRIs) to dedicate parcels of a minimum 5-acre size to ensure adequate acreage to accommodate facilities to provide a variety of recreational opportunities.

**Policy 5B.2** Continue to require as a condition of site plan approval, the provision of natural reservations and open space to meet the landscaping and tree conservation requirements of the Land Development Code in order to maximize pervious area as well as passive recreation and aesthetic standards of the City, as codified.

**Policy 5B.3** Aggressively implement the approved 1998 Parks Master Plan, as amended, to guide the timing and location of future park development and redevelopment, as well as maintenance of existing parks throughout Miramar.

### **Objective 5C**

Seek all feasible opportunities to enhance current mechanisms ensuring the provision of adequate facilities to meet the recreational needs of Miramar's residents in all age groups, as measured by the standards adopted in the Recreation and Open Space Element and any needs analysis update as a basis for evaluating park dedications and as part of the annual update of the City's Capital Improvements process.

**Policy 5C.1** Provide recreational facilities in accordance with demand and the adopted recreational level of service standards for land and facilities as measured by actual needs analysis to be conducted in conjunction with parks dedications and as part of the annual update of the Capital Improvements Element.

**Policy 5C.2** Update park and recreation facilities for which Levels of Service are adopted, at least every five (5) years through data gathered at community meetings and resident surveys to adequately reflect and meet actual demand. Use these Levels of Service as indicators of need and as the measure for achievement of Objective 1.3 in the Recreation and Open Space Element.

**Policy 5C.3** When a Level of Service analysis indicates an existing deficiency of one full unit or more of recreational facility and the need has been verified by actual field

survey, the facility will be provided, as land permits, through the Capital Improvements process on a prioritized basis.

**Policy 5C.4** Utilize park and recreation impact fees collected in accordance with Miramar City Code Sections 2-225 (as amended), developer contributions and user fees to finance development of recreational facilities serving new growth.

### **Objective 5D**

By the year 2015, provide a sufficient number of parks and dedicated open space located so that all Miramar residences are within one (1) mile of a local, neighborhood, community or regional park.

**Policy 5D.1** Provide local parks in accordance with the following accessibility standards:

- *Neighborhood Parks* – 1-mile service radius 5,000 population served.
- *Community Parks* – serve local community; 25,000 population served.
- *Regional Parks* - serve entire city over 100,000 population served and beyond jurisdictional limits.

**Policy 5D.2** At the next planned update, revise the City’s recreational impact fee system to reflect the one (1) mile accessibility standard and functional neighborhood boundaries, and repeat this evaluation at least every seven (7) years thereafter.

### **Objective 5E**

Provide the residents of Miramar with an aesthetically superior city built on the foundation of a well-planned, expansive, and interconnected open space system unique in Broward County. Enhance the Citywide system of greenbelts, scenic corridors, and linear open space in place by at least 5 percent by 2012.

**Policy 5E.1** Maintain and enhance the Miramar Parkway Scenic Corridor providing for landscape easements and installation of lush landscape improvements along the corridor that balance aesthetics with function of the existing and future land use.

**Policy 5E.2** Implement Land Development Code provisions, which specify open space and landscaping requirements for all new development. Consider the impact of excessive landscaping requirements in targeted redevelopment areas, such as the Transit-Oriented Corridor (TOC), to balance aesthetic, functional, and economic needs.

**Policy 5E.3** Maintain and improve existing architectural, site, signage, lighting and landscaping design standards contained in the City’s Land Development Code to guide the recommendations of City staff and the decisions of the Planning and Zoning Board, and City Commission.

**Objective 5F**

Complete a Bikeway Master Plan for Miramar by 2012 to lay the groundwork for the creation of a convenient, interconnected county-wide bikeway network to link residential areas with parks, schools, commercial and mixed uses.

**Policy 5F.1** Working with the land and financial support of private developers in the area, study and, if feasible, construct a bikeway as part of the linear park to be created along Miramar Parkway by 2012.

**Policy 5F.2** Study viable alternatives and, if appropriate, implement the selected mechanism by 2012 through the Land Development Code, which will require the dedication of right-of-way for bikeways.

**Policy 5F.3** Require multi-family and commercial developments to provide bicycle parking areas in quantities commensurate with the amount of persons residing in the multi-family developments or patronizing the commercial establishments.

**Natural, Cultural and Historical Resource Protection****Objective 6**

Protect natural, cultural and historical resources.

CP 6.01.01

**Policy 6.1** Help the SFWMD protect the Everglades Buffer Strip by maintaining the area in a Conservation future land use designation and by directing growth into the Water and Wastewater Assessment Area.

**Policy 6.2** Miramar shall continue to encourage source separation and the recycling of solid waste, in accordance with the Solid Waste Act of 1988, as amended.

**Policy 6.3** Landfills and resource recovery facilities shall be planned to minimize impacts on adjacent existing or planned land uses.

**Policy 6.4** Minimum road crown elevation standards as implemented by the South Florida Water Management District shall be applied throughout Miramar.

**Policy 6.5** Do not permit industrial or heavy commercial uses within the 30-day travel contour surrounding wellfields, as defined and determined by the Broward County Environmental Protection and Growth Management Department.

**Policy 6.6** Continue to protect environmentally sensitive land and historical/archaeological resources through the Land Development Code, including regulation creating a “City Area of Particular Concern” District, and enforcing Broward County’s “Local Area of Particular Concern” Regulations.

- Policy 6.7** When making decisions regarding amendments to and revisions of the Land Use Plan Map consider the topography, soils, natural conditions, historic resources, availability of existing public facilities and the net fiscal impact of the proposed change on the City. Amendments which permit industrial uses shall not be permitted within Wellfield Protection Zones of Influence as identified by the Potable Water Supply Wellfield Protection Ordinance of Broward County.
- Policy 6.8** No development order will be issued, except as listed below, by Miramar for development within wetlands, as defined herein, until an Environmental Resource License has been issued by the Broward County Environmental Protection and Growth Management Department. However, the City may issue rezoning, site plan, plat approval or development orders issued pursuant to Chapter 380, Florida Statutes, in areas containing wetlands upon issuance of a conceptual review report by the Broward County Environmental Protection and Growth Management Department.
- Policy 6.9** Miramar shall coordinate its development review and permitting programs with the wetlands permitting and mitigation programs of the appropriate local state and federal jurisdictional agencies.
- Policy 6.10** The City shall consider the impacts of land use plan amendments on wetland and native upland resources, and minimize those impacts to the maximum extent practicable.
- Policy 6.11** Mitigation required pursuant to development activities within “Eastern Broward County” shall be used to restore, enhance or replace wetlands located within “Eastern Broward County”; mitigation may be allowed in other areas of the City only if it is determined by the County Commission and appropriate permitting agencies that suitable sites for such purposes are not available in “Eastern Broward County”. For the purposes of this policy, “Eastern Broward County” is defined as the area east of the Everglades Buffer Strip and the Reserve Water Supply areas as defined in Objective 6.02.00, “Permitted Uses Within the Conservation Areas and Natural Reservations”, Broward County Land Use Plan.
- Policy 6.12** The City shall require existing development on septic tanks and private wells to hook up to centralized sewer and water facilities as they become available.
- Policy 6.13** The City has established 2.0 MGD of reclaimed water as an integral part of their wastewater management and alternative water management program. The City has established 2.0 MGD of reclaimed water for reuse. In 2012, the City shall expand the reclaimed water and additional 2.0 MG.
- Policy 6.14** Enforce the criteria contained in the City’s Land Development Code, consistent with the policies of the Department of State, Division of Historical Resources, for the evaluation of historical/archeological sites to determine if they should be preserved as open space, passive parks, or preserved but relocated.

CP 6.01.03

**Objective 6A**

To protect groundwater aquifer recharge areas and prevent flooding, continue to implement site standards for impervious/pervious area ratios and on-site detention/retention facilities, as part of a Master Local Area Drainage Plan.

**Policy 6A.1** Utilize recognized standards consistent with those used by Broward County, regional and local water control agencies, and the other local municipalities in developing standards for Miramar in cooperation with the South Florida Water Management District and as a component of the City Master Local Area Drainage Plan.

CP 6.01.05

**Objective 6B**

Continue to cooperate and coordinate with the SFWMD in implementing the Lower East Coast Water Supply Plan and the Water Conservation Program, described in Chapter 21, Article II, of Miramar's City Code, to protect the minimal seasonal flows and levels of surface water courses, as established by the SFWMD, as well as the potable water supply.

**Policy 6B.1** The City shall continue to require adherence to the principles of xeriscape, as promulgated by the South Florida Water Management District and as contained in Miramar's Land Development Code, on landscape plans for all new development and redevelopment projects.

**Policy 6B.2** The City shall continue to implement a public information/education program targeting residential water conservation.

**Policy 6B.3** The City shall continue to enforce, and update as necessary, Chapter 21 of Miramar's City Code of Ordinances to ensure the City's consistency with the SFWMD Water Conservation Plan.

**Policy 6B.4** The City shall continue to limit hours of irrigation at such times that a water restriction is declared by SFWMD.

**Policy 6B.5** The City shall continue to enforce regulation that potable water system supplies water for only ordinary domestic type uses and does not supply water to any irrigation piping system for all new development.

**Policy 6B.6** The City shall continue to enforce regulation that where reclaimed water is available it shall be used for irrigation purposes.

**Policy 6B.7** The City shall continue to enforce Florida Building Code and City regulation for ultra-low volume plumbing flow restriction on new construction.

- Policy 6B.8** The City shall continue to enforce City regulation on water conservation based rate structure.
- Policy 6B.9** The City shall continue to implement the leak detection and meter replacement programs.
- Policy 6B.10** The City shall continue to enforce Florida Building Code and City regulation requiring installation of rain sensors on new irrigation systems.

CO 9.05.00

### **Objective 6C**

Continue to utilize a variety of guidelines and management mechanisms for controlling soil erosion and sediment on construction sites, protecting native soils, wetlands, vegetative communities and wildlife habitat.

CP 9.05.05

- Policy 6C.1** In order to continue to protect wetlands, the presence or lack of jurisdictional wetlands and appropriate restrictions must be reviewed by the applicable agency to include the County Department of Planning and Environmental Protection, Florida Department of Environmental Regulation, U.S. Army Corp of Engineers, or the South Florida Water Management District as part of the application for development review.

CP 6.01.08, 6.02.02

- Policy 6C.2** Continue to implement the Land Development Code, requirements that, as part of all development review environmental assessments, an inventory and protection plan for any identified protected, threatened or endangered species found to be using the site.
- Policy 6C.3** As part of the Land Development Code, create preservation and restoration guidelines and standards for wildlife habitat, natural vegetative communities and historical/archeological sites.
- Policy 6C.4** Continue to actively enforce as part of the Land Development Code, the Tree Preservation Ordinance that protects and promotes the maintenance of native vegetative communities.
- Policy 6C.5** Continue to enforce as part of the Land Development Code, Lot Clearing Regulations which require the removal of exotic vegetation.

### **Objective 6D**

Identify, conserve and protect all water conservation and recharge areas, consistent with the requirements of the State Comprehensive Plan and the SFWMD Water Supply Planning Lower East Coast Water Supply Plan.

**Policy 6D.1** The City of Miramar shall support the adopted South Florida Water Management District’s East Coast Buffer by discouraging to the maximum extent feasible high density and intensity incompatible land uses within the identified buffer areas and on adjacent lands. Those uses permitted in the reserve water supply area designated conservation are as follows:

1. Structures such as dikes, berms, levees, canals, ditches, locks, gates, pumping stations, fire towers, monitoring and telecommunications facilities used for flood control, drainage, water quality preservation/enhancement, environmental protection and restoration, wetlands mitigation, mosquito control, fire control and the storage and conservation of water, notwithstanding ancillary impacts to the immediate area where construction and operational impacts will occur.
2. Active outdoor recreation uses such as hunting, fishing, boating, air boating and off road vehicles, pursuant to State and Federal regulations.
3. Boat ramps and docks and camping facilities.
4. Passive outdoor recreational uses such as wildlife sanctuaries and feeding stations, nature centers and trails, outdoor research stations and walkways.
5. State and Federal Indian Reservations, including the Miccosukee leased area.
6. Utilities, transportation and communications facilities, specifically excluding hazardous liquid pipelines, which do not impair the natural environment or disturb the natural ecosystem of the area and which are not in conflict with applicable water management and wildlife protection policies of local, state and federal agencies.
7. Surface impoundments that store water at depths not to exceed 12 feet.
8. Construction and operation of water quality treatment facilities and areas and ancillary facilities. These may range from passive biological treatment to technologically intense forms of treatment including, but not limited to, chemical treatment/filtration facilities. Areas required to provide surge basins to hold water awaiting treatment are also allowed.
9. Structures designed to promote the storage of water underground, which may include aquifer storage and recovery systems, pumps designed to promote groundwater recharge, and seepage management features, which may include curtain wall or other types of technology.

**Policy 6D.2** Miramar shall work in close coordination with the South Florida Water Management District and other wetland regulatory and planning agencies to

assure that wetland mitigation efforts support and optimize the use of identified East Coast Buffer lands.

### **Objective 6E**

Improve the quality of air in Broward County by establishing land development regulations which promote Miramar's compliance with the Southeast Florida State Implementation Plan and the National Ambient Air Quality Standards (NAAQS) contained in the Clean Air Act.

**Policy 6E.1** Assess the City's adopted transportation level-of-service standards and land development regulations, and make any feasible modifications which will enhance city and areawide air quality.

### **Objective 6F**

Provide coordination of growth management policies and water resource management. Miramar will coordinate and cooperate with the SFWMD and other local, regional, state and federal agencies in the implementation of effective linkage between growth management and water planning in the City.

**Policy 6F.1** The City shall consider the most current update of the SFWMD Lower East Coast Water Supply Plan in the annual updates of the Capital Improvements Plan to be updated annually.

**Policy 6F.2** Adopted by reference the City of Miramar 2015 10-Year Water Supply Facilities Work Plan adopted May 20, 2015.

### **Objective 6G**

Provide coordination of growth management policies and water resource management. Miramar will coordinate and cooperate with the SFWMD and other local, regional, state and federal agencies in the implementation of effective linkage between growth management and water resource management in the City.

**Policy 6G.1** The City shall consider the most current version of the SFWMD Lower East Coast Water Supply Plan in the annual updates of the Capital Improvements Plan to be updated annually.

**Policy 6G.2** The 10-Year Water Supply Facilities Work Plan should meet current and project potable water needs based on the availability and appropriate use of regional water resources and the combined use of alternative water supplies. The Work Plan shall incorporate alternative water supply projects from the SFWMD Lower East Coast Water Supply Plan. The Work Plan shall be consistent with the City's water use permit renewals.

- Policy 6G.3** The City will coordinate with Broward County to develop consistent work plans utilizing the principle within the SFWMD Lower East Coast Water Supply Plan.
- Policy 6G.4** The City shall coordinate with the SFWMD to ensure consistency between the City's and the District's planning efforts.
- Policy 6G.5** The City shall support efforts to integrate land use and water resource planning to ensure the availability of water for regional water management purposes with the City.

## Public Facilities and Phased Growth

### Objective 7

Assure availability of public facilities and services.

CP 8.01.11

- Policy 7.1** Continue to require source separation and the recycling of solid waste in accordance with the Solid Waste Act of 1988, and to educate city residents and businesses as to the benefits of recycling in order to increase program participation and effectiveness.

CP 8.03.03

- Policy 7.2** Capital improvement projects that are necessary to correct existing deficiencies in developed areas in general and compact deferral areas specifically shall receive priority over capital improvement projects proposed for the undeveloped section of the City, with those within the Water and Wastewater Assessment Area given priority over those west of this area, in the expenditure of funds not allocated by law or contractual agreement to other projects.

CO 9.02.00

- Policy 7.3** Protect the quality of Miramar's potable water supply by continuing to enforce regulations in the Land Development Code and required conditions in Water Service Agreements that prohibit regulated substances, as defined by the Broward County Wellfield Protection Ordinance, in present and future wellfield cones of influence.

CP 9.02.05, 9.02.06

- Policy 7.4** Permit no new development in areas to which sewer service is not available or scheduled to be available, consistent with the City's Concurrency Management System.

- Policy 7.5** If financially feasible, continue to bring developed unsewered neighborhoods onto the City's central sewer collection system.

CO 9.04.00, CO 9.09.00

### **Objective 7A**

Continue to implement the Master Local Area Drainage Plan specifically oriented and limited to resolving small scale, localized drainage problems, by 2012 in Historic Miramar.

CP 9.04.01

**Policy 7A.1** Require on-site detention facilities in new development to meet South Florida Water Management District criteria for the C-9 Basin, to protect surface water quality, and that reflect the results of the proposed City Master Local Area Drainage Plan.

CP 9.04.02

**Policy 7A.2** Require all new or expanding quarrying, industrial and commercial operations to prepare Stormwater Management Plans, consistent with SFWMD rules and regulations, to prevent contamination of the Biscayne Aquifer as a component of site plan review.

**Policy 7A.3** Incorporate the recommendations of the “Water Management Plan for the Western C-9 Basin” (SFWMD, 1976, as amended) into the Master Local Area Drainage Plan.

**Policy 7A.4** Ensure that new development is designed in a manner which utilizes best management practices to minimize the impact on the existing stormwater management system and meets the adopted stormwater management level of service.

**Policy 7A.5** Maintain all existing stormwater management systems and monitor areas to ensure improvements are made to areas that experience frequent flooding.

**Policy 7A.6** Maintain and enhance the existing Stormwater Utility Program to continue the dedicated, user-based annual fee for improving areas that experience frequent flooding.

CP 9.09.02, 9.10.02, CP 8.01.07, 8.01.18

**Policy 7A.7** The following stormwater management level of service is adopted.

Road Protection: Residential streets not greater than eighty feet wide rights-of-way to have crown elevations at or above the elevation for the respective area depicted on the ten year “Flood Criteria Map.” Right-of- way greater than eighty feet wide to have an outside edge of through lane pavement at or above the elevation for the respective area depicted on the ten year “Flood Criteria Map.”

Buildings: To have the lowest floor elevation no lower than one (1) foot above base flood or 18 inches above the highest point of the adjacent road crown elevations, whichever is greater.

Off-Site Discharge: Not to exceed the inflow limit of SFWMD primary receiving canal or the local conveyance system, whichever is less.

Storm Sewers: Design frequency minimum to be three-year rainfall intensity of the Broward County Water Management Division rainfall intensity/duration curves.

Flood Plain Routing: Calculated flood elevations based on the ten year and one hundred year return frequency rainfall of three-day duration shall not exceed the corresponding elevations of the ten year “Flood Criteria Map” and the “100 Year Flood Elevation Map,” as published by Broward County.

Antecedent Water Level: The higher elevation of either the control elevation or the elevation depicted on the map “average wet season water levels,” as published by Broward County.

On Site Storage: Minimum capacity above antecedent water level and below flood plain routing elevations to be design rainfall volume minus off site discharge occurring during design rainfall.

Best Management Practices (BMP): Prior to discharge to surface or ground water, BMP’s will be used to reduce pollutant discharge.

These levels of service shall be used to determine adequacy at the time of plat approval for all properties that are required to plat and for those properties that are not required to plat, at the time of building permit approval.

## **Objective 7B**

Coordinate with responsible county, regional and/or state agencies, to help ensure inactive quarries do not pose a threat to public safety or the environment, and that proposed and active quarrying operations are compatible with adjacent land uses and meet all applicable environmental regulations.

**Policy 7B.1** Enforce the provisions of the City Land Development Code and the applicable rules and regulations of responsible state, regional and county agencies which specify the requirements for the closure of resource extraction operations.

**Policy 7B.2** Cooperate with county, state and regional agencies in enforcing the requirements of 16C-37, Florida Administrative Code, regarding reclamation of land previously used for resource extraction.

**Policy 7B.3** No new quarrying activities for commercial purposes will be permitted within and east of the Water and Wastewater Assessment Area.

**Policy 7B.4** Occupancy permits for development adjacent to active quarrying operations will be issued concurrent with the closing of such operations or when such operations are



CO 11.01.00

**Objective 7C**

Continue to permit no development unless infrastructure facilities and essential services which meet the adopted Level of Service Standards are available concurrent with the impacts of the development as measured by the adopted Concurrency Management System.

**Policy 7C.1** Prior to the approval of a building permit, the City of Miramar shall determine whether adequate water supplies and wastewater treatment capacity are available to serve the new development. Sanitary sewer and potable water supply facilities shall be in place and available to serve new development no later than the issuance by the City of Miramar of a certificate of occupancy or its functional equivalent.

CP 13.01.05.

**Objective 7D**

Ensure that the Town Center continues to serve as the focal point of activity for the City.

**Policy 7D.1** Enhance city services available at the Town Center municipal complex.

**Policy 7D.2** Continue to provide appropriate infrastructure, services, landscaping, and other amenities within the Town Center to encourage the location of government, educational, cultural, and recreational facilities within the center.

**Policy 7D.3** Continue to enhance the Multi-Service Complex, the Youth Enrichment Center and the Civic Center site to a public facility role which could include a recreation and “Mini City Hall” service center for the convenience of existing neighborhoods.

**Policy 7D.4** Maintain and enhance the community centers in Town Center, Sunset Lakes and Historical Miramar to provide residents with government, educational, cultural, transit and recreational services.

**Policy 7D.5** Continue to develop and enhance, in cooperation with Broward County Transit, the community shuttle services to effectively serve Miramar’s Town Center and western, central, and eastern community centers.

**Development Review Standards**

**Objective 8**

Continue to enforce development review standards

**Policy 8.1** Include in the Land Development Code regulations which provide for the protection of existing and designated parks, recreation and open space lands to ensure that such lands are protected from future development.

**Policy 8.2** Miramar shall establish land development regulations that employ Crime Prevention Through Environmental Design (CPTED) principles to reduce the incidence of crime and protect the safety and welfare of all City residents.

~~**Policy 8.3** The City may grant an application for a development permit consistent with the~~  
The City of Miramar Comprehensive Plan



City’s Land Use Plan when it has determined that the following requirements are met:

- a. Traffic circulation, recreational, drainage and flood protection, potable water, solid waste and sanitary sewer public facilities and services will be available to meet the established level of service standards, consistent with Chapter 163.3202(g) Florida Statutes and the concurrency management policies of Broward County.
- b. Local streets and roads will provide safe, adequate access between buildings within the proposed development and the trafficways identified on the Broward County Trafficways Plan prior to occupancy.
- c. Fire protection service will be adequate to protect people and property in the proposed development.
- d. Police protection service will be adequate to protect people and property in the proposed development.
- e. School sites and school buildings will be adequate to serve the proposed development.
- f. Development does not include a structure, or alteration thereof, that is subject to the notice requirements of Federal Aviation Regulations (FAR), Part 77, Subpart B, unless the Federal Aviation Administration issues, or has issued within the previous ninety days, a written acknowledgment that said structure or alteration would not constitute a hazard to air navigation and does not require increases to minimum instrument flight altitudes within a terminal area, increases to minimum obstruction clearance altitudes, or any other operational modifications at any existing airport or heliport or any planned or proposed airport as described in FAR Part 77.21 (c)(2).

**Policy 8.4** Miramar shall establish Land Development Code regulations that employ traffic calming measures to reduce the incidence of speeding and reckless driving within residential and mixed use developments, thus reducing accident rates and providing a safer environment for pedestrians within such developments.

## **Redevelopment and Urban Infill**

### **Objective 9**

Encourage redevelopment and infill development utilizing to the maximum extent feasible “Smart Growth” principles and energy efficient development which also account for existing and future electrical power generation and transmission systems in an effort to discourage urban sprawl and reduce greenhouse gasses.

### **Objective 9A**

Implement an accelerated economic redevelopment and reinvestment program for eastern Miramar, concentrating initially on the State Road 7 Transit Oriented Corridor (TOC) and immediate environs, but eventually encompassing major areas to the west as later phases are addressed. The initial milestone for this effort is to increase the tax base of the redevelopment area



- Policy 9A.1** Continue to implement the Miramar Neighborhood Development Master Plan focusing on viable redevelopment concepts for the commercial core reviewed by the public, the City and successful commercial developers, and the preparation of a specific strategic implementation program for the selected alternative involving coordinated commitments from private developers and public agencies.
- Policy 9A.2** As part of the Miramar Neighborhood Development Master Plan implementation program, the City will revise its City’s Land Development Code to help facilitate neighborhood stability and economic vitality, through flexibility in mixing of uses, site development criteria, transportation level of service standards, and other limiting factors.
- Policy 9A.3** To support the Neighborhood Development Master Plan by providing physical improvements. The City will continue to make annual cost-efficient and prudent infrastructure upgrades in East Miramar (area east of Palm Ave.) addressing problem areas and enhancing neighborhoods and businesses, with projects such as repavement, curb and gutter drainage, sidewalks, landscaping, and commercial facade upgrades.
- Policy 9A.4** Coordinate with the programmed FDOT improvement of State Road 7 scheduled for 2010, to continue to make drainage improvements to alleviate the periodic stress to the system which occurs along U.S. 441 and the surrounding neighborhoods.
- Policy 9A.5** Encourage the development of vacant residential lots, less than or equal to two (2) acres in size and which are surrounded by developed parcels, by exempting such lots from the transportation concurrency requirements contained in the Land Development Code utilizing the de minimis impact rule or other means available. While ensuring consistency with the adopted Miramar Comprehensive Plan and Land Development Code, the City will also allow flexibility for the owners of applicable residential infill lots to build a housing product which is compatible with adjacent development and maximizes property values to the extent possible.
- Policy 9A.6** Facilitate the development of vacant non-residential lots, less than or equal to two (2) acres in size and which are surrounded by developed parcels, by exempting such lots from the transportation concurrency requirements contained in the Land Development Code utilizing the de minimis impact rule or other means available. While ensuring consistency with the adopted Miramar Comprehensive Plan and Land Development Code, the City will also allow flexibility for the owners of applicable infill lots to build non-residential projects which are compatible with adjacent development and maximize property values to the extent possible.
- Policy 9A.7** Development within the City shall emphasize re-development and infill, which concentrates the growth and intensifies the land uses consistent with the availability of existing urban services and infrastructure in order to conserve natural and man-made resources.
- Policy 9A.8** The City will encourage and implement to the maximum extent feasible for those (re)development projects within the City use compact building design principles



which preserve more open space, contain mixed use, support multi-modal transportation options, make public transportation viable, reduce infrastructure costs and take advantage of recycled building materials.

**Objective 9B**

The City of Miramar will implement the Urban Infill Area (UIA) program required by the Broward County Land Use Plan in all designated areas of the city located east of the Florida Turnpike by setting local policies, in coordination with Broward County and the cities of Hollywood, Pembroke Park, Pembroke Pines and West Park, which promote economic development, help increase housing opportunities, and maximize the use of existing public facilities and services in the designated UIA. In addition, the City will encourage redevelopment and expansion of employment and housing opportunities for low and moderate income households within all other identified redevelopment areas in Miramar through the establishment of alternate levels of service on the regional roadway network.

**Policy 9B.1** The City shall promote economic development and employment opportunities in the designated UIA by expediting reviews of commercial development applications, and providing flexibility, within the parameters of the Miramar Land Development Code, in the application of zoning and subdivision regulations in the redevelopment area and upgrading of existing commercial sites.

**Policy 9B.2** The City will encourage the provision of adequate housing opportunities for all segments of present and future residents in the designated Urban Infill Area both in planning discussions with the development community, and review of specific residential projects for new construction and redevelopment.

**Policy 9B.3** The City shall support mixed use developments within the designated UIA and the adopted Transit Oriented Corridor and recommend the most feasible option, involving modifications to the Land Development Code, for consideration by the City Commission.

**Policy 9B.4** New and redevelopment projects in the designated UIA shall be exempted from the City's transportation facilities concurrency requirements, provided compliance with Chapter 163.3180 (5)(b), Florida Statutes, and the Broward County Land Use Plan is maintained.

**Policy 9B.5** To the maximum extent feasible, Miramar shall encourage integrated transportation systems, mass transit facilities, bikeways and pedestrian corridors to serve the designated Urban Infill Area in order to reduce reliance upon automobile travel.

**Policy 9B.6** All identified redevelopment areas must be served by mass transit facilities.

**Policy 9B.7** Neighborhoods within designated redevelopment areas shall be preserved and/or stabilized, including provisions for the appropriate interaction of neighborhood and regional traffic through such means as transportation systems management.

**Objective 9C**

Develop and implement post-disaster redevelopment and hazard mitigation land use controls and development regulations including strong preventive measures, to protect the health, safety and



welfare of Broward County’s current and future residents. Also, work closely with Broward County to implement the Hazard Mitigation and Post-Disaster Redevelopment Element for the City’s Comprehensive Plan.

- Policy 9C.1** Monitor local mitigation strategy information and policies developed by the State and Broward County, build an inventory of potentially-hazardous structures under intense storm conditions, and develop an action plan to address the highest priority sites. Consider any land use and other final recommendations made by properly-constituted interagency committees.
- Policy 9C.2** Ensure that the role of the fire and emergency medical services system is fully accounted for and enhanced in the development of the Local Mitigation Strategy and any Comprehensive Plan amendments addressing this issue.
- Policy 9C.3** Examine FEMA and State guidelines for post-disaster development recommendations, and develop emergency procedures, lines-of-responsibility, disaster relief funding strategies, and key reconstruction policy decisions to help Miramar “weather” future hurricanes with as little unproductive recovery time as possible, while maximizing expedited financial assistance from federal, state and local sources.

**Objective 9D**  
**Transit Oriented Corridor**

Facilitate mixed use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus) designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County Metropolitan Planning Organization’s (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan, through the establishment of a Transit Oriented Corridor (TOC) land use category within the Miramar Land Use Plan.

State Road 7, which is an existing transit corridor designated for high performance transit service such as bus rapid transit, or rapid bus by the above referenced plans, may be appropriate for this designation. The Transit Oriented Corridor category may also be applicable along other existing and planned high performance transit corridors designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County MPO’s Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan.

**Land Use Criteria**

- Policy 9D.1** The Transit Oriented Corridor designation may only be applied to areas within approximately ¼ mile on either side of the mainline transit corridor. The area may extend beyond ¼ mile around all major intersections, activity nodes and in locations served by existing or funded community shuttle service.
- Policy 9D.2** Residential use is required as a principal component within a Transit Oriented Corridor. Maximum residential density must be specified by the city, may vary along the corridor, and must be described in the permitted uses section of the



- Policy 9D.3** At least two non-residential uses must be permitted in the designated area as a principal use: e.g. retail, office, restaurants and personal services, hotel, research business, civic and institutional.
- Policy 9D.4** Minimum and Maximum FAR (Floor Area Ratio) for nonresidential uses within a Transit Oriented Corridor must be specified by the local government and described in the permitted uses section of the Broward County Land Use Plan. Nonresidential intensities may vary along the corridor and may be specified as an overall maximum square footage by use [e.g. pool of square footage by permitted use (retail, office etc.) or land use category (commercial)].
- Policy 9D.5** Additional or expanded stand-alone automobile oriented uses such as: large surface parking lots, gas stations/auto repair/car washes; auto dealers; self/equipment storage; “big box”/warehouse; single-family detached dwelling units; carwashes; and drive-through facilities are discouraged and should be prohibited by the City, or limited unless designed in a manner to encourage pedestrian and transit usage.

**Design Guideline Principles**

- Policy 9D.6** The City of Miramar Land Use Element policies shall include guiding principles for municipal design guidelines to adequately address the transition to adjacent residential development and to promote connectivity to transit stations and stops.
- Policy 9D.7** Public plazas, urban open space or green space/pocket park uses that are accessible to the public must be provided as an integrated component within a Transit Oriented Corridor.
- Policy 9D.8** The City of Miramar Land Use Element shall include policies that ensure that areas designated as Transit Oriented Corridors include design features that promote and enhance pedestrian mobility, including connectivity to transit stops and stations, based on the following characteristics:
  - a. Integrated transit stops with shelter, or station (within the TOC area).
  - b. Wide (5 feet shall be the minimum consistent with ADA requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
  - c. Buildings should front the street (zero or minimal setbacks are encouraged).
  - d. Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street, shared parking, parking structures, and/or

e. reduced parking ratios)

- f. Streets (internal and adjacent to the TOC) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).

**Policy 9D.9** The City of Miramar shall require internal pedestrian and transit amenities to serve the residents and employees within the area designated as a Transit Oriented Corridor (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities that could be incorporated into adjacent publicly accessible areas and plazas (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas.)

**Policy 9D.10** The intent of the required Design Guideline Principles is to provide guidelines for the City's implementation of the Transit Oriented Corridor land use category. The city shall use some or all of the above design elements, or develop other design strategies, which accomplish the goals of using design elements to enhance pedestrian and transit mobility. County review of applications seeking Transit Oriented Corridor land use category designations will only determine whether the City has adopted, through plan policies, a cohesive set of implementation strategies to accomplish the design strategies sought, and will not seek to require a specific design approach or a fixed set of design approaches as a requirement for County approval of the land use designation sought.

### Review Process Considerations

**Policy 9D.11** The transportation impact analysis for a proposed Transit Oriented Corridor designation shall consider the modal shift provided through the provision of transit and the transit oriented design. In addition, the transportation impact analysis shall consider the effects of internal capture as applicable to transit oriented mixed use projects.

**Policy 9D.12** In consideration of non-residential land uses in areas proposed for designation as a Transit Oriented Corridor the impact analysis for the designation in the Broward County Land Use Plan may be based on the amount of non-residential development which could be permitted as per the intensity standards of the City of Miramar land use element rather than the alternative 10,000 square feet per gross acre utilized for non-residential impact analysis.

**Policy 9D.13** An interlocal agreement between the City of Miramar and Broward County must be executed no later than six months from the effective date of the adoption of a Transit Oriented Corridor which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the City.

## Housing Opportunities

### Objective 10

Develop programs to provide a complete range of housing opportunities necessary to accommodate all segments of Miramar's present and future population, which shall encourage



energy efficient design and construction in the creation of housing, including the use of renewable energy resources.

- Policy 10.1** Miramar shall continue to implement and improve existing programs to provide, encourage, or enable low and moderate income housing to meet the needs of its existing and future residential population and economic activities. The City shall coordinate with other local municipalities and/or governmental agencies which use energy conservation principles.
- Policy 10.2** The City shall take appropriate actions to support affordable housing, including incentives within the land development permitting and fee systems, such as expedited review or fee waivers, for developments which are primarily aimed at providing affordable housing.
- Policy 10.3** The Land Development Code will continue to include provisions to encourage or enable a variety of housing opportunities in varying price ranges, including housing for low and moderate income families in large scale residential developments.
- Policy 10.4** A pool of “Affordable Housing Units” (AFUs) is established for the City equal to 10% of the total available flexibility and reserve units within Miramar. AFU’s shall be deducted from the City’s reserve and flexibility unit totals.
- Policy 10.5** The City will continue to assess the vacant land use in coordination with the Transportation Element in order to determine if there are adequate sites at densities to accommodate identified affordable housing needs, and provide direction for amendments to the future land use map and future land use categories to ensure that a sufficient supply of potential affordable housing sites is designated.
- Policy 10.6** The City shall promote new housing projects which contain compact building design principles, mixed use, medium to high densities, promote pedestrian activity and support multi-modal transportation options by offering density and intensity bonuses and fast tracking options.

**Policy 10.7** The City shall promote housing projects which use renewable energy resources in construction, reduce public infrastructure costs and reduce impacts on natural resources by offering density and intensity bonuses and fast tracking options.

## Tourism

### Objective 11

Increase Miramar's attractiveness to tourists through the establishment of a land use pattern and development regulations aimed at enhancing the area's natural and man-made environments.

**Policy 11.1** To ensure the adequate provision of public services and facilities, Miramar shall take into consideration the City's tourist population and the seasonal demands placed upon City and County infrastructure.

**Policy 11.2** Encourage tourism through the use of mixed use developments designed in a downtown fashion that contains entertainment uses. Examples to consider are Mizner Park, Coconut Grove, Downtown Delray Beach, and City Place in West Palm Beach.

## Community Aesthetics

### Objective 12

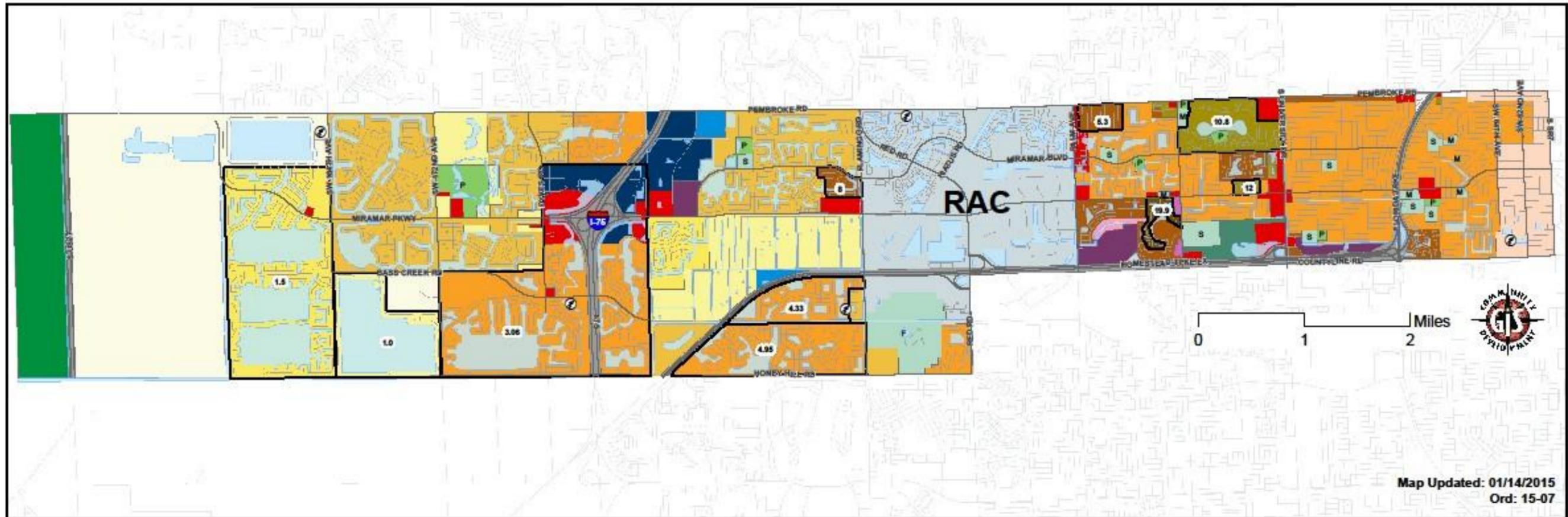
Enhance, improve and maintain the aesthetic standards of community appearance throughout the City.

**Policy 12.1** Continue to implement and enforce the Community Design Plan adopted in the Land Development Code for all development and redevelopment.



# Future Land Use Map

2200 Civic Center PL  
 Miramar FL 33025  
<http://www.miramarfl.gov>



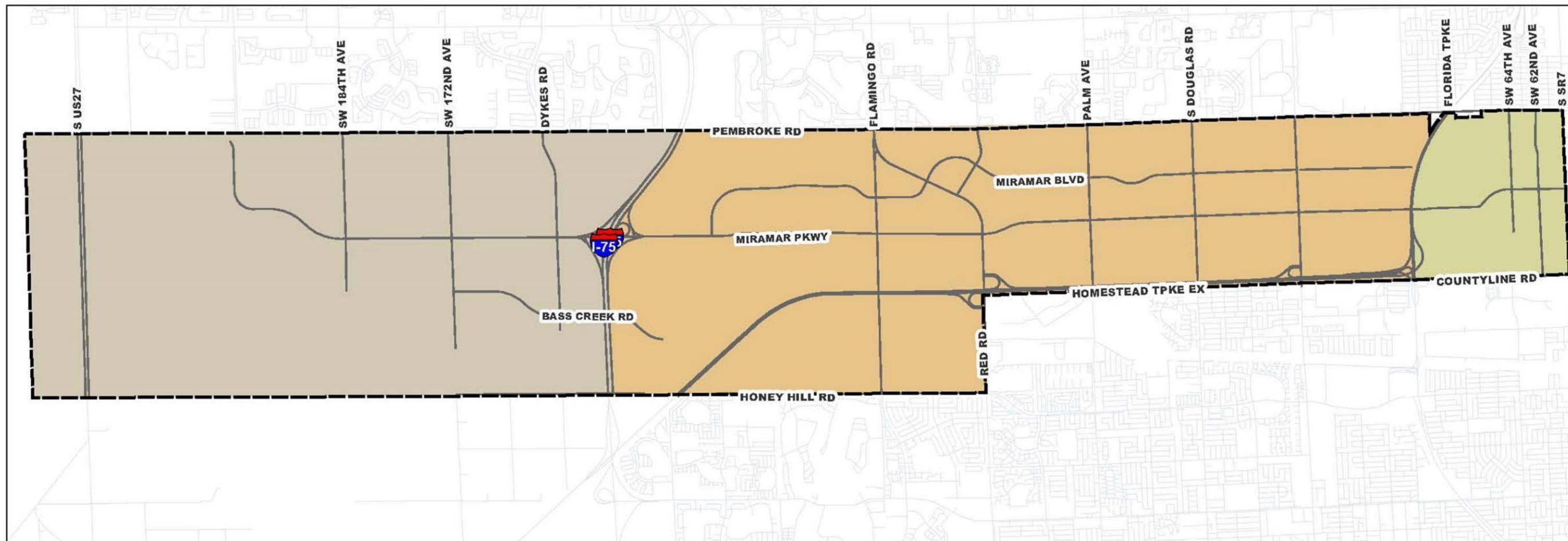
## Legend

- |                  |                           |                                  |  |
|------------------|---------------------------|----------------------------------|--|
| RURAL            | MEDIUM HIGH 25            | COMMERCIAL RECREATION            | Maximum Density                            |
| ESTATE (1 DU/AC) | COMMERCIAL                | INSTITUTIONAL & PUBLIC FACILITY  | Known Archeological Sites                  |
| LOW 2            | TRANSIT ORIENTED CORRIDOR | CITY AREAS OF PARTICULAR CONCERN | Waterbodies (Informational)                |
| LOW 3            | REGIONAL ACTIVITY CENTER  | RECREATION & OPEN SPACE          | <b>INSTITUTIONAL &amp; PUBLIC FACILITY</b> |
| LOW 5            | INDUSTRIAL                | CONSERVATION                     | S = School                                 |
| LOW MEDIUM 10    | EMPLOYMENT CENTER         | UTILITIES                        | F = Federal                                |
| MEDIUM 16        | OFFICE PARK               | TRANSPORTATION                   | M = Municipal                              |
|                  |                           |                                  | P=Park 5 Acres or More                     |



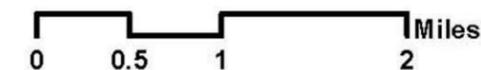
# CITY OF MIRAMAR COMPREHENSIVE PLAN

## Exhibit 2 TCMA and Standard Concurrency Districts



### LEGEND

- CITY LIMITS
- South West Standard District
- South Central Transportation Concurrency Management Area (TCMA)
- South East Transportation Concurrency Management Area (TCMA)



Source: Leigh Robinson Kerr / Broward County TAZs; Broward County Transit Concurrency District Map & Associates, Inc.





## II. Transportation Element

### Goal I

Protect, maintain, and where feasible improve the City of Miramar transportation system in a manner that provides for safety and security, convenience and energy efficiency; that coordinates and balances the transportation system with the state, regional and countywide multi-modal plans, programs and systems; that is considerate of sensitive environmental issues and areas; and that addresses the transportation needs of present and future populations including the transportation disadvantaged.

### Concurrency Objective 1

The City of Miramar, in coordination with the transportation planning efforts of the State of Florida, Broward County, SFRPC, MPO, and adjacent municipalities shall continue to maintain and, where feasible, improve the functional relationship between the transportation system and applicable future land use maps to ensure that transportation modes and services meet the transportation needs of existing and future population densities, housing and employment patterns, and land uses.

### Evaluation Measure 1

Reduction of road segments that are approaching overcapacity or are overcapacity.

**Policy 1.1** The City shall be divided into Concurrency Districts. Each District shall be one of the following types:

1. A Transportation Concurrency Management Area (TCMA) shall be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. An area-wide level of service standard shall be established for this District, for the purpose of issuing development orders and permits, based on how mobility will be accomplished within the Area. The portion of the City situated between I-75 and the Florida Turnpike is located within the South Central Concurrency District TCMA. The portion of the City situated east of the Florida Turnpike is located within the Southeast Concurrency District TCMA.
2. A Standard Concurrency District shall be an area where roadway improvements are anticipated to be the dominant form of transportation enhancement. A roadway level of service standard shall be established for each such District, based on the peak hour standard volumes contained in the Florida Department of Transportation Level of Service Manual for this

District lying west of Interstate 75. The portion of the City situated west of I-75 is located within the Standard Southwest Concurrency District.

3. Roadway facilities forming the boundary of a Concurrency District are part of that District.

**Policy 1.2** All Standard Concurrency Districts within the City and County shall also be considered Transportation Concurrency Exception Areas (TCEAs) per the 2009 amendment to Senate Bill 360.

1. TCEAs are designated such as of July 8, 2009. Within 2 years of the TCEA designation (by July 8, 2011), the City shall adopt comprehensive plan amendments and transportation strategies to support and fund mobility within the TCEA.

**Policy 1.3** If the Standard Concurrency District/TCEA is converted into a TCMA, then the Comprehensive Plan will be amended to recognize the change to TCMA.

**Policy 1.4** The concurrency management system shall establish the following transportation level of service (LOS) standards:

### **Transportation Concurrency Management Areas**

1. Within the Transportation Concurrency Management Areas, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2013:
  - a. Southeast TCMA District - Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at one or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 24 percent from FY 2009 to FY 2013.
  - b. South Central TCMA District - Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at two or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 22 percent from FY 2009 to FY 2013. Maintain the current number of community bus routes through 2013.
  - c. Overall – Increase number of bus stop shelters by 25 percent from FY 2009 to FY 2013. Traffic volumes on arterial roadways in each District shall remain less than the maximum service volumes as displayed below. These volumes do not apply to Strategic Intermodal System (SIS) and Transportation Regional Incentive Program-funded roadway facilities and cannot be used in a manner that would result in interference with mainline operations on SIS roadway corridors. The City will coordinate with the County and FDOT during 2009 to revise downward the volumes in this table.



| Peak Hour Two Way Maximum Service Volumes |        |
|---|--------|
| Two-lane Arterials                        | 2,555  |
| Four-lane Arterials                       | 5,442  |
| Six-lane Arterials                        | 8,190  |
| Eight-lane Arterials                      | 10,605 |

\*The Maximum Service Volumes are calculated from “Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas”, published by the Florida Department of Transportation, as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D, for all other Districts.

**Standard Concurrency Districts**

- 2. Within the Standard Concurrency Districts, the transportation LOS standards, excluding SIS and Transportation Regional Incentive Program-funded roadway facilities, for the purpose of issuing development orders and permits are the generalized two-way peak-hour LOS D standard volumes depicted below, Level of Service Manual, Florida Department of Transportation (2002).
  - a. Southwest District (Standard) – the generalized two-way peak-hour LOS “D” standard volumes depicted on Table I below, Quality/Level of Service Handbook, FDOT (2002).



**Table I  
Generalized Peak Hour Two-Way “LOS D” volumes for Florida’s Urbanized Areas**

| <b>Lanes</b>                                | <b>2-lane<br/>Undiv.</b> | <b>4-lane<br/>Div.</b> | <b>6-lane<br/>Div.</b> | <b>8-lane<br/>Div.</b> | <b>10<br/>Div.</b> | <b>12<br/>lanes</b> |
|---|--------------------------|------------------------|------------------------|------------------------|--------------------|---------------------|
| State 2-way Arterials<br>Uninterrupted Flow | 1,720                    | 5,870                  | 8,810                  | ---                    | ---                | ---                 |
| Interrupted Flow<br>Class I (0 to 1.99)     | 1,560                    | 3,390                  | 5,080                  | 6,440                  | ---                | ---                 |
| Interrupted Flow<br>Class I (2.00 to 4.50)  | 1,460                    | 3,110                  | 4,680                  | 6,060                  | ---                | ---                 |
| Interrupted Flow<br>Class III               | 1,200                    | 2,750                  | 4,240                  | 5,580                  | ---                | ---                 |
| Interrupted Flow<br>Class IV                | 1,310                    | 2,880                  | 4,350                  | 5,690                  | -<br>--            | ---                 |
| Freeways, Group 1                           | ---                      | 6,510                  | 10,050                 | 13,600                 | 17,160             | 20,710              |
| Freeways, Group 2                           | ---                      | 6,250                  | 9,840                  | 13,420                 | 16,980             | 20,560              |
| Non-State Roadways<br>Major City/County Rd  | 1,390                    | 2,950                  | 4,450                  | ---                    | ---                | ---                 |
| Other Signalized Rds.                       | 950                      | 2,070                  | ---                    | ---                    | ---                | ---                 |

Source: Broward County Transportation Element 2006 Comprehensive Plan

**Strategic Intermodal Systems**

3. The level of service standards for roadways on the SIS, including connectors, and roadway facilities funded in accordance with Section 339.2819 F.S., the Transportation Regional Incentive Program (TRIP), shall be set forth in Rule 14-94, FAC, summarized below. These standards shall apply for the purpose of issuing development orders and permits.



**TABLE II  
MIRAMAR SIS FACILITIES**

|                                      | <b>Roadway</b>  | <b>Roadway Segment</b>   | <b>LOS Standard*</b> |
|--------------------------------------|---|--|----------------------|
| <b>SIS<br/>CORRIDORS</b>             | Florida Turnpike & Homestead Extension  | Miami-Dade County line to Palm Beach County line   | D                    |
|                                      | Interstate 75   | Miami-Dade County line to Pembroke Rd  | D                    |
|                                      | US 27   | Miami-Dade County line to Pembroke Rd  | D                    |
| <b>SIS<br/>CONNECTORS</b>            | Sheridan Street Tri-Rail Station**  | • 1-95 to N 29th Avenue to entrance  | D                    |
| <b>TRIP-FUNDED<br/>FACILITIES***</b> | State Road 7 from North of Miramar Pkwy to north city limits                    | • State Road 7/U.S. 441 from NE/NW 215th Street (Miami-Dade County) to north city limits | D                    |
|                                      | State Road 7/U.S. 441 from South of Miami-Dade County Line to north city limits | • State Road 7/U.S. 441 from NE/NW 215th Street (Miami-Dade County) to north city limits | D                    |

\* The level of service letter designations are defined in FDOT's 2002 Quality/Level of Service Handbook unless an alternate (as refined through identified mobility strategies) standard is agreed to in writing by FDOT.

\*\* Sheridan Street Tri-Rail Station not within the City of Miramar.

\*\*\* Broward County should coordinate with FDOT on the setting of the level of service standard for facilities that receive TRIP funding. The presumption is that LOS D will apply as soon as the improvement is programmed for implementation; however, an alternate standard may be adopted in TCMA's if agreed to in writing by FDOT.

**Policy 1.5** The transportation LOS standards for the purpose of long range transportation planning shall be:

1. For SIS and Transportation Regional Incentive Program-funded Facilities, the LOS standards as identified in policy 1.4 (3)/Table II.
2. For roadways not on the SIS (including connectors), and not funded in accordance with Section 339.2819 F.S. (TRIP), the generalized two-way peak hour LOS "D" standard volumes depicted in TABLE I Quality/Level of Service Handbook, Florida Department of Transportation (2002)
3. When LOS standards are developed for SIS connectors, the City will evaluate adoption of these standards.
4. To assist in maintaining SIS level of service standards in the future, the City shall also consider strategies such as improvements to or the creation of parallel facilities, encouraging use of alternate modes of travel, and supporting travel demand management techniques.

**Policy 1.6** Based on recommendations by the MPO, the Broward County Commission shall



adopt a five-year County Transit Program (CTP) that is projected to achieve the level of service standards for each District listed in Policy 1.4 (1). The County Commission shall ensure that the CTP is a financially feasible plan. The CTP shall be updated annually. Any change in the level of service standards requires an amendment to the Transportation Element of the Broward County and City Comprehensive Plans.

**Policy 1.7** Prior to application for a building permit, the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. The City will not accept a building permit application, nor issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented. The County Commission may adopt land development regulations which exempt from these requirement categories of building permits that clearly do not create additional transportation impacts.

**Policy 1.8** Broward County shall issue a Transportation Concurrency Satisfaction Certificate, relative to a building permit application, under any of the following circumstances:

1. If the building permit application is on property within a recorded plat that was approved by the County Commission on or after March 20, 1979; and the building permit application is consistent with the level of development under which the plat is currently approved by the County Commission; and the County Commission’s finding of satisfaction of transportation concurrency for the plat has not expired; and the plat is not in violation of an agreement with Broward County with respect to transportation concurrency.
2. If the building permit application is on property for which Broward County has made a finding of vested rights with respect to transportation concurrency; and the building permit application is consistent with the level of development under which the plat was approved by the County Commission; and the plat is not in violation of an agreement with Broward County with respect to transportation concurrency.
3. If the building permit application is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact (DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County’s transportation concurrency requirements.
4. If the building permit application is for property within a TCMA district; and the applicant has paid to Broward County a Transit Concurrency Assessment, as described in Policy 1.20, for the development proposed in the building permit application.
5. If the building permit application is for property within a TCMA; and the application is for an addition to, replacement of, or renovation to a residential building, and does not increase the number of dwelling units within that building nor change the type of units.



6. If the building permit application is for property within the TCMA, and the application is for an addition to, replacement of, or renovation to a non-residential building, and does not increase the number of peak-hour trips generated by the building.
7. If the building permit application is for property within a Standard Concurrency District; and the application is for property within a recorded plat that was approved by the County Commission; and a finding of satisfaction of transportation concurrency was made for that plat by the County Commission in accordance with Policy 1.9 and has not expired; and the building permit application is consistent with the level of development under which the plat is currently approved by the County Commission; and the plat is not in violation of an agreement with Broward County with regard to transportation concurrency.
8. If the building permit application is for property within a standard concurrency district, and the property is not within a recorded plat that was approved by the County Commission on or after March 20, 1979, and the City is not requiring platting or replatting with regard to this building permit application. Broward County may require written evidence from the City that platting or replatting is not required.
9. If the building permit application is for development that promotes public transportation, which means development that directly affects the provision of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), and office buildings or projects that include fixed-rail or transit terminals as part of the building.
10. Policies 1.8 #5 and 1.8 #6 may be modified, so that if a building permit application with the City is for property within a TCMA, and said property is unplatted or platted prior to March 20, 1979, then the applicant shall be subject to a Transit Concurrency Assessment based on the total peak-hour trips generated by the use proposed in the building permit application, regardless of the prior use permitted or built on the property. This option can only be exercised by a municipality adopting such a provision in its Comprehensive Plan
11. The County Commission may, by ordinance, provide that a Transportation Concurrency Satisfaction Certificate shall be issued, relative to a building permit application, if the proposed development is a project which promotes public transportation and is located within a Regional Activity Center as described in and defined by the Broward County Comprehensive Plan, and is within an area that contains major public and private postsecondary institutions of higher learning. The impact of the proposed development on the SIS, as defined in Section 338.001, F.S., shall be considered in issuing said Certificate.

**Policy 1.9** Within Standard concurrency districts, the concurrency management system shall provide that a finding of satisfaction of transportation concurrency be made, when a roadway exceeds its adopted LOS standard provided one or more of the following mitigation measures apply:



1. The proposed development does not place any trips on, or create any, overcapacity links within the impact area. The impact area is a circular area, centered on the proposed development site, with a radius determined by the scale of the proposed development.
2. There is an approved action plan to accommodate the traffic impact of the development, and implementation of the plan has been committed to in a written agreement approved by the property owner(s), the appropriate municipality, and the County Commission.
3. The necessary improvements to provide a LOS "D" are under construction at the time a permit is issued.
4. The necessary improvements to provide LOS "D" are the subject of a binding executed contract for the construction of the facilities.
5. The necessary improvements for the LOS "D" have been included in the first two (2) years of the adopted state or county five-year schedule of transportation improvements and the applicable government entity makes a determination that a binding contract for the implementation of said improvements will be executed no later than the final day of the second fiscal year of the original schedule.
6. The necessary improvements for the LOS "D" have been included in the first two (2) years of the adopted municipal five-year schedule of transportation improvements and the municipality has entered into an interlocal agreement with the County, which interlocal agreement will include assurances by the municipality, upon which the County may rely, that at the time a development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of a building permit.
7. The necessary facilities and services for LOS "D" are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; provided that road improvements required by a Development of Regional Impact (DRI) development order shall not be considered for concurrency determinations for the property outside the DRI boundaries unless conditions 3., 4., 5., or 6. above apply.
8. The proposed development is found to have vested rights with regard to any affected road segment in accordance with the provisions of Chapter 163, Part II, Florida Statutes, or a common law vested rights determination made as to that road segment in accordance with procedures set forth within the land development regulations adopted by the Board of County Commissioners. The proposed development must meet concurrency for any road segment for which a vested rights determination has not been made.



- 9. An impact of one single family home or duplex will constitute a de minimis impact on all roadways regardless of the level of deficiency on the roadway. Further, no impact will be de minimis if it would exceed the adopted LOS standard of any affected designated hurricane evacuation routes.
- 10. The proposed development is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact (DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County's transportation concurrency requirements.
- 11. The proposed development would promote public transportation, which means development that directly affects the provision of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), and office buildings or projects that include fixed-rail or transit terminals as part of the building.

Said finding shall be made by the County Commission at the time of approval of an application for a plat, an amendment to the restrictive note on the plat, or the placement of a restrictive note on the plat, or a new finding of adequacy for a plat.

**Policy 1.10** The Transit Concurrency Assessment shall be calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant (for each year) dollar figure for each District that represents the cost per trip of all the TDP enhancements in that District. The County Commission may adopt land development regulations which enable exemption from the assessment calculation of high-cost transit projects, such as fixed-guideway facilities.

**Policy 1.11** The Broward County Commission shall adopt land development regulations, which provide for credits against the Transit Concurrency Assessment for approved site plans which contain features intended to significantly encourage transit usage.

**Policy 1.12** The Broward County Commission may adopt land development regulations, which provide for a waiver of the Transit Concurrency Assessment for affordable housing projects, and for applications by a government agency for the construction of public buildings which will directly serve the health and/or safety needs of the public, provided that all such waived Assessments are paid from a designated source.

**Policy 1.13** The City may adopt land development regulations which provide for a waiver of the Transit Concurrency Assessment for a class of development on property within Miramar, provided that all such waived Assessments are paid to Broward County by the City, or by a source designated by the City.

**Policy 1.14** The revenues from the Transit Concurrency Assessments shall be used solely to fund the enhancements within the CTP which are in the District corresponding to the location of the proposed development. However, the Broward County Commission may adopt land development regulations, which set aside up to five percent of such revenues for the following purposes:



1. To serve as the designated funding source for waivers granted under Policy 1.12.; and/or
2. To fund costs of administering the concurrency management system and developing the CTP.

**Policy 1.15** Prior to the approval of any application for a plat, an amendment to the restrictive note on the plat, or the placement of a restrictive note on the plat, for property within a Transportation Concurrency Management Area, the County Commission shall make a finding that the appropriate District satisfies at least one of the following standards:

1. The District does not contain two parallel and adjacent arterial roadways, both of which have a volume/capacity ratio in excess of 1.30, which ratio is derived by comparing existing p.m. peak hour traffic volumes to LOS D peak hour capacities
2. The ridership within the District on fixed route transit services has increased at least 2 ½ percent over the previous year.

**Policy 1.16** A building permit application that is subject to a Transit Concurrency Assessment by Broward County shall not be subject to impact fees for regional transportation facilities by Broward County or the City.

**Policy 1.17** The City of Miramar in coordination with Broward County shall address overcapacity roadways segments and roadway segments approaching capacity through the following actions:

1. Utilize and apply, on an annual basis, the results of the Broward County Traffic Circulation Analysis, including level of service determinations, prior to the development of the Capital Improvement Program and Capital Improvements Element. In so doing, a high priority shall be assigned to appropriate County and City road improvements for road segments operating below, or projected to operate below, the adopted peak-hour LOS “D” standard.
2. For overcapacity City roads with lower priorities in funding than those in major road programs, coordinate with Broward County in exploring funding source options and in securing adequate funding for locally sponsored, efficient road and traffic engineering improvements.

**Policy 1.18** The City of Miramar shall implement the adopted two-way peak-hour LOS "D" standards through the following actions:

1. To determine the roadway level of service and the trip volumes generated from a proposed development, a planning analysis ( $K_{100}$ ) factor shall be used by Broward County at the platting stage to convert average annual daily trip volumes to two-way peak hour trips. The Broward County TRIPS Models shall continue to be used to determine the roadway level of service and trips volumes associated with the development.
2. Annually update the Roadway LOS report to identify the peak hour and the existing peak-hour volumes for each collector roadway or higher.



**Policy 1.19** Recognizing the growing need for regional connectivity, the City of Miramar will participate with Broward County, MPO, SFRTA, FDOT, and other appropriate municipalities in implementing strategies to maintain level of service and facilitate local traffic to use alternatives to the Strategic Intermodal System (SIS) as a means of protecting its interregional and intrastate functions.

1. Work with the Broward County Planning Council, Broward County Transit (BCt), FDOT, and other affected municipalities to identify FDOT public transportation corridors for the purposes of implementing an overlay zoning district to promote public transit along the designated corridor, and to amend the City's land use plan and LDC as appropriate.
2. Through the platting process, continue to coordinate local transportation planning efforts and development reviews with FDOT, County transportation planning agencies and adjacent municipalities.
3. Support the widening of Florida's Turnpike to an eight-lane facility when eligible noise mitigation infrastructure is designed as part of project implementation.
4. Support interchange improvements, where appropriate, on I-75 and Florida's Turnpike.
5. Support efforts to analyze implementation of a transitway along I-75.
6. Support efforts to locate funding of regionally significant arterials and local roadways to ensure smooth traffic flow within the county's transportation network and connecting to the SIS network.
7. Continue to support measures that will alleviate noise levels along federal and state transportation roadways, particularly in planning, designing and implementing new roadways, expanding existing roadways, and/or significantly altering the alignment of existing roadways.
8. Maintain and, where feasible, improve the level of service on City roads that are parallel to SIS roads.
9. Support finding improvements to connect discontinuous roadways.
10. Continue to implement the Congestion Management Plan recommendations, with an emphasis on roads that are parallel to SIS roads.
11. Assist the County, as needed, and support the county's efforts to coordinate and synchronize the signalization system along County roads that are parallel to SIS roads.
12. Support coordination of intelligent transportation systems (ITS) efforts between FDOT and Broward County.
13. Continue to enhance community bus systems to expand transit coverage and



improve connectivity.

14. Promote transit oriented design along roads that are parallel to SIS roads.
15. Improve pedestrian access to transit by ensuring that all phases of road planning, design and construction include the necessary pedestrian ways on arterials and collectors under the responsibility of the State, county and municipalities, where feasible.
16. Promote public education through marketing strategies about modal alternatives to private vehicles such as public transit.

**Policy 1.20** The City of Miramar shall coordinate land uses with the transportation system through implementation of, but not limited to, the following programs, activities or actions:

1. Residential densities in the Low (1 du/ac) to Low-Medium (10 du/ac) ranges should be located with access to existing minor arterial and collector streets.
2. Residential densities in the Medium High (25 du/ac) and High (50 du/ac) ranges should be located with adequate access to major and minor arterial roadways, expressways, and public transit routes.
3. Through the designation of land uses on the City’s Land Use Plan map the City shall continue to provide a range of housing opportunities and a mix of land uses so that housing opportunities are within a 30-minute commute to employment.
4. Industrial, office, commercial and employment center uses shall be located with access to major transportation facilities, including roads, airports, seaports, rail, and intermodal facilities.

**Policy 1.21** On an annual basis, update and apply findings of the Transportation Concurrency Monitoring Program including Level of Service determinations no later than the development of the Capital Improvement Program (CIP).

**Policy 1.22** Analyze capacities and intersection flow problems in coordination with Broward County on an annual basis and determine short and long-range solutions in conjunction with the Transportation Concurrency Monitoring System.

**Policy 1.23** Coordinate the installation of traffic signals when warranted by existing conditions and in strict conformance with FHWA Manual on Uniform Traffic Control Devices (MUTCD), and the Traffic Engineering Agreement between Broward County and the City of Miramar.

**Policy 1.24** The City will require cumulative transportation impact analysis for all land use plan amendments as part of the review and approval process.

**Policy 1.25** Broward County, in coordination with the FDOT and the City, shall conduct a study on constrained roadway facilities. The study, which shall identify constrained facilities, propose adequate LOS standards for those identified constrained facilities, and recommend appropriate actions to improve mobility on the constrained roadways, shall be completed by December 2011. The study findings shall be



implemented through a Transportation Element amendment.

- Policy 1.26** The City and Broward County shall continue its current practice of recognizing the interaction with mixed use developments and the resulting internal satisfaction of trips when analyzing the traffic impact of proposed mixed use developments which promote revitalization and redevelopment. Mixed use developments are characterized by three (3) or more significant, mutually supporting, land uses with significant physical and functional integration of project components, including uninterrupted pedestrian connections, and that is developed in conformance with a coherent plan.
- Policy 1.27** The City shall encourage the provision of pedestrian and bicycle infrastructure linking neighborhoods to the transit system.
- Policy 1.28** By December 2011, the City shall coordinate with the county and municipalities on establishment of bicycle and pedestrian level of service standards to be used for concurrency and short/long range planning purposes, in order to implement Policy 1.31.
- Policy 1.29** By December 2011, Broward County shall establish a methodology to establish level of service standards for pedestrian and bicycle infrastructure. The methodology shall include a demand analysis for high frequency destinations or routes and include different standards for different roadway typologies. Separate standards may be defined for each concurrency district in order to implement Policy 1.29.
- Policy 1.30** By June 2012, Broward County shall identify projects needed to achieve the identified pedestrian and bicycle level of service standards and define a prioritization strategy to rank projects within each concurrency district. The strategy shall include mechanisms for municipal coordination. Coordination with transit infrastructure improvement projects shall be preferred to provide a cohesive and comprehensive mobility strategy in selected corridors or areas. Emphasis will be placed on Transit/Housing Oriented Redevelopment (THOR) corridors or other corridors with planned premium transit (FEC and CSX corridors).
- Policy 1.31** By December 2012, Broward County shall identify a funding strategy to implement projects identified to meet the pedestrian and bicycle level of service standards. The funding strategy may include concurrency or mobility fees, a matching program to encourage municipal participation, support from outside agencies such as the MPO or FDOT, developer contributions, or other options.
- Policy 1.32** By December 2012, Broward County shall adopt short-term bicycle and pedestrian level of service standards to be included in the concurrency management system and long-term transit, bicycle and pedestrian standards to be evaluated similar to the long-term standards for roadways.
- Policy 1.33** By December 2013, and each year thereafter, Broward County shall include a status of the County's progress at achieving or maintaining pedestrian and bicycle level of service standards as part of the annual Capital Improvements Element amendment. Any project reprioritizations or changes in funding status shall be identified in the annual update.



**Policy 1.34** In conjunction with the annual update of its Capital Improvements Element, the County shall report on the status of the transportation system in relation to the LOS standards adopted in Policies 1.4 and 1.5, and identify any remedial actions needed and how and when they will be implemented. The County will coordinate with the Florida Department of Transportation on this reporting function.

**Coordinate Transportation Plans and Programs**

**Objective 2**

The City of Miramar shall coordinate the transportation system with other entities, transportation plans and programs.

**Evaluation Measure 2**

Continue participation and attendance at MPO, Broward County Technical Advisory Committee, and other Transportation Management meetings.

**Policy 2.1** The City of Miramar shall coordinate the following plans and programs with Broward County, the Broward County Metropolitan Planning Organization, and the Florida Department of Transportation, District IV:

1. The Transportation Element, and significant amendments thereto.
2. The City of Miramar Bikeways Master Plan.
3. The Capital Improvements Element.

**Policy 2.2** Through its membership and participation in the MPO, the City of Miramar shall actively pursue a continuation of the current land use coordination practices in the maintenance of the City's long-range transportation plan, including:

1. Recognition of the Trafficways Plan component of the Broward County Land Use Plan as the basic system of designated corridors, within which the future roadway network shall be planned, designed and constructed.
2. Recognition of the City's and Broward County's Land Use Plan in maintaining the socio-economic database which in turn is the basis of forecasting future travel demand.
3. Recognition of the State's Strategic Intermodal System (SIS), a statewide transportation network including SIS roadways, connectors and hubs.
4. Coordinate with Broward County on amendments to the adopted Year 2030 Highway Network in keeping with the City's planning objectives.
5. By 2011, in coordination with Broward County and FDOT, modify and restructure the transportation planning process to enhance the relationship between land use and transportation planning. Examples of such restructuring could include coordinating the impact of land use decisions on the FIHS/SIS and participating in corridor designation studies for incorporation in the comprehensive plans pursuant to TE Policy 1.19 (1).



- Policy 2.3** The City of Miramar will continue to participate in Highway Beautification agreements with Broward County and the State of Florida Department of Transportation.
- Policy 2.4** The City of Miramar will incorporate all Transportation Element objectives and policies, which require coordination with other entities into the City's Intergovernmental Coordination Element; the Intergovernmental Coordination Element will be submitted to DCA after submittal of the Broward County Intergovernmental Coordination Element.
- Policy 2.5** The City of Miramar will support initiatives by the State Legislature to provide a permanent increase in State Transportation Funding to accelerate the construction of high priority State Road projects in the MPO's adopted Long-Range Highway Plan.
- Policy 2.6** The City will review the Broward County Trafficways Plan and the City of Miramar Roadway Master Plan.
- Policy 2.7** The City will coordinate with County Officials to ensure the County's 2030 Highway Needs Network Plan is consistent with the City's Roadway Master Plan, as amended, described in this Element and refined as a result of the review described in Policy 2.6.
- Policy 2.8** Coordinate efforts with Broward County and the City of Pembroke Pines to preserve and extend the Pembroke Road east-west right-of-way corridor across I- 75 to S.W. 196<sup>th</sup> Avenue.



- Policy 2.9** Pursue with Miami-Dade County, FDOT and the Turnpike Authority the feasibility of an interchange with the Turnpike and I-75.
- Policy 2.10** The City will aggressively pursue the construction of roads located in Miramar and identified for improvement in the Broward County Five-Year Transportation Improvement Program (TIP).
- Policy 2.11** Through the City’s Five-Year Capital Improvements Program, implement a program of maintenance and repair for existing local roadways, walkways and other transportation facilities which are the responsibility of the City.
- Policy 2.12** The City will undertake a study that evaluates various east-west corridor alternatives including Bass Creek Road, Honey Hill Road, and Miramar Boulevard to determine if they can be feasibly improved to serve a significant beneficial role in future east-west travel in the City, while preserving the residential character of adjacent neighborhoods. If the results of the study are beneficial for the city and approved by the City Commission, then initiate planning, design, capital programming and other recommended implementation steps.
- Policy 2.13** This Element supports and furthers the goals, objectives and policies of the Future Land Use Element and all other elements in this Comprehensive Plan, and is consistent with the adopted Broward County Transportation Element.
- Policy 2.14** The City shall coordinate the following plans, programs and comprehensive plan amendments with the Turnpike District:
1. Transportation Element amendments relating to Florida’s Turnpike mainline.
- Policy 2.15** The City shall coordinate the following plans and programs with the Federal Aviation Administration:
1. North Perry Airport Master Plan and amendments thereto.
- Policy 2.16** The City will work with the County, FDOT and other partners to ensure timely completion of the following initiatives focused on identifying and addressing impacts to the SIS and roadway facilities funded under the TRIP program.
1. SIS Connectors: SIS roadway connectors serve the critical role of linking SIS hubs with SIS corridors and hence are subject to a statewide level of service (LOS) standard. FDOT has completed a study for each SIS roadway connector in Broward County. These studies identify both LOS conditions and deficiencies and potential improvements or strategies needed to ensure access to and achieve mobility on the facilities. For SIS roadway connectors serving transit hubs, mitigation in the form of improved transit access and mobility or transit-oriented development proximate to stations will be considered.

2. **SIS Corridors:** SIS roadway corridors are critical to the movement of people and goods within regions and across the state and hence are subject to a statewide LOS standard. FDOT will lead the following steps, coordinating with Broward County and affected municipalities.
3. **Roadway Segments Improved with TRIP Funds:** Roadway segments with improvements funded with TRIP funds are subject to a statewide LOS standard. A LOS D standard applies in the Standard Concurrency Districts. That same LOS standard applies in the Transportation Concurrency Management Areas unless FDOT agrees to an alternate standard.
4. **Regional Coordination:** Broward County will enhance its coordination with municipalities, adjacent counties; the Broward, Palm Beach and Miami-Dade MPOs; the South Florida Regional Transportation Authority and other partners regarding regional level transportation issues, including the need to ensure mobility on shared SIS and other regionally significant transportation facilities crossing county lines.
5. **Transportation System Management and Operation (TSM&O):** Broward County will meet with FDOT by February 2009 to review current TSM&O projects and plans and agree upon an ongoing coordination process focused on ensuring mobility on SIS and TRIP-funded facilities.

### **Objective 3**

The City of Miramar shall ensure development does not encroach upon existing rights-of-way and shall ensure future development does not encroach upon future rights-of-way as provided in the Broward County Trafficways Plan.

#### **Evaluation Measure 3**

Evaluate roadway conditions annually to identify future needs for right-of-way acquisition and reservation.

**Policy 3.1** Continue to protect existing rights-of-way from building encroachment through implementation of the City of Miramar Land Development Code provisions that no obstructions of any type which are deemed unsafe pursuant to City standards shall remain or be permitted in the ultimate right-of-way.



- Policy 3.2** The City of Miramar shall continue to protect future rights-of-way from building encroachment through implementation of, but not limited to, the following programs, activities or actions:
1. Continue to construct the roadway circulation network consistent with the adopted Broward County Trafficways Plan.
  2. City and County Land Development Code provisions which require that, at the time of plat and site plan approval, future trafficways delineated on the Broward County Trafficways Plan be conveyed to the public by dedication on the face of the plat, deed or, if acceptable to the City and/or County, by grant of easement which is necessary for the ultimate construction of roadways, intersections, turn lanes, bicycle facilities, sidewalks, bus pullout bays, bus shelters, or roadway drainage facilities.
  3. Continue to include funding for acquisition of rights-of-way where dedication of land is not possible.
  4. Through the Broward County Planning Council, coordinate the City’s Roadway Master Plan with the Broward County Trafficways Plan.
- Policy 3.3** Prohibit building encroachment into the ultimate right-of-way needs depicted on the Broward County Trafficways Plan by new development, redevelopment or any improvements requiring a building permit.
- Policy 3.4** Require dedication of the rights-of-way depicted on the Broward County Trafficways Plan through the plat, site plan and building permit approval process in accordance with the provisions of the Land Development Code and current legal case law on this issue as recommended by the City Attorney.
- Policy 3.5** Assist Broward County and FDOT with the acquisition of right-of way in advance of construction to ensure maintenance of acceptable transportation level-of- service
- Policy 3.6** Assist with the protection and acquisition of right-of-way for planned improvements to State Road 7, Pembroke Road, Bass Creek Road and Miramar Parkway through the development permit approval process and the Miramar Neighborhood Development Master Plan (completed 2001).
- Policy 3.7** Obtain right-of-way for the committed improvements to Flamingo Road south of Miramar Parkway through the platting process and monitor the issuance of building permits and C.O.’s for the Bluegrass Lakes DRI project to ensure that Flamingo Road between Honey Hill Road and Miramar Parkway is expanded in conformance with the Bluegrass Lakes Development Order.

## Safety and Security

### Objective 4

The City of Miramar shall continue to participate in cooperative intergovernmental plans and programs that will improve safety by 2011.

### Evaluation Measure 4

To establish a coordinated safety database with Broward County and FDOT that will be updated on an annual basis.

**Policy 4.1** By 2011, coordinate with Broward County to provide a safe transportation roadway network through implementation of, but not limited to, the following programs, activities, or actions

1. The City shall continue to maintain land development regulations that control the connections and access points of driveways and roads to roadways as prescribed by either the Florida Department of Transportation (FDOT) Highway Access Manual, and the City and Broward County Land Development Codes.
2. The City shall continue to maintain land development regulations governing on-site traffic flow, parking, and signage.
3. The City shall work with appropriate entities to improve debris removal from roadways.

**Policy 4.2** Maintain, and improve as necessary, the adopted City Roadway Access Standards which are part of the City's Land Development Code and consistent with Broward County's Land Development Code, that protect residential development from commercial/industrial traffic; ensure safe and adequate access opportunities; and minimize the negative impact on arterial capacity.

**Policy 4.3** As part of the Miramar Neighborhood Development Master Plan process and working closely with FDOT in the programmed widening of State Road 7, develop a program by 2004 for correcting the existing off-street parking deficiency in the eastern portion of the City.

**Policy 4.4** The City will continue to implement the portions of the City's Land Development Regulations, which provide controls to ensure convenient on-site travel and parking.

**Policy 4.5** The City will maintain requirements in the Land Development Regulations, which prohibit back-out parking onto thoroughfares for all new commercial development and redevelopment.



**Policy 4.6** By 2020, coordinate with Broward County in the provision of a safe bikeway network that reduces the injury rate through implementation of, but not limited to, the following programs, activities, or actions:

1. The City shall continue to maintain land development regulations requiring sidewalks for new development and redevelopment.
2. The City shall continue to require safe and interconnected pedestrianways within educational facilities, recreation and open space areas, and employment centers.
3. The City shall coordinate with the Broward County Bicycle Coordinator to identify high frequency bicycle and pedestrian crash locations; to develop strategies for improving the safety of those locations; to adopt and implement those safety strategies; and to monitor those locations.
4. The City will continue to provide pedestrian and non-motorized vehicle facilities to separate pedestrian movement from automobiles and other traffic.

**Policy 4.7** The City will continue to coordinate with the Broward County Aviation Department in order to provide safe County operated airport facilities and related facilities through implementation of, but not limited to, the following programs, activities, or actions:

1. Continue to control development and ensure land uses compatible with airport operations within Runway Protection Zones.

**Policy 4.8** The City of Miramar shall provide a safe recreational transportation network that is coordinated with Broward County’s recreational network through implementation of, but not limited to, the following programs, activities, or actions:

1. The City shall work with the Broward County Metropolitan Planning Organization, the Broward County Bicycle Coordinator, the Broward County Pedestrian Coordinator, and adjacent municipalities to link together, to the extent feasible, implement greenways, bikeways, and equestrian trails.

## Convenience

### Objective 5

The City of Miramar shall continue to participate in cooperative intergovernmental plans and programs that will, by 2011, improve convenience through an increase in transportation facilities available.

Reduction in the number of transportation facility links that are not interconnected to the system and percentage of major trip generators and attractors served by public transit.



**Policy 5.1** The City of Miramar shall provide a convenient roadway network through implementation of, but not limited to, the following programs, activities, and actions:

1. The City, through the land development regulations and in coordination with Broward County, shall continue to assure that all newly platted properties have direct access to roadways. Direct access to roadways, consistent with access management standards, shall be the convenience measure.
2. Through the Comprehensive Plan and land development regulations, continue to provide for a hierarchy of roadways with local roads serving as the access roads to private property.
3. Continue improvements in providing appropriate bicycle facilities, accessible sidewalks, and appropriate landscaping on all roadways.

**Policy 5.2** The City of Miramar shall continue to coordinate with BCt in the provision of a convenient public transit network through implementation of, but not limited to, the following programs, activities, and actions:

1. The City, through its interlocal agreement with Broward County will continue to supplement the countywide public transit system with shuttle bus service to meet all transportation demands including the transportation disadvantaged.
2. The City will continue to coordinate with BCt to ensure adequate BCt representation on the City's Development Review Committee.
3. The City will continue to coordinate with BCt in improving existing connections to the multi-modal and intermodal transportation network and in examining the need for additional facilities including park and ride lots as well as aesthetic improvements at transit facilities such as bus benches.
4. The City will continue to enforce the LDC to require the provision of bicycle racks at all community facilities.
5. The concurrency management system shall provide that for the purpose of issuing development orders and permits, the adopted public transit level of service shall be for the BCt to provide fixed route transit service to at least 70 percent of all residences and employment locations during the peak hour.

**Policy 5.3** Consistent with the adopted Broward County Transportation Element, coordinate with the County in identifying and evaluating potential land use changes near transit routes in the City which have the potential to significantly increase transit ridership while still maintaining compatibility with the area land use pattern and compliance with the adopted Miramar Comprehensive Plan.



**Policy 5.4** Work closely and aggressively with the BCt to increase bus service throughout developed and developing portions of the City, including the concept of express bus routes on I-75 linking west central Miramar with communities north and south.

**Policy 5.5** By 2030, the City of Miramar will increase the number of bikeway/pedestrian ways links that do not provide connections to the overall transportation network by 15 percent and coordinate these activities with those of the countywide bikeway and pedestrian way networks through implementation of, but not limited to, the following programs, activities, and actions:

1. Through its membership in the MPO, continue to maintain and improve the bikeways/pedestrian ways network through inclusion of bikeways and pedestrian ways in road construction projects and through greenways.
2. The City will work with the Broward County Bicycle Coordinator and Pedestrian Coordinator to improve access to public transit through the provision of bicycle and pedestrian facilities.
3. The City will work with the Bicycle Coordinator and the Pedestrian Coordinator in connecting the City's predominantly recreational oriented bikeway and pedestrian way network with the County's non-recreational and recreational bikeway and pedestrian ways networks.
4. The City of Miramar shall encourage compact mixed use developments as a land use strategy for promoting walking and biking through the mixed use provisions proposed for the City's Future Land Use Plan Element.

**Policy 5.6** Prepare a Citywide Multi-Modal Master Plan by 2012 to identify a network of walkways, bikeways and greenways that link residential areas with schools, transit stops, shopping centers, and places of employment. As part of the Citywide Multi-Modal Master Plan, improve the community shuttle service to increase ridership by more effectively supplementing BCt service and providing direct links to destinations inside and outside of the City.

**Policy 5.7** Encourage the use of non-motorized transportation by providing for the construction of sidewalks and bicycle facilities in conjunction with new road construction and by implementing the Multi-Modal Master Plan when completed.

## **Energy Efficiency**

### **Objective 6**

The City of Miramar shall continue to participate in cooperative intergovernmental plans and programs that will improve energy efficiency as well as incorporate transportation strategies to reduce the production of greenhouse gasses.

### **Evaluation Measure 6**

By 2012, develop a prioritized list of transportation demand management strategies to recommend to the City Commission.

**Policy 6.1** The City of Miramar in coordination with Broward County, shall provide for an



energy efficient roadway network and work to reduce greenhouse gasses through implementation of, but not limited to, the following programs, activities, or actions:

1. Through participation in the MPO, address single occupant vehicle issues through transportation demand management (TDM) strategies, such as parking management strategies, flex work hours, and shuttle services.
2. The City, in conjunction with other entities, shall make the existing transportation system operate more efficiently by continuing to implement Transportation System Management (TSM) strategies such as improving road conditions, intersection improvements, and computerized traffic signals.
3. Through participation in the MPO, work to reduce per capita vehicle miles traveled (VMT) below the year 2002-projected daily per capita VMT of 19.42 by implementing TDM strategies.

**Policy 6.2** By year 2012, institute transportation systems management (TSM) and transportation demand management (TDM) programs in order to utilize existing facilities to maximum benefit and efficiency and to reduce traffic congestion through the use of such measures as van-pooling, car-pooling, flexible work schedules, transit usage, telecommuting, bicycle and pedestrian circulation, signal phasing, intersection geometry improvements, signal synchronization, resurfacing and maintenance.

**Policy 6.3** As part of the TSM/TDM proposed in Policy 6.2 of this Element, develop the criteria and guidelines for implementing measures for major employment facilities in Miramar to help reduce traffic volumes in congested areas.

**Policy 6.4** As part of the TSM/TDM proposed in Policy 6.2 of this Element, recommend incentives for inclusion in the Land Development Code, such as reductions in



required parking spaces for employers, that encourage remote park and ride lots with employer provided transportation to the employment center.

**Policy 6.5** Coordinate with Broward County officials in the continuing refinement of their transit development program to ensure the proper expansion of transit service within and east of the Water and Sewer Assessment Area.

**Policy 6.6** The City of Miramar will participate with Broward County, the MPO, the FDOT, and the DCA, to analyze the feasibility of establishing, as a demonstration project along a FDOT proposed designated public transportation corridor (namely State Road 7 or University Drive), an overlay transit-oriented corridor (TOC) zoning district. The TOC land use was adopted in July, 2009. The feasibility study shall address the following factors:

1. The degree of interest in the corridor and the potential for implementation.
2. The amount of undeveloped land and the potential for redevelopment of existing land along the corridor.
3. The roadway level of service and public transit ridership along the corridor.
4. The type of development incentives needed to encourage transit oriented development (TOD) within a TOC zoning district. These incentives could include any combination of the following: reduced parking requirements; waiver or partial waiver of impact fees and other development related costs; public funding of transit-oriented development improvements (such as bus bays, bus benches and shelters, pedestrian facilities and connections to bus stop, etc.).
5. The development of a roadway and public transit monitoring system. The monitoring system should provide for measuring, on a least an annual basis, the roadway and transit impacts along the corridor, the roadway and transit impacts of transit-oriented developments versus auto-oriented developments along the corridor.
6. The potential for securing grant funding for the demonstration project, including the hiring of a full-time transit corridor coordinator.

**Policy 6.7** The City of Miramar shall provide for energy efficient bikeway and pedestrianway networks through implementation of, but not limited to, the following programs, activities, or actions:

1. The City shall, once every five years, update the Bicycle and Pedestrian Facilities Plans.
2. The City shall continue to require bikeway/pedestrianway facilities and

connections among adjoining properties through the platting and site plan review process.

**Policy 6.8** The City of Miramar shall provide for an energy efficient recreational traffic network and work to reduce greenhouse gases through participation with Broward County in the development of a recreational transportation network plan that focuses on non-motorized vehicles.

**Policy 6.9** The City shall provide for an energy-efficient public transit network through implementation of, but not limited to, the following programs, activities, or actions:

1. Continue to deliver community bus service for residents.

### **Objective 7**

The City of Miramar shall achieve an aesthetically pleasing transportation circulation environment that is compatible with adjacent development.

#### **Evaluation Measure 7**

By 2012, increase the number of enhanced roadways links in the City through the increase of landscaping and beautification improvements.

**Policy 7.1** The City shall maintain, and enhance where possible, the strict landscape and design standards for the Miramar Parkway Scenic Corridor in the Land Development Code.

**Policy 7.2** The City shall continue to utilize the City’s Landscape and Miramar Parkway Scenic Corridor Ordinances to landscape and beautify existing traffic network facilities.

**Policy 7.3** The City shall effectively implement existing Land Development Regulations that require the landscaping and beautification of all road improvement projects, including parking lots, and ensure adherence to the City’s Master Street Tree Planting Plan.

**Policy 7.4** The City shall prevent visual pollution by limiting and controlling the number and size of signs and by strict enforcement of signage standards contained in the City’s adopted Sign Code.

## III. Housing Element

### Goal

Assure the availability of a full range of housing types and values, and a diversity of location choices for all current and future residents of Miramar; which promote energy efficient design and construction principles and use/renewable energy resources

### Objective 1

Continue to offer a full variety of housing types and price ranges to meet the needs of the projected population including all income sectors; which promote energy efficient design and construction principles, and use renewable energy resources.

**Policy 1.1** Permit mobile homes, manufactured housing and other similar housing types in any areas designated for Residential Land Use on the Future Land Use Map provided they are permanently anchored, State-certified, and satisfy all provisions contained in the City's Land Development Regulations.

**Policy 1.2** Through effective redevelopment strategies, such as the adopted Transit Oriented Corridor land use designation and affordable housing programs, create a linkage between employment and housing demand, and develop a mechanism through which the mix of housing demanded by new employees is provided close to employment centers.

**Policy 1.3** Maintain sufficient acreage in low density designations to ensure the production of housing for all income families with the amenities and open spaces associated with such development.

By 2012, the City shall include provisions to support the Transit Oriented Corridor in the Land Development Code to encourage all income, mixed use housing and alternative residential types within proposed developments. The City shall continue to support the Traditional Neighborhood Development District (TNDD) and the State Road 7 Corridor Overlay District which encourages all income, mixed use housing and alternative residential types.

**Policy 1.5** By 2012, the City shall include provisions in the Land Development Code to permit housing development in commercial districts, as a conditional use (except in the case of mixed use developments), consistent with the permitted uses of the commercial land use category.

**Policy 1.6** Continually seek ways to improve the public regulatory and permitting process, and the public/private housing delivery process.

**Policy 1.7** Provide flexibility in the Land Development Code to allow the development of affordable housing while preserving neighborhood and housing quality.

**Policy 1.8** Provide incentives for the development of affordable housing, such as expedited review of applications for permits and development orders; or modified impact fee requirements, including reduction or waiver of fees and alternative methods of payment.

## **Objective 2**

Maintain, and continually update, the current Land Development Code which establishes rules, consistent with State and Broward County law, for the siting of group homes and foster care facilities, and other special housing needs.

**Policy 2.1** Continue to adhere to the principles and guidelines established by the Florida Department of Health and Rehabilitative Services for the siting of group homes and foster care facilities, and update City regulations as changes occur over time.

**Policy 2.2** Adopt as part of the Land Development Code by 2012, an Ordinance for handicapped accessibility to ensure adequate housing and “barrier free” neighborhoods in accordance with State and Federal standards.

**Policy 2.3** Ensure the continued availability of land designated at suitable densities in close proximity to urban services and facilities to serve the needs of the elderly population.

## **Objective 3**

Assist the private housing market to the maximum extent feasible to maintain a vacancy rate range of four to six percent to help ensure sufficient opportunity for mobility to residents with changing housing needs and to prevent deterioration of the housing stock.

**Policy 3.1** Conserve existing housing units and maintain the integrity of neighborhoods through vigorous code enforcement.

**Policy 3.2** Prevent deterioration of established residential neighborhoods by denying land use amendments and rezoning which would create excessive traffic and/or noise pollution, reduces public safety, or reduce access to education, jobs, shopping, health facilities, recreation, public transportation and/or social services for existing residents.

**Policy 3.3** Continue to identify and work with neighborhood and civic groups, to invite their input into the planning and land development process on an ongoing basis as it affects their neighborhoods and the city as a whole.

- Policy 3.4** Cooperate with the home mortgage industry to provide first-time homebuyer education and assistance for lower income households.
- Policy 3.5** Provide adequate public services and infrastructure to support housing development and rehabilitation.
- Policy 3.6** Provide community facilities that strengthen neighborhood housing markets as well as enhance the quality of life.
- Policy 3.7** Coordinate policies with the Broward County School Board that strengthen local schools and fully utilize schools as community assets.
- Policy 3.8** Continue to implement the Miramar Neighborhood Development Master Plan to guide public and private investment and land use decisions within specific neighborhoods.
- Policy 3.9** Continue to utilize the TOC land use, the TNDD, and the State Road 7 Corridor Overlay mixed use zoning districts that provides for a mix of housing types within proximity to each other.

#### **Objective 4**

Continue to implement the adopted Consolidated Plan for the purpose of coordinating housing construction and employment demand to meet the housing needs of very low, low and moderate income residents, to the maximum extent practicable, through the Community Development Block Grant (CDBG) Program, State Housing Initiatives Program (SHIP), potential Housing Finance Authority and other affordable housing strategies.

- Policy 4.1** As part of the adopted Consolidated Plan the City shall continue to include statements supporting fair housing and addressing anti-displacement and relocation housing.
- Policy 4.2** As part of the Consolidated Plan the City has adopted a housing strategy that focuses specifically on assisting the very low, low and moderate income residents with their housing needs.
- Policy 4.3** The City, with the cooperation of other entities, shall assist the following number of households:

*Maintenance of Housing Stock* is addressed through SHIP and CDBG funding. If SHIP funding remains stable, a total of 135 very-low and low income families will each receive an average of \$10,000 of home repair/weatherization assistance, for a total of \$1,350,000. If CDBG funding is provided at the recommended level of \$200,000 per year, a total of 90 low income households will receive assistance totaling about \$1,000,000, which includes the cost of providing housing counseling and rehabilitation services to beneficiaries.

**Homeownership Assistance** is addressed through SHIP. If SHIP funding remains stable, 60 very-low and low income households will receive purchase assistance totaling \$600,000. Another \$25,000 of SHIP funds will be made available over a five-year period for Home Ownership Counseling. Approximately 10% of SHIP funds (\$213,000) will be used to administrate and implement both SHIP Homeownership Assistance and Home Repair activities. Additionally, the Broward County Office of Housing Finance historically uses HOME and SHIP funding to leverage homeownership financing for Miramar households in an amount of over \$1,000,000 per year. Miramar residents will also utilize FHA homeownership assistance financing.

**Affordable Rental Housing** priorities are addressed through Section 8 rental assistance funding. If HUD Section 8 rental assistance funding remains stable, as many as 164 very-low income families will receive assistance totaling approximately \$1,280,000 from the three (3) public housing authorities currently serving Miramar.

## **Objective 5**

By 2012, assist affected homeowners and rental owners in eliminating substandard housing conditions in the units identified in the 2010 U.S. Census as lacking complete plumbing and kitchen facilities. Improve the structural and aesthetic condition of existing housing through balanced code enforcement and housing rehabilitation programs, and by 2012, develop guidelines and standards for the conservation, rehabilitation and demolition of housing and for the identification of historically significant housing.

**Policy 5.1** Utilize the Residential Rehabilitation Program to identify those structures with substandard internal conditions through and provide direct funds to assist with brings the structures up to current building code standards.

**Policy 5.2** Target the identified substandard units for participation in Housing Rehabilitation Programs when homeowners qualify for such assistance.

**Policy 5.3** Utilize Federal, State and County Hazard Mitigation Grant Programs to assist homeowners with retrofitting homes to withstand catastrophic events, such as hurricanes, tornadoes, flooding and fire.

**Policy 5.4** As part of the duties and responsibilities of the Community Appearance Board, all new development and redevelopment, with the exception of individual single family and duplex units, shall continue to be reviewed for compliance with the Community Design Standards which include architectural, signage and landscaping standards.

**Policy 5.5** Cooperate with the Broward County Community Development Division in utilizing available housing and rental rehabilitation programs to renovate deteriorated units and maintain the available supply of these units for low and moderate income families.

**Policy 5.6** By 2012 the City will conduct a survey of all structures built before 1950 for potential historic significance, and initiate a list of historically significant housing identified by the survey for preservation.

### **Objective 6**

By 2012, develop and maintain records of adequate sites and distribution of housing for very low income, low income, and moderate income households; adequate sites for mobile and manufactured homes, and adequate sites in residential areas for licensed group homes and foster home care facilities.

**Policy 6.1** By 2012, the City will submit to the Department of Community Affairs (DCA), in accordance with Future Land Use (FLU) Policy 10.5, a vacant land assessment which will identify sufficient sites at appropriate densities to accommodate the need for affordable housing, mobile and manufactured homes, and adequate sites in residential areas for licensed group homes and foster care facilities.

**Policy 6.2** Recommendations regarding density increases, amendments to the future land use map and future land use categories will be included within the vacant land assessment which will be submitted to DCA in 2012, in accordance with FLU Policy 10.5.

**Policy 6.3** The City will use the following principles and criteria to guide the location of affordable housing for low, very low and moderate income families, mobile home, group homes and foster care facilities, households with special needs, including those with AIDs:

- a) Locate affordable housing proximate to employment centers
- b) Locate affordable housing proximate to transportation corridors
- c) Ensure residential land is available on the Future Land Use Map at adequate densities of five (5) to fifteen (15) dwelling units per acre to support affordable housing development.
- d) Ensure that adequate infrastructure and public facilities are available to support affordable housing development.

**Objective 7**

The City shall encourage energy efficient design and construction in the creation of housing, including the use of renewable energy resources which may be redevelopment projects or on lands owned by the City.

**Policy 7.1** The City shall promote new housing projects throughout the City in coordination with other agencies which use energy conservation principles.

**Policy 7.2** The City shall promote new housing projects which contain compact building design principles, mixed use, medium to high densities, promote pedestrian activity and support multi-modal transportation options by offering density and intensity bonus and fast tracking options.

**Policy 7.3** The City shall encourage the use of urban design principles according to the Broward County Urban Design Element in housing projects by offering density and intensity bonuses and fast tracking options .

**Policy 7.4** The City shall promote housing projects which use renewable energy resources in construction, reduce public infrastructure costs and reduce impacts on natural resources by offering density and intensity bonuses and fast tracking options.

**Policy 7.5** The City shall encourage developers to comply with green certification standards found with Florida Green Building Coalitions, US Green Building Council Leadership in Energy and Environmental Design (LEED) or other acceptable environmental and commercial building standards, which generally include the following:

- a. Community/Neighborhood - use of compact building design; energy efficient street lighting; energy efficient automobiles/transit.
- b. Lot Choice – priority use of small properties in urban areas; use of “Brownfield” lands that can be cleaned; use of lands close to sewer and power lines, mass transit or green space.
- c. Site Choice – re-create or preserve wildlife habitat or shelter, replant or donate vegetation, use cleared material for mulch or landscaping or stabilizing soil and reuse topsoil.
- d. Water efficiency/Conservation – use of very efficient clothes washers, low-flow toilets or waterless urinals; use of reclaimed water; innovative irrigation or drought tolerant plants; use of rain gardens, bioswales and cisterns.
- e. Energy Efficient/Conservation – use of light-colored exterior walls; buildings shaded on the east and west by trees; properly maintained air-conditioners; use of ceiling fans; energy efficient appliances and indoor lighting; efficient



well-pumping; use of alternate electrical grids; use of wind/solar/natural gas energy.

- f. Materials – use of building materials with recycled content; eco-friendly insulation; lumber from sustainable sources; or locally produced materials.

**Policy 7.6** The City shall participate in an Energy Conservation Educational Program in coordination with other local governments and stakeholders to promote the benefits of “Green Living”.



## IV(a). Potable Water/Aquifer Recharge Sub-Element

### Goal

Ensure an adequate supply of good quality potable water and provide an efficient, cost-effective and environmentally safe water distribution and treatment system to meet adopted levels of service for all the needs of Miramar’s existing and future development

### Objective 1

As required for future residents and as desired by existing residents, continue to provide potable water from the municipal water system to all Miramar residents within and east of the Water Assessment Area.

**Policy 1.1** The City adopts by reference and incorporates herein, the City of Miramar 2015 10-Year Water Supply Facilities Work Plan Update adopted May 20, 2015. All references throughout this Comprehensive Plan to the City’s 10-Year Water Supply Facilities Work Plan, shall be interpreted to mean this 2015 10-Year Water Supply Facilities Work Plan, shall be interpreted to mean this 2015 10- Year Water Supply Facilities Work Plan Update.

**Policy 1.2** The City adopts by reference and incorporate herein, the 2014 Broward County 10-Years Water Supply Facilities Work Plan.

**Policy 1.3** To provide a means for extension of services beyond the Water Assessment area, the City has adopted and will enforce the Uniform Extension Policy in Ordinance 88–30, as amended.

**Policy 1.4** Provide a level of service of 325 gallons per day (gpd) per Equivalent Residential Connection (ERC) to all City water system users.

**Policy 1.5** Protect the quality of Miramar’s potable water supply by continuing to enforce regulations in the Land Development Code and required conditions in Water Service Agreements that prohibit regulated substances, as defined by the Broward County Wellfield Protection Ordinance, in present and future wellfield cones of influence.

**Policy 1.6** Continue to improve and maintain the transmission mains from the East Water Plant to the service area to improve water flow and provide adequate fire protection.



**Objective 2**

Expand and redevelop the water supply and treatment plant capacity in eastern and western Miramar to serve future growth in the Water Service Area.

**Policy 2.1** Continue to revamp the City’s potable water system (raw water supply, treatment plants, and distribution system) for future growth and sustainability. Maintain a city wide storage capacity of 10 MG, and minimum distribution system pressures of at least 35 PSI as required by fire protection standards. These inter-related improvements are intended to serve the Water Assessment Area and those areas initiating service through the provisions in the Uniform Extension Policy, Ordinance 88–30, as amended.

**Policy 2.2** Continue to implement the recommendations of the 10-Year Water Facilities Work Plan Update to address redundancy and maintain production capacity of the West Wellfield and Water Treatment Plant. Maintain and expand alternative water supplies as needed to offset future water demand and ensure available water supply for the City.

**Policy 2.3** Continue to implement the recommendations of the 10-Year Water Facilities Work Plan Update by performing well redevelopment and process modifications for the East Wellfield and Water Treatment Plane to improve system reliability and treatment efficiency. Maintain and expand alternative water supplies as needed to offset future water demand and ensure available water supply for the City.

**Objective 3**

Continue to target a maximum of 10% unaccounted for water throughout the planning period.

**Policy 3.1** Perform annual calibration of raw water and distribution meters as required by regulation.

**Policy 3.2** Implement a leak detection program, customer meter changes, and appropriate conservation practices.

**Objective 4**

The City shall continue to develop alternative water supplies by utilizing the Floridian Aquifer and Reverse Osmosis treatment system and expansion of the reclaimed water treatment and distribution system to meet the City’s future demands.

**Policy 4.1** Maintain use of the Floridian Aquifer and Reverse Osmosis treatment system to reduce dependence on the Biscayne aquifer and supplement the City’s water supply.



**Policy 4.2** Implement the recommendations of the 10 Year Water Supply Facilities Work Plan Update with regard to the Reclaimed Water System Expansion, to recharge regional water supplies and to offset future water demands.

**Objective 5**

To protect groundwater aquifer recharge areas and prevent flooding, maintain site standards for impervious/pervious area ratios and on-site detention/retention facilities, as part of a Master Local Area Drainage Plan.

**Policy 5.1** Utilize recognized standards consistent with those used by Broward County, regional and local water control agencies, and the other local municipalities in developing standards for Miramar in cooperation with the South Florida Water Management District and as a component of the proposed City Master Local Area Drainage Plan.

**Objective 6**

Continue to cooperate and coordinate with the SFWMD in implementing the Lower East Coast Water Supply Plan Update and the Water Conservation Program described in Chapter 21, Article III, Code of the City of Miramar, to protect the minimal seasonal flows and levels of surface water sources, as established by the SFWMD, as well as potable water supply.

**Policy 6.1** The City shall continue to require adherence to the principles of xeriscape, as promulgated by the South Florida Water Management District and as contained in Miramar’s Land Development Code, on landscape plans for all new development and redevelopment projects.

**Policy 6.2** The City shall continue to implement a public information/education program targeting residential water conservation.

**Policy 6.3** The City shall continue to enforce, and update as necessary, Chapter 21, of Miramar’s Code of Ordinances to ensure the City’s consistency with the SFWMD Water Conservation Plan.

**Policy 6.4** The City shall continue to limit hours of irrigation at such times that an “emergency situation “is declared by SFWMD.

**Policy 6.5** The City shall continue to enforce regulation that potable water system supplies water for only ordinary domestic type uses and does not supply water to any irrigation piping system in new development areas.

**Policy 6.6** The City shall continue to enforce regulation that where reclaimed water is available it shall be used for irrigation purposes.



- Policy 6.7** The City shall continue to enforce Florida Building Code and City regulation for ultra-low volume plumbing flow restriction on new construction.
- Policy 6.8** The City shall continue to enforce City regulation water conservation based rate structure.
- Policy 6.9** The City shall continue to implement the leak detection and meter replacement programs.
- Policy 6.10** The City shall continue to enforce Florida Building Code and City regulation requiring installation of rain sensors on new irrigation systems.

### **Objective 7**

Provide coordination of growth management policies and water resource management. Miramar will coordinate and cooperate with the SFWMD and other local, regional, state and federal agencies in the implementation of effective linkage between growth management and water resource management in the City.

- Policy 7.1** The City shall consider the most current version of the SFWMD Lower East Coast Water Supply Plan in the annual updates of the Capital Improvements Plan.
- Policy 7.2** The 10-Year Water Supply Facilities Work Plan (Work Plan) should meet current and project potable water needs based on the availability and appropriate use of regional water resources and the combined use of alternative water supplies. The Work Plan shall incorporate alternative water supply projects from the SFWMD Lower East Coast Water Supply Plan. The Work Plan shall be consistent with the City's water use permit renewals.
- Policy 7.3** The City will coordinate with Broward County to develop consistent work plans utilizing the principle within the SFWMD Lower East Coast Water Supply Plan.
- Policy 7.4** The City shall coordinate with the SFWMD to ensure consistency between the City's and the District's planning efforts.
- Policy 7.5** The City shall support efforts to integrate land use and water resource planning to ensure the availability of water for regional water management purposes with the City.

### **Objective 8**

Ensure long term sustainability of water supplies and treatment facilities by consideration of alternative water supplies, local partnerships, and potential climate change impacts.

- Policy 8.1** Increase sustainability of water supply through enhancement of wellfields, treatment facilities, and potential local agreements through the planning period.



- Policy 8.2** Increase reclaimed water production up to 60% of wastewater capacity over the 10-year planning period to promote regional goals of aquifer recharge. In addition, the City shall explore the potential to become a regional supplier of reclaimed water.
- Policy 8.3** Feasibility evaluation of other alternative water supplies, including groundwater recharge, canal recharge, and wetlands restoration.
- Policy 8.4** Coordination with appropriate entities to promote integrated water resources management strategies.
- Policy 8.5** Coordination with local governments about regional issues, such as alternative water supplies, and inter-local agreements to ensure water supply sustainability.
- Policy 8.6** Develop a long term sustainability plan for water facilities within the 10-year planning period that incorporates updated information on the projected impacts of climate change to water supplies and the environment.



## IV(b). Sanitary Sewer Sub-Element

### Goal

Provide an efficient, cost-effective and environmentally safe wastewater collection, treatment, and effluent disposal system for residents, and commercial and industrial land uses, and meet adopted levels of service concurrent with future growth.

### Objective 1

Maintain and expand wastewater collection, treatment, and disposal service to the Wastewater Assessment Area to accommodate future growth at the adopted level of service

**Policy 1.1** Maintain the adopted sanitary sewer Level of Service Standard of 300 gallons per day (gpd) per Equivalent Residential Connection (ERC) for all development to be served by Miramar’s Wastewater Reclamation Facility.

**Policy 1.2** Maintain an inter-local agreement with the City of Hollywood for 1.5 MGD of reserved wastewater treatment and disposal capacity to serve the City’s needs.

**Policy 1.3** Maintain the current Wastewater Reclamation Facility (WWRF) capacity of 12.7 MGD, and evaluate future capacity requirements.

**Policy 1.4** Maintain the current 4.0 MGD reclaimed water capacity at the City’s Wastewater Reclamation Facility for public access irrigation, and implement system expansions as necessary for alternative water supply requirements.

**Policy 1.5** Maintain the Supervisory Control and Data Acquisition (SCADA) System to monitor wastewater pumping stations 24 hours a day.

### Objective 2

Continue to reduce the percentage of Inflow and Infiltration (I/I) in the City’s wastewater system to 20% of the total wastewater flow.

**Policy 2.1** Continue to conduct an ongoing sewer rehabilitation program east of Douglas Road to reduce inflow and infiltration.



**Objective 3**

Continue to reduce the number of septic tanks within the City when it is financially feasible.

**Policy 3.1** Permit no new development in areas to which sewer service is not available or scheduled to be available, consistent with the City’s Concurrency Management System.

**Policy 3.2** If financially feasible, continue to bring developed unsewered neighborhoods onto the City’s central sewer system.

**Objective 4**

Limit urban sprawl by continuing to direct growth to the Water and Wastewater Assessment Area while providing a means through which services will be accessible to other areas of the City consistent with the Uniform Extension Policy in Ordinance 88–30, as amended.

**Policy 4.1** Through the approved Water and Wastewater Assessment Program, the City will continue to provide water and wastewater service in the geographic area extending from Palm Avenue to SW 196<sup>th</sup> Avenue and from Pembroke Road to the south County line.

**Policy 4.2** To provide a means for the extension of services beyond the Water and Wastewater Assessment Area, the City has adopted and will enforce the Uniform Extension Policy in Ordinance 88–30, as amended.

**Objective 5**

The City shall continue to maintain and expand the reuse of reclaimed water.

**Policy 5.1** Continue to expand the reclaimed water treatment system as needed to offset future water demands. Extend reclaimed service areas in the central and west portions of Miramar, in partnership with private developers and agencies, for irrigation uses.

**Policy 5.2** Upon completion of the reclaimed water treatment expansion and when reclaimed water is made available for irrigation use, all irrigation systems within right of ways or common area shall be connected to the reclaimed water distribution system. Use of potable water, surface water or groundwater for irrigation shall not be permitted.





# IV(c). Solid Waste Sub-Element

## Goal

Provide for the collection and disposal of solid waste by the most cost-effective, efficient and environmentally sound method available at the adopted levels of service.

## Objective 1

Continue to have all non-recyclable solid waste disposed of at the South Broward Wheelabrator Facility and the Broward County Interim/Contingency Landfill, while recyclable materials will be processed at the County’s Materials Recovery Facility.

**Policy 1.1** Continue to cooperate with Broward County in its efforts to effectively manage the Resource Recovery and Landfill Facilities Program.

**Policy 1.2** Support through allocated capacity agreements, operation and expansion, as needed and required, of the South County Resource Recovery Facility.

**Policy 1.3** The level of service standards for the County’s solid waste facilities, as amended, shall be adopted and utilized to assess adequacy of service as follows:

| <b>Land Use</b>          | <b>Level of Service</b>                     |
|--------------------------|---|
| Residential:             | 8.9 lbs. per unit per day                   |
| Industrial & Commercial: |   |
| Factory/Warehouse        | 2 lbs. per 100 sq. ft. per day              |
| Office Building          | 1 lb. per 100 sq. ft. per day               |
| Department Store         | 4 lbs. per 100 sq. ft. per day              |
| Supermarket              | 9 lbs. per 100 sq. ft. per day              |
| School:                  |   |
| Grade School             | 10 lbs. per room & ¼ lbs. per pupil per day |
| Institutional:           |   |
| Hospital                 | 8 lbs. per bed per day                      |
| Home for Aged            | 3 lbs. per person per day                   |
| Rest Home                | 3 lbs. per person per day                   |

These levels of service shall be used to determine adequacy at the time of plat approval for all properties that are required to plat and for those properties that are not required to plat, at the time of building permit approval.



- Policy 1.4** Solid waste services will be provided to the entire City to ensure that illegal dumping is not considered as an alternative.
- Policy 1.5** Continue to require source separation and the recycling of solid waste in accordance with the Solid Waste Act of 1988, and to educate city residents and businesses as to the benefits of recycling in order to increase program participation and effectiveness.



## IV(d). Stormwater Management Sub-Element

### Goal I

Provide adequate stormwater management capacity to protect current and future residents, and to prevent public and private property damage due to flooding, to the maximum extent practicable.

### Objective 1

Continue to implement the Master Local Area Drainage Plan, specifically oriented and limited to resolving small scale, localized drainage problems.

**Policy 1.1** Utilize existing guidelines and studies, including FEMA Mapping and Floodplain Protection criteria, the SFWMD and the SBDD studies, to develop a Master Local Area Drainage Plan which is consistent with the policies of those agencies.

**Policy 1.2** Incorporate the recommendations of the “Water Management Plan for the Western C-9 Basin” (SFWMD, 1976, as amended) into the Master Local Area Drainage Plan.

### Objective 2

Continue to enforce criteria in the Land Development Code, as well as the detention/retention requirements of the SFWMD and South Broward Drainage District, to protect existing development and stormwater management systems in the City.

**Policy 2.1** Ensure that new development is designed in a manner which utilizes best management practices to minimize the impact on the existing stormwater management system and meets the adopted stormwater management level of service.

**Policy 2.2** Maintain all existing stormwater management systems and monitor areas to ensure improvements are made to areas that experience frequent flooding.

**Policy 2.3** Maintain and enhance the existing Stormwater Utility Program to continue the dedicated, user-based annual fee for improving areas that experience frequent flooding.

**Policy 2.4** The following stormwater management levels of service standards are adopted.



Road Protection: Residential streets not greater than eighty feet wide rights-of-way to have crown elevations at or above the elevation for the respective area depicted on the ten year “Flood Criteria Map.” Right-of-way greater than eighty feet wide to have an outside edge of through lane pavement at or above the elevation for the respective area depicted on the ten year “Flood Criteria Map.”

Buildings: To have the lowest floor elevation no lower than one (1) foot above base flood or 18 inches above the highest point of the adjacent road crown elevations, whichever is greater.

Off-Site Discharge: Not to exceed the inflow limit of SFWMD primary receiving canal or the local conveyance system, whichever is less.

Storm Sewers: Design frequency minimum to be three-year rainfall intensity of the Broward County Water Management Division rainfall intensity/duration curves.

Flood Plain Routing: Calculated flood elevations based on the ten year and one hundred year return frequency rainfall of three-day duration shall not exceed the corresponding elevations of the ten year “Flood Criteria Map” and the “100 Year Flood Elevation Map,” as published by Broward County.

Antecedent Water Level: The higher elevation of either the control elevation or the elevation depicted on the map “average wet season water levels,” as published by Broward County.

On Site Storage: Minimum capacity above antecedent water level and below flood plain routing elevations to be design rainfall volume minus off site discharge occurring during design rainfall.

Best Management Practices (BMP): Prior to discharge to surface or ground water, BMP’s will be used to reduce pollutant discharge.

These levels of service shall be used to determine adequacy at the time of plat approval for all properties that are required to plat and for those properties that are not required to plat, at the time of building permit approval.

**Policy 2.5** The City establishes water quality standards for stormwater discharge in accordance with Chapter 62-25 (formally known as 17-25), F.A.C.

# V. Conservation Element

## Goal

Ensure a high quality of life for present and future residents of the City of Miramar through the protective use and conservation of the City's natural resources.

### Objective 1

Continue to monitor the number of violations of Broward County Environmental Protection and Growth Management Water Quality Standards in the Snake Creek Canal.

**Policy 1.1** To reduce the amount of high nutrient runoff entering the Snake Creek Canal, continue to require adherence by new development and redevelopment to South Florida Water Management District (SFWMD) rules addressing the use of on-site detention and retention techniques such as vegetated swales and ponds for future developments.

### Objective 2

Coordinate with the SFWMD (owner) to maintain and enhance, where possible, the Everglades Buffer Strip in Miramar as part of Broward County's inventory of urban wilderness areas which will be preserved as open space in perpetuity.

**Policy 2.1** Assist the SFWMD in protecting the Everglades Buffer Strip by maintaining the area in a Conservation future land use designation and by directing growth into the Water and Wastewater Assessment Area.

### Objective 3

Continue to utilize all funding sources to fund improvements needed to reduce existing flooding and prevent additional flooding in the eastern portions of the City as development occurs in western Miramar, consistent with the recommendations of the Master Local Area Drainage Plan.

**Policy 3.1** Require on-site detention facilities in new development to meet South Florida Water Management District criteria for the C-9 Basin and to protect surface water quality that reflect the results of the City Master Local Area Drainage Plan.

**Policy 3.2** Continue to manage and improve the existing Stormwater Utility District to finance drainage improvements, particularly in eastern Miramar.

**Objective 4**

Continue enforcement of the County’s Wellfield Protection Ordinance within Miramar to prevent contamination of the Biscayne Aquifer.

**Policy 4.1** Continue to cooperate with the Water Resources Management Division and the Broward County Environmental Protection and Growth Management Department by implementing the Wellfield Protection Ordinance and the Hazardous Material and Storage Tank Regulations.

**Objective 5**

Coordinate with responsible county, regional and/or state agencies, to help ensure inactive quarries do not pose a threat to public safety or the environment, and that proposed and active quarrying operations are compatible with adjacent land uses and meet all applicable environmental regulations.

**Policy 5.1** Enforce the provisions of the City Land Development Code and the applicable rules and regulations of responsible state, regional and county agencies, which specify the requirements for the closure of resource extraction operations.

**Policy 5.2** Cooperate with county, state and regional agencies in enforcing the requirements of 16C–37, Florida Administrative Code, regarding reclamation of land previously used for resource extraction.

**Policy 5.3** No new quarrying activities for commercial purposes will be permitted within and east of the Water and Wastewater Assessment Area.

**Policy 5.4** Occupancy permits for development adjacent to active quarrying operations will be issued concurrent with the closing of such operations or when such operations are suitably buffered from the occupied development until closure.

**Objective 6**

Continue to obtain land set-asides for environmental preservation in western Miramar, as future development occurs.

**Policy 5.1** Use land dedications, long-term lease agreements, open space requirements, easements, fee-simple purchase and other appropriate mechanisms to preserve environmentally sensitive lands or areas of native vegetation, which warrant preservation pursuant to the Land Development Code.

**Policy 5.2** Pursue with the appropriate entities, for the purposes of preserving undeveloped land, the acquisition of land in the vicinity of I-75 and Pembroke Road, and for the purposes of a nature center or similar educational use, the acquisition of land in the Everglades Buffer, west of S.W. 196<sup>th</sup> Avenue.



**Objective 7**

Continue to utilize a variety of guidelines and management mechanisms for controlling soil erosion and sediment on construction sites, protecting native soils, wetlands, vegetative communities and wildlife habitat.

**Policy 7.1** Require all new development and redevelopment to utilize best management practices for controlling erosion and sediment on construction sites, in compliance with all applicable federal, state, regional and county rules and regulations.

**Policy 7.2** In order to continue to protect wetlands, the presence or lack of jurisdictional wetlands and appropriate restrictions must be reviewed by applicable agencies to include the Broward County Department of Planning and Environmental Protection, Florida Department of Environmental Protection, U.S. Army Corp of Engineers, and/or the South Florida Water Management District as part of the application for development review.

**Policy 7.3** The City shall distribute land uses in a manner that avoids or minimizes to the greatest degree practicable, the effect and impact on wetlands in coordination with Broward County. Those land uses identified below as being incompatible with the protection and conservation of wetlands and wetland functions shall be directed away from wetlands, or when compatible land uses are allowed to occur, shall be mitigated or enhanced, or both, to compensate for loss of wetland functions in accordance with Broward County Code of Ordinances, Chapter 27, Article XI, Aquatic and Wetland Resource Protection.

**Compatibility of Land Uses  
Relative to the Wetland Benefit Index (WBI)**

| Wetland Benefit Index  | Land Use Compatibility   |
|--|--|
| 1. Wetlands with a WBI value greater than or equal to 0.80   | 1. There is a rebuttable presumption that all land uses except for conservation uses are incompatible                                  |
| 2. Wetlands with a WBI value less than 0.80  | 2. All land uses are compatible, provided that the wetland impact compensation requirements of Chapter, 27, Article XI, are satisfied. |
| Source: Broward County Code of Ordinances, Chapter 27, Article XI, Aquatic and Wetland Resource Protection |  |

**Policy 7.4** As part of the Land Development Code, create preservation and restoration guidelines and standards for wildlife habitat, natural vegetative communities and historical/archeological sites.

**Policy 7.5** Continue to actively enforce as part of the Land Development Code, the Tree Preservation Ordinance that protects and promotes the maintenance of native vegetative communities.



**Policy 7.6** Continue to enforce as part of the Land Development Code, Lot Clearing Regulations which require the removal of exotic vegetation.

**Policy 7.7** Ensure the protection of western Miramar by providing sewer and water services and thereby encouraging infill and new development in the Water and Wastewater Assessment Area as described in the Future Land Use, Sanitary Sewer and Potable Water Elements.

**Policy 7.8** As part of the Land Development Code, protect present and future environmentally-sensitive lands by requiring their dedication for preservation in perpetuity and by designating them as natural reservations on both the Future Land Use and Zoning Maps.

### **Objective 8**

Continue to cooperate and coordinate with the SFWMD in implementing the Lower East Coast Water Supply Plan and the existing Water Conservation Program described in Chapter 21 (Utilities) of Miramar's City Code, to protect the minimal seasonal flows and levels of surface water courses, as established by the SFWMD, as well as the potable water supply.

**Policy 8.1** The City shall require adherence to the principles of xeriscape, as promulgated by the South Florida Water Management District and as contained in Miramar's Land Development Code, on landscape plans for all new development and redevelopment projects.

**Policy 8.2** The City shall continue to implement a public information/education program targeting residential water conservation.

**Policy 8.3** The City shall continue to enforce, and update as necessary, Chapter 21 (Utilities) of Miramar's City Code to ensure the City's consistency with the SFWMD Water Conservation Plan.

**Policy 8.5** The City shall continue to enforce regulations that potable water system supplies water for only ordinary domestic type uses and does not supply water to any irrigation piping system.

**Policy 8.6** The City shall continue to enforce regulations that where reclaimed water is available it shall be used for irrigation purposes.

**Policy 8.7** The City shall continue to enforce Florida Building Code and City regulations for ultra-low volume plumbing flow restriction on new construction.

**Policy 8.8** The City shall continue to enforce City's regulation water conservation based rate structure.



**Policy 8.9** The City shall continue to implement the leak detection and meter replacement programs.

**Policy 8.10** The City shall continue to enforce Florida Building Code and City regulation requiring installation of rain sensors on new irrigation systems.

**Policy 8.11** The City shall continue to implement the 10-Year Water Supply Facilities Work Plan and coordinate updates to that Plan with the most current Lower East Coast Water Supply Facilities Work Plan.

## **Objective 9**

Continue to cooperate with Broward County by 2015 to meet the National Ambient Air Quality Standards (NAAQS) contained in the Clean Air Act.

**Policy 9.1** The City will continue to enforce the Land Development Code regulations that protect air quality such as requirements for environmentally-approved mulching, spraying or grassing of construction sites to reduce soil erosion, and will require compliance with asbestos regulations in all demolition and renovation projects.

**Policy 9.2** Continue to coordinate with Broward County through the traffic engineering agreement with the County addressing signal timing, to reduce the amount of exhaust emissions produced by automobiles stopped at intersections through synchronization of traffic signals along arterial, major collectors and local roads.

**Policy 9.3** Decrease the number of potential automobiles on the highways by expanding employment opportunities in Miramar for the residents of Miramar, and by providing increased safe and convenient transit service in conjunction with the Broward County Transit Agency, encouragement of ride-sharing, and provision of a land use pattern that makes transit, bicycle and pedestrian access easy and safe.

**Policy 9.4** The City shall coordinate with Broward County to participate actively in the planning for feeder/shuttle bus services within Miramar.

**Policy 9.5** The City shall pursue efforts to increase the use of alternative fuels.

**Policy 9.6** City of Miramar shall promote the use of electric powered vehicles by continued participation in electric vehicle (EV) programs.

**Policy 9.7** The City shall coordinate with Broward County to monitor the ambient air quality in Miramar in accordance with state and federal requirements contained in 40 CFR 58.

**Policy 9.8** The City shall coordinate with Broward County to implement and verify compliance with federal, state and local air quality regulations.



**Policy 9.9** Miramar shall promote activities leading to reduction of greenhouse gas emissions generated by City facilities.

**Policy 9.10** Miramar shall promote activities that will result in strengthening the coordination and understanding of the linkage between land use and transportation planning for air quality by participating in planning processes by local and regional planning agencies.

**Policy 9.11** Miramar shall coordinate with the county-wide Climate Change Program to mitigate and adapt to the consequences of climate change in coordination with other local governments, private businesses, other governmental agencies and the State of Florida. This program will focus on mitigating the causes and consequences of greenhouse gas emissions in a cost-effective and efficient manner that preserves the City of Miramar economic competitiveness.



# VI. Recreation and Open Space Element

## Goal 1

Provide adequate and accessible parks and facilities to meet the recreation needs of all current and future Miramar residents.

### Objective 1.1

Based on detailed information analyzing the recreational needs of Miramar residents in this element and from other relevant sources, increase developed park and open space acreage in the City by 25 acres by 2015 through aggressive capital programming, contributions and fees from private developers, and effective intergovernmental coordination.

**Policy 1.1.1** Continually look for opportunities to place park land adjacent to school sites and utilize lease agreements with the Broward County School Board to make maximum use of public school sites for recreational purposes.

**Policy 1.1.2** Maintain a high level of recreational use the new municipal complex, specifically at the Youth Enrichment Center.

**Policy 1.1.3** Identify mutually-beneficial opportunities and utilize interlocal agreements with Broward County and local municipalities and private organizations to provide shared park and recreation facilities for use of residents from all jurisdictions. Implement sponsorship and hosting opportunities for local, regional, state, national and international athletic, entertainment and cultural events.

**Policy 1.1.4** Maintain, and update as necessary, the City’s Parks and Recreation Impact Fee Ordinance and associated land dedication requirements to ensure that the private sector pays its fair share.

**Policy 1.1.5** Continue to provide a minimum of four (4) acres of park land and open space for each 1,000 residents, concurrent with new demand as measured by the City’s Concurrency Management System. In addition, continue to provide a minimum of recreational facilities, as per the Florida Recreation and Parks Association Level of Service standards for recreational facilities.

**Policy 1.1.6** For the purpose of meeting the four (4) acres of park land for each 1,000 Level of Service Standard, public open space is defined as in the Broward County Land Use Plan.

**Policy 1.1.7** Enforce the criteria contained in the City’s Land Development Code, consistent with the policies of the Department of State, Division of Historical Resources, for



the evaluation of historical/archeological sites to determine if they should be preserved as open space, passive parks, or preserved but relocated.

### **Objective 1.2**

Continue to coordinate public and private resources to ensure the provision of open space as well as promote the use of our existing regional and community parks.-

**Policy 1.2.1** Require Developments of Regional Impact (DRIs) to dedicate parcels of a minimum 5-acre size to ensure adequate acreage to accommodate facilities to provide a variety of recreational opportunities.

**Policy 1.2.2** Continue to require as a condition of site plan approval, the provision of natural reservations and open space to meet the landscaping and tree conservation requirements of the Land Development Code in order to maximize pervious area, as well as passive recreation and aesthetic standards of the City, as codified.

**Policy 1.2.3** Aggressively implement the approved 1998 Parks Master Plan, as amended, to guide the timing and location of future park development and redevelopment, as well as maintenance of existing parks throughout Miramar.

### **Objective 1.3**

Seek all feasible opportunities to enhance current mechanisms ensuring the provision of adequate facilities to meet the recreational needs of Miramar’s residents in all age groups, as measured by the standards adopted in this Element and any needs analysis update as a basis for evaluating park dedications and as part of the annual update of the City’s Capital Improvements process.

**Policy 1.3.1** Provide recreational facilities in accordance with demand and the adopted recreational level of service standards for land and facilities as measured by actual needs analysis to be conducted in conjunction with parks dedications and as part of the annual update of the Capital Improvements Element.

**Policy 1.3.2** Update park and recreation facilities for which Levels of Service are adopted, at least every five (5) years through data gathered at community meetings and resident surveys to adequately reflect and meet actual demand. Use these Levels of Service as indicators of need and as the measure for achievement of Objective 1.3.

**Policy 1.3.3** When a Level of Service analysis indicates an existing deficiency of one full unit or more of recreational facility and the need has been verified by actual field survey, the facility will be provided, as land permits, through the Capital Improvements process on a prioritized basis.

**Policy 1.3.4** Utilize park and recreation impact fees, collected in accordance with Miramar City Code Sections 2-225 (as amended), developer contributions and user fees to finance development of recreational facilities serving new growth.



### Objective 1.4

By the year 2012, provide a sufficient number of parks and dedicated open space located so that all Miramar residences are within one (1) mile of a local, neighborhood, community or regional park.

- Policy 1.4.1** Provide local parks in accordance with the following accessibility standards:
- X *Neighborhood Parks* – 1-mile service radius; 5,000 population served.
  - X *Community Parks* – serve local community; 25,000 population served.
  - X *Regional Parks* - serve entire city and beyond jurisdictional limits; over 100,000 population served.

**Policy 1.4.2** At the next planned update, revise the City’s recreational impact fee system to reflect the one (1) mile accessibility standard and functional neighborhood boundaries, and repeat this evaluation at least every seven (7) years thereafter.

## Goal 2

Provide the residents of Miramar with an aesthetically superior city built on the foundation of a well-planned, expansive, and, interconnected open space system unique in Broward County.

### Objective 2.1

Continue to maintain and enhance the city-wide system of greenbelts, scenic corridors, and linear open space in place by at least 5 percent by 2012.

**Policy 2.1.1** Maintain and enhance the Miramar Parkway Scenic Corridor, providing for landscape easements and installation of lush landscape improvements along the corridor that balance aesthetics with function of the existing and future land use.

**Policy 2.1.2** Implement Land Development Code provisions which specify open space and landscaping requirements for all new development.

**Policy 2.1.3** Maintain and improve existing architectural, site, signage, lighting and landscaping design standards contained in the City Land Development Code to guide the recommendations of City staff and the decisions of the Planning and Zoning Board and City Commission.

### Objective 2.2

Complete a Bikeway Master Plan for Miramar by 2012 to lay the groundwork for the creation of a convenient, interconnected county-wide bikeway network to link residential areas with parks, schools, offices and shopping centers.

**Policy 2.2.1** Working with the land and financial support of private developers in the area, study, and if feasible, construct a bikeway as part of the linear park to be created along Miramar Parkway and FLP easement by 2012.

**Policy 2.2.2** Study viable alternatives and, if appropriate, implement the selected mechanism by 2012 through the Land Development Code, which will require the dedication of



right-of-way for bikeways.



# VII. Intergovernmental Coordination Element

## Goal

Maintain and improve cooperative and informative relationships with adjacent jurisdictions and governmental entities at all levels, and establish inclusive procedures, consistent with this Element, for the effective resolution of disputes and coordination in seizing mutually-beneficial opportunities.

## Objective 1

Continue to provide a mechanism for the effective coordination of the Comprehensive Plan with other units of local, regional, state, and federal government that provide services in or to Miramar, but do not have regulatory authority over the use of land.

**Policy 1.1** Provide relevant Comprehensive Plan Elements and amendments, along with supporting data and analysis, to Broward County, the Broward County School Board, adjacent local governments (if applicable) and other governmental entities providing services in Miramar, for review and comment with adequate time allotted for written comments to be returned to the City and to be fully addressed.

**Policy 1.2** In the maintenance and improvement of the Concurrency Management System, continue to coordinate with Miami-Dade and Broward County, the cities within Broward County, and the State of Florida to determine how capacity assignments will be made and how local road impacts will be determined.

**Policy 1.3** Generate annual reports summarizing the status of the City’s Concurrency Monitoring System and, in conjunction with the annual update of the Capital Improvements Element, exchange this information with the entities noted in Policy 1.2, so that agreement on available capacity, development potential, and capital improvement needs can be accurately determined on a coordinated basis for all facilities operating in or used by Miramar.

**Policy 1.4** Maintain the close working relationship with the Broward County School Board implementing the Interlocal Agreement (ILA) and the policies of the Comprehensive Plan to assist in providing adequate future school sites near residential areas and assessing opportunities for collocation of public facilities with different school types.

**Policy 1.5** Miramar shall implement the 10-Year Water Supply Facilities Work Plan to ensure coordination of the Comprehensive Plan with the SFWMD



Lower East Coast Water Supply Facilities Work Plan.  
**163.3177(6)(h)1F.S.**

**Policy 1.6** The City shall continue to assess current as well as projected water needs and sources as part of the 10-Year Water Supply Facilities Work Plan and coordinate updates to that plan with the SFWMD Lower East Coast Water Supply Facilities Work Plan. 163.3177(6)(h)1F.S.

**Objective 2**

Utilize the most appropriate coordination mechanisms to address the impacts of Miramar’s Comprehensive Plan and future amendments upon development in the rest of Broward County, Miami-Dade County, the South Florida Region and the State, for the next 5-year planning period.

**Policy 2.1** Actively participate in the meetings of the Broward County the MPO’s Technical Coordinating Committee to discuss the impacts of Miramar’s development activity on the Comprehensive Plans of Hollywood, Pembroke Pines, West Park, Pembroke Park, Broward County and Miami- Dade County.

**Policy 2.2** If determined to be in the best interest of the City, help initiate and actively participate in the voluntary dispute resolution process established pursuant to FS. 186.509, as amended, for bringing to closure in a timely manner any multi-jurisdictional disputes.

**Policy 2.3** Utilize the comprehensive planning process to describe and analyze, as necessary, the impacts of Miramar’s Comprehensive Plan on the rest of the region and the State.

**Policy 2.4** Utilize the DRI process, along with other available intergovernmental coordination mechanisms, for coordinating the impacts of Miramar’s development with Miami-Dade County.

**Policy 2.5** As part of the statutory Comprehensive Plan amendment review process, ensure that all Comprehensive Plan amendments are forwarded to Broward County, Miami-Dade County, Hollywood and Pembroke Pines, West Park, for review and comment, and formally request the same from those jurisdictions.

**Policy 2.6** Work jointly with FDOT, Miami-Dade County, Broward County, and adjacent cities as applicable to address mutually-significant transportation issues and impacts affecting the subject jurisdictions.

**Policy 2.7** Work in concert with Broward County, Miami-Dade County, Hollywood, Pembroke Pines, Pembroke Park, West Park and affected regional, state



and federal agencies to identify and implement Joint Planning Areas (JPAs), especially for the purpose of annexation, municipal incorporation, corridor and community redevelopment, environmental conservation, adverse development impacts and infrastructure service areas, as critical multi-jurisdictional issues during the planning period.

**Policy 2.8** The City shall coordinate with Broward County Water and Wastewater Services (BCWWS) and other utilities adjacent to Miramar.

**Objective 3**

As the need for changing the current Level of Service Standards occurs, coordinate the changes with the appropriate State, regional, and/or local service provider, and ensure that the modifications are agreeable with all affected parties.

**Policy 3.1** Utilize the Metropolitan Planning Organization (MPO) as the primary means to coordinate with Florida Department of Transportation (FDOT) and Broward County as the need for amending the Levels of Service for the transportation system occurs.

**Policy 3.2** Notify the South Florida Regional Planning Council and/or the appropriate local government of any proposed changes to Levels of Service Standards for locally provided services as soon as those changes are proposed.

**Policy 3.3** Continue to utilize the Level of Service Standard adopted by the applicable service provider for use in the City’s Concurrency Management System which includes the City of Hollywood for wastewater; the SFWMD’s C-9 Basin criteria for storm water management; the Broward County Resource Recovery Facility and Landfill for solid waste; the Broward County Planning Council for land use; and Broward County, the MPO and FDOT for roads and transit.

**Objective 4**

Maintain existing relationships and develop new coordination mechanisms and relationships necessary to implement the initiatives in this and other Elements of the Comprehensive Plan.

**Policy 4.1** Continue to work with Broward County to maintain consistency between Miramar’s Future Land Use Map and the Broward County Planning Council’s County Land Use Plan.

**Policy 4.2** Work to maintain consistency between the Broward County Trafficways Plan and the City of Miramar Comprehensive Plan.



- Policy 4.3** Continue the interlocal agreement for interim sewer treatment and disposal capacity with Hollywood to accommodate growth and meet the adopted sanitary sewer Level of Service standard until it is no longer financially beneficial for the City.
  
- Policy 4.4** Coordinate revitalization efforts in the East Miramar area with Miami- Dade and Broward Counties, the City of Hollywood, West Park and other adjacent or significantly affected governmental agencies through the Miramar Neighborhood Development Master Plan.
  
- Policy 4.5** Continue to enforce, and participate, in improving, the C-9 Basin criteria of the South Florida Water Management District (SFWMD) in order to ensure the appropriate use of drainage facilities and land in western Miramar.
  
- Policy 4.6** Keep actively participating in the Land Use and Trafficways Committee of the Broward County Planning Council as an effective coordination mechanism for trafficways and land use planning.
  
- Policy 4.7** As the City achieves entitlement status under the Community Development Block Grant (CDBG) Program and the required Consolidated Plan is prepared, work closely with Broward County, adjacent jurisdictions and non-profit community development corporations to help create a coordinated area-wide program for very low, low and moderate income housing so that every jurisdiction can participate in the provision of such housing.
  
- Policy 4.8** The City shall request that Broward County and other public or private entities inform the City of any consideration to purchase environmentally-sensitive or other public use lands within the jurisdiction.
  
- Policy 4.9** Adopt a formal resolution requesting that the Broward County Aviation Division provide copies of any Master Plan updates for North Perry Airport to the City for review.

**Objective 5**

The City shall support and coordinate with the establishment and implementation processes for collaborative planning and decision making on population projections, public school siting, and the location of public facilities subject to concurrency and the siting of facilities with countywide significance.

- Policy 5.1** The City shall continue to provide information relating to current and/or anticipated development within the City to the Broward County Planning Council, in accordance with the requirements contained within the Broward County Future Land Use Plan “Administrative Rules



Document”, in order to facilitate the preparation of population estimates and projections.

- Policy 5.2** The City shall annually review the population projections and estimates prepared by Broward County to insure that said estimates and projections accurately reflect existing and future development based upon anticipated development of remaining vacant land as depicted on the City’s adopted future land use plan. Upon review and revision (if necessary) of the Broward County projections, the City shall consider utilization of the estimates and projections within the adopted Comprehensive Plan.
- Policy 5.3** In the event that the Broward County population projections are determined to not accurately reflect anticipated development pursuant to Policy 5.2, the City shall provide supplemental information reflecting existing and anticipated development, remaining vacant land or other information to Broward County as may be necessary to facilitate adjustment of the population projections to more accurately reflect anticipated development.
- Policy 5.4** The City recognizes that Broward County is responsible for the provision of population estimates and projections to the Broward County School Board. The City shall, pursuant to Policies 5.1, 5.2 and 5.3, coordinate with Broward County to achieve accurate estimates and projections in order to insure the joint utilization of coordinated and consistent population projections.
- Policy 5.5** The City shall continue to coordinate with the Broward County School Board as deemed within the Interlocal Agreement to facilitate expansion of existing or location of additional public school facilities within the City of Miramar consistent with the Policies of the Future Land Use Element of this Comprehensive Plan.
- Policy 5.6** The City will notify the Broward County School Board of proposed land use plan amendments which may alter the City’s anticipated needs for public school facilities.
- Policy 5.7** The City will pursue the collocation of public facilities with schools pursuant to Policies 3.A.3 and 3.A.4 of the Future Land Use Element of this Comprehensive Plan.
- Policy 5.8** The City will notify the City of Hollywood and/or Broward County of proposed Comprehensive Plan Amendments which may affect the City’s anticipated needs for Sanitary Sewer or Potable Water Service.
- Policy 5.9** The City will annually provide information relating to the location and timing of anticipated capital improvement projects contained within the



City’s adopted Five Year Schedule of Capital Improvements to Broward County for the purpose of achieving a coordination of efforts relating to the maintenance and/or extension of existing and location of new public facilities subject to concurrency.

**Policy 5.10**

The City shall consider the scheduled capital improvements contained within the Comprehensive Plans of adjacent municipalities and counties as identified in Policy 2.5 and the scheduled capital improvements contained within the Capital Improvement Programs identified in Policy 2.6, as well as the Broward County School Board and the South Florida Water Management District, during the annual review of the City’s Five Year Capital Improvements Program and annual Capital Budget.

**Policy 5.11**

The City shall pursue the coordination of its Five Year Capital Improvements Schedule with the schedules of adjacent municipalities and other providers of public facilities within or adjacent to the City in order to establish a potential coordination of efforts relating to the maintenance and extension of existing and location of new public facilities subject to concurrency.

**Policy 5.12**

Upon identification of potential impacts to or conflicts with the City’s Comprehensive Plan arising from review of the five-year Capital Improvements Programs of adjacent municipalities and other providers of public facilities within or adjacent to the City, the City shall consider resolution of the impacts or conflicts as per Policy 2.2, as well as interlocal agreements, joint work groups and other coordinated activities. If found to be necessary, the City shall also consider adoption of amendments to the City’s Comprehensive Plan to address identified impacts or conflicts.

**Policy 5.13**

Notification of capital improvement projects identified in the Schedule of Capital Improvements proposed within 1,000 feet of the City’s perimeter will be forwarded to the neighboring jurisdiction and within 1,000 feet of a public school to the School Board for comments pertaining to the proposed action in relationship to their respective Comprehensive Plan and the City will consider comments received from each agency or local government in their review process.

**Policy 5.14**

The City shall ensure the costs of implementing projects and programs in the Capital Improvements Element will be equitably shared by affected local and regional governments and agencies.

**Policy 5.15**

The City will pursue joint funding opportunities with the SFWMD, DPEP, Broward County, Miami-Dade County, FDOT, the Cities of Hollywood, Pembroke Pines, West Park, and other public/private agencies or

jurisdictions to insure the utilization of joint processes and collaborative planning efforts, when feasible, to complete capital improvements.

**Policy 5.16** After adoption of the Broward County Local Mitigation Strategies, the City Commission will consider a resolution supporting the strategies. The City will also finalize the Hazard Mitigation and Post-Disaster Redevelopment Element in 2001 as an amendment to its Comprehensive Plan and land development regulations.

**Policy 5.17** The City will attend the future meetings of the Local Mitigation Task Force to ensure that the mitigation strategies are implemented and updated as necessary.

**Policy 5.18** The City will coordinate with the Broward County Planning Council, the South Florida Regional Planning Council, adjacent municipalities, the Broward County Technical Advisory Committee, appropriate agencies or ad hoc committees, in the development, review and recommendation of efficient countywide guidelines to coordinate the identification and location of facilities with countywide significance which may be locally unwanted land uses (LULUs).

**Policy 5.19** Upon identification of uniform countywide guidelines for the identification and location of facilities with countywide significance pursuant to Policy 5.18, the City will conduct a review of its locational standards to determine whether conflicts exist between its regulations and neighboring jurisdiction regulations. The City will also evaluate how best to resolve any conflicts found and any improvements in the effectiveness or efficiency to be gained through the countywide approach to locational standards that would be more uniform in their application.

## **Objective 6**

The City of Miramar shall pursue identification and implementation of joint planning areas for the purposes of joint infrastructure service areas, corridor and community redevelopment, environmental conservation, adverse development impacts.

**Policy 6.1** The City shall pursue and support the establishment of joint planning areas with adjacent municipalities, Broward County and agencies or other governmental units for corridor and community redevelopment, as per Policy 4.4, environmental conservation, adverse development impacts, and providing services, including, but not limited, the maintenance of sanitary sewer, potable water, roadway, drainage, public schools, solid waste and parks and recreation facilities in order to enhance, improve or increase the efficiency with which these facilities are currently provided.



- Policy 6.2** “Joint Planning Areas” described in Policy 6.1. shall be established through formal agreements among the necessary governmental bodies and shall include and not be limited to as many of the following planning considerations as possible:
- a. Cooperative planning and review of land development activities within the areas covered by an agreement
  - b. Specification of service delivery, when applicable
  - c. Funding and cost sharing issues with joint planning areas
  - d. Enforcement/Implementation
- Policy 6.3** The City will coordinate with existing and future service providers that have no regulatory authority over the use of land within the City, including, but not limited to, the City of Hollywood, Broward County and the Broward County School Board to develop recommendations that address ways to improve existing and future coordination of the City’s concurrency management methodologies, systems and levels of service.
- Policy 6.4** The City shall pursue coordination of activities with FDOT to address capacity and storm water management issues and needs along state roadways, including Red Road, Pembroke Road, University Drive, US 27, I-75, Florida’s Turnpike, and State Road 7.
- Policy 6.5** The City shall continue to coordinate with BCDPGM as necessary to comply with the requirements of the Broward County Joint Municipal National Pollutant Discharge Elimination System (NPDES) Permit.

## VIII. Capital Improvements Element

### Introduction

The Florida legislature mandated that local governments plan for the availability of public facilities and services to support development concurrent with the impact of such development. Consequently, the Capital Improvements Element (CIE) and Schedule of Improvements has become the “cornerstone” of achieving this mandate. The purpose of the CIE is to: 1) identify the capital improvements that are needed to implement the Plan; 2) ensure that adopted Level of Service (LOS) Standards are achieved and maintained for concurrency related facilities (sanitary sewer, solid waste, drainage, potable water, parks and recreation, schools and transportation facilities, including mass transit; 3) estimate the costs of improvements for which local government has fiscal responsibility; 4) analyze the fiscal capability of the local government to finance and construct improvements; and 5) adopt financial policies to guide the funding and construction of improvements. The CIE must demonstrate the economic feasibility and fiscal responsibility of the Comprehensive Plan.

### Goal

The City of Miramar, in conjunction with other service providers to the city, shall provide adequate public facilities at adopted Level of Service (LOS) standards to all residents and businesses within its jurisdiction in a manner which, maximizes the use and value of existing facilities, and effectively manages future growth such that adequate capital facilities are cost- efficiently expanded concurrent with development and environmental impacts.

### Objective 1

The Capital Improvements Element will be updated annually and capital improvements will be provided to correct existing deficiencies, to accommodate future growth at the adopted levels of service, and to replace worn-out or obsolete facilities, as indicated in the 2011-2015 Schedule of Capital Improvements (SCI).

**Policy 1.1** The City shall designate those projects identified in the other elements of the Comprehensive Plan, determined to be of relatively large scale (\$100,000 or greater), as capital improvement projects for inclusion within the 2011-2015 Schedule of Capital Improvements (SCI) of this element. All capital improvements in the 2011-2015 SCI, as well as, those with costs less than \$100,000 will be included in the 5-year Capital Improvements Program (CIP) and Annual Capital Budget. The City shall adopt the annual capital budget as part of the budgetary process.

**Policy 1.2** Proposed capital improvement projects identified annually through staff analysis of the Concurrency Monitoring System to be necessary to eliminate deficiencies



and/or maintain adopted Level of Service standards shall be evaluated and ranked using the following criteria:

- a. The extent to which the project is necessary to protect public health and safety
- b. Fulfills the City’s legal commitment to provide facilities and services
- c. Correct existing deficiencies
- d. Maintains adopted levels of service
- e. Encourage infill development and/or preserve or achieve full use of existing facilities
- f. Promotes efficient development and prevents urban sprawl
- g. Reduces future improvement cost
- h. Impacts on the budget
- i. Consistency with the Florida Department of Transportation Plan and other State Agencies Plans, including the South Florida Water Management District.

**Policy 1.3** The City will continue to implement and improve 5-Year Capital Improvement Program, that analyzes public facility needs and prioritizes capital improvement projects consistent with the standards and criteria adopted in this element.

**Policy 1.4** Capital improvement projects that are necessary to correct existing deficiencies in developed areas in general and compact deferral areas specifically shall receive priority over capital improvement projects proposed for the undeveloped section of the City, with those within the Water and Wastewater Assessment Area given priority over those west of this area, in the expenditure of funds not allocated by law or contractual agreement to other projects.

**Policy 1.5** The City shall maintain and improve its Stormwater Utility District to finance drainage improvements in the developed areas of Miramar.

**Policy 1.6** The City will continue to implement the Master Local Area Drainage Plan, specifically oriented and limited to resolving small scale, localized drainage problems. Financing for this plan will come from grants, utility district revenues, private contribution, and special appropriation from the budget, or some combination of these sources.

**Policy 1.7** Implement the recommendations of the 10 Year Water Facilities Work Plan, as amended and updated, and as outlined within the Sanitary Sewer and Potable



Water Sub-Elements to encourage infill development within the Water and Wastewater Assessment Area.

**Policy 1.8** Implement, and update as necessary, the approved 1998 Master Parks Plan which is consistent with the Recreation and Open Space Element and includes the provision of new facilities, as well as, repair and replacement of existing facilities in existing parks, and also targets new park acquisition and development within the Water and Wastewater Assessment Area.

**Policy 1.9** Continue, and improve as necessary, the coordinated system established in cooperation with Broward County to determine the impacts of proposed development on city roads at the time of platting so that the improvements necessary to maintain LOS as defined by the Concurrency Management System can be identified and programmed. This system will give priority to improvements in any compact deferral area and those within the Water and Wastewater Assessment Area.

**Policy 1.10** The City shall consider the following amendment guidelines if one or more of the funding source(s) identified in the 5-Year Schedule of Capital Improvements is not available.

- a. Adjusting the schedule by removing projects which have the lowest priority.
- b. Delaying projects until funding can be guaranteed.
- c. Not issuing development orders that would continue to cause a deficiency on the public facility’s adopted level of service standards.
- d. Pursue alternative funding sources.

**Objective 2**

Future development shall bear the full cost of providing infrastructure required to serve its users and maintain adopted LOS.

**Policy 2.1** Impact fees, developer dedications and contributions shall be required in an amount equal to the cost of the infrastructure required to serve the development.

**Policy 2.2** Utilize the City’s Concurrency Management System and LDC requirements to assign new development a pro-rata share of the costs required to finance City road improvements necessary to maintain adopted level of service standards.

**Policy 2.3** The City will continue to implement Ordinance 87–17, as amended, to acquire parkland through dedication or cash payment, and to assess new developments the full share of the costs necessary to finance recreational facilities which will be used by such future growth.



**Policy 2.4** The City shall utilize a variety of mechanisms to assess and collect impact fees, dedications and/or contributions from private development to fully address the impact of new or growth-induced recreation and open space facilities needs.

**Policy 2.5** The City will continue to require, at the time of platting, commitment to a developer's agreement establishing total ERCs to be developed and the payment of a potable water and sewer assessment based on those ERCs.

**Policy 2.6** The City shall enforce the adopted Uniform Extension Policy for the extension of sewer and water facilities outside of the Water and Wastewater Assessment Area; these services will be initiated, financed, and constructed by the developer.

### **Objective 3**

Miramar will continue to manage and improve its Concurrency Management System, ensuring that public facility needs necessary to maintain adopted Levels of Service identified within other Plan Elements are not exceeded and thus do not create improvement needs beyond the City's financial capacity.

**Policy 3.1** The City's adopted Concurrency Management System ensures that the necessary facilities and services are available concurrent with the impacts of development. The City of Miramar reviews all City plats for concurrency and continues to participate in the countywide development review committee plat review and approval process which considers development proposed on nearly 100% of Miramar's vacant land.

The City and County plat approval process will require that necessary regional and local facilities and services be available concurrent with the impacts of development after the adoption of the Land Development Code and Concurrency Management System as of the date specified above, through any of the following situations:

- a. The necessary facilities are in place at the time a plat approval is issued, or a plat approval is issued subject to the condition that the necessary facilities will be in place when the impacts of the development occur.
- b. The necessary facilities are under construction at the time a plat approval is issued.
- c. The necessary facilities are the subject of a binding contract executed for the construction of those necessary facilities at the time a plat approval is issued.
- d. The necessary facilities have been included in the first three (3) years of the FDOT Five-Year Work Program, the Broward County capital improvement program and/or the City of Miramar's Five-Year Capital Improvement Program at the time a plat approval is issued although the facilities are not yet



the subject of a binding contract for their construction. The City of Miramar shall make a determination that it will not remove the budgetary provision for the necessary facilities from the annual budget or the capital improvement program.

**Policy 3.2** For those parcels that do not require platting, the above steps in Policy 3.1 will be considered at the time of site plan and review. In such cases the words site plan will replace “plat approval” wherever it appears in Policy 3.1 as amended.

**Policy 3.3** Continue to manage and improve the City’s concurrency monitoring system, as part of the Land Development Code, to:

- Determine whether necessary facilities identified within the City’s Capital Improvements Element, including transportation, recreation, stormwater management, solid waste, potable water, and sanitary sewer facilities, are being constructed in accordance with the Schedule of Capital Improvements, as amended, in the Comprehensive Plan.
- Update annually, existing level of service, committed capacity as defined in the Land Development Code, and facility needs to maintain adopted Levels of Service prior to and in conjunction with the annual update of the City’s Capital Improvements Element and Capital Improvement Program, and preparation of the Annual Budget.

**Policy 3.4** Prior to the issuance of Certificates of Occupancy, the City shall verify that all public facilities needed to serve the development have been provided as committed by the Concurrency Management System. If development approval occurred prior to the adoption of the Concurrency Management System, the City will verify that public facilities needed to serve the development are in place through the use of impact fees previously collected for this purpose, developer dedication or capital improvement program construction.

**Objective 4**

Continue to permit no development unless infrastructure facilities and essential services which meet the adopted Level of Service Standards are available concurrent with the impacts of the development as measured by the adopted Concurrency Management System. Amend on an annual basis the Capital Improvement Element per the requirements of 163.3177(3)(b), Florida Statutes.

**Policy 4.1** The City hereby adopts the following level of service standards to determine the impacts of new development and redevelopment upon public facility provision:

- a. Parks and Recreational Facilities  
4 acres per 1000 population.  
Florida Recreation and Parks Assoc. level of service standards for recreational facilities.



- b. Sanitary Sewer  
300 gallons per day per Equivalent Residential Connection (ERC).
- c. Stormwater Discharge  
The City establishes water quality standards for stormwater discharge in accordance with Chapter 62-25, F.A.C.
- d. Potable Water  
325 gallons per day per ERC.

e. Solid Waste

| Land Use                            | Levels of Service  |
|-------------------------------------|--|
| <i>Residential:</i>                 |  |
|                                     | 8.9 lbs. per unit per day  |
| <i>Industrial &amp; Commercial:</i> |  |
| Factory/Warehouse                   | 2 lbs. per 100 sq. ft. per day   |
| Office Building                     | 1 lb. per 100 sq. ft. per day  |
| Department Store                    | 4 lbs. per 100 sq. ft. per day   |
| Supermarket                         | 9 lbs. per 100 sq. ft. per day   |
| Restaurant                          | 2 lbs. per meal per day  |
| Drug Store                          | 5 lbs. per 100 sq. ft. per day   |
| <i>Schools:</i>                     |  |
| Grade School                        | 10 lbs. per room & 1/4 lbs. per pupil per day                            |
| High School                         | 8 lbs. per room & 1/4 lbs. per pupil per day                             |
| <i>Institutions:</i>                |  |
| Hospital                            | 8 lbs. per bed per day Nurse or Intern Home<br>3 lbs. per person per day |
| Home for Aged                       | 3 lbs. per person per day  |
| Rest Home                           | 3 lbs. per person per day  |

- f. Drainage  
Road Protection: Residential streets not greater than eighty feet wide rights-of-way to have crown elevations at or above the elevation for the respective area depicted on the ten year “Flood Criteria Map.” Rights-of-way greater than eighty feet wide to have an outside edge of through lane pavement at or above the elevation for the respective area depicted on the ten year “Flood Criteria Map.”

Buildings: To have the lowest floor elevation no lower than one (1) foot above base flood or 18 inches above the highest point of the adjacent road crown elevations, whichever is greater.



Off Site Discharge: Not to exceed the inflow limit of SFWMD primary receiving canal or the local conveyance system, whichever is less.

Storm Sewers: Design frequency minimum to be three-year rainfall intensity of the Broward County Water Management Division rainfall intensity/duration curves.

Flood Plain Routing: Calculated flood elevations based on the ten year and one hundred year return frequency rainfall of three-day duration shall not exceed the corresponding elevations of the ten year “Flood Criteria Map” and the “100 Year Flood Elevation Map,” as published by Broward County.

Antecedent Water Level: The higher elevation of either the control elevation or the elevation depicted on the map “average wet season water levels,” as published by Broward County.

On Site Storage: Minimum capacity above antecedent water level and below flood plain routing elevations to be design rainfall volume minus off site discharge occurring during design rainfall.

Best Management Practices (BMP): Prior to discharge to surface or ground water, BMP’s will be used to reduce pollutant discharge.

**Policy 4.2** The City shall be divided into Concurrency Districts. Each District shall be one of the following types:

1. A Transportation Concurrency Management Area (TCMA) shall be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. An area-wide level of service standard shall be established for this District, for the purpose of issuing development orders and permits, based on how mobility will be accomplished within the Area. The portion of the City situated between I-75 and the Florida Turnpike is located within the South Central Concurrency District TCMA. The portion of the City situated east of the Florida Turnpike is located within the Southeast Concurrency District TCMA.
2. A Standard Concurrency District shall be an area where roadway improvements are anticipated to be the dominant form of transportation enhancement. A roadway level of service standard shall be established for each such District, based on the peak hour standard volumes contained in the Florida Department of Transportation Level of Service Manual for this District lying west of I-75. The portion of the City situated west of I-75 is located within the Standard Southwest Concurrency District.



3. Roadway facilities forming the boundary of a Concurrency District are part of that District.

**Policy 4.3** All Standard Concurrency Districts within the City and County shall also be considered Transportation Concurrency Exception Areas (TCEAs) per the 2009 amendment to Senate Bill 360.

1. TCEAs are designated such as of July 8, 2009. Within 2 years of the TCEA designation (by July 8, 2011), the City shall adopt comprehensive plan amendments and transportation strategies to support and fund mobility within the TCEA.

**Policy 4.4** If the Standard Concurrency District/TCEA is converted into a TCMA, then the Comprehensive Plan will be amended to recognize the change to TCMA.

**Policy 4.5** The concurrency management system shall establish the following transportation level of service (LOS) standards:

**TRANSPORTATION CONCURRENCY MANAGEMENT AREAS**

1. Within the Transportation Concurrency Management Areas, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2013:
  - a. Southeast TCMA District - Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at one or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 24 percent from FY 2009 to FY 2013.
  - b. South Central TCMA District - Maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at two or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 22 percent from FY 2009 to FY 2013. Maintain the current number of community bus routes through 2013.
  - c. Overall – Increase number of bus stop shelters by 25 percent from FY 2009 to FY 2013. Traffic volumes on arterial roadways in each District shall remain less than the maximum service volumes as displayed below. These volumes do not apply to Strategic Intermodal System (SIS) and Transportation Regional Incentive Program-funded roadway facilities and cannot be used in a manner that would result in interference with mainline operations on SIS roadway corridors. The City will coordinate with the County and FDOT during 2009 to revise downward the volumes in this table.



| Peak Hour Two Way Maximum Service Volumes |        |
|---|--------|
| Two-lane Arterials                        | 2,555  |
| Four-lane Arterials                       | 5,442  |
| Six-lane Arterials                        | 8,190  |
| Eight-lane Arterials                      | 10,605 |

\*The Maximum Service Volumes are calculated from “Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas”, published by the Florida Department of Transportation, as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D, for all other Districts.

**STANDARD CONCURRENCY DISTRICTS**

2. Within the Standard Concurrency Districts, the transportation LOS standards, excluding SIS and Transportation Regional Incentive Program-funded roadway facilities, for the purpose of issuing development orders and permits are the generalized two-way peak-hour LOS D standard volumes depicted below, Level of Service Manual, Florida Department of Transportation (2002).
  - a. Southwest District (Standard) – the generalized two-way peak-hour LOS “D” standard volumes depicted on Table I below, Quality/Level of Service Handbook, FDOT (2002).

| Lanes                                    | 2-lane Undiv. | 4-lane Div. | 6-lane Div. | 8-lane Div. | 10 Div. | 12 lanes |
|--|---------------|-------------|-------------|-------------|---------|----------|
| State 2-way Arterials Uninterrupted Flow | 1,720         | 5,870       | 8,810       | ---         | ---     | ---      |
| Interrupted Flow Class I (0 to 1.99)     | 1,560         | 3,390       | 5,080       | 6,440       | ---     | ---      |
| Interrupted Flow Class I (2.00 to 4.50)  | 1,460         | 3,110       | 4,680       | 6,060       | ---     | ---      |
| Interrupted Flow Class III               | 1,200         | 2,750       | 4,240       | 5,580       | ---     | ---      |
| Interrupted Flow Class IV                | 1,310         | 2,880       | 4,350       | 5,690       | --      | ---      |
| Freeways, Group 1                        | ---           | 6,510       | 10,050      | 13,600      | 17,160  | 20,710   |
| Freeways, Group 2                        | ---           | 6,250       | 9,840       | 13,420      | 16,980  | 20,560   |
| Non-State Roadways Major City/County Rd  | 1,390         | 2,950       | 4,450       | ---         | ---     | ---      |
| Other Signalized Rds.                    | 950           | 2,070       | ---         | ---         | ---     | ---      |

Source: Broward County Transportation Element 2006 Comprehensive Plan



3. The level of service standards for roadways on the SIS, including connectors, and roadway facilities funded in accordance with Section 339.2819 F.S., the Transportation Regional Incentive Program (TRIP), shall be set forth in Rule 14-94, FAC, summarized below. These standards shall apply for the purpose of issuing development orders and permits.

| <b>TABLE II<br/>MIRAMAR SIS FACILITIES</b>  |   |  |                      |
|---|---|--|----------------------|
|   | <b>Roadway</b>  | <b>Roadway Segment</b>   | <b>LOS Standard*</b> |
| <b>SIS<br/>CORRIDORS</b>  | Florida Turnpike & Homestead Extension  | Miami-Dade County line to Palm Beach County line   | D                    |
|   | Interstate 75   | Miami-Dade County line to Pembroke Rd  | D                    |
|   | US 27   | Miami-Dade County line to Pembroke Rd  | D                    |
| <b>SIS<br/>CONNECTORS</b>   | Sheridan Street Tri-Rail Station**  | • 1-95 to N 29th Avenue to entrance  | D                    |
| <b>TRIP-FUNDED<br/>FACILITIES***</b>  | State Road 7 from North of Miramar Pkwy to north city limits                    | • State Road 7/U.S. 441 from NE/NW 215th Street (Miami-Dade County) to north city limits | D                    |
|   | State Road 7/U.S. 441 from South of Miami-Dade County Line to north city limits | • State Road 7/U.S. 441 from NE/NW 215th Street (Miami-Dade County) to north city limits | D                    |
| * The level of service letter designations are defined in FDOT's 2002 Quality/Level of Service Handbook unless an alternate (as refined through identified mobility strategies) standard is agreed to in writing by FDOT.   |   |  |                      |
| ** Sheridan Street Tri-Rail Station not within the City of Miramar.   |   |  |                      |
| *** Broward County should coordinate with FDOT on the setting of the level of service standard for facilities that receive TRIP funding. The presumption is that LOS D will apply as soon as the improvement is programmed for implementation; however, an alternate standard may be adopted in TCMA's if agreed to in writing by FDOT. |   |  |                      |

**Policy 4.6** The transportation LOS standards for the purpose of long range transportation planning shall be:

1. For SIS and Transportation Regional Incentive Program-funded Facilities, the LOS standards as identified in policy 4.5 (3)/Table II.
2. For roadways not on the SIS (including connectors), and not funded in accordance with Section 339.2819 F.S. (TRIP), the generalized two-way



peak hour LOS “D” standard volumes depicted in TABLE 1 Quality/Level of Service Handbook, Florida Department of Transportation (2002).

3. When LOS standards are developed for SIS connectors, the City will evaluate adoption of these standards.
4. To assist in maintaining SIS level of service standards in the future, the City shall also consider strategies such as improvements to or the creation of parallel facilities, encouraging use of alternate modes of travel, and supporting travel demand management techniques.

**Policy 4.7** The City supports the addition of lanes and reconstruction of State Road 821 (Florida’s Turnpike), from Interstate 75 to Northwest 57<sup>th</sup> Avenue, pursuant to the Florida Department of Transportation’s Work Program.

### Objective 5

The City of Miramar, in collaboration with the School Board and Broward County, shall ensure that public school facilities are available for current and future students consistent with available financial resources and the adopted Level of Service (LOS) standard.

**Policy 5.1** Consistent with policies and procedures within the Interlocal Agreement, the District Educational Facilities Plan (DEFP) shall contain a 5 year financially feasible schedule of capital improvements to address existing deficiencies and achieve and maintain the adopted LOS standard in all Concurrency Service Areas. This financially feasible schedule shall be updated on an annual basis and annually adopted into the Capital Improvement Element (CIE).

**Policy 5.2** The LOS standard shall be 100% of the gross FISH capacity (with relocatable classrooms) for each CSA until the end of the 2018/19 school year; and commencing at the 2019/20 school year, the LOS for each CSA shall be 110% of permanent FISH capacity for each public elementary, middle and high school.

**Policy 5.3** The adopted LOS shall be applied consistently by the City of Miramar, Broward County and the School Board, district-wide to all schools of the same type.

**Policy 5.4** The School Board’s DEFP, as adopted and amended by the School Board on September 7, 2010, is adopted by reference into the CIE.

### Objective 6

The analyses performed in the other comprehensive plan elements have identified facility improvements needed to meet the demands of existing and future development. The impacts of new or improved public educational and public health care systems and facilities on the provision of infrastructure were examined within these analyses. Table 6.1 identifies those capital improvements required to meet level of service standards as defined in GOP’s section of this element.



## Consistency with other Comprehensive Plan Elements

**Policy 6.1.1** The Infrastructure Element lists the capital improvements necessary for sanitary sewer, solid waste, stormwater management, potable water/aquifer recharge under the Capital Improvements sections of the Element.

The Transportation Element describes necessary improvements to streets, bikeways, pedestrian networks, and transit in the Implementation Strategies section.

The Recreation and Open Space explains that while the City is meeting its level of service, there are capital improvements planned for the next planning horizon. These projects are listed in the Capital Improvements of the Element.

The Future Land Use Element supports the facilities needs identified in the Utilities, Transportation, and Recreation and Open Space Elements. The other elements of the plan, Housing, Conservation, and Intergovernmental Coordination do not specifically identify any capital improvement needs.



Table 6.1 Capital Improvement Needs Identified in the Comprehensive Plan

Capital Improvement Program

FY 2019 - FY 2023

Section I: List of 5 Year Capital Projects that will have a fiscal impact on the FY19 budget

Table with 7 columns: Project Number, Project Title, 5-Year Schedule FY 2019 - FY 2023, Department, FY 2019 Budget, FY 2020 - FY 2023, 5-Year Total Cost. Rows include Park Facilities, Infrastructure Redevelopment & Improvement, and various future projects.

# Capital Improvement Program

FY 2019 - FY 2023

## Section I: List of 5 Year Capital Projects that will have a fiscal impact on the FY19 budget (cont'd)

| Project Number   | Project Title  | 5-Year Schedule<br>FY 2019 - FY 2023   | Department       | FY 2019<br>Budget   | FY 2020 -<br>FY 2023  | 5-Year<br>Total Cost  |
|--|--|--|------------------|---------------------|-----------------------|-----------------------|
| <b>Infrastructure Redevelopment &amp; Improvement (cont'd)</b> |  |  |                  |                     |                       |                       |
| Future   | Child Care Playgrounds Soft Surface Covering                   | FY 20  | Utilities        | -                   | 208,000               | 208,000               |
| Future   | Pembroke Road Expansion-Dykes Rd to SW 184 Ave                 | FY 20 - FY 21  | Utilities        | -                   | 4,150,000             | 4,150,000             |
| Future   | 2 Million Gallon Storage & Repump Station Refurbishment        | FY 20 - FY 21  | Utilities        | -                   | 1,400,000             | 1,400,000             |
| Future   | Bus Facilities Infrastructure Improvement Program              | FY 20  | Public Works     | -                   | 1,211,000             | 1,211,000             |
| <b>Total IRI Projects</b>                                      |  |  |                  | <b>\$ 3,374,938</b> | <b>\$ 102,324,462</b> | <b>\$ 105,699,400</b> |
| <b>Public Buildings</b>  |  |  |                  |                     |                       |                       |
| 53016  | Facilities Capital Improvement                                 | FY 20 - FY 22  | Utilities        | \$ -                | \$ 1,100,000          | \$ 1,100,000          |
| 53018  | Historic Miramar Public Safety Complex                         | CIP Revenue Bond 2013 Fund<br>388, 2017 CIP Loan Fund 389,<br>GF-Capital Projects Fund 395 | Utilities        | 1,244,533           | 1,150,000             | 2,394,533             |
| 53020  | Replace Bay Doors & Install Transfer Switch - Fire Station 19  | Capital Grants Fund 393,<br>GF-Capital Projects Fund 395                                   | Public Works     | 443,360             | -                     | 443,360               |
| 53021  | Replace Bay Doors & Install Transfer Switch - Fire Station 70  | Capital Grants Fund 393,<br>GF-Capital Projects Fund 395                                   | Public Works     | 530,361             | -                     | 530,361               |
| 53022  | Replace Bay Doors & Install Transfer Switch - Fire Station 84  | Capital Grants Fund 393,<br>GF-Capital Projects Fund 395                                   | Public Works     | 565,871             | -                     | 565,871               |
| 53023  | Replace Bay Doors & Install Transfer Switch - Fire Station 100 | Capital Grants Fund 393,<br>GF-Capital Projects Fund 395                                   | Public Works     | 411,091             | -                     | 411,091               |
| Future   | Fleet Maintenance Facility Canopy                              | FY 20 - FY 21  | Public Works     | -                   | 125,600               | 125,600               |
| Future   | West Water Treatment Plant Office Renovation                   | FY 20  | Utilities        | -                   | 600,000               | 600,000               |
| Future   | City Commission Conference Room Expansion                      | FY 20  | Utilities        | -                   | 175,000               | 175,000               |
| <b>Total PB Projects</b>                                       |  |  |                  | <b>\$ 3,195,216</b> | <b>\$ 3,150,600</b>   | <b>\$ 6,345,816</b>   |
| <b>Capital Equipment, Vehicles and Software</b>                |  |  |                  |                     |                       |                       |
| 54011  | Building Plans Digital Conversion                              | FY 20 - FY 21  | Comm & Econ Dev  | \$ -                | \$ 197,940            | \$ 197,940            |
| 54015  | Standby Generators for Lift Stations                           | Utility Fund 410   | Utilities        | 418,685             | 200,000               | 618,685               |
| Future   | Air & Light Support Unit                                       | FY 20  | Fire-Rescue      | -                   | 350,000               | 350,000               |
| Future   | Special Operations Vehicle (SOV)                               | FY 23  | Fire-Rescue      | -                   | 920,000               | 920,000               |
| Future   | WWRF Switchgear PLC System Upgrade                             | FY 20  | Utilities        | -                   | 250,000               | 250,000               |
| Future   | EnerGov Implementation   | FY 20  | Information Tech | -                   | 630,383               | 630,383               |
| Future   | Buses Improvement Program                                      | FY 20  | Public Works     | -                   | 375,500               | 375,500               |
| <b>Total CE Projects</b>                                       |  |  |                  | <b>\$ 418,685</b>   | <b>\$ 2,932,823</b>   | <b>\$ 3,351,508</b>   |
| <b>Total FY 2019-FY 2023 CIP 5 Year Projects</b>               |  |  |                  | <b>\$ 9,342,909</b> | <b>\$ 132,743,755</b> | <b>\$ 142,086,664</b> |

## Section II: Requested changes to Capital Projects that will have no fiscal impact on the FY19 budget

Funds will be transferred between the following CIP projects:

|       |   |  |           | FY 2019 -<br>FY 2023<br>Requested<br>Funding | 5-Year<br>Total Cost |
|-------|---|--|-----------|--|----------------------|
| 51009 | Shirley Branca Park Community Band Shell & Renovations                          | GF-Capital Projects Fund 395                                       | Utilities | \$ (49,133)                                  | \$ -                 |
| 51010 | Corporate Pavilion Renovations/Administration Building at Miramar Regional Park | CIP Revenue Bond 2013 Fund<br>388, GF-Capital Projects Fund<br>395 | Utilities | (44,254)                                     | -                    |
| 51011 | Forzano Park Improvements   | CIP Revenue Bond 2013 Fund<br>388, GF-Capital Projects Fund<br>395 | Utilities | (37,483)                                     | -                    |
| 51015 | Police Benevolent Association/Civic Center Park Expansion                       | GF-Capital Projects Fund 395                                       | Utilities | (18,060)                                     | -                    |
| 53001 | Police Headquarters Facility  | GF-Capital Projects Fund 395                                       | Utilities | (130,000)                                    | -                    |
| 51018 | Amphitheater at Miramar Regional Park - Concessions & Walkways                  | CIP Revenue Bond 2013 Fund<br>388, GF-Capital Projects Fund<br>395 | Utilities | 278,930                                      | 621,070              |

# Capital Improvement Program

FY 2019 - FY 2023

## Section II: Requested changes to Capital Projects that will have no fiscal impact on the FY19 budget (cont'd)

Funds will be transferred between the following CIP projects:

|       |  |  |                    | FY 2019<br>Transfer | FY 2019 -<br>FY 2023<br>Requested<br>Funding | 5-Year<br>Total Cost |
|-------|--|--|--------------------|---------------------|--|----------------------|
| 51005 | Ansin Sports Complex - Phase II/III                              | CIP Revenue Bond 2013 Fund 388                             | Utilities          | (177,862)           | -  | (177,862)            |
| 52035 | Drainage Improvements - Phase III                                | 2012 Bank Loan Fund 385                                    | Public Works       | (244,602)           | -  | (244,602)            |
| 52022 | Street Construction & Resurfacing-Variou Locations               | 2012 Bank Loan Fund 385,<br>CIP Revenue Bond 2013 Fund 388 | Public Works       | 422,464             | 4,172,138                                    | 4,594,602            |
| 53012 | Fire Station 107   | GF-Capital Projects Fund 395                               | Utilities          | (255,773)           | -  | (255,773)            |
| 51019 | Bark Park  | GF-Capital Projects Fund 395                               | Parks & Recreation | 100,000             | -  | 100,000              |
| 51020 | Forcina Park Renovations   | GF-Capital Projects Fund 395                               | Utilities          | 100,773             | 400,000                                      | 500,773              |
| 52077 | Buffer Wall along Pembroke Road adjacent to University Park Plat | GF-Capital Projects Fund 395                               | Utilities          | 55,000              | 515,000                                      | 570,000              |
| 52041 | East Water Plant Process Enhancement                             | Utility Fund 410   | Utilities          | (1,250,000)         | -  | (1,250,000)          |
| 52064 | West Water Plant Process Improvements                            | Utility Fund 410   | Utilities          | 1,250,000           | -  | 1,250,000            |

## Section III: Projects to be programmed once funding source is identified

| Project Number  | Project Title   | 5-Year Schedule<br>FY 2019 - FY 2023 | Department   | FY 2019<br>Budget | FY 2020 -<br>FY 2023 | Total<br>Unfunded    |
|---|---|--------------------------------------|--------------|-------------------|----------------------|----------------------|
| <b>Park Facilities</b>                                |   |                                      |              |                   |                      |                      |
| Future  | Parks & Recreation Field Operations Center at Country Club Ranches      | Unfunded                             | Utilities    | \$ -              | \$ -                 | \$ 852,700           |
|   | <b>Total PF Projects</b>  |                                      |              | <b>\$ -</b>       | <b>\$ -</b>          | <b>\$ 852,700</b>    |
| <b>Infrastructure Redevelopment &amp; Improvement</b> |   |                                      |              |                   |                      |                      |
| Future  | Town Center Courtyard Brick Paver & Grass Replace.                      | Unfunded                             | Public Works | \$ -              | \$ -                 | \$ 175,000           |
| Future  | WWRF Fuel Depot Renovations   | Unfunded                             | Public Works | -                 | -                    | 230,700              |
| Future  | SW 148 Ave Improvements-Miramar Pkwy to SW 27 St                        | Unfunded                             | Utilities    | -                 | -                    | 1,020,000            |
|   | <b>Total IRI Projects</b>   |                                      |              | <b>\$ -</b>       | <b>\$ -</b>          | <b>\$ 1,425,700</b>  |
| <b>Public Buildings</b>                               |   |                                      |              |                   |                      |                      |
| 53019   | Renovations & Additions to Fire Station 84 and Fire Rescue Headquarters | Unfunded                             | Utilities    | \$ -              | \$ -                 | \$ 8,505,000         |
| Future  | Vicki Coceano Childcare Facility Replacement                            | Unfunded                             | Utilities    | -                 | -                    | 2,795,000            |
| Future  | Vehicle Wash Facility   | Unfunded                             | Public Works | -                 | -                    | 497,800              |
|   | <b>Total PB Projects</b>  |                                      |              | <b>\$ -</b>       | <b>\$ -</b>          | <b>\$ 11,797,800</b> |
| <b>Capital Equipment, Vehicles and Software</b>       |   |                                      |              |                   |                      |                      |
| Future  | Fleet Maintenance Facility Equipment Upgrade                            | Unfunded                             | Public Works | \$ -              | \$ -                 | \$ 119,000           |
|   | <b>Total CE Projects</b>  |                                      |              | <b>\$ -</b>       | <b>\$ -</b>          | <b>\$ 119,000</b>    |
|   | <b>Total To Be Programmed CIP Projects</b>                              |                                      |              | <b>\$ -</b>       | <b>\$ -</b>          | <b>\$ 14,195,200</b> |

Note: Project numbers are only assigned to existing and FY 2019 projects  
Justifications for FY 2019 capital projects are available within each budgeted fund

## Revenue Resources

6.1.2 The City of Miramar is a city which offers a full range of government services. Therefore, it can avail itself of most revenue sources available to Florida municipalities as listed below: Table 6.2 identifies the revenue source and the



The City of Miramar records financial transactions in individual accounts called funds. Table 6.3 lists the City’s fund accounts and identifies revenue resources from Table 6.2 in their appropriate fund.

**Table 6.2 City of Miramar Revenues Sources**

| Revenue Source                              |                                      | DOR Code | Collections<br>During FY 08-09 |
|---|--------------------------------------|----------|--------------------------------|
| Ad Valorem Taxes                            |                                      | 311.000  | \$ 49,721,815                  |
| Local Communications Services Tax           |                                      | 315.100  | 6,198,980                      |
| Local Occupational License Taxes            |                                      | 316.000  | 1,237,456                      |
| State Revenue Shared with Local Governments |                                      |          |                                |
| A.  | 1/2¢ Sales Tax (Cities and Counties) | 335.180  | 5,664,795                      |
| B.  | Municipal Revenue Sharing            | 335.120  | 1,334,395                      |
| Impact Fees                                 |                                      | 363.000  | 697                            |
| Stormwater Utility Fee                      |                                      | 343.950  | 2,282,644                      |
| Public Service Tax                          |                                      | 314.000  | 6,992,881                      |
| Franchise Fees                              |                                      | 323.000  | 8,760,064                      |
| Grants                                      |                                      |          |                                |
| A.  | Federal                              | 331.390  | 3,100,501                      |
| B.  | State                                | 334.100  | 4,779,618                      |
| <b>TOTAL</b>                                |                                      |          | <b>\$ 90,073,846</b>           |



**Table 6.3 City of Miramar Fund Accounts**

|                                      | <b>DOR Code</b> | <b>FY 08-09<br/>(Actual Revenues)</b> |
|--------------------------------------|-----------------|---------------------------------------|
| <b>General Fund</b>                  |                 |                                       |
| Ad Valorem Taxes                     | 311.000         | \$ 49,382,828                         |
| Local Communications Services Tax    | 315.100         | 6,198,980                             |
| Local Occupational License Taxes     | 316.000         | 1,237,456                             |
| 1/2¢ Sales Tax (Cities and Counties) | 335.180         | 5,664,795                             |
| Municipal Revenue Sharing            | 335.120         | 1,334,395                             |
| Public Service Tax                   | 314.000         | 6,992,881                             |
| Franchise Fees                       | 323.000         | 8,760,064                             |
| <b>FUND TOTAL</b>                    |                 | <b>79,571,399</b>                     |
| <b>Grant Fund</b>                    |                 |                                       |
| Federal                              | 331.390         | 3,100,501                             |
| State                                | 334.100         | 4,779,618                             |
| <b>FUND TOTAL</b>                    |                 | <b>7,880,119</b>                      |
| <b>Park Development Fund</b>         |                 |                                       |
| Impact Fees                          | 363.000         | 697                                   |
| <b>FUND TOTAL</b>                    |                 | <b>697</b>                            |
| <b>Utility Fund</b>                  |                 |                                       |
| Stormwater Utility Fee               | 343.950         | 2,282,644                             |
| <b>FUND TOTAL</b>                    |                 | <b>2,282,644</b>                      |
| <b>TOTAL</b>                         |                 | <b>\$ 89,734,859</b>                  |

## 6.5 Financial Analysis

### Local Practices Guiding Timing and Location of Public Facilities

**6.5.1** The Capital Improvement Plan (CIP) is a five-year financial plan that addresses the necessary funding for the acquisition, construction and rehabilitation of the City’s equipment/fleet, facilities and infrastructure to meet LOS standards. As such, the CIP represents a schedule and estimate of both current and future capital needs, as well as the associated costs and supporting revenues. The CIP is produced as its own document; however, since all CIP projects have the potential to significantly impact the annual operating budget, the annual operating budget and CIP are created in unison. For this reason, the annual operating budget and CIP are created each year as companion documents for the review by the City Commission based upon the following funding policies:

- a. the City will develop and update a five-year CIP on an annual basis;
- b. only the first year of the CIP is included and adopted in the annual budget;

- c. the mission of the organization is to enhance the quality of life within our community through a proactive and effective government;
- d. continued maintenance and repair of city facilities;
- e. maximization of city resources, availability of funds and reflection of sound fiscal policies including infrastructure investments;
- f. capital improvements to include items/projects that have a life expectancy of over one year and a cost in excess of \$100,000, and;
- g. capital improvements to be ranked in order of priority by city staff based upon the proposed guidelines contained in Policy CIE 1.2 of this Element.

## **Costs of Needed Capital Improvements and Basis of Cost Estimates**

**6.5.2** The City of Miramar CIP process begins with city departments submitting their five-year capital project needs and annual operating budget requests. Department directors use a capital improvement project request form to help guide them through the process. Key components of the request form include a category of capital expenditures and the relationship to the City's goals and objectives. The Finance Department then reviews the project requests and produces a 5-year capital improvement plan for review and consideration by the City Commission.

The estimated 2011-0215 CIP project costs were prepared by City staff with consultants and professionals as required.

## **Impact of Public Educational and Health Care Systems on Infrastructure**

**6.5.3** Based upon the Broward County School Board (BCSB) District Educational Facilities Plan, one new high school "MMM" is proposed which will be located in Miramar. No new elementary or middle schools are proposed within the City. It has been determined that existing schools are adequately served by current roadways, sanitary sewer, solid waste, drainage, potable water and recreation facilities.

The Miramar Memorial Hospital is the regional public health facility located in Miramar and included in the South Broward Hospital District. No new hospitals are expected to be built in the City by 2014 both public schools and hospitals operate under their own taxing district and thus fund their own infrastructure needs. The City does not fund or operate any public school or hospital. The existing infrastructure to support schools and the hospital meet level of service standards. Impact fees for future expansion of these public facilities may be waived by the County.



**6.5.4** The platting and concurrency process established by Broward County and discussed in the Plan ensures that future capital facilities are in place when needed by a new development or a significant redevelopment. Any major increase in density or intensity of use in the City would require a land use amendment which would be reviewed by the County’s Planning Council.

The most likely land use scenario in the future is to see redevelopment of underutilized residential parcels at higher densities, redevelopment of blighted commercial areas into new residential, commercial or mixed use projects, and development of vacant land at the highest density and intensity permitted or as mixed use. This combination of land uses will accommodate the projected population growth and land use needs. The resulting concern for public facilities and services is the ability to accommodate increased densities. This is analyzed in detail in the Infrastructure Element. The plans of the South Florida Water Management District have been taken into consideration within the Utilities Element as well.

The effect of increased density on transportation and transit has been addressed in the Transportation Element. The plans of the Florida Department of Transportation, District Four have been taken into consideration in the Transportation Element as well.

### **Ability to Finance Capital Improvements**

**6.5.5** The City of Miramar takes great pride in the appearance of its property and the services it provides to its businesses and citizens. This is reflected in the cumulative investment that the City has made over the past 52 years in capital assets. At the end of fiscal year 2007, the total amount of the City’s capital assets net of accumulated depreciation totaled \$477 million.

The assets of the City of Miramar exceeded liabilities at the close of fiscal 2007 by \$436 million. This represents the net assets of the City. Of this amount, \$173 million was from governmental funds (general, special revenue, debt service, capital projects and permanent funds) and \$263 million was from business-type activities (water, sewer and solid waste funds).

As of September 30, 2007 the City’s governmental combined funds reported ending fund balances of \$76 million. Approximately 76 percent, or \$57 million, was available for spending at the government’s discretion. The unreserved fund balance for the general fund was \$33 million, or 36 percent of the general fund expenditures.

#### **a. Debt Administration**



At September 30, 2007, the City had several debt issues outstanding. Included in the general long-term debt account group (GLTDAG) was 102 million in revenue bonds and notes (supported by revenue other than through taxes) and \$36 million in proprietary bonds (funded by water and sewer revenues).

When rating municipalities, rating agencies look favorably upon proactive management and cities with strong financial positions, which provide a safety net that protects against uncertainties.

The bond issues which the City has outstanding are insured through the major municipal bond insurers using financial guarantees insurance policies. The purchase of insurance on the bonds is equivalent to a AAA rating.

**b. Cash Management**

The City has adopted a cash management policy that is conservative and emphasizes capital preservation. To ensure the safety of the City's funds, all investments are with depositories that are qualified under Florida laws. All monies except those held by the four pension funds are invested in either the state investment pool for local governments, in an account that complies with the City's strict formal investment policy or government securities. Cash and investments held by four pension funds are the responsibility of independent trustees.

**c. Independent Audit**

The City Charter requires an annual audit by independent certified public accountants. In addition to meeting the requirements set forth in the Charter and Government Auditing Standards, the audit must meet the stringent requirements of the Federal Single Audit Act in accordance with OMB Circular A-133 and the Florida Single Audit Act in accordance with Chapter 10.550, Rules of the Auditor general.

**d. Awards**

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the City of Miramar for its comprehensive annual financial report.

## **Forecast Revenues and Expenditures**

**6.5.5.1** The projection of revenues for each of the funds listed in Table 6.3 and the summaries of revenues and expenditures are based on historical value assumptions. The summary of revenues projection is depicted on Table 6.4.



**Table 6.4 City of Miramar Summary of Revenue Projections**

| Revenue Projections            | FY10-11               | FY11-12               | FY12-13               | FY13-14               | FY14-15               |
|--------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| <u>General Fund</u>            |                       |                       |                       |                       |                       |
| General Government Taxes       | \$ 55,686,000         | \$ 54,926,974         | \$ 56,250,802         | \$ 59,668,865         | \$ 63,272,493         |
| Licenses, Permits and Fees     | 12,697,600            | 13,318,676            | 13,713,005            | 14,119,134            | 14,537,416            |
| Intergovernmental Revenues     | 10,095,900            | 10,519,305            | 10,860,105            | 11,252,982            | 11,661,401            |
| Charges for Services           | 6,991,100             | 6,976,639             | 7,176,890             | 7,386,863             | 7,606,990             |
| Fines and Forfeitures          | 587,000               | 592,870               | 598,799               | 604,787               | 610,835               |
| All Other Revenues             | 46,115,800            | 23,816,098            | 29,854,579            | 30,057,813            | 30,484,629            |
| <b>Total General Fund</b>      | <b>132,173,400</b>    | <b>110,150,562</b>    | <b>118,454,179</b>    | <b>123,090,444</b>    | <b>128,173,764</b>    |
| <u>Grant Funds</u>             |                       |                       |                       |                       |                       |
| Total Federal Grant Funds      | 500,000               | 500,000               | 2,754,902             | 1,428,746             | 500,000               |
| <u>Park Development Fund</u>   |                       |                       |                       |                       |                       |
| Total Park Development Fund    | 300,500               | 180,000               | 180,000               | 170,000               | 170,000               |
| <u>Capital Projects Funds</u>  |                       |                       |                       |                       |                       |
| Total Capital Projects Funds   | 1,850,000             | 180,000               | 10,180,000            | 180,000               | 350,000               |
| <u>Utility Funds</u>           |                       |                       |                       |                       |                       |
| Total Utility Funds            | 32,587,300            | 32,587,300            | 32,577,300            | 32,500,000            | 32,300,000            |
| <b>TOTAL PROJECTED REVENUE</b> | <b>\$ 167,411,200</b> | <b>\$ 143,597,862</b> | <b>\$ 164,146,381</b> | <b>\$ 157,369,190</b> | <b>\$ 161,493,764</b> |

## Expenditure Projections for Scheduled Capital Improvements

**6.5.5.2** The City is currently financing some capital improvements projects from previously CIP. These costs are subtracted from the summary of projected revenues to show that future revenues will be able to fund the new capital improvements as listed in Table 6.1. Table 6.5 indicates the expenditure projections for the new scheduled capital improvements.



**Table 6.5 City of Miramar Summary of Expenditure Projections**

**CAPITAL IMPROVEMENT ELEMENT**

| <b>Expenditure Projections</b>      | <b>FY10-11</b>        | <b>FY11-12</b>        | <b>FY12-13</b>        | <b>FY13-14</b>        | <b>FY14-15</b>        |
|-------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| <u>General Fund</u>                 |                       |                       |                       |                       |                       |
| Total General Fund                  | \$ 132,173,400        | \$ 110,150,562        | \$ 118,454,179        | \$ 123,090,444        | \$ 128,173,764        |
| <u>Federal Grant Fund</u>           |                       |                       |                       |                       |                       |
| Total Federal Grant Fund            | 500,000               | 500,000               | 2,754,902             | 1,428,746             | 500,000               |
| <u>Park Development Fund</u>        |                       |                       |                       |                       |                       |
| Total Park Development Fund         | 300,500               | 180,000               | 180,000               | 170,000               | 170,000               |
| <u>Capital Projects Funds</u>       |                       |                       |                       |                       |                       |
| Total Capital Projects Funds        | 1,850,000             | 180,000               | 10,180,000            | 180,000               | 350,000               |
| <u>Utility Funds</u>                |                       |                       |                       |                       |                       |
| Total Utility Funds                 | 32,587,300            | 32,587,300            | 32,577,300            | 32,500,000            | 32,300,000            |
| <b>TOTAL PROJECTED EXPENDITURES</b> | <b>\$ 167,411,200</b> | <b>\$ 143,597,862</b> | <b>\$ 164,146,381</b> | <b>\$ 157,369,190</b> | <b>\$ 161,493,764</b> |

## Debt Service Obligations

### 6.5.5.3

The City utilizes a combination of debt, pay as you go, available resources (grants, excess reserves) to pay for essential capital expenditures. These non-recurring expenditures are of a magnitude which would have a tremendous impact if they were included in the operating budget. Debt financing distributes the costs of improvements to the project’s users over its lifetime. The pay-as-you-go method of financing is employed for capital expenditures which are appropriately incorporated into the current budget.

The goal of the City’s debt policy is to maintain the ability to provide quality municipal services in a cost-efficient manner. The City uses the following guidelines before incurring any additional long-term debt:

- a. Borrowing is only considered for essential non-recurring capital expenditures.
- b. The length of financing of the improvement will not exceed its useful life.
- c. Efforts shall be made to maintain or improve the City’s bond rating.





**Table 6.6 City of Miramar Loan and Bond Payments**

| Source of Funds to Pay Debt Service      | FY10-11             | FY11-12              | FY12-13              | FY13-14              | FY14-15              |
|--|---------------------|----------------------|----------------------|----------------------|----------------------|
| <b>General Fund</b>                      |                     |                      |                      |                      |                      |
| Special Assessments                      | 126,842             | 126,842              | 126,842              | -                    | -                    |
| Communication Service Tax                | 4,131,468           | 6,286,428            | 6,284,663            | 6,282,076            | 6,272,913            |
| Franchise Fees - Electric                | 383,176             | -                    | -                    | -                    | -                    |
| Public Service Tax                       | 449,311             | 451,537              | 447,874              | 448,521              | 448,471              |
| <b>FUND TOTAL</b>                        | <b>5,090,797</b>    | <b>6,864,807</b>     | <b>6,859,379</b>     | <b>6,730,597</b>     | <b>6,721,384</b>     |
| <b>Utility Fund</b>                      |                     |                      |                      |                      |                      |
| Special Assessment                       | -                   | -                    | -                    | -                    | -                    |
| Water/Sewer/Stormwater System Revenue    | 4,154,594           | 5,068,456            | 5,066,181            | 5,066,856            | 5,066,062            |
| <b>FUND TOTAL</b>                        | <b>4,154,594</b>    | <b>5,068,456</b>     | <b>5,066,181</b>     | <b>5,066,856</b>     | <b>5,066,062</b>     |
| <b>TOTAL DEBT SERVICE FOR O/S ISSUES</b> | <b>\$ 9,245,391</b> | <b>\$ 11,933,263</b> | <b>\$ 11,925,560</b> | <b>\$ 11,797,453</b> | <b>\$ 11,787,446</b> |

## Ad Valorem Tax Base and Millage Rate

**6.5.5.4** The imposition of property taxes is one of the three most significant source of cash, the other two being the sale of bonds and the setting of rates, that are available and controlled at the local level. State law allows the City to levy up to 10 mills of non-voted ad valorem tax. Table 6.7 depicts the tax base and millage rate projections.

**Table 6.7 City of Miramar Tax Base and Mileage Rate Projections**

|                           | FY10-11          | FY11-12          | FY12-13          | FY13-14          | FY14-15          |
|---------------------------|------------------|------------------|------------------|------------------|------------------|
| Taxable Value of Property | \$ 6,764,613,634 | \$ 6,576,382,952 | \$ 6,726,382,952 | \$ 7,212,702,100 | \$ 7,723,337,205 |
| Milage Rate               | 6.4654           | 6.4654           | 6.4654           | 6.4654           | 6.4654           |
| Ad Valorem Tax Yield      | \$ 41,549,136    | \$ 40,392,999    | \$ 41,314,319    | \$ 44,301,354    | \$ 47,437,741    |

## Projections of Other Tax Bases and Other Revenue Sources

**6.5.5.5.** The projections of other tax bases and other revenue sources such as impact and user fees are included in the overall revenue projections shown in Table 6.4.

- a. Utility Taxes – Similar to other cities in Florida, the city of Miramar levies a 10 percent tax on electric, water, and natural gas usage.
- b. Local Communications Service Tax – This is the combined revenues of what were formerly the Franchise fees for telephone, cable, and other telecommunications services. The taxes are now collected by the State and remitted to the City on a monthly basis.



- c. Local Business (Occupational License) Tax – The local business tax replaced occupational licenses per State law. This revenue source is derived from businesses that operate throughout the city and is based on a schedule depending on the type of business.
- d. Ninth Cent Fuel Tax – Revenues received in this category are distributed to municipalities from the local option gas tax trust fund administered by the State.
- e. ½ Cent Sales Tax – This revenue source is represented by one half of the revenue generated by the additional 1 percent sales tax which is distributed to counties and cities based on a population formula.
- f. State to Municipal Revenue Sharing – Revenues received in this category represent almost 75% of total State Revenue Sharing Funds and are remitted to the City based on a formula which incorporates population size.
- g. Impact Fees –The City collects Fire, Police, Parks, recreation, water, and sewer impact fees. The fees that are collected are deposited directly into specific funds that are designed to account for the construction of new facilities commensurate with new construction.
- h. Stormwater Utility Fee – These represent fees collected from monthly billings to residents and commercial entities. These funds are restricted for use on stormwater related projects.
- i. Franchise Fees – The franchise fees for electric and natural gas are derived from a 6 percent charge on each customer’s bill. The solid waste franchise fees are derived from a 13 percent charge on each customer’s bill.

## Projection of Debt Capacity

6.5.5.5

The projection of debt capacity for fiscal years 2010 to 2014 is shown in Table 6.8 below.



**Table 6.8 City of Miramar Fiscal Assessment**

**CAPITAL IMPROVEMENT ELEMENT**

| <b>Fund</b>                                   | <b>FY10-11</b> | <b>FY11-12</b> | <b>FY12-13</b> | <b>FY13-14</b> | <b>FY14-15</b> |
|---|----------------|----------------|----------------|----------------|----------------|
| <b>General Fund</b>                           |                |                |                |                |                |
| Revenues                                      | \$ 132,173,400 | \$ 110,150,562 | \$ 118,454,179 | \$ 123,090,444 | \$ 128,173,764 |
| - Non-Capital Expenses                        | 124,403,700    | 102,987,901    | 108,898,117    | 113,528,088    | 118,603,016    |
| - Debt Payments                               | 7,589,700      | 7,010,411      | 6,896,200      | 6,894,500      | 6,894,500      |
| - Operating Cost Increase                     | -              | -              | -              | -              | -              |
| - Capital Improvements                        | 180,000        | 152,250        | 2,659,863      | 2,667,856      | 2,676,248      |
| Balance                                       | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           |
| <b>Grant Funds</b>                            |                |                |                |                |                |
| Revenues                                      | \$ 500,000     | \$ 500,000     | \$ 2,754,902   | \$ 1,428,746   | \$ 500,000     |
| - Capital Improvements                        | 500,000        | 500,000        | 2,754,902      | 1,428,746      | 500,000        |
| Balance                                       | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           |
| <b>Park Development Fund</b>                  |                |                |                |                |                |
| Revenues                                      | \$ 300,500     | \$ 180,000     | \$ 180,000     | \$ 170,000     | \$ 170,000     |
| - Capital Improvements                        | 300,500        | 180,000        | 180,000        | 170,000        | 170,000        |
| Balance                                       | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           |
| <b>Capital Projects Funds</b>                 |                |                |                |                |                |
| Revenues                                      | \$ 1,850,000   | \$ 180,000     | \$ 10,180,000  | \$ 180,000     | \$ 350,000     |
| - Capital Improvements                        | 1,850,000      | 180,000        | 10,180,000     | 180,000        | 350,000        |
| Balance                                       | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           |
| <b>Utility Fund</b>                           |                |                |                |                |                |
| Revenues                                      | \$ 36,171,436  | \$ 37,892,443  | \$ 39,576,087  | \$ 39,576,087  | \$ 39,576,087  |
| - Non-Capital Expenses                        | 30,169,440     | 31,677,912     | 33,261,808     | 33,261,808     | 33,261,808     |
| - Debt Payments                               | 3,997,224      | 4,197,085      | 4,406,939      | 4,406,939      | 4,406,939      |
| - Operating Cost Increase                     | 1,508,472      | 1,583,896      | 1,663,090      | 1,663,090      | 1,663,090      |
| - Capital Improvements                        | 496,300        | 433,550        | 244,250        | 244,250        | 244,250        |
| Balance                                       | \$ -           | \$ 0           | \$ -           | \$ -           | \$ -           |
| <b>Utility Construction Revenue Bond Fund</b> |                |                |                |                |                |
| Revenues                                      | \$ 1,000,000   | \$ 1,000,000   | \$ 1,000,000   | \$ 1,000,000   | \$ 1,000,000   |
| - Capital Improvements                        | \$ 1,000,000   | \$ 1,000,000   | \$ 1,000,000   | \$ 1,000,000   | \$ 1,000,000   |
| Balance                                       | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           |
| <b>CIAC Fund</b>                              |                |                |                |                |                |
| Revenues                                      | \$ 425,000     | \$ 310,000     | \$ 60,000      | \$ 60,000      | \$ 60,000      |
| - Capital Improvements                        | \$ 425,000     | \$ 310,000     | \$ 60,000      | \$ 60,000      | \$ 60,000      |
| Balance                                       | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           |
|   | \$ 37,596,436  | \$ 39,202,443  | \$ 40,636,087  | \$ 40,636,087  |                |



6558 The cash balances, as shown in Table 6.8 shows the ability of the City to incur more debt before capital improvements costs are added to meet LOS standards. Capital improvement costs by facility type are summarized in Table 6.9 below.

Table 6.9 City of Miramar Needed Capital Improvements

| Category         | FY 2010-11   | FY 2011-12   | FY 2012-13    | FY 2013-14   | FY 2014-15   | Total         |
|------------------|--------------|--------------|---------------|--------------|--------------|---------------|
| Park Facilities  | \$ 250,000   | \$ -         | \$ 225,000    | \$ 2,847,000 | \$ 6,069,300 | \$ 9,391,300  |
| Infrastructure   | \$ 4,162,100 | \$ 966,000   | \$ 3,711,302  | \$ 1,108,746 | \$ 1,130,000 | \$ 11,078,148 |
| Public Buildings | \$ 35,000    | \$ -         | \$ 23,149,900 | \$ 4,450,000 | \$ -         | \$ 27,634,900 |
| Capital Equip.   | \$ -         | \$ 46,800    | \$ 46,800     | \$ 46,800    | \$ 46,800    | \$ 187,200    |
| Funding by Year  | \$ 4,447,100 | \$ 1,012,800 | \$ 27,133,002 | \$ 8,452,546 | \$ 7,246,100 |               |
|                  |              |              |               |              | Total:       | \$ 48,291,548 |

### Projected Operating Cost Increase Consideration

6559 The capital improvements listed in Table 6.9 will increase the City’s total operating costs. In order to operate and maintain these new facilities, the City must project future operating costs as capital improvements are completed. These cumulative expenditures are carried forward as additional costs to the City’s operating budget.

### Fiscal Assessment

65510 To conduct a fiscal assessment, general government expenses, combined with required expenditures from the currently funded capital projects and debt service on existing capital projects were added together and then subtracted from the projected fund revenues as shown in Table 6.8.

### Monitoring and Evaluation

*Concurrency Management System* Miramar has an established Concurrency Management System (CMS) that ensures public facilities are available to serve development at the time that the impacts of development occur on such public facilities. The CMS provides for the following capital facility management and monitoring program components:

- \* Annual Concurrency Management Report (CMR) which describes the existing condition of all public facilities; summarizes available capacity based on adopted LOS standards; and forecasts capacity availability over the subsequent five-year period.



- \* Quarterly Facility Reports to assist in the CMR preparation and provide timely, updated information.
- \* Annual Determination of Public Facility Adequacy based on the CMR.
- \* Recommended CIE and Capital Budget Amendments from Mayor to Commission.

The CMS also establishes development review procedures which are included in the City's Land Development Code to ensure that no development orders are issued unless adequate public facilities are available to serve proposed developments, or to ensure that development orders are conditioned upon the availability of public facilities to serve the development concurrent with the impacts of development on such public facilities. Petitioners must supply public facility impact information when applying for development approvals. Community Development and other City staff then verifies and reviews project information, comparing it with public facility capacity data and anticipated committed development impacts to ensure that adopted level of service (LOS) standards will be maintained if the petition is approved. If LOS will not be maintained, the petition is denied unless the applicant commits to construct the public facility improvements necessary to maintain LOS. The public facility level of service standards contained in the adopted Miramar Comprehensive Plan, as amended, are codified.

***Evaluation and Appraisal Process:*** The City of Miramar evaluates and appraises this Comprehensive Plan every five years beginning with the original Plan adoption in 1990 under the 1985 State Growth Management Act. This process begins eighteen months prior to the fifth year anniversary of the prior Plan adoption date. The components of this comprehensive process are the updating of socio-economic and development data which is evaluated to determine if projections were accurate and what trends have developed over the past five years. The Goals, Objectives and Policies of the adopted Plan are then examined for updating, compliance with current law and introduction of new initiatives for the next planning period.

Public participation is built into the entire process which results in a final Evaluation and Appraisal report (EAR) which is reviewed and adopted by the Local Planning Agency and City Commission, and transmitted to the Florida Department of Community Affairs (FDCA) for review. Once the final EAR is approved by all agencies, EAR-based Plan amendments are initiated.

# **IX. Public School Facilities Element**

## **Goal 1**

The City of Miramar City Commission in collaboration with the Broward County Board of County Commissioners (Broward County), the School Board of Broward County (School Board) and other Broward County municipalities (municipalities) shall ensure that public school facilities will be available for current and future students consistent with available financial resources and adopted level of service standards (LOS). This will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of adequate public school facilities and the authority of City of Miramar, Broward County and the other municipalities for development permitting and comprehensive planning.

## **Financially Feasible District Educational Facilities Plan**

### **Objective 1.1**

The School Board, pursuant to Chapters 163.3177 and 163.3180 F.S. and the Inter-Local Agreement for Public School Facility Planning (ILA), shall prepare and annually update and adopt the Five-Year District Educational Facilities Plan (DEFP) which shall contain a five-year financially feasible schedule of capital improvements to address existing deficiencies and achieve and maintain the adopted level of service in all concurrency service areas (CSAs). The School Board shall also ensure that school facilities are planned to meet the long-term planning period of the Public School Facility Element (PSFE) of the City of Miramar and Broward County Comprehensive Plans.

#### **Policy 1.1.1**

The DEFP shall include a financially feasible schedule of capacity additions to existing schools and construction of new schools to eliminate existing level of service deficiencies and meet the needs of projected growth for the five-year planning period. This financially feasible schedule shall be annually adopted into the City of Miramar and Broward County Comprehensive Plans Capital Improvements Element (CIE). This adoption may either be by reference or by restatement of the relevant portions of the adopted DEFP, but in no event shall the City attempt to modify the adopted DEFP.

#### **Policy 1.1.2**

The DEFP shall provide year-by-year projections of the capacity needed to achieve and maintain the adopted LOS within the CSA for each school for the five-year planning period. These projections are included in the supporting documents of the PSFE.



- Policy 1.1.3** The DEFP’s five-year financially feasible schedule shall provide for the remodeling/renovation of existing schools to meet the identified needs of aging schools and replace worn facilities.
- Policy 1.1.4** The DEFP shall be amended on an annual basis to: 1) add a new fifth year; 2) reflect changes in estimated capital revenues, planned capital appropriations costs, planned capital facilities projects, CSAs and school usage; and, 3) ensure the DEFP continues to be financially feasible for the five-year planning period.
- Policy 1.1.5** Annually adopted updates to the DEFP and CSA maps shall be coordinated with annual plan amendments to the CIE of the City of Miramar and Broward County Comprehensive Plans. The annual plan amendments shall ensure that the schedule of capital improvements within the CIE continues to be financially feasible and the LOS will be achieved and maintained.
- Policy 1.1.6** The School Board’s DEFP, including pages 1 thru 227 and appendixes A to E, adopted by the School Board on September 7, 2010, are adopted by reference into the CIE.

## **Concurrency Management System**

### **Objective 2:**

The City of Miramar shall adopt a county-wide public school facilities concurrency management system for implementation of public school concurrency to ensure that public school facilities are available at the adopted level of service standard concurrent with the impact of proposed residential development.

- Policy 1.2.1** The City, in collaboration with Broward County and the School Board shall implement concurrency management systems consistent with the policies included in the City’s and County’s Public School Facility Elements, procedures and requirements included within the ILA and the City and County land development regulations (LDRs).
- Policy 1.2.2** The CSAs shall be the annually adopted school attendance boundaries for each elementary, middle and high school. The maps of the CSAs are maintained in the data and analysis section of the PSFE.
- Policy 1.2.3** The LOS standard shall be 100% of the gross FISH capacity (with relocatable classrooms) for each CSA until the end of the 2018/19 school year; and commencing at the 2019/20 school year, the LOS for each CSA shall be 110% of permanent FISH capacity for each public elementary, middle and high school.



- Policy 1.2.4** If adequate capacity is not available in a CSA for a proposed residential development, but capacity exists in one or more contiguous CSAs, the development may proceed consistent with the provisions and procedures in the ILA and City’s and County’s LDRs.
  
- Policy 1.2.5** If adequate capacity is not currently available in a CSA or contiguous CSA, for a proposed residential development, but capacity is scheduled in the DEFP to be available within 3 years after the issuance of final subdivision or site plan approval, (or functional equivalent), development of the project may proceed in accordance with the provisions and procedures in the ILA and City’s and County’s LDRs.
  
- Policy 1.2.6** The City of Miramar and Broward County shall not approve a residential plat or site plan (or functional equivalent) until the School Board has reported that the school concurrency requirement has been satisfied consistent with the provisions and procedures in the ILA and City’s and County’s LDRs.
  
- Policy 1.2.7** The CSAs shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public schools in accordance with the level of service standards and the gross capacity, taking into account special considerations such as, core capacity, special programs, transportation costs, geographic impediments, diversity programs, and class size reduction requirements to prevent disparate enrollment levels between schools of the same type (elementary, middle, high) and provide an equitable distribution of student enrollment district-wide.
  
- Policy 1.2.8** The projected student impact of a proposed residential development shall be determined using the student generation rates approved by the School Board and adopted within the Broward County Land Development Code. The student generation rates shall be reviewed and updated at least every 3 years.
  
- Policy 1.2.9** The public school concurrency approval for residential plats shall expire if development within the plat does not commence within 5 years following the date of County Commission approval.

## **Proportionate Share Mitigation**

### **Objective 1.3**

The School Board, pursuant to Chapter 163.3180 F.S. and the ILA, shall adopt proportionate share mitigation alternatives which provide an option for residential developments unable to meet the public school concurrency requirement. Upon approval of a proportionate share



mitigation alternative by the School Board and completion of necessary binding agreements, a development will be deemed to have met the public school concurrency requirement and may proceed.

**Policy 1.3.1**

A residential development’s proportionate share mitigation value shall be determined by multiplying the number of additional student stations needed to mitigate the impact of the proposed development on schools within the affected CSA(s) not meeting the adopted LOS standards by the State cost per student station for each school type plus a land impact cost share, if any. Pursuant to Section 163.3180(13)(e)(2), F.S., the applicant’s proportionate share mitigation obligation shall be credited toward any other impact or exaction fee imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

**Policy 1.3.2**

Proportionate share mitigation shall enhance the capacity of the schools (or provide for the construction of new schools) serving the proposed residential development. The mitigation shall equate to at least one permanent classroom, which may be funded by one or more residential developments, or other identified funding sources. Mitigation that results in the need for school site(s) shall primarily be the dedication of land. Proportionate share mitigation shall include the following options, as further defined and subject to, procedures and requirements in the ILA;

- a. Purchase or dedication of needed elementary, middle or high school sites.
- b. Construction of capacity improvements identified in years four (4) or five (5) of the DEFP including advancement of such improvements into the first three years of the DEFP.
- c. Construction of previously unplanned schools, classroom additions, modular classrooms or similar facilities. Such facility capacity shall be included in the first three years of the DEFP through an amendment approved by the School Board.
- d. Construction of the needed capacity at one or more charter schools.
- e. Other mitigation options approved by the School Board on a case by case basis contingent upon a School Board finding that the option mitigates the impact of the proposed development.

**Policy 1.3.3**

Mitigation shall be assured by a legally binding agreement between the School Board, the applicant and the City, which shall be executed prior to the issuance of the final subdivision plat or the final site plan approval (or functional equivalent). If the School Board agrees to the mitigation, the

School Board must commit in the agreement to placing the improvement required for mitigation in the first three years of the DEFP.

## **GOAL 2**

### **Collaborate and Coordinate to Maximize Quality Education**

Maximize collaboration and coordination between the City of Miramar, Broward County, and the School Board, to effectively plan for public elementary and secondary school facilities to meet the current and future needs of Broward County's public school population. Pursuant to Chapter 163.3177 F.S., the City of Miramar, Broward County and all other non-exempt municipalities within the County, shall coordinate and cooperate to ensure the adopted public school facilities elements are consistent with each other.

### **Land Use Consistency, Compatibility & Adequate Infrastructure**

#### **Objective 2.1**

The City of Miramar, Broward County, and School Board shall establish coordination mechanisms to ensure that the locations of existing and proposed school sites are compatible with and proximate to the existing and planned land uses they serve. Such coordination shall also ensure there is adequate public infrastructure available to serve existing and planned school sites including infrastructure which provides safe access to schools.

#### **Policy 2.1.1**

The City of Miramar, Broward County, and the School Board will coordinate through the procedures established in the ILA and the City's and County land use planning process to ensure that existing and proposed public school facility sites are consistent and compatible with the land use categories, future land use maps and policies of the City's and County Comprehensive Plans and enable a close integration between existing and planned schools and surrounding land uses.

#### **Policy 2.1.2**

The City of Miramar, Broward County and the School Board shall coordinate to prepare projections of future development and public school enrollment growth and to ensure such projections are consistent with the Broward County and City's future land use maps and the School Board's Long Range Public School Facilities Map consistent with the procedures and requirements identified in the ILA.

#### **Policy 2.1.3**

Consistent with Section 163.3177 (12) (g), F.S., the Broward County PSFE shall include future conditions maps showing existing and anticipated school facilities for the short-term (5 year) and long-term (10 year) planning time frames. Maps 1 through 12 depict the short and long term existing and anticipated public school facilities and ancillary plants.



- Policy 2.1.4** Consistent with provisions and procedures in the ILA, the School Board will advise the City and County of inconsistencies in comprehensive plans and plan amendments with the DEFP and Long-Range School Facilities Plan.
  
- Policy 2.1.5** The School Board shall monitor and participate in the City’s and Broward County plat review and site plan review processes, the Development of Regional Impact (DRI) process, the land use plan amendment process and other development order/permit processes that may have an impact on current or planned public educational facilities in the City of Miramar.
  
- Policy 2.1.6** The City of Miramar, the School Board and Broward County shall utilize the procedures identified within the ILA, including the Staff Working Group and Oversight Committee established by the ILA, to coordinate the annual review of school enrollment projections in addition to the preparation and annual reviews of public school facilities elements and ensure that the elements are consistent with each other.
  
- Policy 2.1.7** The School Board shall annually update and adopt the DEFP and transmit it, including any supplemental amendments, to the City and Broward County, which then shall amend their CIEs to incorporate the updated DEFP consistent with the provisions and procedures of the ILA.
  
- Policy 2.1.8** The City of Miramar, Broward County and the School Board shall share and coordinate information through the plat, site plan and school siting processes and procedures identified in the ILA to ensure the location, phasing, and development of public school facilities, including additions to existing facilities, is coordinated with the provision of necessary public infrastructure including water and sewer, roads, drainage, sidewalks, mass transit and other infrastructure required to support the public school facilities.
  
- Policy 2.1.9** The City shall coordinate with the School Board and Broward County through the school siting process identified in the ILA as well as the City and Broward County platting and site plan approval processes to implement strategies, consistent with Florida’s Safe Ways to School Program, which reduce hazardous conditions and provide direct, unobstructed and safe access for pedestrian travel (including sidewalks, bicycle paths, signage and signalization) to existing and new school facilities.

## **School Facility Siting, Collocation & Design**

### **Objective 2**

The City, the School Board and Broward County pursuant to the ILA, shall coordinate the location of public school facilities relative to the location of other public facilities such as parks, libraries and community centers and promote schools to be focal points within the community.



new school facility or significant renovation or expansion, the School Board shall coordinate with the City and Broward County on the availability of public facilities, services and grounds (especially for the purposes of collocating parks, libraries, ball fields, community centers, public safety facilities, parking facilities, drainage facilities and other appropriate facilities).

**Policy 2.2.2**

The City of Miramar, Broward County and the School Board shall pursue shared-use and co-location of school sites with County and City facilities having similar facility needs, such as libraries, parks, ball fields, other recreation facilities. At a minimum, per the ILA, the City and County will look for opportunities to collocate and share use of their facilities when preparing updates to the Schedule of Capital Improvements within the Comprehensive Plan and planning and designing new or renovated facilities.

**Policy 2.2.3**

Through the design of school facilities, establishment of school siting standards and pursuit of collocation opportunities, the School Board shall encourage school facilities to serve as community focal points.

**Policy 2.2.4**

The City of Miramar will coordinate with the School Board and Broward County on efforts to build new school facilities, which are designed to serve as emergency shelters as required by Section 1013.372, F.S., the City and Broward County will also collaborate and coordinate with the School Board on emergency preparedness issues through the County's Emergency Operating Center.



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## Appendix A: Maps

### BROWARD COUNTY PUBLIC SCHOOL FACILITIES ADOPTED MAPS

#### Short-Range – (2010 - 2015)

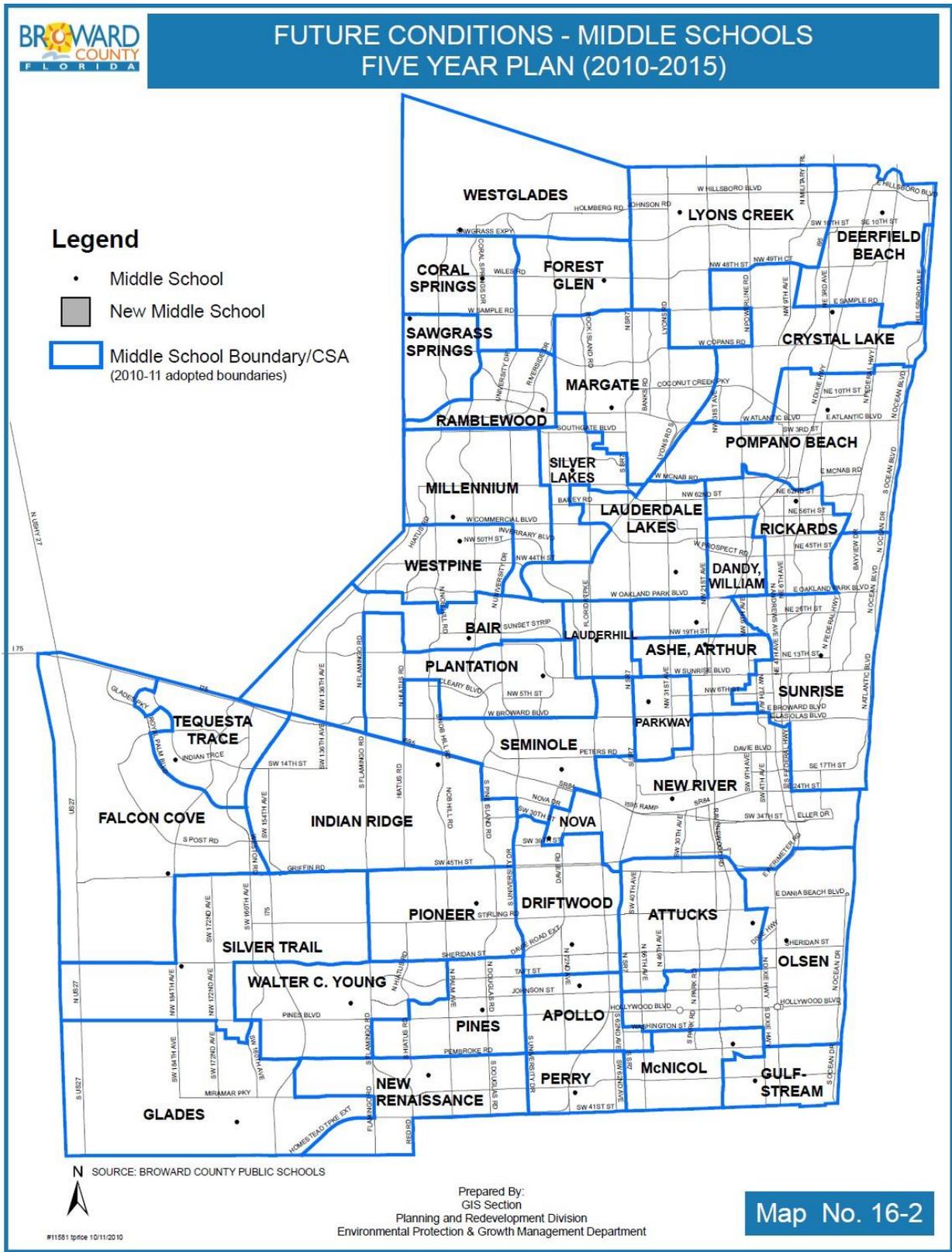
|  |      |
|--|------|
| Future Conditions - Elementary Schools – Five Year Plan .....        | IV   |
| Future Conditions - Middle Schools – Five Year Plan .....            | V    |
| Future Conditions - High Schools – Five Year Plan.....               | VI   |
| Future Conditions - Charter Schools – Five Year Plan.....            | VII  |
| Future Conditions - Special Schools – Five Year Plan.....            | VIII |
| Future Conditions - Ancillary Plant Locations – Five Year Plan ..... | IX   |

#### Long-Range – (2010 - 2020)

|   |      |
|---|------|
| Future Conditions - Elementary Schools – Ten Year Plan .....        | X    |
| Future Conditions - Middle Schools – Ten Year Plan .....            | XI   |
| Future Conditions - High Schools – Ten Year Plan .....              | XII  |
| Future Conditions - Charter Schools – Ten Year Plan .....           | XIII |
| Future Conditions - Special Schools – Ten Year Plan.....            | XIV  |
| Future Conditions - Ancillary Plant Locations – Ten Year Plan ..... | XV   |

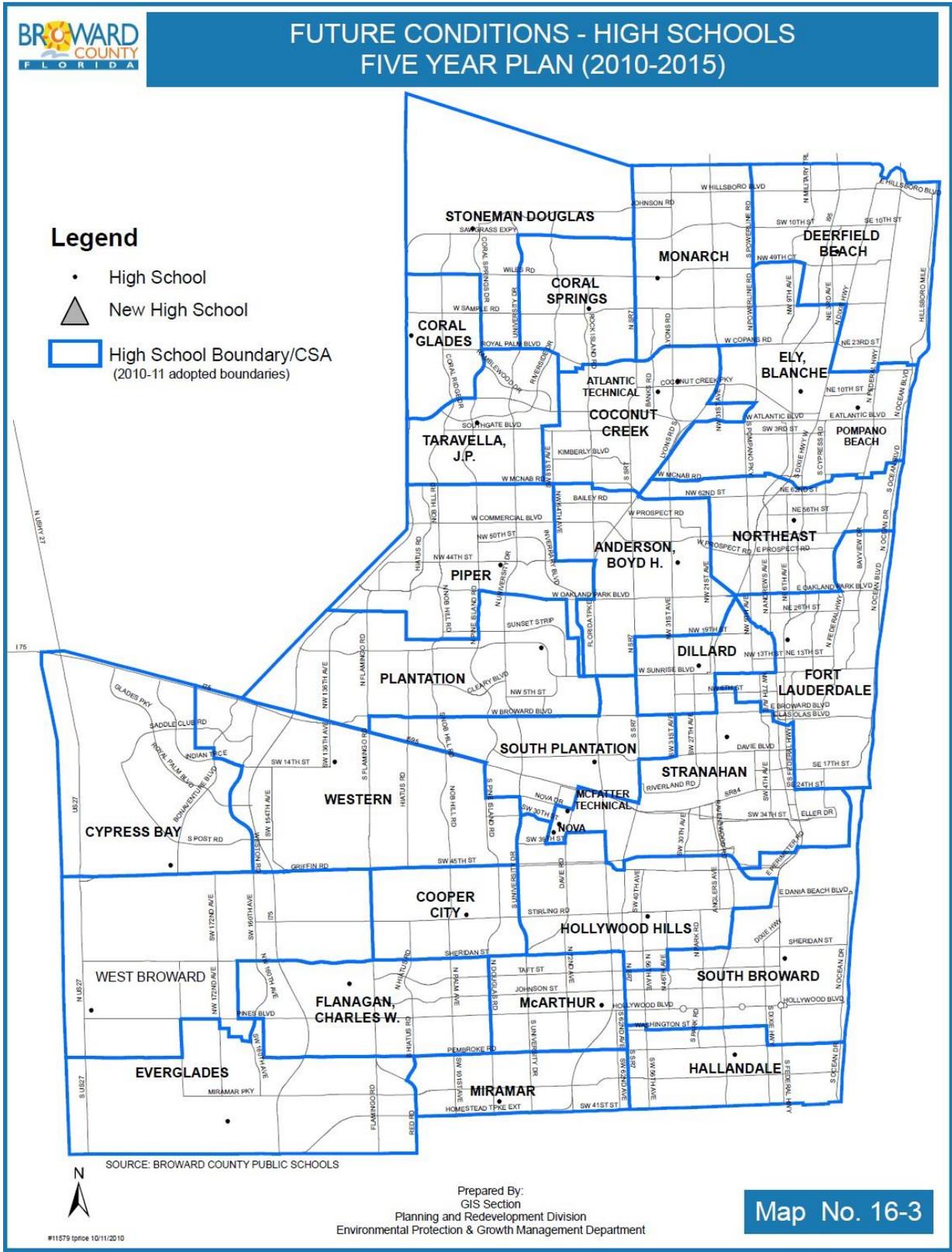


## Map 2: Future Conditions – Middle Schools Five Year Plan



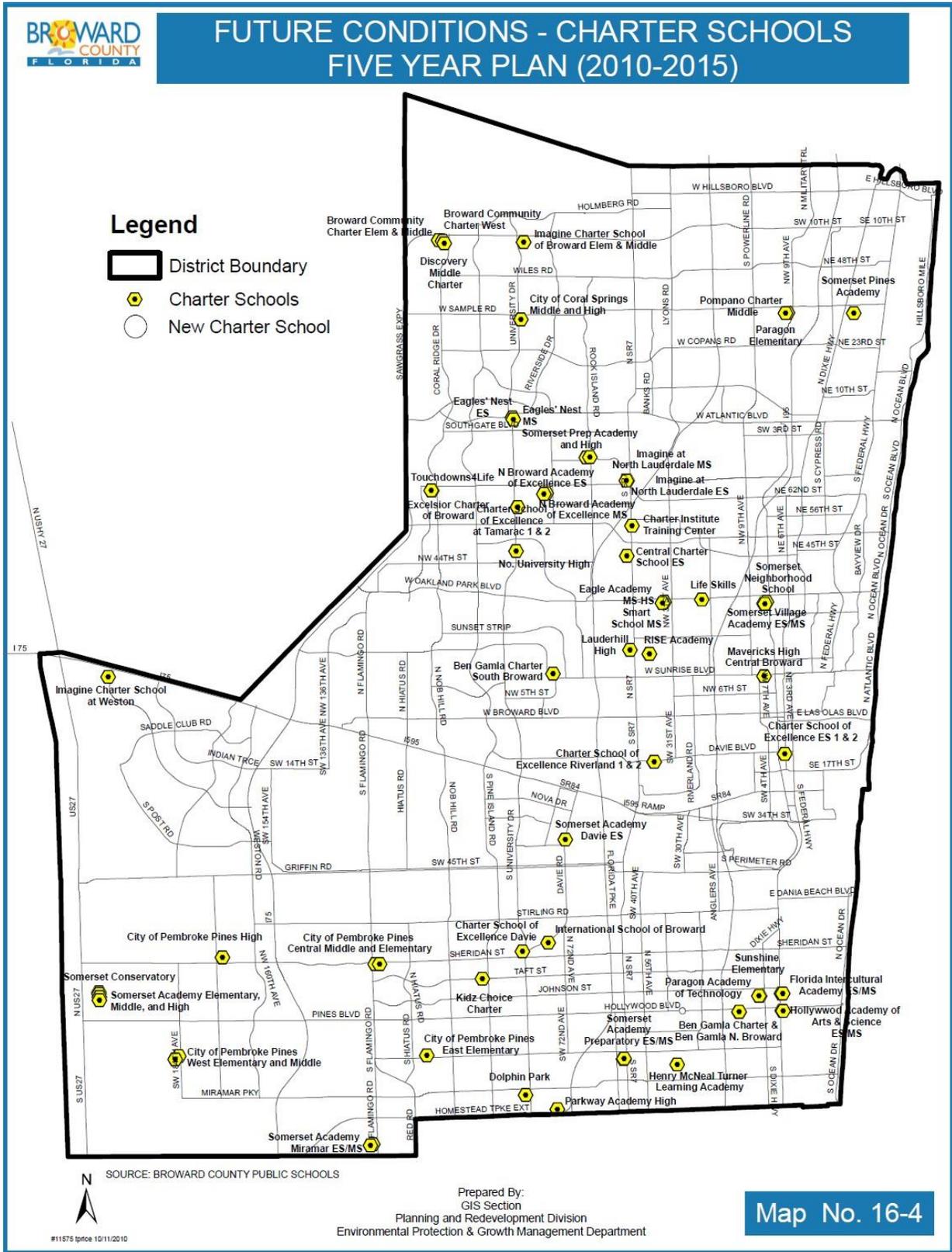


### Map 3: Future Conditions – High Schools Five Year Plan



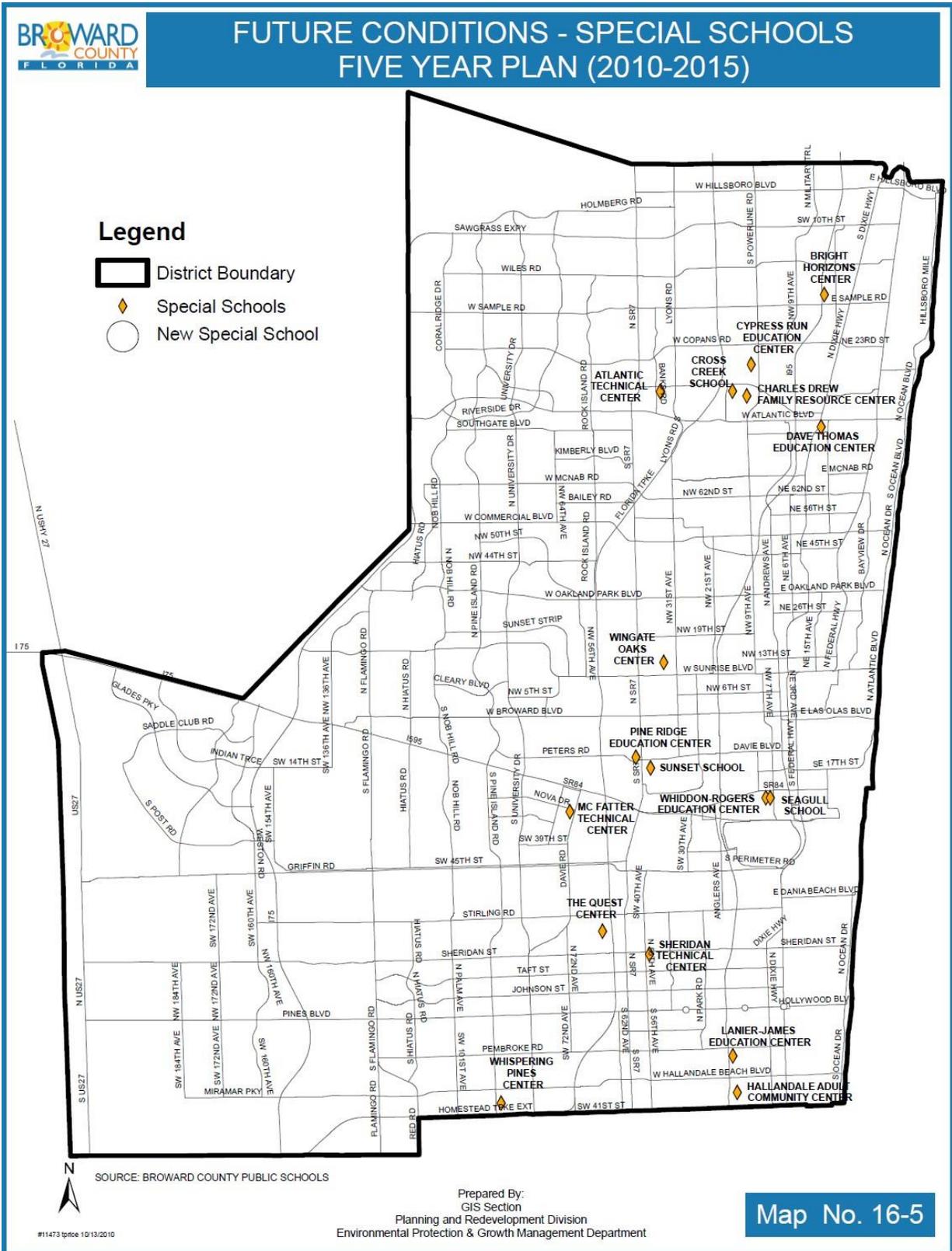


# Map 4: Future Conditions – Charter Schools Five Year Plan



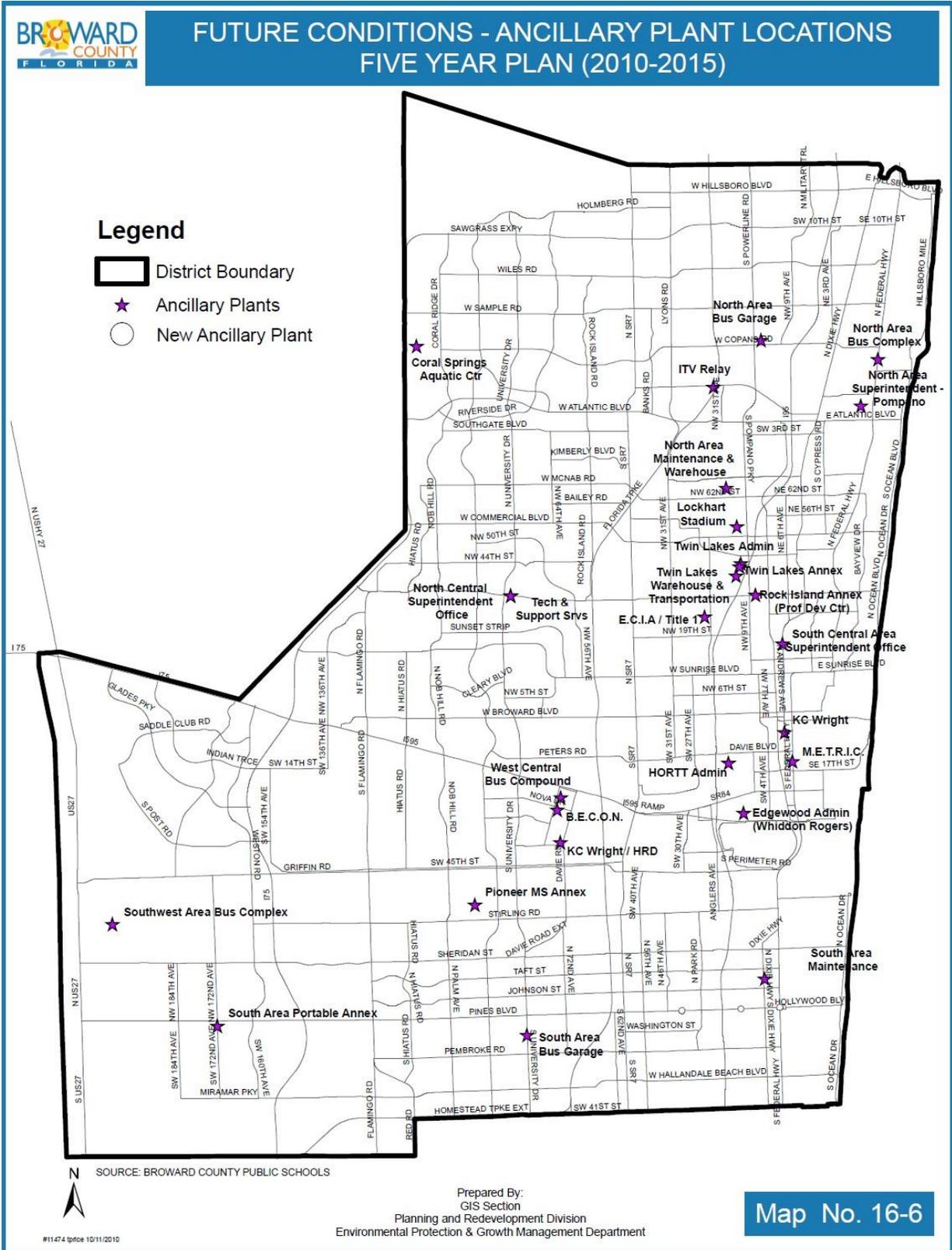


# MAP 5: Future Conditions – Special Schools Five Year Plan



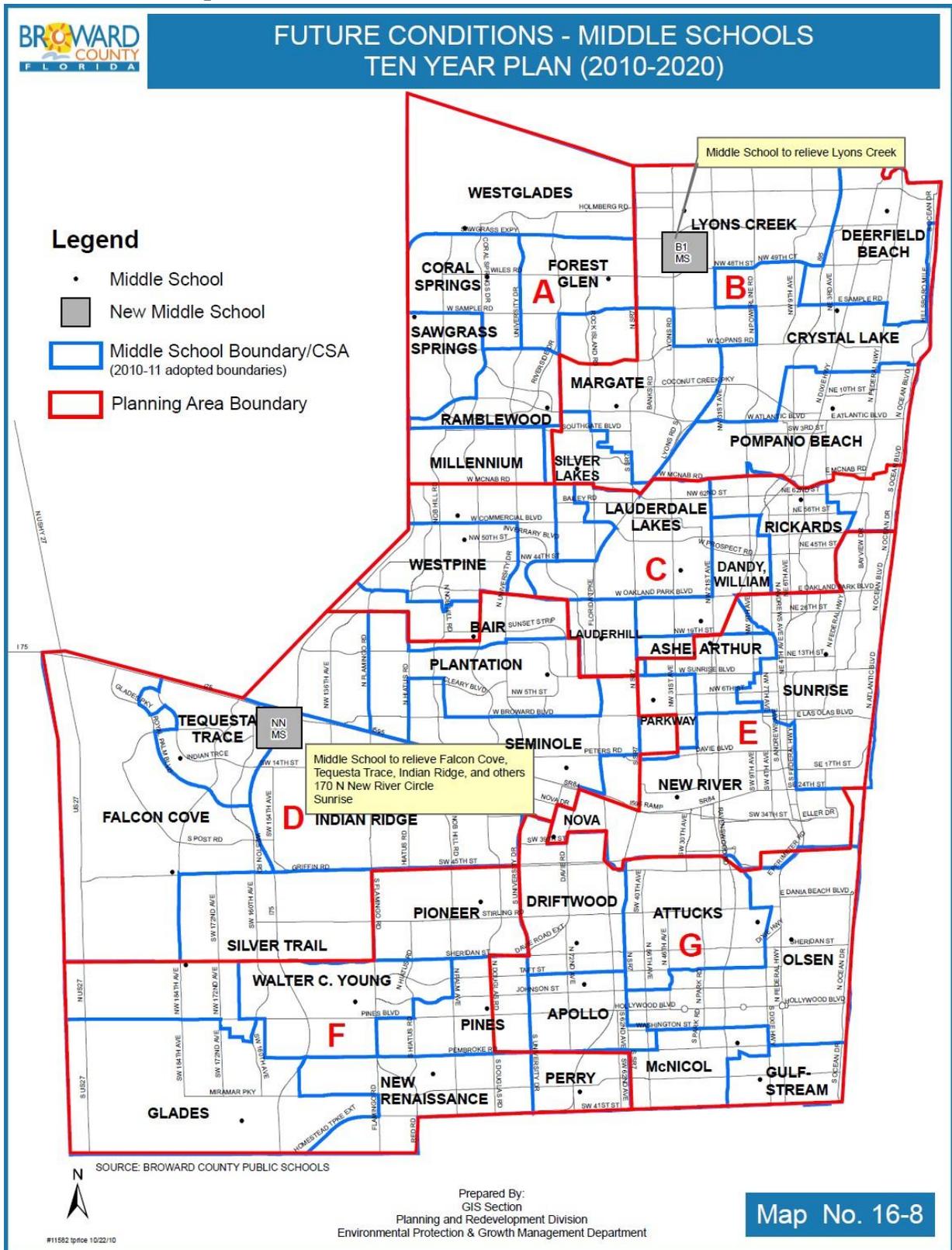


# Map 6: Future Conditions – Ancillary Facilities Five Year Plan



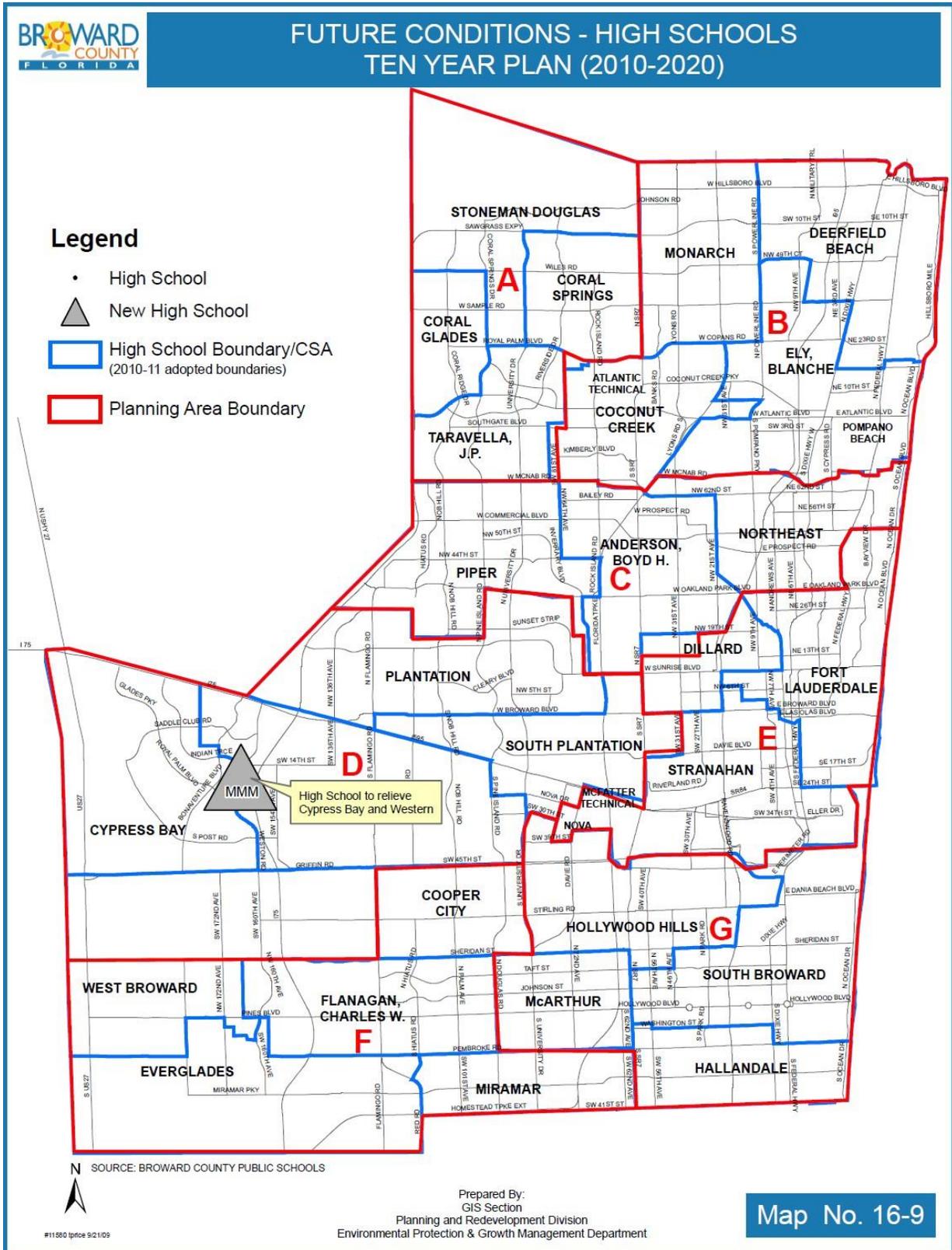


## Map 8: Future Conditions – Middle Schools Ten Year Plan





# Map 9: Future Conditions – High Schools Ten Year Plan





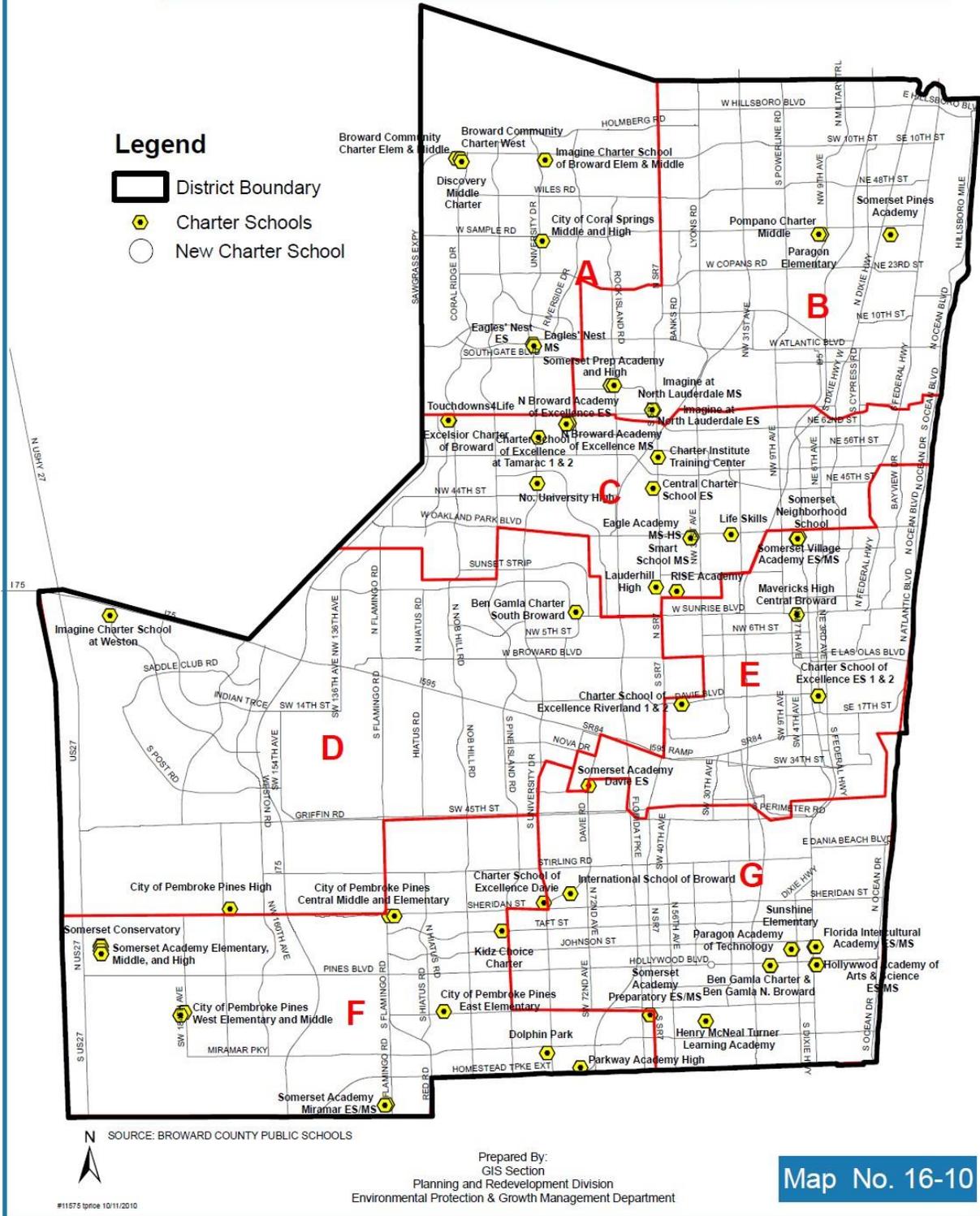
# Map 10: Future Conditions – Charter Schools Ten Year Plan



## FUTURE CONDITIONS - CHARTER SCHOOLS TEN YEAR PLAN (2010-2020)

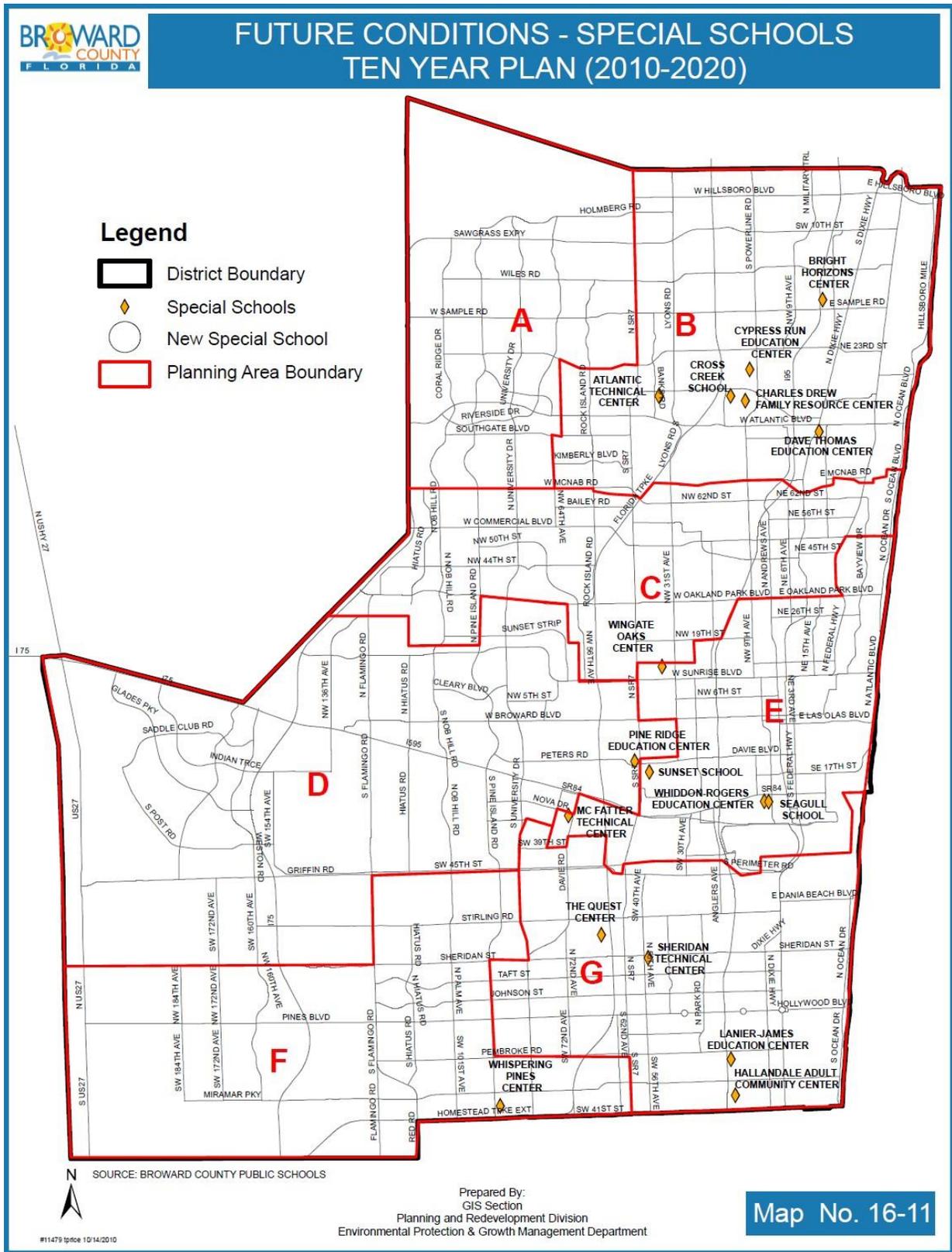
### Legend

- District Boundary
- Charter Schools
- New Charter School



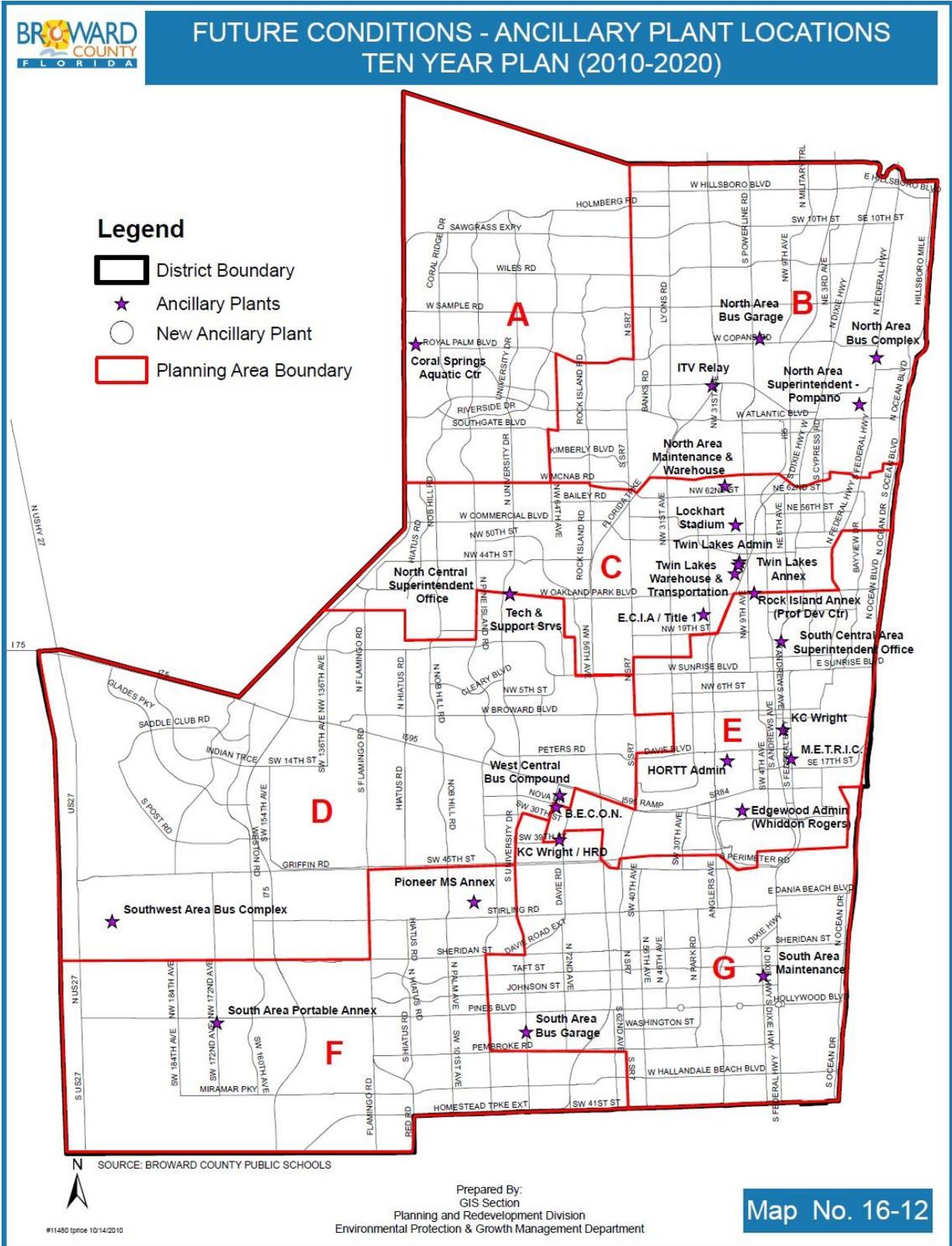


# Map 11: Future Conditions – Special Schools Ten Year Plan





# Map 12: Future Conditions – Ancillary Plant Locations Ten Year Plan



### Legend

- District Boundary
- ★ Ancillary Plants
- New Ancillary Plant
- Planning Area Boundary

SOURCE: BROWARD COUNTY PUBLIC SCHOOLS

#11480 (prnce 10/14/2010)

Prepared By:  
GIS Section  
Planning and Redevelopment Division  
Environmental Protection & Growth Management Department

Map No. 16-12